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REPORT NO DANGER IN ETHYL GASOLINE

Investigators Named by Surgeon General Cumming Find No Reason to Ban It.

252 PERSONS UNDER TESTS

Public Health Service Will Permit Sale of the Fuel for Automobile Use.

Special to The New York Times.

WASHINGTON, Jan. 19.—No good grounds exist for prohibiting the use of ethyl gasoline in automobiles, a special committee appointed last May by Surgeon General H. S. Cumming of the United States Public Health Service, reported today.

Continued study was proposed in resolutions adopted today at a conference, presided over by Dr. Cumming and attended by health officers of several States.

A resolution offered by Miss Grace M. Burnham, a welfare worker, was adopted declaring "it is the sense of this conference that the investigation of industrial hazards in the United States be concentrated in the United State Public Health Service, and that the necessary funds be given that organization with which to thoroughly prosecute this investigation."

Miss Burnham pointed out that very little information had been obtained concerning other poisonous substances used in the industry.

H. L. Horning, President of the Society of Automotive Engineers, called attention to the need of continued investigation into the subject of the effect of the lead poisoning on the sterility of the race.

Surgeon General Cumming pointed out that the committee saw no reason to prohibit the sale of ethyl gas under proper regulations to be formulated by the Surgeon General in consultation with health officers, manufacturers and others, the Public Health Service acting in an advisory capacity.

Professor W. H. Howell, of Johns Hopkins University, was Chairman of the committee, the other members of which were Dr. Edward J. Steiglitz, of the University of Chicago; Drs. Reed Hunt and David L. Edsall, of Harvard; Dr. C. E. A. Winslow, of Yale; Dr. W. S. Leathers, of Vanderbilt University, and Dr. Albert J. Chesley, of Minneapolis.

Studies Made of Groups.

While the committee made an examination of the Du Pont Plant at Deep Water, N. J., where it was reported nine employes had died from the effects of the ethyl gas, the report deals primarily with the retail distribution and general use of the gas rather than its manufacture.

A corps of workers was organized, and four groups using both ethyl and non-ethyl gasoline and one group which was exposed directly to lead dust were studied intensively. In all, 252 persons submitted to the tests and examinations, made up in the following groups:

Group A—Thirty-six men employed by the City of Dayton, Ohio, as chauffeurs of cars using gasoline containing no lead.

Group B—Seventy-

and Cincinnati districts among local health officers, physicians, public health workers, and labor leaders. The few clues obtained from this inquiry were investigated in detail, but the results were negative. No positive evidence could be obtained of harmful effects attributable to the use of ethyl gasoline.

"On the basis of this investigation, the report says, the committee feels that the following general conclusions are justified:

"1. Drivers of cars using ethyl gasoline as a fuel and in which the concentration of tetraethyl lead was not greater than one part to 1500 parts by volume of gasoline, showed no definite signs of lead absorption after exposures approximating two years.

"2. Employes of garages engaged in the handling and repairing of automobiles and employes of automobile service stations may show evidence of lead absorption and storage. In garages and stations in which ethyl gasoline was used, the amount of apparent absorption and storage was somewhat increased, but the effect was slight in comparison with that shown by workers in other industries when there was a severe lead hazard and for the periods of exposures studied was not sufficient to produce detectible symptoms of lead poisoning.

"3. In the regions in which ethyl gasoline has been used to the greatest extent as a motor fuel for a period of between two and three years no definite cases have been discovered of recognizable lead poisoning or other disease resulting from the use of ethyl gasoline."

Sees No Grounds for Embargo.

"In view of these conclusions," the report continues, "your committee begs to report that in its opinion there are at present no good grounds for prohibiting the use of ethyl gasoline of the composition specified as a motor fuel, provided that its distribution and use are controlled by proper regulations. The committee feels that the formulation of specific regulations in regard to the manufacture, distribution and use of tetraethyl lead, ethyl fluid and ethyl gasoline for adoption and enforcement by the several States belongs properly to the office of the Surgeon General of the Public Health Service. * * *

"It remains possible that if the use of leaded gasolines becomes widespread conditions may arise very different from those studied by us which would render its use more of a hazard than would appear to be the case from this investigation. Longer experience may show that even such slight storage of lead as was observed in these studies may lead eventually in susceptible individuals to recognizable lead poisoning or to chronic degenerative diseases of a less obvious character.

"In view of such possibilities the committee feels that the investigation begun under their direction must not be allowed to lapse. The respective States would be dependent upon the findings of such investigations for changes in their regulations. With the experience obtained and the exact methods now available it should be possible to follow closely the outcome of a more extended use of this fuel and to determine whether or not it may constitutea menace to the health of the general public after prolonged use or other conditions not now foreseen.

"Outside the question of ethyl gasoline, it would seem from this investigation that wherever automobiles are housed together there is an accumulation of lead dust which may prove to be a source of danger to the workers involved, in addition to the hazards arising from the production of carbon monoxide gas. The vast increase in the number of automobiles throughout the country makes the study of all such questions a matter of real importance from the standpoint of public health, and the committee urges strongly that a suitable appropriation be requested from Congress for the continuance of these investigations

PLEAD FOR INCREASE IN JUDGES' SALARIES

Charles E. Hughes and John W. Davis Appear Before Washington Committee.

WARN OF BENCH DECADENCE

They Assert Provision of Living Wage is the Only Way to Avert It.

Special to The New York Times.

WASHINGTON, Jan. 19.—Charles E. Hughes and John W. Davis appeared before the Judiciary Committee of both Houses of Congress today in support of the bill to increase salaries of Federal Judges.

A joint hearing to consider the measure was arranged as a result of suggestions made by the American Bar Association. A committee representing the association, headed by Thomas G. Haight, former Federal Judge in New Jersey, selected the speakers. He

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