

February 3, 1971

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Dear Pat:

First, let me say that I have just received a letter from Kieth Fairley, and I'm (as is Lucile) delighted to know that he and Mrs. Fairley (I hope we shall get a new slant on her) will visit us in May. This is probably no news to you, but I mention the date (May 13 - 17) to let you know that it suits us admirably. The annual meeting of IMA, which meets in April, and that of the American Industrial Hygiene Association meets in Toronto much later in May, so that his schedule dovetails into the part of mine which I can't alter, in a wholly satisfactory manner. For this, I am very glad, for I hope we can make their visit in Cincinnati a happy one.

We have been in San Francisco since January 7, and have met the worst weather (cold and fog) which they have had at this time of year for some time, but even so it has been better, I think, than Cincinnati weather, and this, indeed, is a magnificent city, despite the weather. The apartment which we inhabit is a fairly unsatisfactory one, and Lucile has been most unhappy with it. We had little - actually no - choice, for people are not traveling this spring or winter or whatever it is, and no apartments are left vacant for us to occupy, except this one which I took in desperation, since I wanted to get Lucile out of Cincinnati. It was not a happy - I won't say choice, since there was none, so I'll settle for - circumstance. I've been working like a slave in reviewing and commenting on official and semi-official reports about the lead problem, and I participated in two hearings by the Californians on the subject - in Los Angeles and here. This was a dismal experience, since the official group had their minds made up on their recommendations - i.e., 1.5 micrograms of lead per cubic meter as the standard for California - before the hearings were held for window dressing. Now the Air Pollution Administration in Washington is to put out its word, and the gossips have it - I think on good authority - that they mean to put lead out of gasoline. We shall see. The fact is, however, that the industry should have perfected the apparatus that would remove lead from the tailpipe. I'm not at all certain that this would have turned the trick, but it would have put the automobile industry on the spot, I suspect, by taking the burden off the health angle. It is said in some quarters that this is not the problem, but that is not at all certain, from the attitude of many people who have now been led down the garden path. Again, I say, we shall see. I don't believe the battle has been won.

Thanks for sending reprints to me. The Hernberg article is being made into the threat to human health. I'm sure that some of those who have learned about the ALAD have accepted it as the last straw of evidence of harm. One wonders how we have survived at all during the last forty odd years, but that doesn't appear to be a consideration.

My attitude in the matter of the future is that we must, for the sake of conservation,

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trap most of the lead now being lost, and return it into the channel of usage by secondary processing. That being done, even if only the larger chunks are captured will save the land from undue contamination, while salvaging the lead. That procedure, with the development of mass transportation will prevent the further density of traffic congestion, and make it possible to use automobiles for the necessary and advantageous purposes without undue contamination of the air with unburned and partially burned hydrocarbons. We have not suffered undue hardship, and we shall not do so if we use some judgment. However, this would not be a dramatic solution, after all of the fireworks, and I have little hope that any such prosaic actions would be used. Again, we shall see.

Meanwhile, you and your Company have a job to do to deal with the authorities in Europe, particularly, perhaps, the Germans. I have an idea that the Swedes will not be influenced unduly by the action in this country, but I wouldn't bet a very large stake on that prospect. Something will depend upon the attitude of the petroleum industry, and there is not much on that score here, to justify much optimism.

But enough, for the present. I'll be glad to hear from you from time to time, and I shall try to let you know of any earthshaking matters. Meanwhile, we shall enjoy Kieth Fairley, I'm sure. Incidentally, I received a long letter from Ray Bevan, in response to one which I wrote to him before Christmas. He seems little changed by his retirement, but I can't help wondering what he will do with his time.

Please give Anne our love. I'm delighted that she writes to Lucile from time to time, and I hope she continues.

With all the best to both of you and also to your associates.

Sincerely yours,

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Professor Emeritus of
Occupational Medicine

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