

May 2nd, 1932

Mr. E. W. Webb
Ethyl Gasoline Corporation
Chrysler Building
New York City, New York

My dear Mr. Webb:

I was sorry not to have seen you in Cincinnati at the last week end but I understand that you are to be here during the latter part of the present week. Therefore, since we will probably have an opportunity to talk over some matters, I am taking this opportunity to raise a question which I have considered for some time but especially recently.

From time to time quantities of fluid in liter cases have been shipped abroad to various persons. Most of this has gone to Mr. Bevin and I have no doubt he has taken care of the details of its disposition in a proper manner. The recent shipment of several drums of fluid to France brings me to consider whether this latter fluid and any and all other shipments of fluid, are taken care of in accordance with the strict manner of handling of such materials in the United States. I wonder what are the details of the manner of handling, what instructions have been given to men who finally have to do with the actual handling and what precautions are taken against the obtaining of fluid by persons who are either irresponsible or improperly instructed. It nevertheless occurs to me that any difficulties which might arise, would react unfavorably in every way upon the Ethyl Gasoline Corporation. When I first went to England, I found that fluid was being handled very carelessly by people in the Royal Air Service. Fortunately, no tragic results developed. I wonder whether we may have a repetition of the same difficulties in the handling of inexperienced persons in Italy, France and elsewhere. It seems inevitable that men who are interested primarily in technical problems, are likely to be a little incautious in matters involving their own health and that all men work under them. This is true particularly in the Air Service work where the hazards are always fairly great. Recognizing the difficulties we have had in this matter with various persons in the United States in government circles, it would seem strange to me if the same situation did not obtain abroad. I can not but wonder, therefore, whether

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we are leaving undone anything which should be done in safe guarding the handling of Ethyl fluid abroad. I have no fears in England for there we have the experienced supervision of Mr. Bevin as well as the critical attention of Mr. Boldero. Naturally, I know much less of what goes on elsewhere and I know nothing of the ability or knowledge of the position in Paris. If there is any information which you can give me along these lines, I should appreciate having it and in any case I should like to discuss the matter with you in Cincinnati at the end of the week. If it seems likely that any considerable amount of commercial activity will develop on the continent during the coming year, I cannot but feel it might be wise if this whole matter were looked into very carefully and if arrangements were made to provide for complete safety in handling fluid both in government circles and elsewhere.

Very truly yours,

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