

Buenos Aires, Argentina,
March 9, 1937.-

Dr. Robert Kehoe,
Keitering Laboratory,
University of Cincinnati,
Cincinnati, Ohio,
U.S.A.

Dear Dr. Kehoe:

I was very glad to get your letter of February 13th. with the attached letters to Dr. Cruz Coke, Dr. Borjes and Dr. Vassalo. I can imagine you must have had quite a busy time during the flood--from all reports Cincinnati got the worst of it.

I have recently learned that Dr. Cruz Coke has been made Minister of Health for Chile. This may make some difference with his accepting the medical consultant work but in any case I plan to be in Santiago within the next two or three weeks and if he has accepted shall make the arrangements for compensation as you suggest and shall supply him with a copy of "Lead Studies". I shall need some more copies of this book if available.

In the latter part of January I was in Rio and present at the first aviation mix for Anglo Mex. am enclosing formal report for the plant - everything is in fine shape. Am also enclosing re-inspection report for the Standard Oil of Brazil plant in which you will notice they are now using the proper gas mask and as they are outgrowing their storage space have recommended enlargement. Dr. Borjes happened to be on the ferry boat returning from the island and I told him you were probably writing regarding the number of examinations for the Anglo Mex. men. He said he did not consider it necessary to make the examination as often as he has but the Standard have him examine all their employees on the island that often and he assumed the same should apply to the Anglo Mex. men. Your letter I am sure will make the matter clear to him.

In the fourth paragraph of your letter to me you mention a medical representative for Brazil. I believe you mean Argentina as this is the country I asked about. The Brazilian set up is complete and apparently adequate for the present. If and when lead is considered for motor gasoline in Brazil I believe it may be wise to have a medical representative of broader capabilities. I understand there is such a man connected with the Rockefeller foundation in Rio and that Mr. Webb and Dr. Machle are acquainted with him.

The government oil company in Uruguay "Ancap" is going to use lead in motor gasoline. The company in addition to being a refiner and marketer of petroleum products has the alcohol monopoly, is in the coal business and intends to go into the gas and possibly the cement business. The Ancap organization is quite large and has its own medical staff composed, I understand of very capable doctors. There are also a number of good private doctors in Uruguay. Ancap will probably be the only company to blend. They have taken first steps to obtain formal permission from the government and anticipate no difficulties. The better arrangement I believe would be to have a doctor of Ancap named as representative providing he has the proper capabilities. I shall appreciate your suggestions and shall defer obtaining more detailed information for you on either group until I hear from you.

(2 Dr. K.- L.B.R.)

The translation of the articles in the book "Lead Studies" is coming along slowly. I am enclosing the translation of "General Advice to Medical Consultants" which has been checked and found okay.

Attached is copy of letter sent to Mr. Ebbets International Refinery, Talara. A similar letter was sent with the placards and booklets mentioned to all blending plants in South America except those in Argentina. I will deliver these and discuss orally the tank cleaning problem with the men in charge.

The new plants of Anglo-Mex at Rio. and Buenos Aires do not have forms for blending reports. I would appreciate your sending them the forms or if you prefer you can send them to me for distribution. The Ancap company will also need them.

In reference to the excessive number of blends made by International Refining at Talara Peru-they advise that they made an error in reporting. The number of mixes made in November was actually six--two of the reported mixes being adjustments of stocks, blending 80 octane gasoline to 73. They now have two plants, one for aviation and one for motor gasoline with separate crews. The number of blends reported was the total for both. They point out that if it should become necessary to exceed the maximum of six blends at the aviation plant that the crew of the motor plant could do the work as their number of blends seldom exceeds two per month. They have large tankage and a large assortment of tanks but they also have a great variety of gasolines to blend and they are dependant on ships for transportation which makes the problem somewhat complicated. I shall make it a point to discuss this with them on my next visit to Talara.

Best Regards,


Lester B. Roberts.

P.S.

Enclosures will be sent by next air-mail.-

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