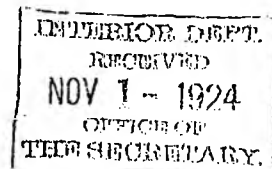


April 9, 1924.

American Chemical Society,
Washington,
D. C.



Gentlemen:

I notice in the New York Herald-Tribune of even date mention of the fact that the subject of Tetra-Ethyl Lead dope for fuels is to be discussed in the next meeting of the Society at Washington the latter part of this month. The article alleges this poisonous compound will double miles per gallon.

In this connection, I beg to call your attention to the attached article by Dr. Henderson of the Yale Technical Staff from the New York Times of March 3, 1924, under the heading of "Health Hazards in Automobile Gas".

I also beg to call your attention to the paper read before the Society of Automotive Engineers, at their annual meeting in Detroit in January, 1924, by Doctors Holloway and Young, of the Purdue University Staff on the subject of high compression engines without the use of doped fuels.

I also call your attention, in this connection, to the statements of Mr. Horning, Chairman of the Society of Automotive Engineers Research Committee for 1924, as shown on page 31 of the American Petroleum Institute Bulletin under date of December 31, 1923. As spokesman for the Motor Industry, Mr. Horning told the Petroleum Institute members present, as follows:

"I want to make one statement to you this evening that I suppose will be interesting. The petroleum industry today and the automobile industry today can supply gasoline and engines that will drive small cars at 40 miles per gallon (and that is an actual thing) without doped fuels. With doped fuels I will state to you gentlemen it is easy to produce a small car that will go 50 miles on a gallon, and that is multiplying their mileage by two and three. It is being done on the roads today and all we need is a public demand for economy, if it ever will come, to give them those mileages."

It will appear, according to Mr. Horning, that it is possible to drive small cars forty miles per gallon without doped fuels, which is perhaps double the mileage per gallon of any commercial cars now operating in the hands of the public. You will note that Mr. Horning states that ten Miles per gallon may be added by the use of doped fuels, which is an alleged gain of 25% not 100%, as stated in press reports.

#2

I have been a great believer in high compression engines using completely vaporized fuels before entering the cylinders of motors. I have no objections to any dopes or additional constituents for any fuels whether added in the oil refinery or whether as an addition by the public and made by outsiders, if such dope increases the efficiency of the fuels and motors in the hands of the public, also provided such dopes do not unduly increase prices of fuels, in view of the fact there is already serious complaint against existing fuel prices.

I particularly remonstrate against the poisonous fluids and possible solids in minute form in the exhaust gas when using these poisonous compounds, such as those based on lead, for the reasons stated in the attached article from the New York Times by the Yale Technical men.

I have also been amazed at the seeming indifference of the public authorities in allowing such poisonous compounds by the carload to be sent into interstate commerce, apparently contrary to laws relating to the manufacture, use and sale of all poisonous articles of commerce otherwise.

As a member, I desire to ^{also}formerly request that you make this letter a part of the proceedings of the meeting, if the paper announced by the General Motors representative is allowed to be presented to the meeting in Washington, as a matter of record and notice to the Society of the nature of the compound that is to be discussed on the occasion, if the press reports before me are correct.

I feel it would be a neglect of public duty on my part, as an advocate of public rights in the premises if I failed to put you on record in this matter now.

Yours sincerely,

W. P. Deppe.

enclosure.