

January 30, 1954

Mr. E. L. Shea
Ethyl Corporation
100 Park Avenue Building
New York City 17

Dear Mr. Shea:

The decision as to the participation of Ethyl Corporation in the financing of the activities of the Southern California Air Pollution Foundation, has to be considered, or so it seems to me, from the aspect, (1) of Ethyl's need for information on the problem itself, and on the technical, medical and administrative (governmental) developments in the local (California) situation, through which, if Ethyl were not fully advised, it might find itself at a disadvantage; and (2) of the need for a demonstration, on Ethyl's part, of its willingness to bear some share of the difficulties with which the petroleum industry in California is now faced.

The second part of the matter is one on which my advice would not seem to be required, since you and others in the Corporation will be able to appraise its significance better than I. Suffice it to say, from my viewpoint, that the trouble in which the industry is involved is a real one, and that it will continue to be serious until some satisfactory solution is found for it. In the present frame of mind of many influential citizens in Los Angeles, and on the basis of current opinions as to the nature and significance of the Los Angeles situation, the petroleum industry in California is in for a bad time. I shall be surprised if it is not subjected to great expense and serious dislocation of its operations.

As to the matter of Ethyl's need for information on the significance of its contribution to air pollution in Los Angeles, I believe I can say, safely, that it will not be met by the Foundation. The latter may be useful as a source of information on the local situation, but I even doubt that. We already have reliable and extensive contacts in the area, through professional and university people, and through the present group of investigators of the problem with whom our personal and professional relationships are uniformly excellent and untinged by special interests or loyalties. Ethyl personnel in the area, as well as in Detroit and New York, are well informed, I believe, on technical matters and on the industrial relations situation.

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In view of recent questions raised rather awkwardly and somewhat naively by people in California, I believe there is an almost immediate need to investigate the lead problem there. I have proposed that we do that ourselves and have inserted this item in the experimental program which Earl Bartholomew asked me to outline. This, I may say, can be done without creating any new issue of any kind, since we have the means and the need for looking into the Los Angeles problem as part of a broader program of investigation in which we are engaged. The expense of the air sampling program should be borne by Ethyl Corporation, I think, and at the same time some other observations should be made by similar technical means to contribute to our general knowledge of the situation. You may think it wise that this work be done with the full knowledge of the Foundation, with its help, in certain matters, and with its financial support, rather than that of Ethyl Corporation directly. On the other hand, however, we can make these observations quietly and satisfactorily as part of a program of investigation being pursued under a grant from the U. S. Public Health Service.

In connection with the general problem of air pollution as it relates to Ethyl's potential contribution of lead, and in specific relation to this matter of a contribution to the Foundation, I have recommended expenditures of the order of magnitude of \$120,000 to \$160,000 per year for two years for the experimental study of this problem in the Kettering Laboratory alone. (This is in the memorandum to Bartholomew on the preparation for new developments in the use of tetraethyl lead in motor fuels.) I mention this because it seems pertinent to consider the overall justification for a contribution to the Foundation on this background. If you add to this the expenditures to be made by the Detroit Laboratories in the investigation of the fate of lead in the motor-exhaust system, the perspective will be still broader.

I believe this represents the position, so far as I can visualize it. I am returning the brochure, since you may want it.

Sincerely yours,

Robert A. Kehoe, M. D.

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Enc.

P.S. The excerpt from the Los Angeles Examiner has no real significance,

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and is unlikely to have any great influence on people's thinking. It seems unlikely that President Du Bridge of Caltech, or some of his technical people are so ignorant that they did not realize the need for filtering the air in their technical laboratories to exclude atmospheric lead. It is well known that lead from a number of sources is found therein. We have filtered the air in our spectrographic laboratory for the past 12 to 15 years.

R. A. K.

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