

REGISTERED

DEPPE MOTORS CORPORATION

151 CHURCH STREET
NEW YORK CITY, U. S. A.

SUPERHEATED

GAS

ENGINES

PATENTS ISSUED AND PENDING



RECEIVED

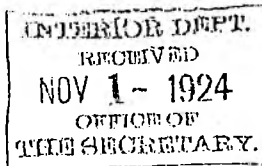
October 31 1924
1924 NOV 1 45

CHIEF SURGEON

U. S. PATENT OFFICE

Mr. Hubert Work,
Secretary of the Interior,
Washington, D.C.

Dear Mr. Work:



Please note attached copy of New York Times of today, showing the article entitled, "Bar Ethyl Gasoline as 5th Victim Dies".

Please particularly note that Mr. Midgley alleges that the Bureau of Mines has been conducting tests on request of the General Motors Corporation and Standard Oil Co. of New Jersey, for ten months, and will issue a statement in a few days on the subject.

I cannot express the shock such a claim by Mr. Midgley gives me, realizing the real facts as I do.

The Bureau of Mines seems alive to the grave dangers to the public in C.O. poisoning as shown in their circular No. 2593, of April, 1924, and I have commended their loyalty to the public as public servants in that C.O. phase of the fuel problem in gas engines.

I do not know how to phrase language in polite terms strong enough, however, to tell you what I feel is the real nature of the Bureau's action as public servants in keeping still for ten months about the danger of lead poisoning in the wide use of lead dopes in motor fuels.

The mere suggestion to use such a dope is, in fact, too monstrous to consider in view of the strict regulation about the use of lead compounds in face powders, food retainers, paints, etc.

Mr. Midgley claims 800,000 cars are already using this Ethyl Gas, and 10,000 filling stations are selling it.

Note my letter, as per copy herewith, to the American Chemical Society of April 9, 1924.

Mr. Midgley admits the lead comes out of the exhaust in form of invisible dust of lead bromide, while Dr. Burrell of the American Chemical Society in published articles, says it comes out as lead chlorides.

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My contention is that lead compounds in any form taken into the human body are cumulative poisons, hence should be summarily prohibited as motor dopes regardless of alleged advantages in wet mixture engines, not equipped with proper carbureting devices for the present fuels, as laid down in the Federal Oil Specifications, to which the Bureau of Mines is a party.

Dr. Henderson of Yale says that C.O., so far as effects on people inhaling are concerned, is comparable to an equivalent amount of alcohol in toxic effect.

Now you allow the cumulative lead poison to be added to an already outrageous flood of poison gas in form of C.O. the basis for the German War Gases, as I recall it now.

Some part of the 22,000 deaths and nearly 700,000 accidents in a year on highways, as stated by Secretary Hoover, must be charged to the toxic effect of the exhaust poisons due to incomplete carburetion and lead dopes, in my opinion.

Your Bureau of Mines is a party to the Federal Oil Specifications which consider only wet mixture engines like Ford's, and also limit laboratory tests to the Engler fractional distillation tests, with incomplete vaporization.

You refuse to consider the dry mixture engines with the equilibrium phase of complete vaporization, which I have fully explained to the Bureau of Standards and to which I have called the Bureau of Mine's attention without even getting an acknowledgment.

May I be pardoned if I ask you frankly now, does the Bureau of Mines exist for the benefit of Ford and the G.M. Corporation and the Standard Oil Co. of New Jersey, and other Oil Companies parties to the distribution of the Ethyl Lead Dopes, or is the Bureau supposed to be for the public benefit and in protection of life and health?

How can you attempt to justify the action of the Bureau on this lead dope problem in the face of the disaster in the Standard Oil Co. of New Jersey works, and the admitted deaths and injury to health in the G. M. Dayton Works, also the Dupont Chemical Works?

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#3

Also, why does the Bureau allow the Joint Tests in Washington between the Government Departments, the Oil and Motor Interests, to be limited to wet mixture engines only, and thus in effect, so far as the public is concerned, play into the hands of Ford, the G.M. and the Oil Companies and against public health and efficiency in use of fuels?

Yours sincerely,