

April 25, 1931.

Mr. J. H. Schaefer,

Dear John:

Attached hereto is copy of letter from the Navy Department giving their suggestion as to the additional label on cans that are shipped to them.

I think the wording is quite all right and that we should be governed accordingly.

However, we don't want this kind of a label on cans that we ship to others and it would seem as though there is no way of getting out of either two different labels or a separate one to be placed on the Navy shipments. I rather feel that the Navy labels should be lithographed because if they are merely glued on and any of the Navy personnel should attempt to improperly dispose of any of this fluid then they could very easily scratch the glued labels off the cans.

I am wondering therefore if it would be possible, at not too great additional expense, to get, say, two-thirds of our can order made up including the Navy label and the other third (for uses other than the Navy) with our regulation label on it.

You will notice the Navy Department has provided for the numbering on the label. I don't see any objection to this but we of course ought to also number our cans that are used for other than Navy consumption and you might give some consideration as to the best method of doing this.

After you have considered the matter, please write me your views.

Yours very truly,

*W.H.S.
April 27-31*

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ETHYL GASOLINE CORPORATION

CHRYSLER BUILDING

NEW YORK, February 11, 1931.

To all Division Managers:

Gentlemen:

I believe that all Division Managers have had some discussion on the question of lead in non-premium gasoline. We have been authorized by the Surgeon General to license our Ethyl customers to use up to 1-1/2 ccs of lead in non-premium gasoline with the understanding that we shall set a definite color for all such non-premium gasoline containing lead (such as all blue or all green) and that furthermore each pump shall be marked with the Ethyl warning plate. We have discussed the subject not only with all of our major refining licensees but also have had several Board meetings on it, and as a result of almost complete difference of opinion both in our licensees and in the Board, the matter has been tabled for the present and no one in the company can make any commitment as to whether we are going ahead with the plan either in a broad way or on an experimental basis in a limited territory. No general notice has gone out to our customers on the matter and we have avoided discussing it wherever possible.

The Surgeon General, however, felt that it should be definitely recognized if the plan went into effect that there were only two colored gasolines which contained lead, namely, our regular Ethyl red and the one other color which we should choose, and in order to make way for the possible sale of lead for non-premium gasoline, we have found it necessary to change back the color of Aviation Ethyl fluid from purple to red.

February 20th has been set as the date on which shipments of red colored aviation fluid will commence, although, of course, all our customers will use up the purple fluid they have on hand. The Aviation mix will continue to be known as "1-T", it being different from our regular "C" mix in that it does not contain any ethylene dichloride as a part of the halogen content. The drums will be marked "1-T" and have a statement on them that the fluid is to be used for Aviation Gasoline only, and furthermore, the drums themselves will be of different color or else will be identified by broad colored bands around them. Exact information on these markings will be sent forth within the next thirty days.

Due to the fact that we have not an aviation contract and those customers who will mix Aviation Ethyl Gasoline are doing so more or less under tolerance, we have not felt it advisable to circularize our customers on this matter, it being, we believe, a better plan to advise our Division Managers, they in turn to discuss the subject with those customers who are mixing Aviation Ethyl Gasoline, and only those customers. Would you please see to it that these customers are immediately notified of this change; also, of course, send this information out to all your men in the field. I believe it would be advisable for you to acknowledge receipt of this letter telling me definitely the names of the customers whom you have discussed the subject with.

Very truly yours,

D:B

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