

Share-the-Ships Program Helps Utilize Experienced Seamen From Allied Nations

WASHINGTON, Aug. 2 (P)—The United States, its merchant fleet grown to the world's largest by a 250 per cent gain since Pearl Harbor, has begun a share-the-ships program with maritime allies.

So far agreements have been made for the chartering of ships to Great Britain, Norway, Holland and Greece, and the door stood open today for other United Nations to come in for their share.

Rear Admiral Emory S. Land,

SUPPLY TRAINS ROLL FOR ARMY 'GAME' TROOPS

A RAILHEAD SUPPLY BASE, Central Oregon Maneuver Area, Aug. 2 (P)—The rust of decades is wearing off almost forgotten railroad sidings as supply trains roll in daily with food for the central Oregon maneuver troops.

Already a half dozen railroad cars are needed to haul in the rations from the quartermaster depot in a distant city. Army engineers hurry to recondition ancient railway spurs for the additional supply trains that will be needed when thousands more troops arrive for the war games.

How do you feed soldiers scattered over endless mountain-sides? Here in the railhead supply base directed by Capt. E. N. Houston, the job slides along more smoothly than a harried housewife's daily marketing.

Every day troop units send in a report of their numbers. Division headquarters add it up—and in the remote quartermaster depot, mathematicians figure out how much food that many men will eat next day. Beef, butter, and vegetables are stacked into railway cars that roll off toward the railhead supply base of the maneuver area.

Today this is the largest railhead. A railhead supply company has three platoons, each of which is divided into two sections. One section can handle two railheads.

war shipping administrator, discussing how the fleet has mushroomed since December, 1941, gave no hint of its present size, but left the clear implication that Britain, long the world's No. 1 merchantman, has dropped far behind.

As of January 1, 1941, the last date for which official figures were published, the American merchant fleet totaled 1150 seagoing vessels aggregating 10,500,000 deadweight tons. A 250 per cent increase in that figure would bring the total to more than 26,000,000 deadweight tons.

Land sent to Chairman Bailey (D-N.C.) of the senate commerce committee and Chairman Bland (D-Va.) of the house merchant marine committee a detailed justification of the share-the-ships program.

"While our fleet has been growing and is expected to grow further," Land wrote, "the fleets of some of our maritime allies have been shrinking. As a result, each of these nations has a pool of unemployed, experienced seamen and licensed personnel. Because the British losses have far exceeded the losses of our other allies, they have the largest pool. It numbers about 10,000.

"It is evident that manpower will be conserved and that we will be provided with a sorely needed insurance against excessive burdens upon our ability to provide an adequate supply of trained men through the employment of these pools of skilled seamen."

Joseph Curran, president of the National Maritime union (CIO) said in New York he had protested to Admiral Land the "loan" of American Liberty ships to the British merchant marine. He made public a letter which said:

"If the turning over to Great Britain of these ships is predicated upon a shortage of merchant seamen in this country, we wish to point out that any appearance of shortage has been artificially created by lack of perspective in the training and upgrading program." He added later in an interview that "except for a few skilled ratings, there now is no difficulty in manning ships, and there has not been for three or four

months. The present program is taking care of, and will take care of, all needs."

Curran said his union "wanted to know why there has not been any consultation over this transfer with the industry, the ship owners, or the maritime unions or anyone else, and why very little publicity was given to it. . . . We believe that once again the American people are being sold down the river."

Land told the committee chairman that Mr. Roosevelt had instructed him to charter ships to allied nations "for the period of the war only."

Britain has received five ships so far, and will receive 15 to 20 a month over a 10-month period. Norway has received 80,000 deadweight tons (number of ships not specified), and may receive more, and Holland will receive three ships and Greece two.

The ships will be operated under the flag of the chartering nation, but title will remain in the United States.

Census Shows U. S. Population Drop

WASHINGTON, Aug. 2 (P)—A drop of 3,100,000 in the civilian population of the United States during the past three years, despite a record birth rate, was reported today by the census bureau.

Between April 1, 1940, and March 1, 1943, the civilian population went from 131,300,000 to 128,200,000, reflecting the growth of the armed services at a rate far outstripping natural gains, the bureau declared.

Autopsy Conducted On Oil Heiress

NEW YORK, August 2 (P)—Chief Medical Examiner Thomas A. Gonzales said today he had performed an autopsy on the body of Mrs. Janet Snowden Gill, oil heiress who died June 1 in a fall from her hotel room here.

Acting District Attorney Sol Glick said, however, there might be no announcement of findings for several days.

The very psychology of war induces a sense of carelessness of cost and indifference to loss. The world will be poorer for a long time because of it.—Rev. M. Stephen James of New Brunswick (N. J.) Theological Seminary.

New Congressional District Man Finds Lawmaking Business

By C. D. WATKINS

WASHINGTON, Aug. 2 (P)—Oregon's representative from its new congressional district who runs a newspaper and radio station at Roseburg, found from six months' experience that taking care of the interests of his district in congress is about as much a business proposition as any other work.

Rep. Ellsworth (R-Ore.) came to Washington with a background of long business and civic work and plunged into the congressional work pretty much as a duck slips into a lake. He was right at home and soon became interested not only in his work for his district but in a broader work with the republican minority of the house in investigating the food situation.

The Oregonian was made secretary of the republican congressional food study committee which was instructed to investigate the entire situation and suggest legislation and means of relieving the situation. Ellsworth said during the investigation the food shortages were artificial and

asserted they could be corrected by eliminating a great part of the orders, directives and laws that he believed were confusing the food producers and processors of the country. He laid the blame for the situation on President Roosevelt.

"In cold blunt terms, the president of the United States, who is clothed with ample authority under the war emergency legislation is directly responsible for this situation and has power to correct it," Ellsworth said.

"He should do so. The president should immediately take steps to increase manpower on the farms; to properly readjust price ceilings that are responsible for lack of food; should balance rationing with actual supply so that a ration coupon is worth face value; and should recognize the fact that the normal long-established processing and distribution methods are necessary to our food supply, and should be encouraged and protected rather than smeared and destroyed. This, he should do by

taking steps to centralize food control."

In spite of his interest in the national food study during which he attended hearings at Boston, New York and Minneapolis, he spent much time and work for his district and state and succeeded in getting the new electro-metallurgical laboratory established at Albany when Washington state interests were exerting every pressure to have a place in that state selected as the site.

Ellsworth also appeared before numerous house and senate committees, urged appropriation of funds for the Albany laboratory, for exploratory work in the coal area of Coos county. Congress finally appropriated \$75,000 for the laboratory and \$4000 for the coal exploration. He also urged government officials to keep open the Portland office of the bureau of foreign and domestic commerce of the commerce department, and joined other members of the state in working for securing \$13,000,000 for forest fire control in the agriculture appropriation bill.

Ellsworth also presented to congress a new idea for use of wood waste that attracted a lot of attention around the capitol. He urged that the waste be processed to obtain protein yeast that now is going to waste. He told the house there was enough not now being utilized in the forests of the nation to meet the country's entire requirements for protein feed on which beef cat-

tle can be raised. He said it also could be used for production of alcohol.

"Each ton of wood waste," he told the house, "will produce about 30 gallons of alcohol or it will produce 450 pounds of protein feeding yeast, which is superior to soya meal for livestock food."

He urged the adoption of this method of obtaining protein feed, asserting that protein feeds for livestock were now only about half of what they should be.

Though he is on a recess, Ellsworth probably will be asked by the house public lands committee to serve on a sub-committee which will hold hearings in Oregon sometime during the next six weeks. One of the subjects to be taken up will be the jurisdiction over the Oregon and California lands which is intended to permit the interior department to group all such lands under one direction.

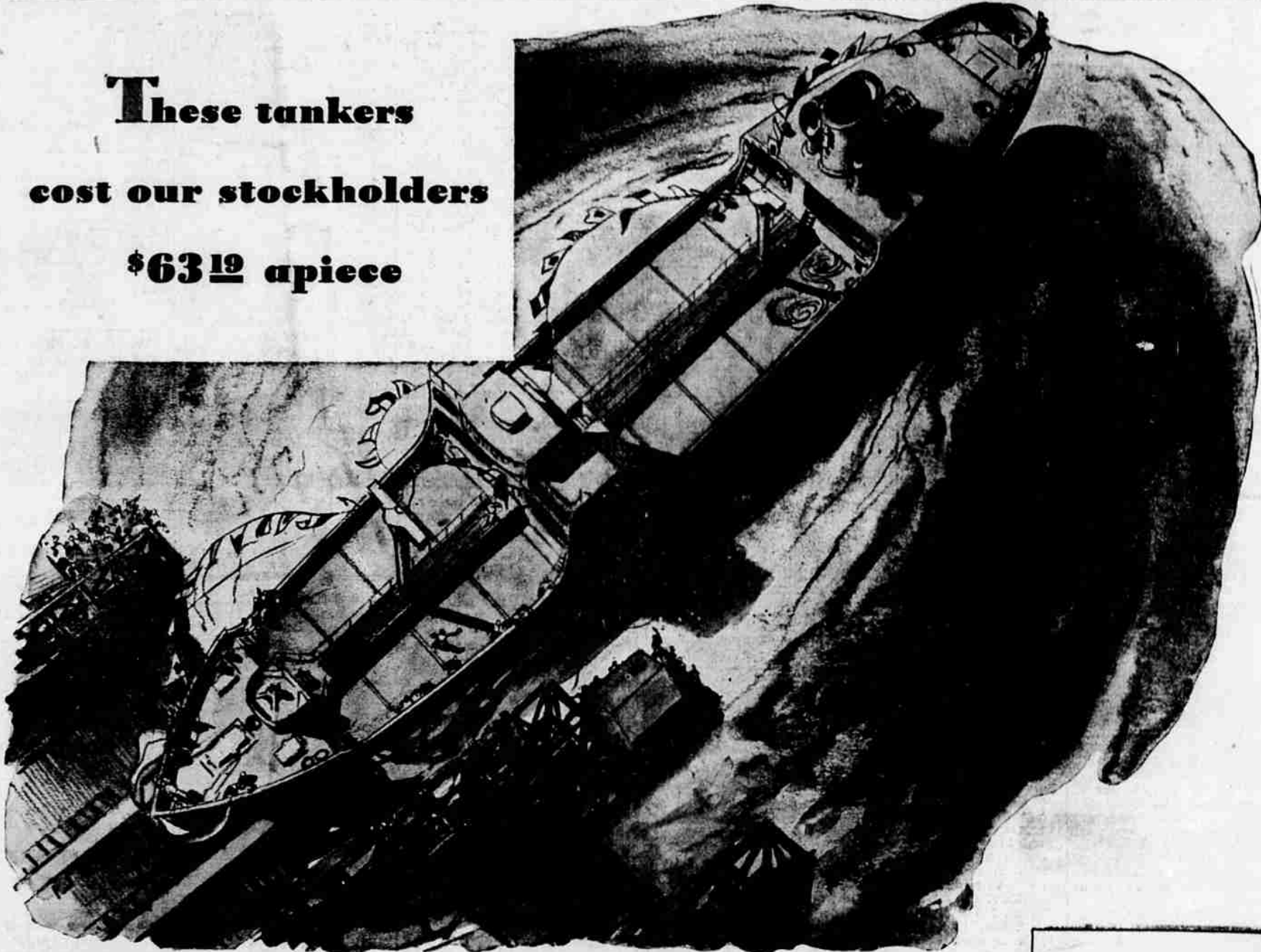
CARD OF THANKS

We wish to extend our thanks to the many friends and relatives for their kindness and beautiful floral offerings in our recent bereavement in the loss of John Dexter. We thank especially Mr. and Mrs. Bill Raymond and logging crew.

Mr. and Mrs. Fred Dexter
Mr. and Mrs. D. J. Vega
Mr. and Mrs. R. H. Howard.

Classified Ads Bring Results.

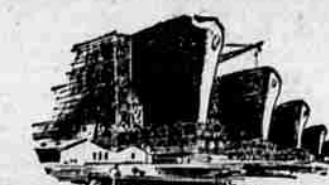
These tankers cost our stockholders \$63.19 apiece



1. Today, every U. S. tanker is under charter to the Government—sailing round-the-clock schedules to meet the triple burden of naval, military and civilian needs. But before the war they were operated by the oil companies which were largely responsible for their development.



2. The reason for this is easy to understand. A modern ship can carry 5 1/2 million gallons of gasoline from Los Angeles to Seattle (enough to supply the State of Washington for 5 days) at one-fiftieth the cost of shipping by rail, one-third the cost of pumping it by pipeline.



3. But here's the rub: Tankers cost money. In 1939, Union Oil arranged to buy seven at \$2,000,000 apiece. And we had to keep up our normal operations while we were paying the bill. If the company had been a one-man enterprise, this would have been impossible.



4. But because Union is owned by 31,652 people, it was comparatively simple. For the cost of each tanker averaged only \$63.19 per owner. It is this capacity to distribute costs, as well as profits, among a lot of people, that has made low-cost distribution of oil and gasoline possible.



5. For oil distribution happens to be one of those businesses that is just too big today for any one man to tackle. 50 years ago, it could be done. Union's first tanker, the Santa Paula, a 1063-ton sailing vessel, was built in 1900 for \$55,260—\$52 a ton.



6. The last one we built—the Gurney Neufeldt, in 1942—was 12 times as big, and cost \$165 per ton. So while we can transport oil today far cheaper and more efficiently than we could in 1900, the equipment we need has become too expensive for any one man to finance.



7. Only by pooling the money of a lot of people can the job be done. Now some countries form these pools by government ownership. But we Americans do it under legal agreements known as corporations—so we can still preserve that all-important human incentive, competition.



8. As a result, we've achieved the highest standard of living and the greatest capacity for war production ever known. Of course, corporate ownership is not the only phase of our Free Enterprise system that has made this possible. But the record pretty well speaks for itself.

The company that became Union Oil was founded in 1886 out of the personal savings of nine Santa Paula, California business men.

Today, it is owned by 31,652 people, most of whom live right here in the West—3,628 in San Francisco, 434 in Seattle, 7 in Grants Pass, Oregon, 274 in San Diego, etc.

The Company's profits which, in 1942, amounted to 3.8% on capital invested, are shared among these people.

Last year this net profit amounted to \$174.94 per stockholder. Of this sum, \$147.42 was paid out in dividends—\$27.52 was left in the business.

In return for these profits, the 31,652 owners have financed the tank ships, oil wells, refineries and service stations that make Union's operations possible.

This is the story of most American corporations. By pooling the money and talents of a lot of people, we are able to do a job collectively that we could never do alone.

UNION OIL COMPANY OF CALIFORNIA

AMERICA'S FIFTH FREEDOM IS FREE ENTERPRISE

This series, sponsored by the people of Union Oil Company, is dedicated to a discussion of how and why American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Company, Union Oil Building, Los Angeles, California.