

ETHYL GASOLINE CORPORATION

CHRYSLER BUILDING
135 EAST 42ND STREET

NEW YORK

GRAHAM EDGAR
DIRECTOR OF RESEARCH

May 20, 1935.

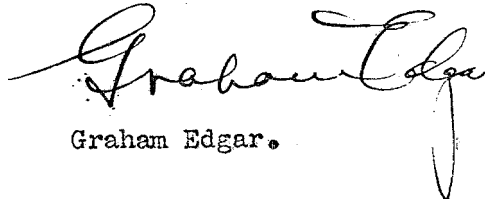
Dr. Robert A. Kehoe
University of Cincinnati
College of Medicine
Cincinnati
Ohio.

My dear Kehoe:

I enclose copy of a letter from Mr. Wagner of California together with some correspondence relating to possible public health hazard of leaded gasoline.

I will appreciate it if you will write to Mr. Reanier directly on this subject sending a copy of your letter to me and a copy to Mr. Wagner.

Very truly yours,



Graham Edgar.

GE/LRJ

Enc.

cc to Mr. Sam Wagner

KE 0015495

C O P Y

ETHYL GASOLINE CORPORATION

Los Angeles Office
628 Edison Building
601 West Fifth St.

Los Angeles, California

Mr. J. C. Taylor
Atten: Mr. E. M. Walter

Dear Mr. Walter

Attached hereto please find a copy of a letter we received from Mr. W. A. Reanier, Manager of the White Oil Sales, Associated Oil Company, requesting a reply to a letter sent them by Mr. Joseph Schneider of Berkeley, California. We are also attaching hereto a copy of Mr. Schneider's letter as well as a copy of Mr. Reanier's reply to Mr. Schneider.

We believe this matter to be one which is much too serious for us to undertake to answer on the Coast, so we are forwarding it to you for completion, and we would appreciate it very much if you would send the data direct to Mr. Reanier, forwarding a copy of your reply to us.

Yours very truly,

(Signed)

S. M. Wagner

RGL HL
Enc. 3.

KE 0015496

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C O P Y

ASSOCIATED OIL COMPANY
79 New Montgomery St., San Francisco

W. A. Reanier
Mgr. White Oil Sales

April 26, 1935.

File 15-1-JFJ

Mr. Sam Wagner
Ethyl Gasoline Corporation
Los Angeles, California

Dear Sam:

Will you please prepare a complete reply to the enclosed letter concerning the poisonous effect of lead fumes and forward the reply to us for handling.

We suspect this gentleman is of an inquiring nature and of some technical ability so we would like to take his question seriously and supply a very complete answer.

Yours very truly,

W. A. REANIER, Manager
White Oil Sales

Enclosures

cc letter to Mr. Schneider
letter from Mr. Schneider

JFJ:RL

cc- J. F. Johnston

KE 0015497

C O P Y

2237 Dwight Way
Berkeley, Calif.
April 23, 1935.

Associated Oil Company
San Francisco, Calif.

Gentlemen:

Recently my local service station attendant has been urging upon me a change to "Associated Aviation Ethyl" gasoline. His argument has been that such a change would in the end save me money in increased mileage and in general superior engine performance. In this he may be correct, but there is something else involved here which has appeared to me of much greater importance than saving pennies. This other factor concerns the possible health hazard which the growing use of lead impregnated gasoline presents.

Lead poisoning is, as you know, one of the most dangerous forms of toxication known. Its baneful effects derive from the fact that lead poisoning is cumulative over a period of years, ending, perhaps, in (so I have been informed) cancer, nervous disorders, and serious skin diseases. Now then, if these observations are correct, it follows that any extensive use of ethyl gasoline, whether of the standard or premium grades, in crowded population centers must ultimately lead to serious consequences for the entire population of such areas.

You, of course, admit that lead impregnated gasolines are dangerous and constitute a health hazard by placing on each pump a warning that such gasolines are to be used for motor fuel only, and that precautions should be taken to avoid spilling. On what principles then do you feel safe in encouraging the use of leaded gasolines for motor fuel, when it is obvious that one cannot avoid breathing some of the fumes which are spewed forth from the exhaust pipes of the thousands of cars and trucks which move up and down our busy streets every day? The breathing of these fumes constitutes a more serious hazard than permitting leaded gasolines to come into contact with the skin, which you apparently warn against.

I would appreciate very much an answer to these questions. If my criticisms are sound there can be no justification for the use of such dangerous fuel, irrespective of the fact that the design of the modern automobile engine may require such a type of gasoline. If my objections are valid, what we need is a new kind of automobile motor, and the Associated Oil Company should see that such motors are built by making the facts generally known. Such an act would constitute a worthy public service.

Yours respectfully,

(Signed) Joseph Schneider

KE 0015498