

ETHYL GASOLINE CORPORATION

MANUFACTURING DEPARTMENT

INTER-OFFICE
CORRESPONDENCE

MAIL ADDRESS: BOX 688, WILMINGTON, DEL.
FREIGHT ADDRESS: CARNEY'S POINT, N.J.
TELEPHONE: PENNS GROVE, N.J. 280, EXTENSION 213.

October 21, 1935

Dr. Robert A. Kehoe

Dear Dr. Kehoe:

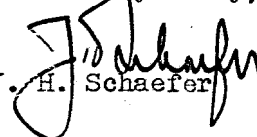
I acknowledge with thanks receipt of your letter of October 17 in connection to your going to Germany near the first of the year. I sincerely trust that we can both go at the same time.

In connection to my letter of October 11, regarding any preliminary information you want to pass on to the two German representatives at this time, I assume in the absence of advice from you that there is nothing to take up with them now and that you will make all the arrangements when you arrive in Germany.

I also note your comments in connection to the question of labels.

Regarding your other letter of the 17th, on shipments of Fluid to Palembang, it is true that the risks of trucking as far as New York offset in some degree the risks of the unusually long ship transportation to Southern ports and thence return, but in my opinion these risks do not offset this matter completely. I think the trucking to New York presents a better over-all accommodation. We have a closer control of trucking and in the event anything of a serious nature should happen we can exercise a closer supervision as in the case of leakers, etc.

Yours very truly,


J. H. Schaefer

A:F

KE 0000827

October 17, 1935

Mr. John Schaefer
Ethyl Gasoline Corporation
Box 688
Wilmington, Delaware

Dear Mr. Schaefer:

I am replying somewhat belatedly to your letter of October 3rd in regard to shipments of Fluid to Palembang. There is a question which it occurs to me to ask. I wonder whether the risks of trucking as far as New York City may not offset in some degree the risks of unusually long ship transportation? I may be quite in error but I am inclined to believe that that the trucking of drums of Fluid by land involves some danger of accidents under circumstances which are more difficult to take care of than those which exist on ship board, provided, of course, proper provision has been made for stowage on the ship. I think you are quite right in principle in wishing to limit the transportation to that which is unavoidable, but in this instance I am not sure that you are right in insisting upon the trucking. I can only suggest that you consider the thing further from a safety point of view and if you come to the conclusion that there are significant dangers associated with the present methods of handling the Fluid, then you should insist upon the use of the best methods.

Very truly yours,

RAK:is

Robert A. Kehoe, M.D.

P.S. In connection with your letter of October 10th to Mr. Webb relative to the question of labels, I have no useful contribution to make to the discussion. RAK.