I have been in New York when there was smog, and in Chicago where the smog has the typical odor of the Los Angeles smog. I also smelled it in Philadelphia and in some European countries.

So we need to put all our resources behind solving the automobile problem.

Now, as you know, there is work going on in the automobile industry in Detroit. There is work going on at several of the universities, but a great deal more has to be done. The State motor vehicle pollution control board has done a good job in getting the people to work and set criteria and standards, but these criteria and those standards will have to be stricter and stricter, because of the increase in the number of people.

I think we have not yet found a satisfactory solution to the automobile combustion problem. Maybe the current devices will tide us over. I think it is good that we have devices, such as air injection and the Detroit packages, but more has to be done. There isn't any doubt about that.

I would like to mention in this connection that I feel that not everything should be left to Detroit or the local community. When Detroit is asked for inspection of cars, that was a reasonable demand. We ask the same from the individual. Why shouldn't the individual go through a reasonable inspection of his car?

Then there is a great deal to be gained by measures which can be adopted in the local area. This is difficult, I realize. We have here 76 different governmental organizations which have to get together on just a common pattern of traffic.

This morning it took me three quarters of an hour to come down to this meeting, and it was only 12 miles.

I think some improvement could be made without too great difficulty, if we do some thinking about this. Now, I think I have said enough about this technical part. You will hear more about that from Mr. Fuller.

I would like to mention something about instrumentation. This is a field where a great deal of work has to be done since we must measure to control. The Air Pollution Control District monitors our air so that people have the certainty that they are not being subjected to lethal concentrations of pollutants. This is good and it works very well.

But in judging the control of automobile exhausts, we need instruments to measure, and in this field a tremendous amount of work has to be done. Its complexity gets greater and greater.

This is not only true with air pollutants, such as ozones, carbon monoxide and a few others, but also with agricultural chemicals which are extremely complex, such as 24–D, for example. This problem is going to be extremely complex, and this is where we need a great deal of development.

There is one other thing that I would like to mention, and that is the criteria on which we base our control methods. We must have criteria. There are some people that want nothing in the air except nitrogen and oxygen and carbon dioxide for the plants. There are others that say a little carbon monoxide won't hurt you, but in between there must be a basis found for a technical solution.