

Japan Got 1,500,000 Barrels of California Oil in May

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The Administration has withheld figures on oil exports to Japan since March, but PM has learned that shipments in Japanese tankers from California ports are proceeding as usual.

Eight Japanese tankers left San Pedro, the Los Angeles harbor, during May, a total of 21 during January, February and March. At least five American-owned tankers left San Pedro for Japan during that first quarter. Shipments in other than Japanese tankers practically have ceased since then.

Seven Japanese tankers left San Francisco in May compared to eight in April.

The figures from San Pedro alone indicate larger shipments of oil products during May than some sources reported for the entire country. Shipments also were made from New Orleans and Houston, Tex.

The Japanese tankers average a little over 100,000 barrels each. That means at least 800,000 barrels of oil went from San Pedro in May, 700,000 barrels from San Francisco. Official figures are not available. The Department of Commerce reported exports for the first quarter were 1,578,000 barrels a month, more than 90 per cent of it from California.

Gasoline Exports Up

Official figures show the total for the first quarter of 1941 was only 3000 barrels under the total for the first quarter of 1940. There was this important difference: gasoline exports jumped from 282,000 barrels to 1,097,000. One barrel of gasoline was worth three or four barrels of crude oil.

Another interesting figure from the statistics: gasoline exports to Japan in March were 399,000 barrels, 386,000 barrels in February. Value of the March shipments was \$1,150,000 against \$312,000 for almost the same volume of gasoline in February.

One of the eight tankers leaving San Pedro in May was the Japanese naval vessel *Kokuyo* with a captain and 15 chief petty officers aboard. It loaded gasoline and fuel oil and left May 30.

Another was the *Tonan No. 3*, a converted whaler that had been working the Antarctic. The shortage of tankers caused the Japanese to call it into service. It is one of the largest tankers afloat, 155,000 barrels. It loaded and left May 26 for Nagasaki with Diesel and fuel oil.

Other Japanese tankers leaving San Pedro

in May were *Manzyu*, *Nitiei*, *Daitti*, *Kyokuyo*, *Ken-yo* and *Katzyo*.

The Administration just recently stopped publication of statistics on war material exports "in the interest of national defense." And such orders are executed without discrimination.

As a result:

¶ China and Americans can't find out how much help we are giving Japan in her war on China, to whom we have pledged our help.

¶ The Axis powers can't find out (at least from government reports) how much help America is giving Great Britain and the democracies. Meanwhile, there have been some indications that Britain, with whom America's appeasement policy in the Pacific was co-ordinated, is ready to put more pressure on Japan.

Impending Shortage Here

¶ The British blacklisted 11 Japanese ships a few days after May 21 when PM reported extensive shipments from the West Coast and Dutch East Indies with British-American approval. The British reported the ships were fueling Nazi raiders.

¶ The Dutch East Indies has held fast against a complete surrender to Japanese trade demands for oil and rubber and tin. The Dutch could not be so firm without U. S. A. and British support.

¶ Edgar Ansel Mowrer of the Chicago *Daily News*, owned by Secretary of Navy Frank Knox, reported "the British intend to do all sorts of things to help the Chinese. . . . This marks a decided advance. . . . A few months ago British Ambassador Cragie in Tokyo was still convincing London that China was certain to lose and that Britain simply had to come to terms with Japan."

While oil goes to Japan, America argues about price manipulation and impending gas and fuel shortages because of tanker shortages. Here are some of the strange facts developed by these arguments:

¶ Pennsylvania oils have gone up in price about 40 per cent in six months. These oils have a paraffine base in demand for aviation and high compression automobile engines. There is a genuine shortage in the light high-grade lubricating oil, none in other types. But all prices have advanced. And Pennsylvania oil doesn't come to New York

in tankers — it comes the same old way.

¶ Another advance on Diesel, tractor and furnace oil was announced a few days ago by Standard Oil Co. of Ohio. Price Administrator Leon Henderson asked that the price boost be postponed pending an investigation. Ohio doesn't get its oil by ocean going tankers; it is delivered by rail and pipeline.

¶ A gasoline and fuel-oil shortage on the Atlantic coast would cause a public uproar. Such an uproar would enable the U. S. A. to draft American-owned tankers in the Japanese-East Indies trade without discriminating against the Japanese. The fact is, however, that fuel and gasoline in storage near New York is the greatest for any month this year. And the light fuel in storage on the entire eastern coast is 9,300,000 barrels against 7,600,000 barrels a year ago.

¶ California oil companies have advanced gasoline and oil prices all along the line, some as much as 25 per cent on crude and 40 per cent on some cheap gasolines. The tanker shortage can't explain those increases, for California uses California oil delivered by truck, pipeline and railroad tanker.

So, it is evident that something besides a tanker shortage will be needed to explain gasless Sundays and higher prices here or anywhere else in the U. S. A.

Capital Developments on Possible Eastern Oil Shortage

The House Merchant Marine Committee approved a bill to raise the maximum cargo permitted on tankers. It was estimated the measure would permit shipments to Atlantic seaboard ports of an additional 40,000 barrels of oil daily. . . . Oil Co-ordinator Ickes said in a radio speech that no one will have to "put away our automobiles (or) freeze this winter" but that everyone in the eastern states "must start right now to be careful with gasoline and oil." . . . A Senate judiciary committee heard A. C. Gienapp, of Manchester La., testify that despite the oil shortage in the East he has seen hundreds of tank cars lying unused on sidings at Whiting, Ind. Mr. Gienapp, who represented the Iowa Independent Oil Jobbers Association, said big oil companies preferred to use pipelines and water carriers because it gave them 1-cent to 1½-cent profit per gallon on transportation cost.