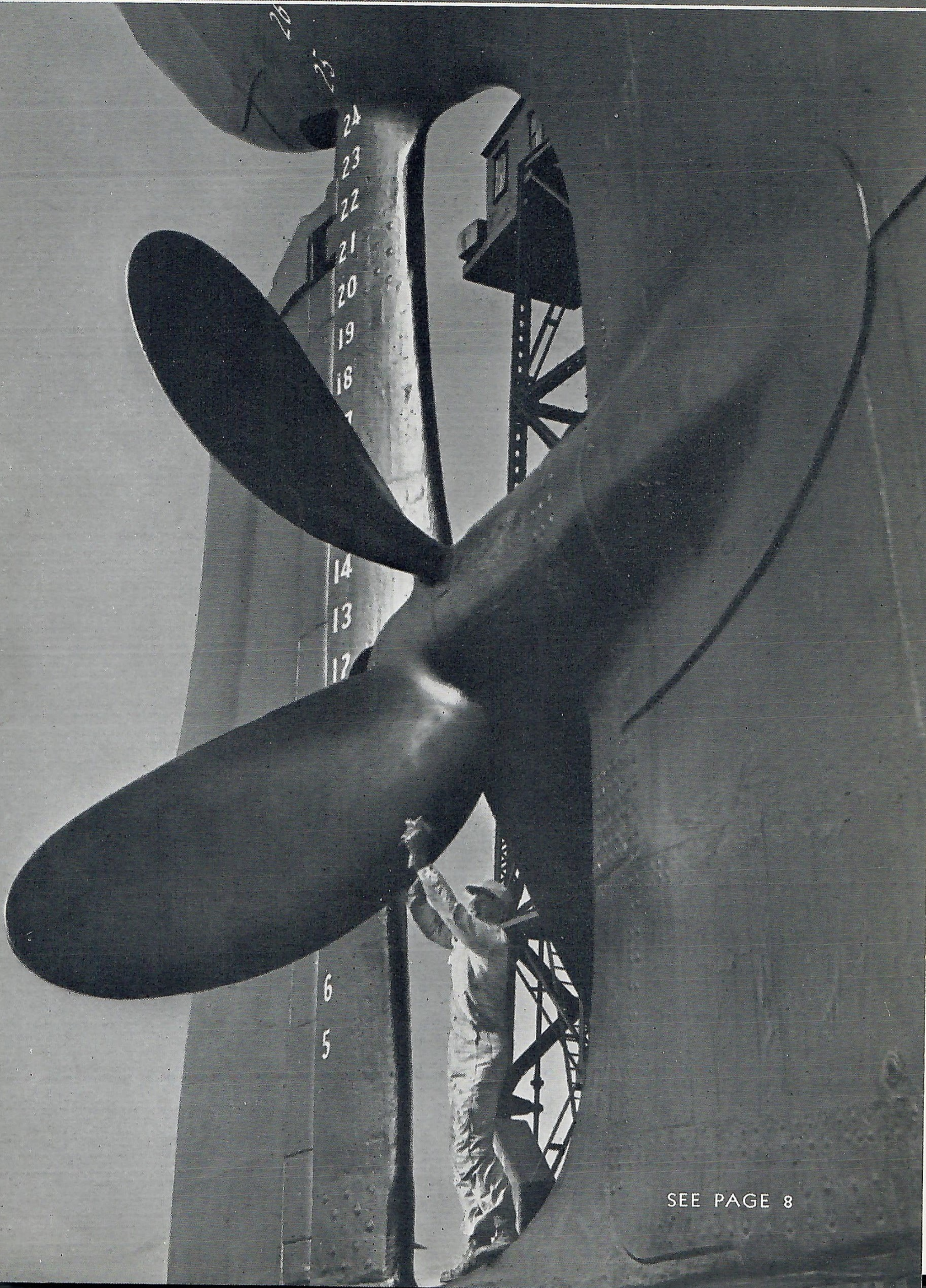


UNION OIL BULLETIN

THIRD QUARTER, 1941



SEE PAGE 8



AS AMERICA BUILDS for defense, all eyes are focused on the nation's fast-growing airplane industry. From basic trainers like those pictured above to four-motored flying fortresses, America's planes today are unequalled for speed, stamina and all-around performance. Contributing to their performance, the petroleum industry is doing its part by providing aviation fuels and lubricants second to none.

U N I O N O I L B U L L E T I N

VOLUME TWENTY-TWO

THIRD QUARTER, 1941

BULLETIN NUMBER THREE

ERVIN F. GRANT, *Editor*

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DO YOU KNOW YOUR CONGRESSMEN?

Now, of All Times, Every Citizen Should
Take an Active Interest in National Affairs.

IT IS no secret that few of us, if suddenly asked, could name the senators and representatives from our states and districts.

The point is that if we don't know who they are we won't use our citizen's privilege of writing them our ideas on how to run the nation.

For the convenience of those who would like to express themselves to their congressmen, we are printing below a list of all the Senators and Representatives from the seven Western states within Union Oil Company's retail marketing area. If you live in one of these states and are not familiar with the names of your congressmen, jot their names down and write them when you have an opinion to express. Just address your letter to your congressman at the U. S. Senate or House of Representatives in Washington, D. C.

CALIFORNIA

Senators: Hiram W. Johnson, Sheridan Downey.

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OREGON

Senators: Charles L. McNary, Rufus C. Holman.

Representatives: 1. James W. Mott, 2. Walter M. Pierce, 3. Homer D. Angell.

WASHINGTON

Senators: Homer T. Bone, Mon C. Wallgren.

Representatives: 1. Warren G. Magnuson, 2. Henry M. Jackson, 3. Martin F. Smith, 4. Knute Hill, 5. Charles H. Leavy, 6. John M. Coffee.

IDAHO

Senators: D. Worth Clark, John Thomas.

Representatives: 1. Compton I. White, 2. Henry C. Dworshak.

UTAH

Senators: Elbert D. Thomas, Abe Murdock.

Representatives: 1. Walter K. Granger, 2. J. W. Robinson.

NEVADA

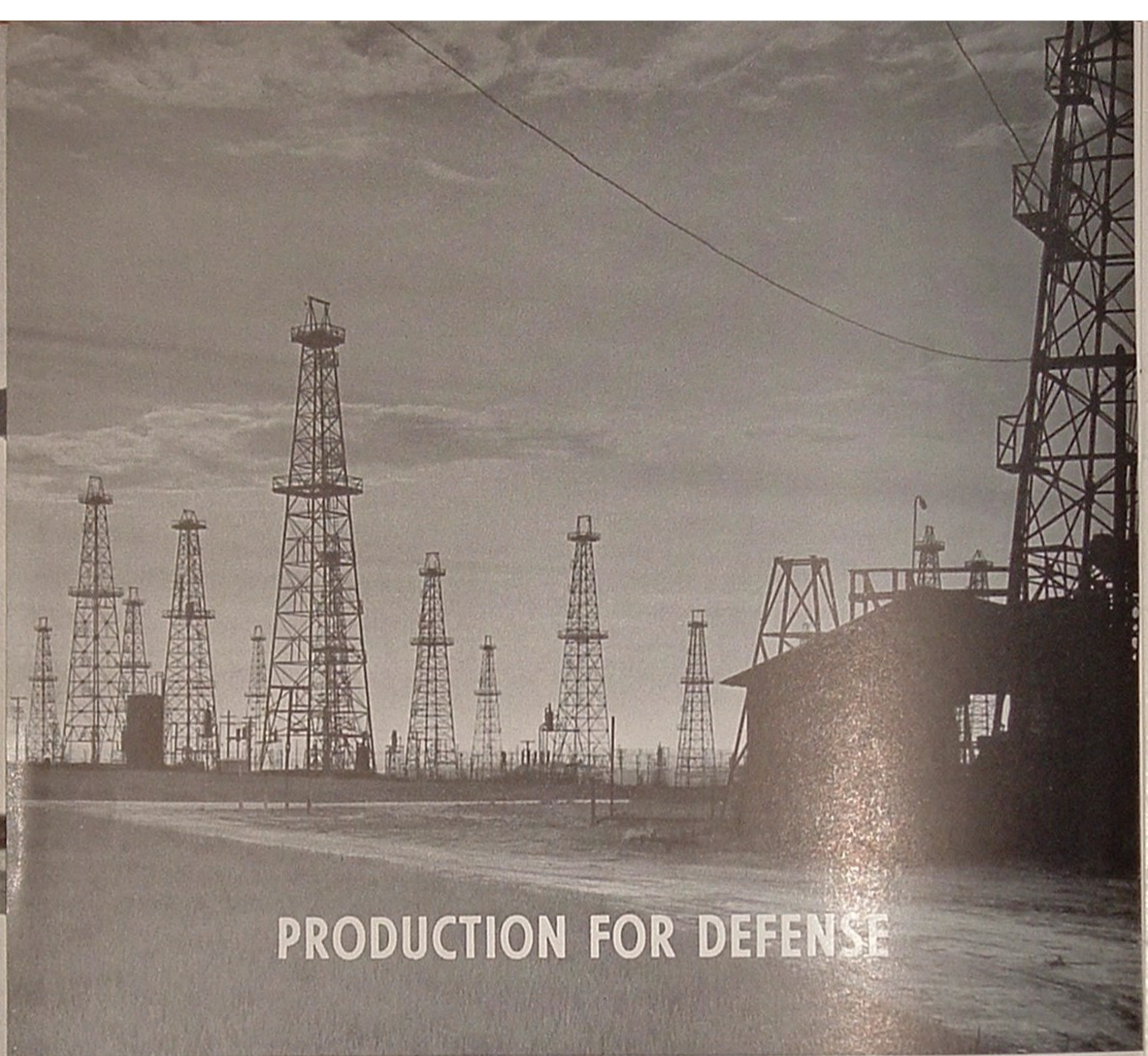
Senators: Pat McCarran, Berkeley L. Bunker.

Representative at Large: James G. Scrugham.

ARIZONA

Senators: Carl Hayden, Ernest W. McFarland.

Representative at Large: John R. Murdock.



PRODUCTION FOR DEFENSE

Union's Products Are on the Job for Uncle Sam—Fueling Ships, Planes, and Tanks, Aiding Industry in Our All-Out Defense Effort.

WHEN the United States began girding for defense just a few short months ago, industry was faced with a tremendous problem. Out of the chaos of the war came one significant fact—U. S. industry was not prepared to meet a new set of world conditions. This country, with all its resources, was geared to vast peace-time production. There had been no particular need for defense building.

Then from Washington, came an urgent request to industry that production for defense be given first consideration. Industry went to work with typical American vigor. Now that the "tooling-up" period is almost com-

plete, high-speed production for defense is under way in real earnest.

Taking no back seat in this defense effort, the petroleum industry is doing, or is rapidly preparing itself, for any demands made upon it. Petroleum's job is a big one. Every phase of our defense program depends upon the constant flow of adequate petroleum products. Our mechanized Army, two-ocean Navy, our air force, and the thousands of industries that make these possible would be helpless if the vital oil flow were shut off.

The petroleum industry is indispensable for other reasons than supplying fuel and lubrication for existing defense-production

machinery. Each week sees new equipment introduced to speed up our all-out effort. In many cases, this new equipment requires special lubricants or fuels not available on the market. This means that petroleum research must produce materials that *do* fit the job. The petroleum research laboratories, to date, have not let industry down.

Union Oil Company is proud to be a member of America's petroleum industry. It is proud of the accomplishments it has made and is making toward keeping defense wheels turning. Many of its products are, at this moment, hard at work on the job of building airplanes, ships, guns, ammunition, defense highways; fueling Uncle Sam's submarines, tanks, jeeps, planes and ships.

Delivering the Goods

From Union's refineries come hundreds of barrels of 100-octane aviation gasoline each day, for use by the nation's fast-growing air force. This premium fuel has enabled manufacturers to build engines capable of tremendous horsepower; it has made possible 30% more power in a given engine, has decreased "take-off" distance by 20%.

Union "76" is also doing a big job for Uncle Sam. In the last issue of the Union Oil Bulletin, we told the story of the Fourth Army's trek to the Hunter-Liggett Military Reservation, how Union's gasolines kept 1400 mechanized units rolling. We also told the story of a gasoline "cow" that fed gasoline

to four army trucks at the same time. This ingenious device was built by Union Oil Company to give Uncle Sam an example of his own "all-out" way of doing things. Army officers were so impressed by the efficiency of the "cow" that they bought it, and are now constructing many others like it.

Today Uncle Sam has in his order-book a quality and quantity selection of lubricating oils and greases unequalled by any other country. In this field, Union Oil Company has made more than its share of contributions. Our lubricating oils and greases have withstood the toughest of military tests and are now being used widely by the Army and Navy. Our Unoba Grease furnishes an excellent example of the kind of job done by Union products. Unoba Grease, manufactured at our Oleum Refinery, is one of the best lubricants yet found for the bearings and surfaces of submarine fins. In fact, it is one of very few greases that leave no tell-tale oil spot or "slick" on the water when a submarine dives. The Navy places a great deal of importance on minimizing these "slicks," for obvious reasons.

Union Oil Company supplies many other products directly to the Army, Navy, and Air force. Our asphalts have been and are now being used in the construction of many air ports. Highly specialized white oils are sold to Naval medicinal stores for use at Navy bases all over the world. Great quantities of Union fuel oils are now powering Uncle Sam's destroyers, cruisers, and battleships.

Below: New additions to the nation's air force are these super-powered Lockheed P-38's. For top performance they require the finest grade of aviation fuel. Union's 100-octane gasoline answers those requirements in every respect and helps keep 'em flying.





Uncle Sam's mighty Navy requires great amounts of quality petroleum products. Without them, destroyers, cruisers, and battleships would be useless. Union does its part by supplying the Navy with fuel oils, Diesel fuels, lubricants and many other products.

—Photos courtesy U. S. Navy Department.



Supplying Defense Industries

Supplying directly to our armed forces is only part of the job done by Union in the defense effort. For example, Union's wool oils are used in the manufacture of the soldier's uniform. They lubricate the fibres during the spinning of yarn, increase the fibres' tensile strength, and speed up production. Our Petro-latums are used in the dental supplies used by Army and Navy dentists; in the manufacture of ammunition, in salves and ointments used in military hospitals; in soap, leather waterproofing, meat wrapping paper, and in dozens of other products.

A few years ago, industry thanked Union Oil Company for a discovery that saved the

day for America's lacquer industry. There was a serious shortage of light aromatic solvents, then obtained as a by-product in the production of steel. The price of solvents had gone sky-high. Then, after years of research, Union's engineers produced an aromatic solvent made from petroleum, and began the first large-scale, commercial production of petroleum *Toluol*. Today the lacquer industry supplies every branch of the armed forces, to protect and camouflage all types of equipment. Today Union Oil Company is the largest single supplier of aromatic solvents in the petroleum industry.

Last month Union completed at Oleum Re-

finery a plant that turns out high-melting-point wax made from California crude oil. This achievement is another petroleum "first" for Union and comes as another valuable contribution to defense. High-melting-point waxes are used for coating ammunition, for treating food packages, and for numerous other purposes. Formerly they were shipped in from the East Indies, but the war has shut off most of that supply.

It is apparent, then, how vital is the petroleum industry's and the Union Oil Company's contribution to the nation's defense effort. Without oil, industry's wheels would stop turning; the Army, Navy and Air Force could not function, and our modern civilization would be impossible. Union Oil Company is aware of its responsibilities, and is ready to do its part.

Cooperating in Other Ways

Besides providing vital petroleum products to defense industries and to the armed forces, Union cooperates in many other ways with the defense program. Actively serving on Petroleum Coordinator Ickes' regional committees are W. L. Stewart, Jr., and A. C. Rubel who are giving considerable of their time and effort to studies of petroleum and its relation to defense.

From Union Oil Company have gone almost 300 employees to serve in Uncle Sam's Army,

Navy and Air Force. To them Union gives the difference between government pay and the pay they had been receiving from the Company for a period of three months, leave of absence for one year and 40 days, and the privilege of continuing to participate in various insurance and retirement plans during this time.

Recently inaugurated at Union was a complete plant protection program. This included the fingerprinting and photographing of the Company's 9000 employees, the issuance of badges and identification cards, tightening of guard systems, installation of more lights and fences, and many other innovations designed to protect our refineries, fields, pipelines, and ships from the saboteur.

As previously mentioned, Union has also cooperated fully with the government in supplying tankships for national defense. Three new tankers have recently been delivered to the Company and four more are on order. Three Union tankers have transported cargoes of petroleum to war-torn Russia; others are now serving the British.

Thousands of Union's famous full-color post cards have been sent to the various Army bases up and down the Pacific Coast. These cards, gratefully received by the draftees, save them buying stationery from their hard-earned \$21.00 and provide a convenient means of writing home to the folks.



Left: Lockheed Hudson bombers of the type England is now using against the Axis.

Below: Union has supplied much of the gasoline for Pacific Coast Army maneuvers. This photo shows a big gasoline transport serving Army trucks enroute to war games.





ANOTHER TANKER FOR UNION

Third Ship Under Tanker Replacement Program Arrives on Coast.

The "Paul M. Gregg," third of seven tankers to be delivered to Union under the Company's tanker replacement program, arrived on October 1 from the Sparrows Point yard of the Bethlehem Steel Company. The vessel was named for Paul M. Gregg, for many years vice-president, member of the executive committee and member of the Board of Directors of Union Oil Company. Mr. Gregg retired last year.

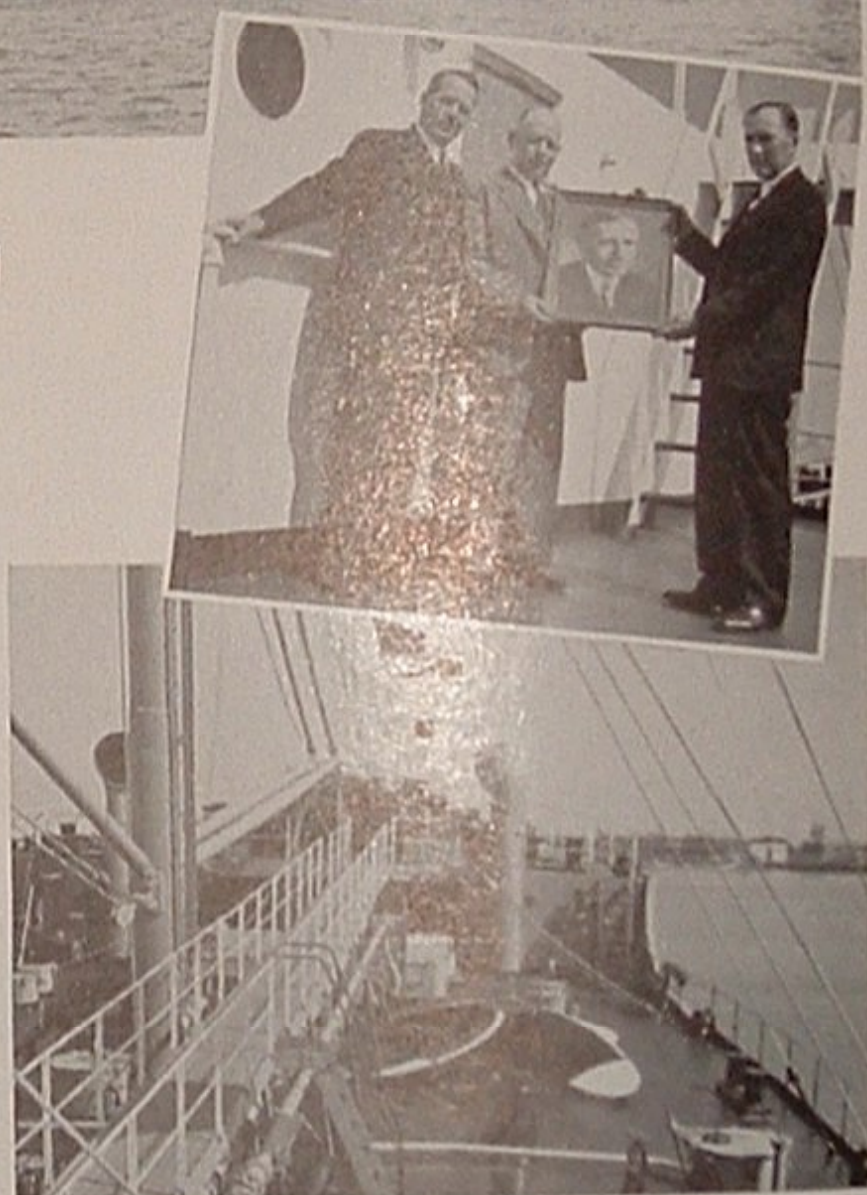
103,445 Barrel Capacity

The "Paul M. Gregg" has a deadweight of about 13,000 tons and a tank capacity of 103,445 barrels, or 4,344,690 gallons of oil. The cargo tank space is divided into 24 compartments, allowing many grades of oil to be carried at one time. Pumping equipment is designed to load or unload the vessel in less than 12 hours.

The latest thing in tanker design, the "Paul M. Gregg" is equipped with complete gyro compass equipment. Among the ship's safety devices are independent radio communication equipment, an automatic SOS receiver, and a radio direction finder.

Latest Appointments

Excellent accommodations are provided for 13 officers and a crew of 30 men. Accommodations also include smoking rooms and mess rooms for officers and crew, hospital, laundry, cold storage and provision storage.



Pictured at the top of the page is Union's newest tanker, the Paul M. Gregg. In the center photo, Captains Halvorsen, Carlson and Stene hold framed picture of Paul M. Gregg for whom the ship was named. The photo directly above was taken from the bridge and shows the long cat-walk and a portion of the deck of the new tanker.

Sufficient ventilation has been provided to insure fifteen complete changes of air hourly in all living quarters and mess rooms. The ship has a distillation apparatus which, in emergencies, can produce drinking water from sea water.

The new vessel has an overall length of 463 feet and a speed of 13 knots.

REPORT

For the Nine Months Ended Sept. 30, 1941

INCOME

	1941	1940
We sold to our customers products and transportation services (excluding sales, excise and gasoline taxes collected for state and Federal governments), to the value of	\$59,228,262	\$55,769,214
We sold old tankships in accordance with our fleet modernization program, realizing a profit of	1,431,511	924,060
We received discounts on purchases; dividends and interest on investments	213,504	108,087
Which gave us a total income of	<u>\$60,873,277</u>	<u>\$56,801,361</u>

EXPENSE

We paid out for raw materials and supplies, costs and wages of producing, manufacturing, transportation, other expense and taxes	\$31,209,137	\$30,435,431
We paid out for selling, administrative and general expense, including salaries and taxes	14,023,354	13,698,239
We made provision for replacement of worn-out and obsolete equipment, depletion of our oil producing properties, and cost of exploratory drilling	7,256,753	7,930,516
For rental of borrowed money, we paid interest charges of	1,031,853	1,039,807
We augmented pensions of retired employees and provided past service benefits for certain older employees upon retirement, at a cost of	703,468	95,312
We settled patent and other claims for	—	371,051
Which gave us a total expense of	<u>\$54,324,575</u>	<u>\$53,570,356</u>

THIS LEFT

A profit, before taxes, of	\$6,548,702	\$3,231,005
We set aside for estimated income and state franchise taxes	<u>1,461,125 *</u>	<u>18,393</u>
We had left over, as Net Profit, to enable the Company to reduce its debt, to buy new plant and equipment, to strengthen the Company otherwise, and to pay dividends	<u>\$5,087,577</u>	<u>\$3,212,612</u>
Net Profit per share on 4,666,270 shares	<u>\$1.09</u>	<u>\$.69</u>

* Based on rates prescribed in the Revenue Act of 1941. No provision for Federal excess profits taxes has been made, as it is believed none will be required. No provision for these taxes was required in 1940.

NET PROFIT for the third quarter of 1941 was \$1,911,682, or 41¢ per share. This compares with 26¢ per share the same period of 1940, and 41¢ per share in the second quarter of 1941.

The full effects of the crude oil and gasoline price increases of April and May were felt in the third quarter. Costs of purchased crude oil and return on sales of gasoline were higher.

Rising costs of materials, and increased pay rolls, resulted in higher manufacturing and distributing costs.

SALES

Sales of crude and refined oil products totaled 22,241,000 barrels during the nine months of 1941, as compared with 23,576,000 in the same period of 1940.

Almost all products made sales gains in the domestic market, with gasoline and fuel oils showing the largest increases. Exports outside the Western Hemisphere virtually ceased in August, due to additional government restrictions.

CRUDE OIL PRODUCTION UP, PURCHASES DOWN

Crude oil production, less co-owners' interests in jointly held properties, but subject to royalties, totaled 13,710,000 barrels for the nine months. This compared with 13,678,000 barrels for 1940. Crude oil purchases of 9,580,000 barrels were 1,267,000 barrels less than in the nine months of 1940.

ADDITIONS TO PROPERTIES

The "Paul M. Gregg", the third new tankship, arrived on the Pacific Coast late in September. The crude distillation unit and the wax refining plant at Oleum were recently completed and are now in operation. The catalytic cracking unit should be in operation by the end of this year. For oil well drilling, new construction at Oleum refinery, building tankships, service stations, and additions and improvements to other properties, we spent \$14,769,053 during the nine months.



MODERNIZATION PROGRAM REDUCES WORKING CAPITAL

The expenditure of \$14,769,053 during first nine months of 1941 for capital improvements reduced working capital \$4,492,866.

Working capital briefly summarized:

	Sept. 30, 1941	Dec. 31, 1940
Cash resources , including Government securities, and money in our offices and in banks, to be used for payment of wages and other operating expenses; for purchases of materials and supplies; and other expenditures	\$19,420,804	\$23,151,827
Notes and accounts receivable , representing amounts owed to us by our customers; and less a reserve for doubtful receivables	10,499,632	8,847,833
Inventories of petroleum	20,124,793	21,554,368
Inventories of materials and supplies	3,898,366	1,953,694
These totaled	<u>\$53,943,595</u>	<u>\$55,507,722</u>
From this should be deducted accounts owed by us to others; salaries and wages due employees; income taxes; miscellaneous reserves; and dividends payable	13,500,151	10,571,412
Which leaves working capital of	<u>\$40,443,444</u>	<u>\$44,936,310</u>
We had petroleum in storage (barrels)	<u>22,478,000</u>	<u>23,446,000</u>

EARNED SURPLUS INCREASED

A cash dividend of 25¢ per share was declared September 29, and will be distributed November 10 to stockholders of record October 10, 1941. Earned surplus amounted to \$20,172,028 at September 30, an increase of \$1,587,875 since December 31, 1940.

WAGE INCREASES

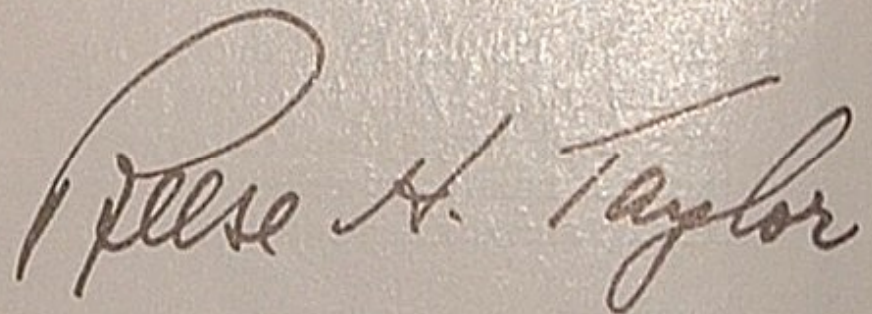
Adjustments in wages effective May 1, and September 1, 1941, have increased our expenses approximately \$2,300,000 per year.

COMPANY AIDS NATIONAL DEFENSE

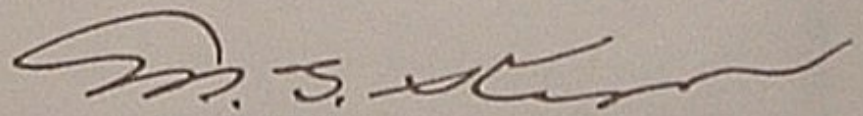
The Union Oil Company is cooperating to the fullest extent with the Government in the national defense effort. At the request of the United States Maritime Commission, the Company has furnished tankers to supply transportation to Russia, and for use on the East Coast in British supply service. The "L. P. St. Clair" was chartered for a trip to Russia from which it returned in September. The "Montebello" has just returned from a similar trip. Upon arrival on the West Coast the "Paul M. Gregg" was chartered for a trip to Russia. One vessel, the "Utacarbon", has been engaged on the East Coast in British supply service since June, and another, the "La Placentia", left for similar service during September.

Diversion of so much tanker capacity from the Pacific Coast has made it difficult and costly to maintain the flow of oil from the fields, through the refineries, to the consumer. The management is aware of its responsibilities, both local and national. Every effort is being made to fulfill these responsibilities.

By Order of the Board of Directors



REESE H. TAYLOR, President



M. G. KERR, Comptroller

Los Angeles, California
October 27, 1941.

From skiing in the mountains to basking in warm desert suns, Winter brings a whole new series of outdoor activities.



THE WEST MAKES PLANS FOR WINTER TRAVEL

Winter Isn't the Sit-at-Home Season it Used to Be. Westerners Are Seeing to That.

NOT SO long ago, folks were inclined to "hole-in" for the winter with their pipes, a ton or two of coal, and a sack of chestnuts. But those days are gone forever. Nowadays they just turn over a new calendar leaf, get out their winter sporting togs and set out for a new batch of fun and activity.

Many things have contributed to this change in America's way of living. The modern automobile and thousands of miles of superb highways are most responsible for the change. But better resort facilities, shorter working hours and a general trend toward out-in-the-open living have contributed their part. At any rate, the season doesn't seem to make a great deal of difference any more insofar as traveling around in the family car is concerned.

Winter travel in the West this year, experts say, should top all previous records. More people, more jobs and more money are bound to give travel a boost. And for Westerners who have the week-end outing bug, there's no better place than their own Pacific Coast area for variety in scenery and sports. Arizona, for instance, has its painted deserts, cliff dwellings, dude ranches, the Grand Canyon, mineral spas, swimming, fishing and hunting. Nevada has its ghost towns, broad deserts, Boulder Dam, Reno, and is a veritable rock-collector's paradise during winter months.

Oregon, with its Mount Hood, boasts one of the best skiing areas on the Coast. Its winter months are filled with round-ups, parades, and other festivities. Its roads are fast, scenery magnificent.

In Washington, winter sports enthusiasts find excellent skiing, tobogganing, and ice skating in the Mount Rainier and Mount Baker areas. Many miles of excellent roads through wood and snow-covered hills make Washington a real treat for winter motorists. Idaho has its Sun Valley where week-enders can ski on snow-covered slopes or swim in naturally-heated mineral waters. Almost every town, small and large, has its festival days, parades, horse shows and other interesting events. In California there is Palm Springs and other desert resorts, skiing in the mountains; boating, riding, fishing, and swimming. Southern California's Sun Festival, lasting all winter, includes over 300 events. There's Pasadena's Rose Parade and Rose Bowl football classic; San Diego's Annual Fiesta of the Nations in Balboa Park; Old Mission Days at California's many historic missions; Tours of Death Valley Scotty's two-million-dollar castle. Every week is jam-packed with interesting things to do and see.

It looks like 1941 will be an "all-out" year for Western motorists.

SERVING DOWNTOWNERS

Seven New Union Oil Stations Are Now Serving Customers in the Heart of Los Angeles.

During the last few months, Union Oil has constructed and put into operation seven new service stations in downtown Los Angeles. A pioneer in the downtown area, Union has placed these stations in parking lots and at other strategic locations.

Business men and women of Los Angeles, previously faced with the problem of where and when to have their cars serviced, can now have them lubricated, "filled-up," serviced from bumper to bumper while parked.

Sales records of these new stations have been exceedingly gratifying to date, and hundreds of downtowners are being introduced to Minute Man Service and Union products. Union now has more retail outlets in the downtown area than any other Company.

Service—Then and Now

There is an interesting story behind the

station at 1st and Broadway. Back in the 1880's when Los Angeles was a small town, its streets more mud than paving, Tally Ho Stables was built on this same site. It was patronized by many a local tycoon and offered the best accommodations and service in town. In many ways, Tally Ho Stables played its part in the growth of Los Angeles. In 1887 a small group of business leaders formed an association which later became the renowned California Club. They met regularly in offices on the second floor of the livery stable. A year later, during Southern California's panic of 1888, the Los Angeles Chamber of Commerce was born in those same second floor offices. In 1907 the old building was renamed Tally Ho Garage and when the Los Angeles Times building was dynamited on an October day in 1910, was pressed into service as an emergency ward to shelter the injured.

Only recently the venerable old structure that once housed the Tally Ho Stables was



When W. E. Peyton, downtown dealer, tore out the old station at left and put in the modern unit shown below, business jumped some 30%.





Above: Situated at the corner of First and Broadway in Los Angeles, this new unit is the last word in modern service station design. Today it offers superlative service on the site formerly occupied by the old Tally Ho Stables pictured at right. The old building was recently razed to make way for the new station.



Above: This unit is located at Wilshire and Flower and is typical of the seven new stations that are introducing hundreds of downtowners to Minute Man Service and Union products.

razed, and now a shining new Union Oil Service Station caters to a new generation at 1st and Broadway. Among its regular customers are employees of the Los Angeles Times, across the street, as well as municipal and Federal employees from the Civic Center.

It may seem like a far cry from the old Tally Ho Stables to this modern motor service unit—a span of more than half a century—but one sharp parallel persists. It's still superlative service that brings customers flocking to First and Broadway.

UNION WINS SAFETY AWARDS

Pipeline and Service Station Departments Win National Recognition for 1940 Safety Records.

From the American Petroleum Institute comes word this month that two departments within Union Oil Company have been awarded national safety plaques. Union's pipeline department was awarded first place, having only two lost-time injuries during 629,000 man-hours of work. The service station division was awarded a second place among major retailers. During 4,451,000 man-hours of work, the division suffered only 34 lost-time accidents. In judging for the awards, the American Petroleum Institute considered the accident records of all the major oil companies in the United States.

The very fine performances turned in by the two departments mentioned are typical of the success of the Company's overall safety program. Lost-time accidents have been steadily decreasing in all our operating departments.

The following letter was received by President Reese H. Taylor from W. R. Boyd, Jr., executive vice-president of the API:

*Mr. R. H. Taylor, President
Union Oil Company of California
Union Oil Building*

Dear Mr. Taylor:

Please accept my congratulations on the splendid contribution that Union Oil employees have made to the favorable accident-prevention records of the petroleum industry for 1940.

API certificate awards are presented to employees of your company for outstanding records in the retail marketing department and the pipeline department. The framed plaques have been sent direct to Mr. John T. King.

The prevention of industrial accidents is a tribute to the forethought and intelligent efforts by these employees.

Faithfully yours,

(Signed) W. R. Boyd, Jr.



A. C. Stewart, vice-president in charge of sales, and W. W. Hay, manager of pipe lines and communications, compare national safety plaques won by their respective departments.

IN THE SPOTLIGHT

It's Community Chest Time

Here at home we have a 24-hour-a-day defense job to do . . . protecting the health and preserving the social welfare of America's citizens. Throughout the nation are hundreds of Community Chest agencies organized to help us do this defense job. Through these agencies we help families in trouble, protect dependent children, fight disease, correct physical disabilities, and combat delinquency with wholesome activities for young people.

Many members of the Union Oil family, both stockholders and employees, devote their own time each year to work on Chest committees. Through unselfish contributions, they help build the funds used in helping our less fortunate people.

At Community Chest time we exercise one of the great rights of democracy, the right to care for our own people in our own way. United, we give voluntarily for the home defense, and in giving we unite for the common good of America. LET'S DO OUR PART.

Union's News Broadcasts "Tops" With Westerners

Union Oil Company's news broadcasts featuring Nelson Pringle and his "X-ray of the News," are becoming increasingly popular with Pacific Coast listeners. A recent "ear-to-ear" survey shows that the program lists among the favorites with on-the-way-to-work listeners.

Bringing Western listeners the morning's first analysis of world affairs, the broadcasts appear each Monday through Friday at 7:45 A.M. over stations KNX in Hollywood, KSFO in San Francisco and KARM in Fresno.

New Time for Point Sublime

On October 1, Union Oil Company's popular radio show, *Point Sublime*, went on a new schedule. Formerly broadcast over the NBC network every Monday night at 8:30, it moved to Wednesday nights at 8:00, Pacific Standard Time.

This change in time should be more convenient for most listeners who have become

engrossed in following the adventures of Ben Willet and "Miss Evie." The program, incidentally, has continued to gain steadily on listener rating surveys.

Union Tankers Deliver Gasoline to Russia

A few weeks ago, Union's tankship "L. P. St. Clair" came into the spotlight when she crossed the Pacific laden with petroleum for war-torn Russia. The "L. P. St. Clair" was the first American tanker to make the trip under the United States' lend-lease arrangement with Russia.

Shortly after the "St. Clair" returned, the "Montebello" made a similar voyage. At this writing, still another Union tankship, the new "Paul M. Gregg," is on her way back from the foreign port. Several tankers of other oil companies have also made the trip.

Stricken Engineer Transferred in Mid-Ocean

On September 17, Union's tankship, "L. P. St. Clair" answered a radio call from the "Montebello" and the two ships met at a point 1500 miles off San Francisco. The "Montebello" was on her way to Vladivostok when her engineer, Ernest Ross, was stricken with a serious infection. Immediately the "L. P. St. Clair," on her way back from the Russian port, was radioed and a mid-ocean transfer effected. Ross was taken to a San Francisco hospital.

A Footnote on the Tanker Situation

For the past few months, one of the main topics of newspaper and radio discussion has been the tanker shortage in America. Because many tankers formerly used in domestic trade have been released to the British, a gasoline shortage has been predicted for the East Coast and possibly for the Pacific Northwest. A few weeks ago, Union Oil ran an advertisement in Pacific Coast papers stating that the Company was doing its part to alleviate the tanker shortage. That ad appears on page eighteen of this issue of the Union Oil Bulletin and is well worth reading.

New tankers on the job for you!

Built by Union Oil Company, they are releasing ships for the Battle of the Atlantic, and helping reduce threatened gasoline shortage on the Coast

Seven great new tankers like the Paul M. Gregg—built or being built by Union Oil Company—will help to lessen the threatened shortage of petroleum products in parts of the West.

The shortage, as you probably know, is not in gasoline and oil but in transportation facilities.

Because it is bulky and hard to store, gasoline must be kept moving . . . must flow from oil wells, to refineries, to service stations, to you.

The tankers have kept it moving. One ship carries as much gasoline as 400 railroad cars—*eight 50-car trains*. In normal times, these tankers carry the bulk of petroleum products between Seattle, Portland, San Francisco and Los Angeles.

Now there is a tanker shortage.

As the war reduced Britain's tanker fleet, America came to her aid with ships requisitioned from our oil companies.

The loss of these ships has seriously crippled Pacific Coast transportation facilities. In spite of valiant effort by the railroads and the trucking industry, the crying need is for tankers.

Union Oil Company is bending every effort to meet this need—has been doing so, in fact, *for the last two years*.

At that time, when the war first began, Union had ten tankers, ample for its normal needs. But anticipating a future shortage, the Company, on its own initiative—without government subsidy—ordered 7 new ones.



The Paul M. Gregg, pictured here at her launching, is the latest addition to Union Oil Company's tanker fleet. She arrives in Los Angeles this week to start service on the Pacific Coast and help alleviate the petroleum transportation shortage.

Building huge ships like these takes time, but three of the seven have already been delivered. The other four will be launched at intervals of six months.

Each of them is big, fast and modern. Each can carry more than 100,000 barrels of cargo. Each contributes to the defense, to the productivity and to the comfort of our citizens.

They haven't cured the transportation shortage, but without them the problem would be a lot worse.

Union Oil Company launched the first oil tanker on the Pacific Coast more than fifty years ago. We were proud of that first one. And we're proud of the latest ones, and the part they're playing in the present emergency.

There may be temporary shortages and inconveniences. But we want to assure you that Union is making every effort, night and day, to see that normal conditions are restored just as fast as human effort—and the Battle of the Atlantic—permit.

Union Oil Company

OWNED AND OPERATED FOR OVER 50 YEARS BY WESTERN PEOPLE



NORWALK PUMP STATION is the main power on Union's Southern Division pipeline system. Through the Southern system's 373 miles of line travel approximately 20,000,000 barrels of oil and gasoline every year, or 43,000 barrels every day.

