

"Pine Newspapers"

Texas Pine Converted to Newsprint Paper in Texas Mill

A FEW miles northeast of Lufkin, on a site reverently named "Herty" in tribute to the late Dr. Charles H. Herty, who devoted a life-time of service to the development of the idea, there is rapidly nearing completion the first newsprint paper mill of the South, called the Southland Paper Mills, Inc. The mill represents the culmination of a carefully conceived plan brought to successful conclusion, despite seemingly insurmountable obstacles, under the aggressive leadership of Ernest L. Kurth, of Keltys, Texas, with the wholehearted cooperation and financial support of Texas and Southern newspaper publishers, of large lumbering interests operating in the vicinity of Lufkin, of his friends and associates in Texas and New York, and of the Reconstruction Finance Corporation.

While paper making is a comparatively simple process, the machinery, auxiliary equipment and facilities required to manufacture it economically in exceptionally large quantities of uniform quality at high speed are complicated and costly. For example, the paper machine being installed at Lufkin is nearly 300 feet long and weighs over 2,000 tons. It is designed for the continuous production of 150 tons of finished newsprint paper per day, 50,000 tons per year, at a maximum speed of 1,500 feet per minute. The statistically minded will determine from this that the daily capacity of this machine at maximum rated speed represents over 400 miles of newsprint paper, 18 feet 6 inches wide, and that if run continuously for sixty days the machine could produce enough paper to encircle the earth at the equator. This is quite a lot of paper, yet the estimated annual capacity of 50,000 tons is slightly less than one-half the annual newsprint consumption of the State of Texas, and less than 1½ per cent of the total annual United States newsprint paper consumption.

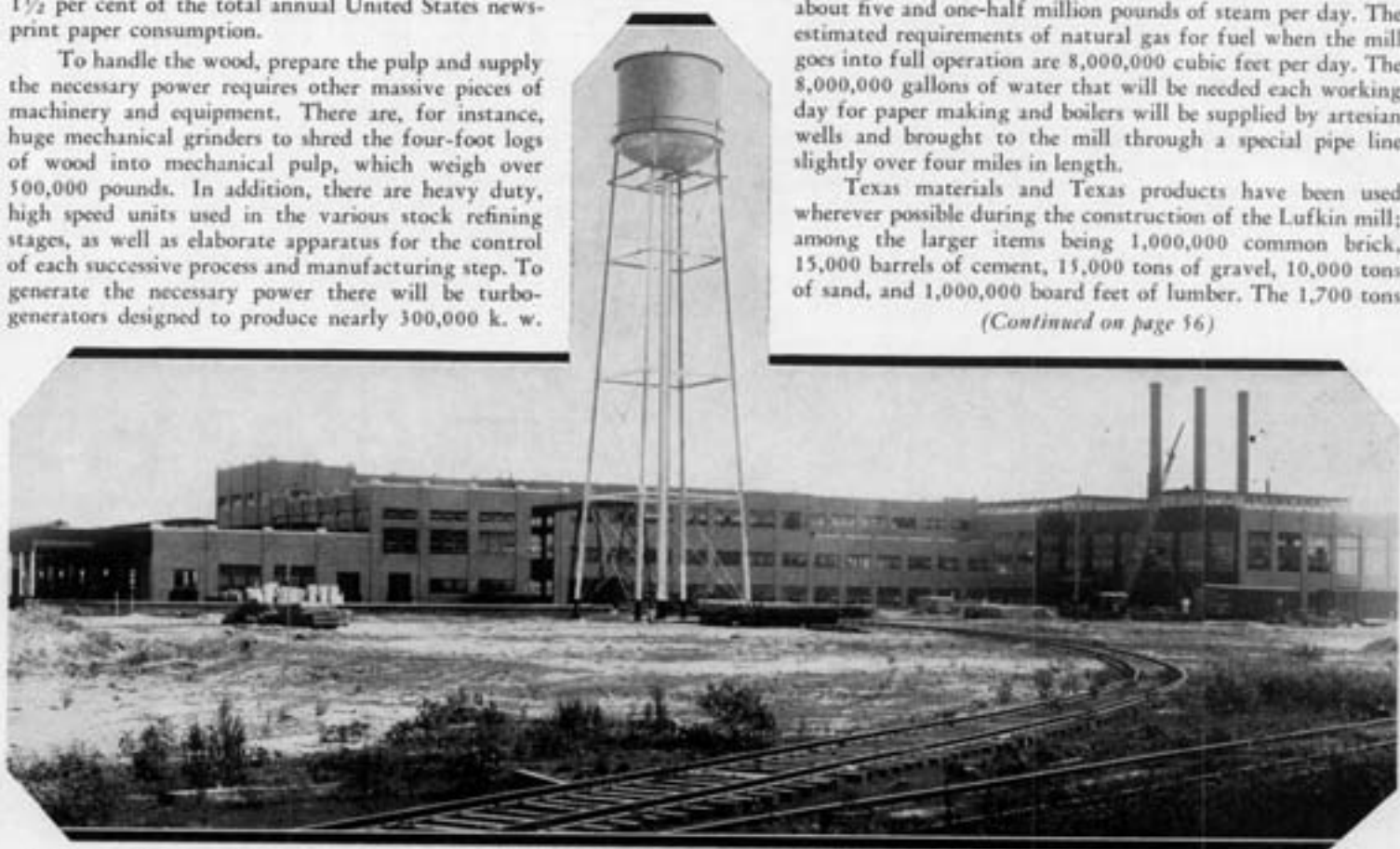
To handle the wood, prepare the pulp and supply the necessary power requires other massive pieces of machinery and equipment. There are, for instance, huge mechanical grinders to shred the four-foot logs of wood into mechanical pulp, which weigh over 500,000 pounds. In addition, there are heavy duty, high speed units used in the various stock refining stages, as well as elaborate apparatus for the control of each successive process and manufacturing step. To generate the necessary power there will be turbo-generators designed to produce nearly 300,000 k. w.



per day, or about 160,000,000 k. w. annually, which is about seven times as much electricity as a city the size of Lufkin normally uses. The mill will be equipped with high pressure boilers, each of which is designed to produce 76,000 pounds of steam per hour, a total of about five and one-half million pounds of steam per day. The estimated requirements of natural gas for fuel when the mill goes into full operation are 8,000,000 cubic feet per day. The 8,000,000 gallons of water that will be needed each working day for paper making and boilers will be supplied by artesian wells and brought to the mill through a special pipe line slightly over four miles in length.

Texas materials and Texas products have been used wherever possible during the construction of the Lufkin mill; among the larger items being 1,000,000 common brick, 15,000 barrels of cement, 15,000 tons of gravel, 10,000 tons of sand, and 1,000,000 board feet of lumber. The 1,700 tons

(Continued on page 56)



A partial view of the first Newsprint Paper Mill of the South, nearing completion at Herty, Texas, a few miles northeast of Lufkin.

The Houston Chamber of Commerce

Many persons and firms located far from Houston desire service and information with reference to their various interests, for which the Houston Chamber of Commerce is always glad to be called upon.

Following is the Executive Committee:

WRIGHT MORROW.....	President
L. S. ADAMS.....	Vice-President
H. O. CLARKE, JR.....	Vice-President
R. D. ERNST.....	Vice-President
J. VIRGIL SCOTT.....	Treasurer
J. SAYLES LEACH.....	Secretary of the Board
W. N. BLANTON.....	Vice-President and General Manager
J. M. LYKES.....	Member-at-Large

The service rendered by the Chamber of Commerce is divided into several departments, of which the following is an outline, and they at all times welcome inquiries from those desiring their assistance:

EXECUTIVE DEPARTMENT

W. N. BLANTON, *Vice President and General Manager*
T. W. ARCHER, *Office Manager*

TRANSPORTATION

C. E. HOLLOMAN, *Manager*
E. E. DULLAHAN, *Assistant*

Rate quotations. Readjustments of rate situations. Publication of rate changes. Preparation of statistical information in defense of rate adjustments. Analysis of transportation problems. Dissemination of information on the car situation and any other transportation subjects of interest to shippers.

INDUSTRIAL AND AVIATION

MAJOR ROLAND A. LAIRD, *Manager*

Industrial

Sites. Warehouses. Retail locations. Labor situation. Statistical information on industrial subjects. Business conditions (city and state). Present and future industrial possibilities.

Aviation

Stimulates the establishment of new airmail and passenger services at Houston; inaugurates statewide movements for the betterment of commercial flying in Texas and fosters the improvement of airports in Houston and generally throughout Texas.

FOREIGN TRADE

T. L. EVANS, *Manager*

Foreign trade problems. Information on Houston. Trade possibilities, with special reference to Mexico, Central and South America and the West Indies. Spanish translations. Information on customs regulations, tariffs, etc. Domestic trade. Local conditions of trade with special reference to wholesalers and jobbers. Classified list of Houston concerns. Present and future possibilities of specific trade propositions. Port activities and improvements.

PUBLIC RELATIONS AND SAFETY

COL. NORMAN H. BEARD, *Manager*
BAKER ARMSTRONG, *Assistant*

Public Relations

Deals with a variety of Chamber of Commerce activities which do not center in any division under the direction of a department head, including inter-organization activities. Participates in the welcoming and entertaining of distinguished visitors and arranges details for a variety of meetings and conferences held by local agencies.

Safety

Advocates and promotes the observance of approved safety measures both with reference to the individual and to group employees. The department regularly carries a message of safety through every publicity medium and interests itself in the adoption of legislation to enforce worthwhile safety methods.

MEMBERSHIP DEPARTMENT

L. GOLDSTON, *Manager*

JIMMIE HILL JONES, *Assistant Manager*

Establishes friendly contacts between members, prospective members, new citizens and visitors through confidence in the Chamber of Commerce.

RESEARCH AND STATISTICS

GEO. F. FINDLAY, *Manager*

Maintains a file of approximately 1,500 items on subjects of informational value with reference to Houston, its trade territory and Texas. This information is available to anyone anywhere.

MANUFACTURERS AND JOBBERS

HAROLD E. NELSON, *Manager*

Contacts Houston trade territory and assists jobbers and manufacturers to develop new business.

AGRICULTURAL

W. O. COX, *Manager*

Agricultural conditions in Harris County and adjoining counties. Specific information to individuals on farming problems. Boys' and girls' rural club work. Information from specialists employed in the department of livestock and dairying, home demonstration and field crop subjects. County agent work. Information available through direct contact with the Extension Service of the State Agricultural and Mechanical College.

HIGHWAY

GLEN R. BLACKBURN, *Manager*

Provides comprehensive service for motorists and tourists and assists in the planning of new or improved highway construction. Assists in planning new highways that directly or indirectly benefit Houston.

PUBLICITY

J. T. McCULLY, *Manager*

National and local distribution of civic advertising, including news publicity on Houston development. Pictures and cuts of Houston's commercial and civic life for the use of visitors and for loan to interested individuals. General information regarding the city. Direct contact with local newspapers which makes available assistance for those desiring that character of publicity service. Advice and counsel in the preparation of publicity matter which has a bearing on Houston publicity. File of newspaper clippings on stories of interest.

CONVENTION AND TOURIST BUREAU

T. A. SIEPERTH, *Manager*

Promotes the holding of conventions at Houston; arranges for conventions and other conferences and stimulates the holding of sales conferences at Houston.

HOUSTON MAGAZINE

C. E. GILBERT, JR., *Editor and Manager*

A monthly business journal, combined with the *Port Register*.

JUNIOR CHAMBER OF COMMERCE

NORMAN H. BEARD, *Director*

An organization of young business men of Houston but a distinct division of the Chamber of Commerce operating under the latter's supervision. Promotes the general civic welfare of Houston through a great variety of activities.

Champion Builds New Paper Mill At Houston

THE importance of the South in the industrial development of the nation once more has been demonstrated in the decision of The Champion Paper and Fibre Company to build a paper mill in Pasadena. Champion put their \$3,500,000 pulp mill in operation only two years ago, and started last month construction of this \$3,000,000 addition to their Houston division.

How the \$50,000,000 Champion company came to the South is an interesting story. Peter G. Thomson founded the business in Hamilton, Ohio, in 1894. It consisted then only of a coating mill, buying paper from other sources. Then was erected a paper mill, but still purchasing pulp from foreign and domestic sources. In 1906, in an effort to become more nearly self-contained, Champion acquired large timber lands in North Carolina, and erected a pulp mill at Canton. As the business grew, it was found advisable in 1921 to erect the first paper mill in the South at Canton. Pulp production of the Canton mill soon was insufficient for Hamilton and Canton, and

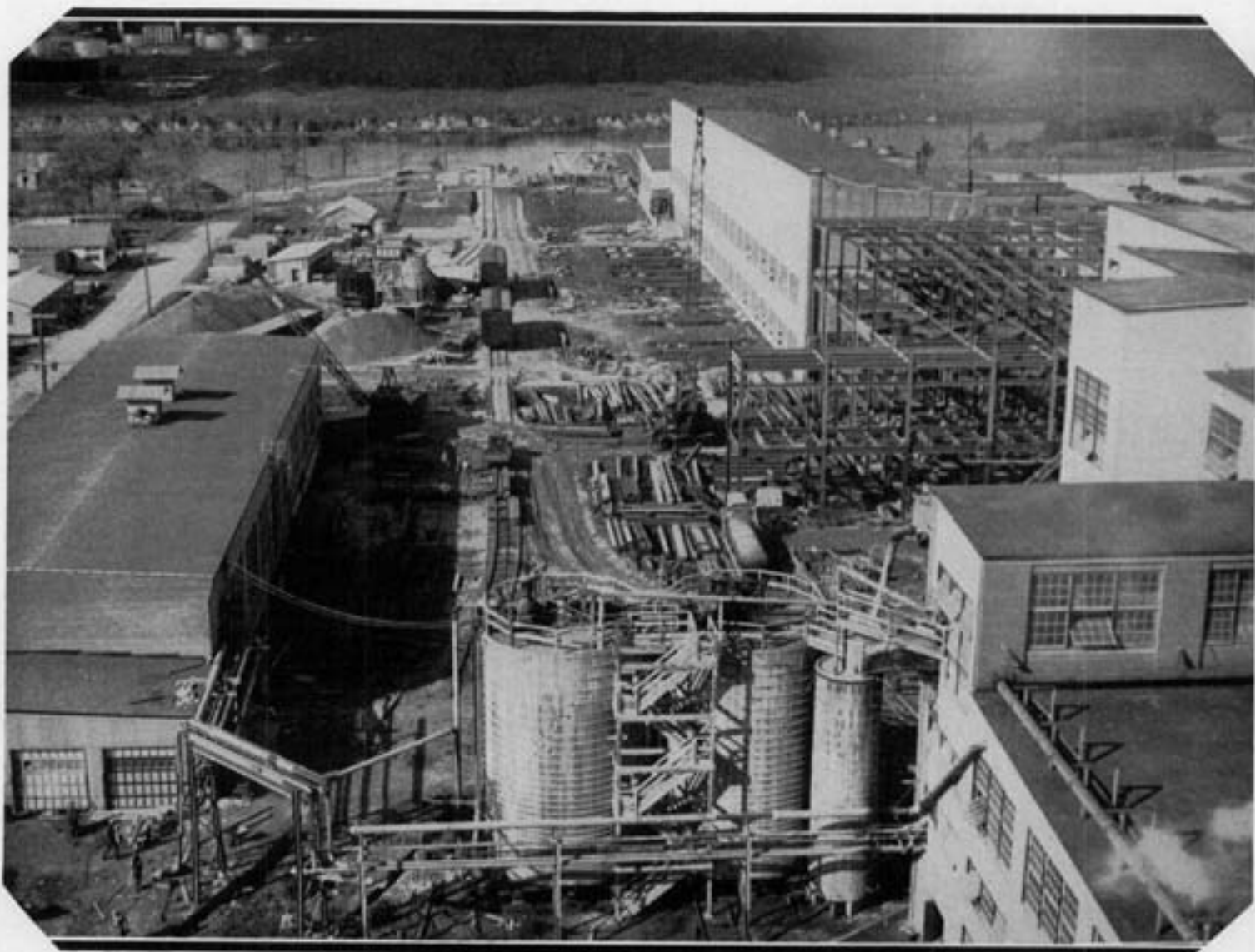
Champion cast about for a further source of supply, and built the new pulp mill at Pasadena.

During their years of operation at Canton, Champion has pioneered in and perfected the manufacture of good strong pulp from Southern pine, and it was the huge quantities of this timber, low power cost, and other necessary raw materials in eastern Texas that finally led Champion to their present Pasadena location.

The Houston mill is capable of producing daily 250 tons of bleached pulp, to bring the capacity of all Champion mills to:

- 250 tons of coated paper.
- 600 tons of uncoated paper.
- 620 tons of pulp.
- 120 tons of board.
- 110 tons of 25% liquid chestnut tannin extract.

(Continued on next page)



New Mill Under Construction at Houston for the Champion Paper & Fibre Company.

HANSEN & TIDEMANN, INC.**STEAMSHIP AGENTS****SHIP BROKERS • MERCHANTS**CABLE ADDRESS: "HANDT"
THE BOE CODE**AGENTS**ARMEMENT DEPPE, S. A.
HAVRE, DUNKIRK, ANTWERP, GHENTTRANSMARINE NAVIGATION CORPORATION
SAN FRANCISCO AND LOS ANGELES TO ORIENTAL PORTSTRANSPORTES MARITIMOS Y VIAS FLUVIALES, S. C. L.
MEXICAN EAST COAST PORTS**HANSEN & TIDEMANN LINE**

EUROPEAN CONTINENTAL, UNITED KINGDOM AND FAR EAST PORTS

L. Y. A. GARCIA Y CIA.
CUBAN AND WEST INDIAN PORTS**SILVER LINE**
RED SEA, PERSIAN GULF, INDIAN PORTSOFFICES AT
SALVESTON DALLAS HOUSTON CORPUS CHRISTI BROWNSVILLE40 tons of caustic soda.
35 tons of adhesive extract.
10 tons of sodium resinate.
600 gallons of refined turpentine.

After much research and experimentation, Champion succeeded in producing paper coated on the paper machine . . . all done in one operation, without the delay and costly handling of rolls between paper machine and coater. This new product opened up a vast new market, not only among advertisers and printers who sought less expensive coated paper, but among publishers who had long wanted an inexpensive coated sheet for better printing than was possible with uncoated papers.

It was this new machine coated paper that brought Champion into close contact with Life and Time magazines, and resulted in a contract to supply immense quantities of this stock for a period of years. So great is the paper requirements of these magazines, with their millions of circulation, that it became necessary for Champion to construct a special mill to handle it.

This Houston mill, the Company's third paper manufacturing plant, will cost approximately \$3,000,000 and will be utilized largely in the manufacture of high grade papers coated on the paper machine at high speed, for Time and Life Magazines, as well as for standard grades at present manufactured at Hamilton, Ohio.

The Fourdrinier paper machine, at Houston, alone will involve an expenditure of approximately one million dollars. The machine will have a wire of 214 inches, and will trim 198 inches. The overall length will be approximately 400 feet . . . the world's largest combination paper making and paper coating machine, capable of operating at 1,100 feet per minute.

In addition to the machine itself, there will be two very modern supercalender stacks . . . the largest ever built in this country, and capable of operation at 2,000 feet per minute. Each calender stack will be thirty feet tall, and will have a 10-ton ice making machine to dissipate friction heat.

The building to house the new equipment will be of brick and steel construction, to match the one put up in 1937, and will measure 140 x 828 feet. The entire mill should be in operation in ten to eleven months.

The present Champion mill has given employment to 425 men, and when put in operation, the new machine will give work to an additional 125.

Champion also perfected a number of other papers which enter a field entirely new to this company. Since much of the raw material for these new products comes from the South, it seems that Houston will share in the sustained drive that Champion is making for a large share of the country's paper requirements.

With other paper companies following the pioneering of Champion in the utilization of the South's vast reserve of pine for making paper, Texas is sure to gain wealth, as well as position and importance in the industrial states of the Union.

**SOUTH TEXAS
COTTON OIL CO.**

MAIN OFFICE AND REFINERY

HOUSTON, TEXAS

Cable Address, "SOTEXOIL"

Mills at Houston, Austin, Corpus Christi, Victoria
Hearne, Taylor, San Antonio, Brownsville
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SHORTENING
"CRUSTENE" SALAD OIL**Pancrust-Plato Co.**

Sales Agents for Refinery Products

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HOUSTON, TEXAS

INTRACOASTAL TOWING & TRANSPORTATION COMPANY

Cable Address PETANK

GENERAL HARBOR
AND
COASTWISE TOWINGTelephones: { Preston 2181
{ Preston 2977

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LIGHTERING AND COASTWISE
OIL TOWING A
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{ Jackson 2-3942
{ Lehigh 8780

505 PETROLEUM BUILDING, HOUSTON, TEXAS

PORT NOTES



Hon. J. J. Mansfield.

Judge Mansfield Honored • • •

Hon. J. J. Mansfield, member of Congress from the Ninth District of Texas, Chairman of the Rivers and Harbors Committee in the House of Representatives, and a long time resident of Columbus, Texas, was honored by a dinner given by the Wharton Chamber of Commerce at which some 500 of his friends gathered to pay tribute to a man who has always been a strong advocate of waterway improvement and transportation, not only in his own District, but throughout the entire country.

The entire Texas Gulf Coast area was represented, extending far beyond the limit of the fifteen counties included in Congressman Mansfield's district, and army engineers, county judges, bankers, industrialists, port authorities, chambers of commerce officials, lawyers, doctors, merchants, farmers, stockmen and John J. Citizens of all kinds vied with each other in their expressions of love and appreciation of Judge Mansfield as a man and public official.

Army Engineers Direct Work On Port Projects • • •

Col. F. S. Besson, district engineer, with headquarters at Galveston and whose district covers the entire State of Texas and part of New Mexico, recently announced several changes in the military personnel of his office.

Capt. B. C. Clarke, who has been in the Galveston office for several years, has been relieved and assigned to duty at the Army Staff College at Ft. Leavenworth, Kansas, where he will be an instructor in certain phases of military engineering and also take up special courses in higher command duties.

Capt. L. H. Hewitt, who has recently been on duty in the Philippine Islands, has been assigned to the Galveston office and takes charge of the administrative, navigation and operations division.

Capt. B. F. Chadwick, who has been in charge of the flood control and technical division, has been placed in charge of the

various surveys throughout the district, and Capt. Manuel J. Asensio becomes chief of the technical division.

Other military assistants assigned to various duties are 1st Lt. Paul H. Berkowitz, who comes from the engineers school at Ft. Belvoir, Vt., and 2nd Lt. John E. Walker.

Col. Besson, with his engineer department staff of military and civil assistants, supervises and carries through to completion the various Rivers and Harbors projects, channels and inland waterways throughout the State, and also many flood control projects on Texas and New Mexican rivers.

British Consulate Moved To Houston • • •

Mr. H. E. Slaymaker, British consul for Texas, Oklahoma and New Mexico, announced the first part of October that his government had ordered the removal of the consulate from Galveston to Houston, effective November 1.

The British consulate was the first to be established at Galveston, and was organized while Texas was a republic.

A vice consulate under the direction of Mr. Stewart H. Evans, who has been assistant to Mr. Slaymaker for some years, will be maintained at Galveston.

Houston offices are established on the fifth floor of the Cotton Exchange Building, with a staff of four persons including the consul. Major L. B. Dufton, M. C., will serve as vice consul to Mr. Slaymaker at Houston.

Oklahoma Leaders Visit Their Port • • •

A special train with 110 of Oklahoma's outstanding businessmen under the leadership of Gov. Leon C. Phillips arrived in Hous-



TOP: Oklahoma Business Leaders inspecting Cotton Terminal on the Houston Ship Channel. BOTTOM: Oklahomians see cotton loaded on a Greek Vessel.

ton Saturday, October 7, and spent the day looking over the city and port and a part of the night at the great football game between Rice and Centenary.

This delegation from all parts of the State are on a tour of the Southeast to learn all they can about recent industrial development in the leading Southern cities. Houston, as the fastest growing city and port, came in for its careful inspection, and as the nearest port to the Great Southwest they consider Houston as their "Gateway to the Sea."

Many of the visitors were pleased to note the thousands of bushels of Oklahoma wheat in the public grain elevator and to know that oil from their fields was being refined on the channel and shipped in huge tankers to all ports of the world.

The tour will include Baton Rouge, New Orleans, Birmingham, Atlanta, Richmond, Knoxville, Nashville and Chattanooga.



TOP: U. S. Senator Carl A. Hatch, Clovis, New Mexico, on the left, and A. Dee Simpson, President National Bank of Commerce, Houston. BOTTOM: Senator Hatch (with white hat) inspects Houston Ship Channel.

Senator Flies to Houston • • •

United States Senator Carl A. Hatch of New Mexico spent a busy day in Houston, October 6, flying down from Washington to address the convention of Texas Mid-Continent Oil and Gas Association on Friday morning.

During the afternoon he made an inspection of the Houston Ship Channel and San Jacinto Memorial Monument as a guest of Mr. A. Dee Simpson and several leaders of the local oil industry.

Senator Hatch is a resident of Clovis, New Mexico, and considers Houston his "home port."

Gulf, Australia Ship Service Inaugurated • • •

With the departure of the motor ship, the "Salamau," the latter part of August, a new steamship service, both passenger and freight, between gulf ports and Australia, was inaugurated.

This line maintains service between gulf ports and Australian ports via the Panama Canal and the West Coast.

Ports in Australia at which the line's ships will call are Melbourne, Sydney, Brisbane and Port Moresby, Papua.

The firm which inaugurated the service is the W. R. Carpenter Line of Australia for which the Canadian Gulf Lines are agents.

Sir William Carpenter, one of the wealthiest industrialists and merchants of Australia, long attempted to promote additional trade between the gulf and his country, and the inauguration of the new service was the first step in this direction.



Extension of Wingate Street to make way for new Appraisal Stores Building.

Customs Appraisers Stores • • •

Bids for construction of a United States Appraisers Stores Building here on a site 260x250 feet on Wingate, half a block west of Seventy-Fifth Street, have been asked by the public building administration, to be opened in Washington November 24.

The land for the property was donated by the City of Houston, which is now fixing the street. The city previously had extended water and sewer lines up to the property.

The building will contain two stories and have a basement.



Clearing Channel of obstructions and driftwood with Port Commission Equipment and W.P.A. assistance.

Port Authorities Convention • • •

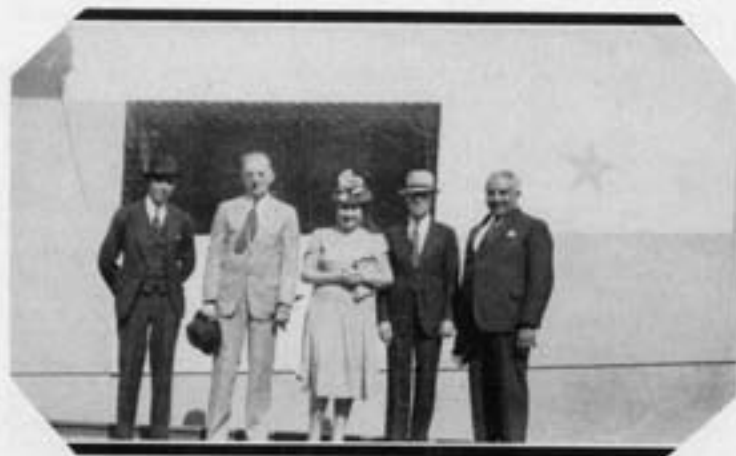
The 28th annual convention was held at Milwaukee on October 9-12, with delegates present from all the leading ports of the United States and Canada.

Mr. J. Russell Wait, port director of Houston, presented a paper on "Port Practices, Rules and Terminal Rates," and also made an address on "Experiences in Japan."

The entire convention was devoted to discussion of port and traffic problems as they effect our various harbors and waterways.

Visitors From Mexico • • •

Senor and Senora Angel de Aragon of Merida, Yucatan, Mexico, were distinguished visitors to our city and port on September 29. Senor Aragon is the chief engineer of the United Railways of Yucatan, and is contemplating vast works of improvement for the railway system and for the port of Progreso. He is



LEFT TO RIGHT: R. Ruiz, S. P. Railroad; J. Russell Wait, Port Director; Senora de Aragon; H. J. Luhn, Houston Compress Co.; Senor Angel Aragon, Merida, Yucatan; Panama Flag in the background.

now making an inspection trip over the American Railways and to the leading ports of the Nation to observe the latest development in terminal and port practices.

While in Houston they were the guests of Mr. H. M. Lull, executive vice president, Southern Pacific Lines, and attended the luncheon of Houston Foreign Trade Association.

State Takes Over Operation of Morgan's Point Ferry • • •

The state highway department took over the operation of the Morgan's Point ferry August 31, it having been operated for more than six years by the county.

The ferry service linking La Porte and the Tri-Cities was started July 28, 1933. At that time it was operated on a 19-hour schedule, which was later changed to 24-hour service.

The majority of the crew was retained by the highway department.

The Goose Creek Chamber of Commerce prevailed upon the state to take over the ferry since it was part of Highway 146, state highway linking Livingston and Galveston.

Lynchburg Ferry on 24-Hour Basis • • •

Effective October 1, 1939, the Lynchburg Ferry went on a 24-hour basis.

The ferry, crossing the ship channel near the San Jacinto Battleground, has been offering 18-hour service heretofore.

When the 24-hour service became effective, it meant that every ferry in the county is now offering 'round-the-clock service.

National Steel Products Corporation Leases Office and Warehouse Here • • •

The National Steel Products Corporation, a subsidiary of the National Steel Corporation of Pittsburgh, Pa., has leased a two-story office and warehouse building at Franklin and Hamilton from the Houston Land and Trust Company and will open November 1.

The building is 100x250 feet with 50,000 square feet of floor space.

The firm will be engaged in wholesale distribution of steel products. It will handle mainly sheet and structural steel for buildings; tin plate, for use primarily on agricultural buildings, wire products and steel bars.

Twenty-five persons will be employed with a monthly payroll of \$8,000.00.

Houston was chosen as the site for the new company because it is the natural distribution point for steel products in this area, due to its low inbound rates.

Unusual Ship Unloads at Port Houston • • •

One of the most unusual vessels ever to call at Port Houston, the "Dolomite 4," a specially built ship, 301 feet long with a beam of 43 feet and a loaded draft of 16 feet, unloaded a full cargo of canned goods from Baltimore at Dock 12 on September 14; this cargo being handled from the vessel to the docks over portable conveyors. The ship was built to carry caustic soda from Lake Charles to Norfolk for use in rayon mills near Norfolk, and its hull is divided into numerous tight compartments, or cargo tanks, and these tanks are lined with pure nickel, over 60,000 pounds being used for the lining. These nickel-lined holds are designed and equipped for prompt and complete cleansing, so that the hold, regardless of the type of cargo handled, can quickly be adapted to the handling of caustic soda, oil, molasses, grain and other products.

An interesting feature of the "Dolomite 4" is that she never was "launched" in the usual way, but was built in a long-unused spur of the Erie Canal near Rochester, N. Y., and was floated out by siphoning water into the lock.



TOP: Bow view of the "Dolomite No. 4." CENTER: Unloading canned goods from Baltimore. BOTTOM: View taken aft.



TOP: President Gough, Port Houston Iron Works, proud of his new dry dock, inspecting finishing touches to propeller of Fire Boat *Port Houston*. CENTER: 39 hose outlets. BOTTOM: On floating Dry Dock.

Fireboat "Port Houston" Drydocked in Houston for First Time • • •

On Monday, September 18, the Fireboat "Port Houston" went on the ways of the Port Houston Iron Works' new floating dry-dock, located at the upper end of the Turning Basin, for its annual cleaning, painting and necessary repairs.

This is the first time the Fireboat "Port Houston" has been drydocked in Houston, there being no facilities in Houston to take care of this annual check up until the recent completion of the Port Houston Iron Works' new floating drydock.

American Can Company Addition • • •

The American Can Company has just completed a very large addition to their plant on the north side of the channel at Lockwood and Clinton Drive. The principal building is a one-story factory type structure, 207 feet by 165 feet.

This plant, covering about 16 acres, is in a very attractive setting of pine and oak trees, the buildings being of a light yellow brick, with about one-third of the wall area constructed of steel sash and wire glass windows providing for the maximum lighting, and with splendid ventilation equipment.

Shell to Build Huge New Plant Here • • •

Work was started the first of August on a \$1,000,000 alkylation plant for the Shell Oil Corporation at its Deer Park Refinery on

the La Porte Road. It will take about four months to complete the plant.

The plant will make premium, super grade, aviation gasoline, and will have a capacity of 1200 barrels a day. Much of the high grade gasoline to be produced will be sold to the government, for use in army and navy planes and the rest will be sold for aviation and test purposes throughout the country.

About 150 persons will be given temporary employment during the construction and permanent employment will be given to 10 to 15 men when plant is put into operation.

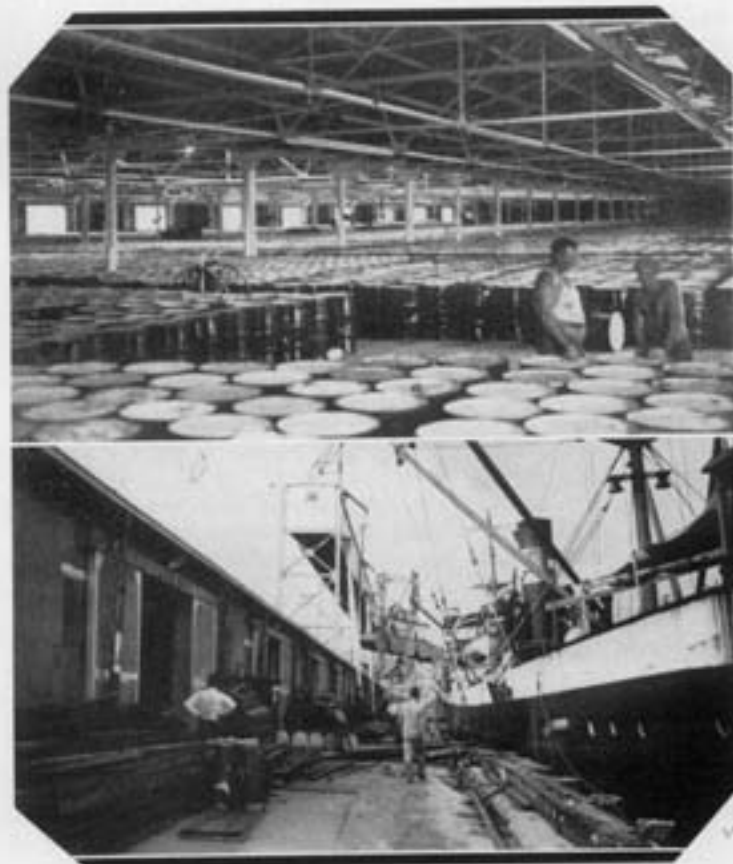
New Coffee Distributing Plant Established Here • • •

The Hoffman-Hayman Coffee Company, importers and roasters of Sam Houston, Texas Girl and H. & H. brands of coffee have established a distributing plant in Houston to meet their increasing demands for this product. This distributing center is operated from the Patrick Shipside Warehouse and Mr. F. H. Kelley is local manager.

Cans and packages used in packing this product are purchased from Houston manufacturers and employees of this Houston branch are Houston residents. It is also interesting to note that all green coffee used by this firm for roasting and distributing here is imported through the Port of Houston.

Barrelled Gasoline • • •

Just a small shipment of thirty thousand drums of gasoline and a thousand drums of lubricating oil bound for the Orient on a Greek steamer—a sample of Houston's diversified traffic.



Gasoline and Lubricating Oil as it is stored at Port Houston, and loaded aboard vessel for the Far East.

Water Main Extension • • •

Larger water mains are being laid in the waterfront area, and additional systems installed to increase supply and pressure for vessel and industrial use as well as improving fire protection facilities.

\$3,000,000 Finishing Mill Being Constructed By Champion Paper & Fibre Company • • •

Work is now underway on a \$3,000,000 finishing mill by the Champion Paper & Fibre Company. It is being erected next to the kraft paper mill and is expected to be completed within the next 10 or 11 months.

Merritt-Chapman and Scott Corporation of New York are contractors for the building and all installation. H. K. Ferguson Co. of Cleveland, Ohio, are the consulting engineers.

Between 400 and 500 men will be given employment in the construction of the huge new mill, and, after completion, about 150 skilled workmen will be employed in the operation. One-third of these probably will be moved to Houston from the Champion Company's finishing mill at Hamilton, Ohio, and the others will be employed in Houston.

The new finishing plant, which will draw all its rough stock from the present kraft paper plant at Pasadena, will have an annual capacity of 30,000 tons of coated paper suitable for fine magazine work.

When the plant is put into operation here, the finished product will be shipped to New York and Chicago. They will have an all-water haul from Houston to New York and Chicago by coast-wise vessels and on the inland waterways.

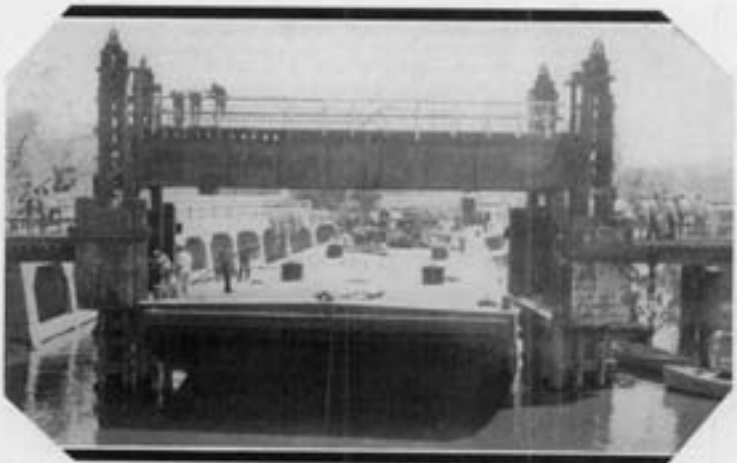
Mr. W. H. Crute, general manager of the present Champion mill in Pasadena, will be in charge of the construction program and of operation of the new mill.



TOP: Office of the Bethlehem Steel Company. BOTTOM: Part of Bethlehem's Steel Warehouse, under construction.

Bethlehem Supply Company • • •

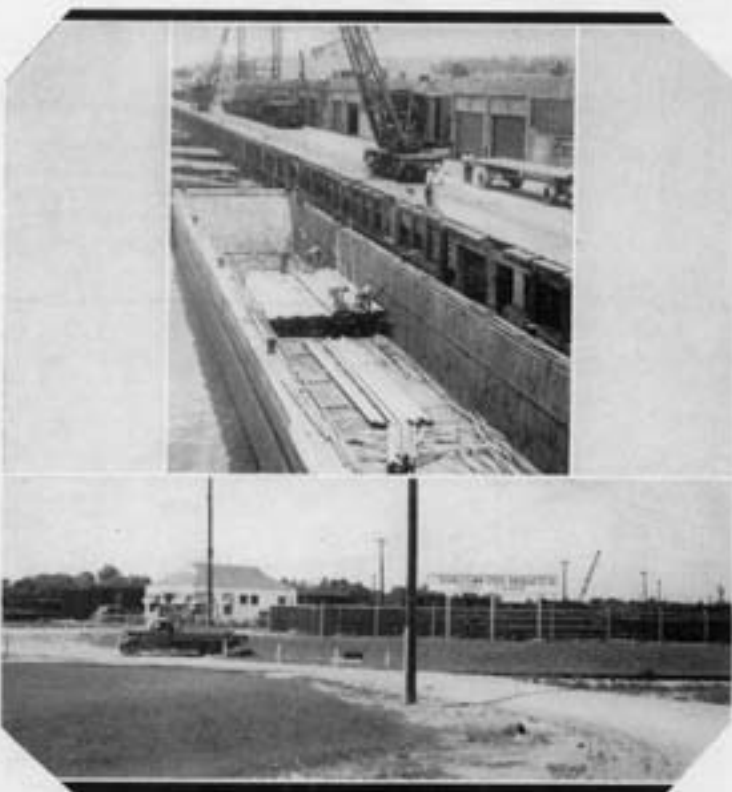
The Bethlehem Supply Company has enlarged its pipe yard and office building on Clinton Drive and has just completed the construction of a large concrete and steel warehouse adjacent to the pipe yard for the purpose of handling structural steel and sheet metal.



Houston-Built Barge from Platzer Yard squeezing through bridge.

Platzer Boat Works Constructs Steel Oil Barges • • •

The Platzer Boat Works has just completed the construction of three steel oil barges at their plant on Brays Bayou, and the above photograph shows a barge passing through the railroad bridge toward the ship channel.



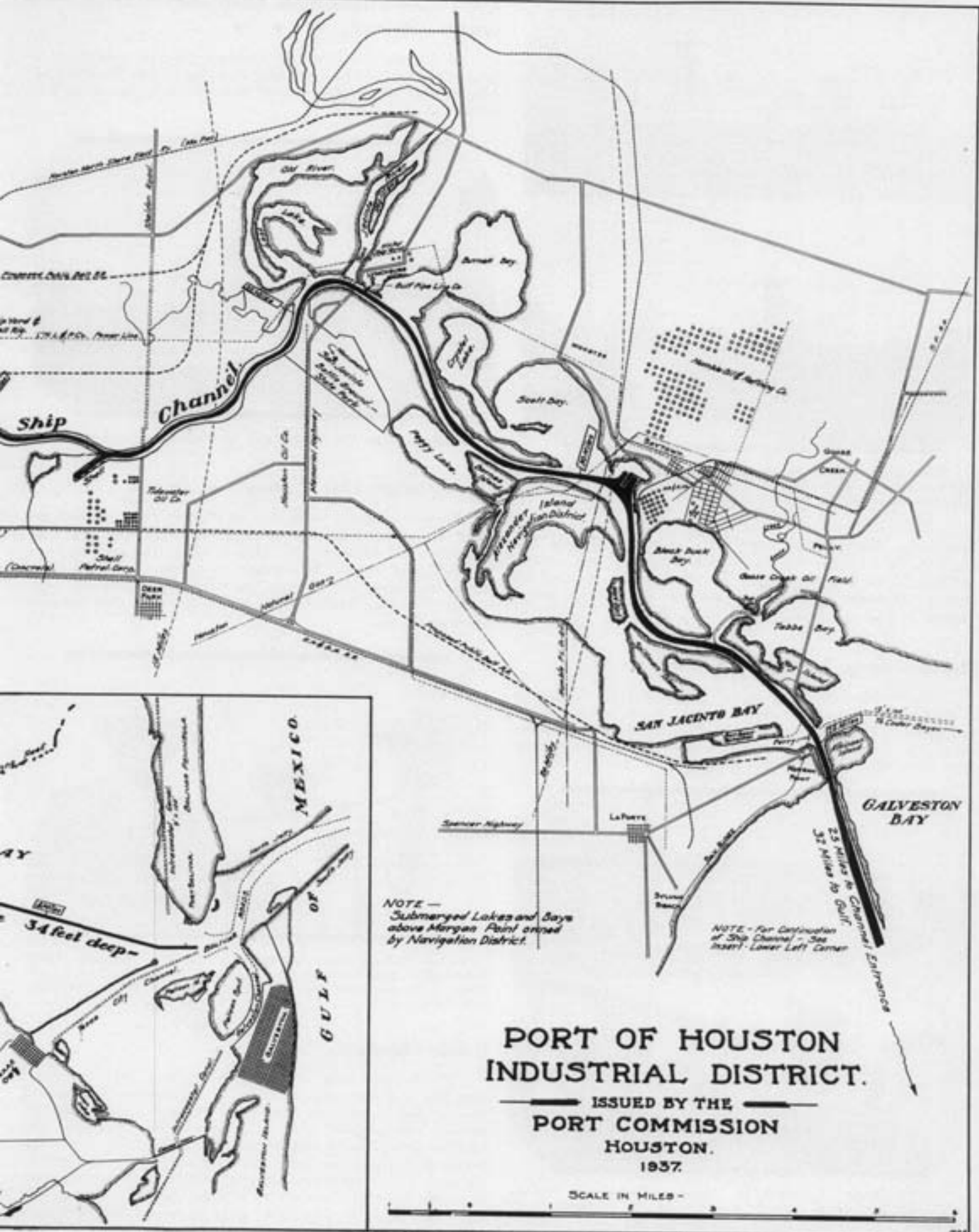
TOP: Miles and miles of pipe are barged to Houston via Intracoastal Canal. BOTTOM: Youngstown Steel Company's new pipe yard.

Youngstown Steel Products Company • • •

The Youngstown Steel Products Company has purchased a site in the industrial addition near the turning basin and has installed a large stock of oil well pipe and equipment to supply the Southwestern demand. This yard is located immediately north of the Continental Supply Company plant, one block off of Navigation Boulevard.

Hopper Dredge "Galveston" Used To Remove Shoal • • •

The United States Engineer Department experimented with Seagoing Hopper Dredge "Galveston" in removing shoal near public wharves in the ship channel. The material was sucked from the bottom of the channel by huge centrifugal pumps and was deposited in the hopper which will hold about 3,000 cubic yards.



**PORT OF HOUSTON
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HOUSTON.
1937.

SCALE IN MILES -



TOP: U. S. Dredge *Raymond* maintaining bay section of the Houston Ship Channel. BOTTOM: U. S. Seagoing Hopper Dredge *Galveston* on emergency work in Channel.

This dredge then proceeded down the channel to Galveston Bay where the United States Pipe Line Dredge "Raymond" was working and dropped the load through gates in the hopper in front of the Dredge "Raymond," which then pumped the material ashore through its long pipe lines.

Houston Barge Terminal • • •

"Happy Days Are Here Again" might well be the caption of this picture of steamship officials present at the opening of the new Houston Barge Terminal completed for the Shipperside Contracting Company and located on the light draft channel about three miles above the Turning Basin.



TOP: Barge Terminal in Houston Industrial District. BOTTOM: Steamship officials at opening of Houston Barge Terminal.

United Gas Builds Work Shop and Garage Terminal • • •

The United Gas Pipe Line Company has just constructed a new work shop and garage terminal on Navigation Boulevard in order to take care of the growing demands of industrial and domestic gas service.



United Gas Pipe Line Company's new warehouse and garage.

Clyde-Mallory Line Visitors • • •

Prominent visitors to the Port of Houston for a thorough inspection of its facilities were officials of the Clyde Mallory Line of New York and Galveston. Mr. John E. Craig, vice president, and Mr. George H. Horner, his assistant, in company with Mr. E. C. Crane, local agent at Galveston, recently spent several days contacting the many business firms which patronize their splendid coastwise service.



Clyde-Mallory Steamship Officials visit Port Houston. LEFT TO RIGHT: John E. Craig, Vice President, New York; E. C. Crane, Agent, Galveston; and Geo. J. Horner, Assistant to Vice President, New York.

Builders Materials • • •

The building material firm of Parker Bros., who established their fleet of dredges, tugs and barges on the Houston Ship Channel some 15 years ago for the handling of oyster shell, sand and clay, has just been expanded with the completion of a fine new office building and all modern equipment for the handling of material to and from barges and cars, mixing of concrete for delivery by the truck load to any part of the city, and the grinding and mixing of paving materials and many other items that go into the paving and construction business. This plant is located on Navigation



Home of Parker Bros. Shell Building Material and Ready-Mixed Concrete.

Boulevard and on the light draft barge channel about three miles above the Turning Basin, from which a large fleet of tugs and barges operate to the shell and sand dredges in Galveston Bay and on the San Jacinto River.

Ice Breaker Tug "Arundel" Comes To Houston • • •

An unusual contract for Southern ship yards was for the construction of a large ice breaker tug for the Hudson River between New York and Albany. This vessel, named the "Arundel," was built for the United States Coast Guard service at the Gulf Port Iron Works at Port Arthur, Texas, coming to Houston on its "shakedown" cruise while waiting for the completion of its sister ship.



U. S. Coast Guard Ice Breaker *Arundel* built at Port Arthur, Texas, is shown at wharf in Houston.

Superintendent Drake Retires • • •

After many more years of railroad service than he cares to tell, W. B. Drake, superintendent of the Port Terminal Railroad Association since its organization July 1, 1924, has retired from active service and is taking a railroad man's holiday by traveling about the country, stopping off to fish at his bayshore home between trips. Mr. Drake was long associated with the International-Great Northern and other railroads of the Southwest bringing to the Port Terminal Railroad Association a wealth of experience in railway terminal operation, and during his fifteen years service as superintendent has witnessed the rapid growth of the Port of Houston, and extension of its terminal facilities.

Mr. W. A. Newland, recently treasurer of the Burlington-Rock Island Railroad, was appointed by the board of control to succeed Mr. Drake on July 1, and is now carrying on these various duties.

Refinery Expands • • •

The Phillips Petroleum Company has just acquired two tracts, totaling 100 acres, adjoining their small refinery on the Houston Ship Channel near the town of Pasadena. This additional area will now permit them to expand their facilities and make room for tank storage.

The channel frontage was dredged out to Harbor Line a few weeks ago with a view of constructing a wharf to handle their products to ship. For the past several years, the nearby wharf of the Crown-Central Petroleum Company has been used jointly by the two plants.

Construction plans have not yet been announced, but are expected in a few weeks.



Entering a safe port under the Stars and Stripes. Lykes Line vessel in Central and South American Service.

Lykes Line Extends Service to Puerto Barrios • • •

The extension of their Central American Service to include Puerto Barrios, Guatemala, as a port of call, was announced the middle of October by Lykes Bros. Steamship Company. This service will start November 18 with the departure of the Chester Valley from Puerto Barrios, and will be on a fortnightly basis thereafter. The extension of the service, which now calls in the coffee ports of Cartagena and Barranquilla, was made in order to better serve the coffee importers of this section. The transit time from Puerto Barrios to Houston will be four and one-half days.

Houston Leads in Manufacturing • • •

Houston manufacturing led the state during September in an upward curve of prosperity, figures compiled by the University of Texas research officials indicate.

Last month this city showed a 6 per cent increase in the number of employed factory workers over August, and an 8.4 per cent increase over September of 1938. Payrolls here were 3.3 per cent higher than in August, and 11.3 percent higher than those in September last year.

The state as a whole showed a 3.6 per cent gain over September, 1938, in payrolls of manufacturing establishments. Employed workers were 3.4 per cent above the 1938 mark.

Intracoastal Canal • • •

Barge traffic over the completed sections of this inland waterway continues to increase, in fact, the War Department has just recommended an increase in depth from 9 to 12 feet and width of 100 feet to 125 feet on the bottom for section west of the Mississippi River to Houston.

The sections west of Galveston Bay to Corpus Christi are being dredged and should be open to through traffic before the end of 1940.

Hundreds of barges of pipe, structural steel, sheet metal, wire

rope, machinery, autos, canned goods, oils, liquors, etc., are delivering their cargoes at Houston wharves and returning with loads of rice, sulphur, cotton, carbon black, refined oils, etc. The Great Southwest is now linked by water with the manufacturing centers of the North Central States of the Ohio and Mississippi valleys.

Lykes Bros. to Be Assigned New Vessels • • •

During recent weeks, the United States Maritime Commission has awarded contracts for a large number of new cargo ships to augment the American Merchant Marine fleet. Various shipyards on Atlantic and Gulf Coast were awarded these contracts at prices ranging from about \$1,800,000 to \$2,200,000 per vessel, depending on size and speed.

It is understood that eighteen of these vessels will be assigned to Lykes Bros. Steamship Company for their various services to European, Far East, Gulf, North and South Atlantic ports.

The Port of Houston is the headquarters of this large shipping company, with Mr. J. M. Lykes, president in charge, and the vessels showing the "Blue Diamond" on their funnels are familiar sights in all parts of the world.

New City Hall Near Completion • • •

Houston's new City Hall is now about completed and will be ready for occupancy about December 1.

This beautiful building on the west side of the Civic Center, near the City Library and the new Sam Houston Coliseum, is one of the finest municipal buildings in the South.

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Houston's new City Hall.

United Fruit Company

Extends Service • • •

The service of the United Fruit Company from Puerto Barrios, Guatemala, to Houston has been announced by the United Fruit Company, which will facilitate the bringing in of Central American coffees to Houston, which is rapidly becoming one of the greatest roasting and distribution plants in the country. Collin and Gissel will represent the line in Houston.

COYLE LINES

Intracoastal Waterways Service

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Navy Visits Houston • • •

Three of the latest type destroyers of the U. S. Navy plowed their way up the Houston Ship Channel to a berth at Wharves Nos. 1 and 2 in the Houston Turning Basin on November 9 for a stay of five days. The flotilla was in command of Lt. Commander James S. Freeman, senior officer of the *Mustin*. The *Hughes* and *Sterett* were commanded by Lt. Commanders D. J. Ramsey and A. Macondray, Jr.

These vessels are on a shakedown cruise along the Gulf and West Indies and are considered the last word in naval scouting equipment.

Various forms of entertainment were provided by the citizens of Houston for both officers and men.



413 U. S. S. *Mustin*. 410 U. S. S. *Hughes*. 407 U. S. S. *Sterett*.

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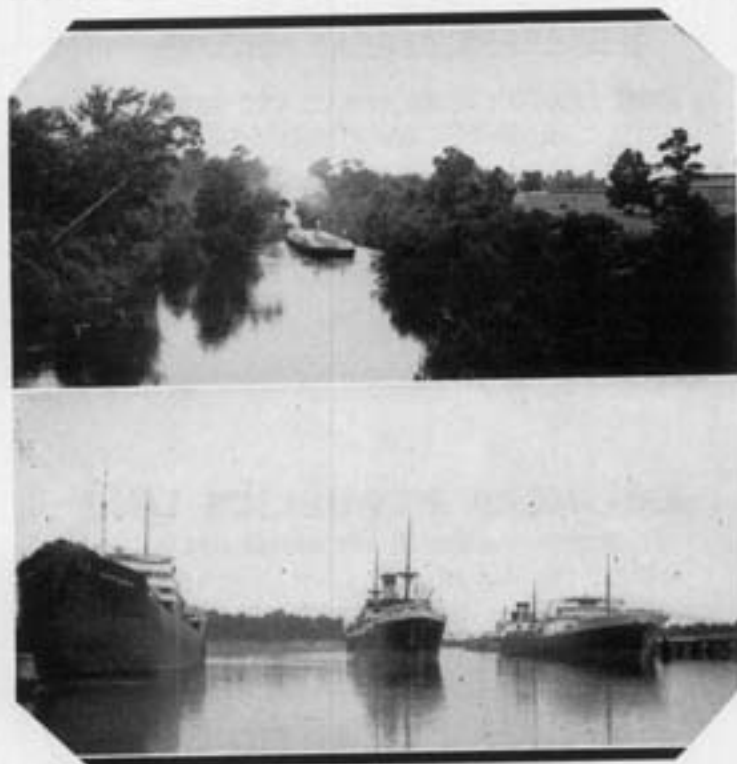
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DEVELOPMENT OF PORT HOUSTON



BEFORE AND AFTER

TOP: The "Original" Houston Ship Channel; BOTTOM: As it is today. LEFT: "Eugene V. R. Thayer," length 430 feet, beam 59 feet; CENTER: "Montello," length 403 feet, beam 54 feet; RIGHT: "Sheherazade," length 549 feet, beam 72 feet.

The pictures above, "Before and After," illustrate some of the progress made in developing a Ship Channel from a narrow crooked tidewater bayou of only six to ten feet in depth. The stream was widened and deepened, curves straightened, cutoffs made in many sharp bends, until practically all commercial vessels of the world are able to navigate the channel safely.

The tank vessel "Eugene V. R. Thayer," at left, is 430 feet long and 59 feet beam, the "Montello," outbound, is 403 feet long

and 54 feet beam, and the "Sheherazade," at right, is 549 feet long and 72 feet beam. The channel at this point is 400 feet between the wharves.

On November 1, 1939, the channel had been completed to dimensions given below. The new project, approved by the War Department and awaiting final adoption by Congress, is also indicated as the next step.

Section	Mile	Existing Project		Pending Project	
		Width	Depth	Width	Depth
Galveston Harbor	(0 to	800'	34-36'	800'	36'
Gulf to Bolivar Roads	(7				
Houston Ship Channel	(0				
Entrance from Bolivar	(2	500'	34-36'	500'	34-36'
Roads					
Across Galveston Bay	(2				
Morgans Point	(25	400'	34-36'	400'	34-36'
To Baytown	(25				
	(30	300'	34-36'	400'	34-36'
To Shell Terminal	(30				
	(38	250'	34-36'	350'	34-36'
To Nonsworthy	(38				
	(43	250'	34-36'	300'	34-36'
To Manchester	(43				
	(48)	150-200'	32-34'	300'	34-36'
To Basin and Public	(48				
Wharves	(50	150-200'	32-34'	250'	34-36'

NOTE: Work of dredging to width of 200' and depth of 34-36' Nonsworthy to Basin will be completed during 1940.

HOUSTON GAINS IN TONNAGE RANK

In compiling the commercial statistics for 1938, the Board of Engineers for Rivers and Harbors, U. S. Army, Washington, D. C., found that Houston was rapidly nearing the top of the list of United States ports, using its channel facilities to capacity as fast as improvements could be made. With each step of deepening and widening of the channel to the sea, more and larger ships, carrying heavier cargoes, increase the traffic to the limit, and soon another, greater project is found necessary.

The statistical schedule as released to the Associated Press on September 26 gives the following figures for leading ports, and it will be noted that Houston follows New York in seaborne traffic (imports, exports, coastwise receipts and shipments), and is exceeded only by New York and Philadelphia in total cargo traffic, which includes the internal and local barge movement as well as deep sea tonnage. Texas ports are proud of the showing made during the past year.

PORT	TOTAL CARGO		DEEP SEA CARGO	
	Rank	Tons	Rank	Tons
New York Harbor (net)	1	111,479,222	1	56,612,070
Philadelphia, Pa.	2	32,265,869	6	13,422,157
HOUSTON, TEXAS	3	26,737,394	2	22,964,221
Duluth-Superior	4	23,060,630		not available
Baltimore, Md.	5	20,451,730	7	12,803,550
Toledo, Ohio	6	19,503,505		not available
Port Arthur, Texas	7	19,286,486	3	18,682,970
Los Angeles, Calif.	8	18,465,219		not available
Beaumont, Texas	9	18,313,523	4	16,527,347
New Orleans	10	17,224,526	8	11,497,640
Norfolk, Va.	11	16,824,002	5	13,971,363
Boston, Mass.	12	15,881,487		not available

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A Detailed Description of the Port

Location

A GREAT INLAND PORT, now third in the nation, Houston is located fifty miles from the Gulf of Mexico, at a point where the great railway and highway lines radiate from a common center to all parts of the Great Southwest. The exact location is latitude $29^{\circ} 45'$ north and longitude $95^{\circ} 17'$ west, which, of course, means more to the mariner than the landsman.

The Houston Ship Channel, extending from the Gulf to the City of Houston, uses the Galveston jetty entrance to Bolivar Roads, thence across Galveston Bay and up the San Jacinto River and Buffalo Bayou to the Public Terminals at the Turning Basin.

Present Depth and Width

The 1937-39 dredging program has resulted in deepening the channel from Bolivar Roads to Norsworthy, a distance of 43 miles, to depth of 36-37 feet and width of 400 feet on the bottom across Galveston Bay, 300 feet to Baytown, and 250 feet to Norsworthy.

Contract to continue this depth another four miles to Manchester, with a minimum width of 200 feet on bottom, will be awarded in a short time.

Remaining section to basin will probably be completed in 1940. There is available depth of 32 feet over incomplete section of channel, and 34 feet over finished section.

The War Department has reviewed the Ship Channel project and recommended widths of 400 feet from Bolivar Roads to Baytown, 350 feet to Shell Petroleum Refinery, 300 feet to Clinton and 250 feet thence to basin. Two auxiliary turning basins to be constructed at Norsworthy and lower end of Brady Island. This project is now before Congress in pending River and Harbor Bill.

The War Department has also recommended improvement of channel 10 feet deep and 60 feet wide around Brady Island at Harrisburg.

Port Facilities

The Public Terminals, owned by the City and Navigation District, are located at and near the head of deep sea navigation—the Turning Basin being within the city limits and four and one-half miles from the courthouse.

Private and industrial terminals and plants are located all along the channel from basin to the bay, a distance of twenty-five miles. This inland channel is thus becoming a vast industrial and commercial district.

These terminals provide berthing space for a total of sixty-one



Houston Harbor—Head of Deep Sea Navigation—Public Terminals around Turning Basin.

vessels, eighteen at public wharves and forty-three at private plants, as shown in detailed statements on page 43.

Industrial Development

The Houston Ship Channel industrial area extends from the center of the City to Galveston Bay, a distance of over 30 miles, affording locations on deep water for those plants having a need for overseas transportation, and on light draft channels for barge service connecting with the Intracoastal Canal.

Some fifty or more plants have been established on the waterway, many covering several hundred acres, with their own shipside terminals, handling their products direct to and from ship. Houston, as the "Oil Capital of the World" and center of the huge industry, has naturally developed very large oil refineries on the channel, and with its allied industries, pipe, supply and equipment distribution plants, the oil industry accounts for a large percentage of the traffic and capital investment on the waterway.

Other industries, such as cotton warehouses and terminals, portland cement mills, craft and paper pulp mills, chemical and fertilizer works, oyster shell grinding and lime plants, flour mill and export grain elevators, steel warehouses and pipe yards, warehouses, ship yards and general cargo terminals, also find desirable locations on deep water.

Raw materials for many of the basic industries such as salt, sulphur, gypsum, fuller's earth, carbon black, iron ore, petroleum coke, oil of various specific gravities, natural gas, cotton and cottonseed products, grain, rice and livestock, are found in abundance in close proximity to deep water terminals. A dependable supply of skilled and common labor is available at reasonable wages.

The climate is mild, with short winters marked by only an occasional freeze, and a summer with only a few days above ninety degrees, cool gulf breezes prevailing most of the time. The annual rainfall is about 48 inches, fairly well distributed, and no "rainy seasons." Outdoor work can be carried on at all times.

While the industrial development along the waterway has been remarkable for the few years the channel has been open for navigation, with over two hundred million invested in capital improvements, employing over twelve thousand men and an average daily payroll of over \$60,000, there is still ample room for further development, as only about 40 miles of channel frontage is in use, with 60 miles more ready for industrial development. These waterfront sites, privately owned, are for sale at varying prices, depending on location, depth of tract, highway and railway facilities, etc.

The waterfront industrial area is served by the Public Belt Railroad, owned by the Navigation District and operated by the Port

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Terminal Railroad Association as a neutral switching organization for the benefit of all trunk lines centering at Houston. This belt line extends down each side of the channel for ten and twelve miles, serving industrial plants and terminals. Spur tracks connect each plant with the public belt main line.

Five trunk line systems serve the port, reaching out over a great hinterland area whose shortest haul is to the Port of Houston, thus affording the lowest possible freight rates.

These systems are the Southern Pacific, Missouri Pacific, Santa Fe, Missouri-Kansas-Texas, and the Burlington-Rock Island; each system having several subsidiaries, or branch lines, that serve all parts of the Southwest.

Highway transportation is available in all directions with many well established truck lines affording over-night delivery to Central Texas cities.

Air passenger and mail service centers at Houston, reaching out to all inland points.

Natural gas and oil pipe lines from the major Texas and Mid-Continent fields converge here at shipside and industrial terminals. Cheap fuel is thus assured for many years to come. High tension electric power lines extend down each side of the waterway.

Public terminals at the head of deep sea navigation have been provided by the City of Houston and Navigation District, where the facilities are offered to all users on equal terms. There has been no effort made by the Port Authority to control or restrict private

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TOP: Activities at Port Houston. CENTER: Stern to Stern.
BOTTOM: Bow to Bow.



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development, but rather to encourage it, with sufficient public terminals to insure fair charges and prevent any monopoly.

These public facilities are described as follows:

Detailed Description of Public Wharves

All the terminal facilities around the Turning Basin are under control of the Port Commission and consist of Wharves 1 to 5, 7 and 8, 10 to 15 comprising 7,634 lineal feet with berthing space for eighteen vessels.

Wharf No. 1—This wharf is 819 feet in length, constructed of creosoted pile with wooden deck served by a concrete warehouse 100 by 425 feet in size, together with additional galvanized iron sheds containing a total of 85,336 square feet. This wharf is equipped with cottonseed cake grinding equipment on the east end. A pipe line for handling crude molasses is also provided on this wharf.

Wharf No. 2—522 feet long, concrete construction, with transit shed 105 by 483 feet in size. This wharf is used for miscellaneous cargo. Shed area 53,500 square feet.

Wharf No. 3—799 feet long, concrete construction, for open storage and railroad connection. Two tracks reach the ship side. On the east end of this wharf there is a galvanized iron transit shed with approximately 15,140 square feet of storage area. A steel iron clad transit shed has been constructed at west end of this wharf 400 feet long and 95 feet wide with an area of 36,521 square feet. Oil pipe lines for loading and discharging vessels and for bunkers are located on this wharf.

Wharf No. 4—777 feet long, concrete construction, with a concrete transit shed 662 by 100 feet in size. No railroad tracks reach the ship side, but behind the shed are five tracks spanned by a twenty-ton electric traveling crane and two trucking bridges connecting the transit shed with a concrete warehouse 600 by 400 feet in size, U shape, served with three railroad tracks between the wings and two on the east side. A large inclined traveling conveyor with a capacity of 100 tons per hour has been installed to carry cargo from ship to warehouse in a continuous movement. Portable conveyors and a stacking machine also have been provided to facilitate the movement and placing of freight. This wharf and warehouse are designed for general merchandise.

Wharf No. 5—104 feet long and 40 feet wide, but with additional pile clusters, provides a berth for oil tankers to discharge cargo through large pipe lines into the tanks of the Humble Oil Company, located on the top of the hill at southwest corner of the property, where it is distributed by other pipe lines to the bunkers and into railroad tank cars, for shipment.

Wharves Nos. 7 and 8—120 feet wide, 800 feet long, creosoted pile construction with wood shed, fire wall in middle and along rear, transit shed 94 x 800 feet, supported in the rear by three cotton concentration sheds, 650 feet long and 120 feet wide, and the two compresses of the Turning Basin Compress Company, which provides storage for about 50,000 bales of cotton.

Wharf No. 10—600 feet long, concrete pile and concrete cross wall construction containing three shipside tracks and steel shed with 72,700 square feet of storage space.

Wharf No. 11—530 feet long, concrete pile and cross wall construction with concrete one-story transit shed.

Wharf No. 12—Same description as Wharf No. 11 with the addition of a second story containing some 29,950 square feet, which has been equipped with a modern cottonseed cake grinding plant installed by the Maurice Pincoffs Company, who operate their cake exporting business from this wharf under lease.

Wharf No. 13—480 feet long, concrete and steel, has just been remodeled similar to Wharf No. 12, but with special rooms for cold storage, one with capacity of 17,000 cubic feet refrigerated to 10° Fahrenheit.

Wharf No. 14—Open wharf constructed of concrete, 500 feet in length, equipped with two railroad tracks on the apron to tracks in the rear of Wharves Nos. 13 and 15. This berth is especially designed for the handling of grain, the grain gallery from the elevator being constructed on this wharf and extending from the center of Wharf No. 14 to the upper end of Wharf No. 13, and down stream over Wharf No. 15, providing a loading berth for two or three ships with fourteen dock spouts. Bulk cargo, such

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as coal, ore, sulphur, fertilizer, phosphate, etc., can be handled over this wharf to or from ships and cars.

Wharf No. 15—This wharf, of the same description as Wharf No. 11, is 460 feet in length and provides an additional berthing space for the handling of general cargo through a shed which contains 65,640 square feet of area. Grain loading facilities.

Manchester Wharf, located two miles below Turning Basin—This wharf is of concrete, 500 feet long and 200 feet wide, with a steel transit shed 480 by 180, served by three tracks from the rear. A belt carrier house for grain connects the wharf with the American Maid Flour Mill plant, 600 feet in the rear of wharf, which has a storage capacity of 1,000,000 bushels. Suction unloading equipment from vessel to elevator on wharf apron.

Bulk Cargo Wharf—An open deck creosoted pile wharf 250 feet long, berthing space 500 feet long, railroad tracks in rear, bulk cargo terminal, fitted with hoppers, conveyors, etc.

Main Street Wharf—573 feet long, designed for barge and light draft traffic. Located on the upper channel, seven miles from the Turning Basin and deep water channel.

The Public Grain Elevator is located in rear of Wharf No. 14; built of concrete with a capacity of 3,500,000 bushels, equipped with two car dumpers, latest design of electric conveying machinery. Loading capacity to 100,000 bushels per hour. Zeleny temperature system.

The Port Commission has installed a vegetable oil handling plant at wharf No. 15. This unit consists of pumping plant and pipe lines, loading racks and two 500-ton storage tanks, fully equipped to handle vegetable oils from car to ship, ship to car, or from car to ship to storage tanks. The pumps can handle oils at the rate of 150 tons per hour in either direction. Steam lines are also provided for heating heavy oils or to facilitate the movement in cold weather.

Cottonseed oil, peanut oil, olive, linseed, coconut and various other bulk vegetable oils can be handled through this facility with the greatest dispatch and at a minimum charge. Arrangements have also been made for handling lubricating oils from tank car to vessels.

Bunkering Facilities

Houston is essentially an oil port, being located in the midst of all the coastal oil fields, with pipe lines radiating in all directions to the great producing fields of Texas, Louisiana and Oklahoma, there being storage capacity of something like 40,000,000 barrels located adjacent to the Ship Channel. Exceptionally convenient bunker facilities have been provided by the Humble Oil Company at the Turning Basin, with approximately 128,000 barrels of fuel oil storage and pipe lines extending on to all the public wharves on the south side and to the Houston Compress Company wharves, through which vessels can be furnished bunkers at the rate of 2,000 barrels per hour, while taking on or discharging cargo. These lines have been extended to serve the new wharves on the north side of the channel.

Bunker oil can also be obtained by private arrangements with some of the oil refineries located farther down the channel. U. S.

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POWER

The navigable 50-mile Ship Channel connecting Houston with the Gulf of Mexico, accommodating ocean-going vessels, has a depth of from 32 to 34 feet and represents an output of \$24,000,000.00 spent by the Federal Government and the citizens of Harris County Navigation District.

Houston as a world port is a terminal of the intra-coastal canal, which gives it direct access to 7,000 miles of inland waterways, and there are thirty-four docks with a berthing capacity of sixty ships. Houston's power is deserved.

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Shipping Board and naval vessels are bunkered under contract at Houston.

Public Belt Railroad Main Line

The main line of the Public Belt Railroad extends down the south side of the Ship Channel to the east line of the Shell Refinery tract, a distance of approximately twelve miles. This belt line serves the public facilities on the south side of the Turning Basin and at Manchester and also the various private terminals along the south side which have their own industrial spurs branching from the main line into their plants or water front terminal.

On the north side of the Ship Channel the Public Belt Railway has been extended from the Turning Basin to a point across and near the mouth of Green's Bayou, a distance of about eight and one-half miles.

A three-mile section was also built from the basin to the Carnegie Steel Company plant on the north side, near the channel and considerably south of the main line.

Additional extensions will be made from time to time as the needs of commerce and industrial development require.

On July 1, 1924, there was put in operation the Port Terminal Railroad Association, which operates all the facilities of the Public Belt Railroad connecting with the main trunk lines entering the city and providing for a neutral switching organization to handle all traffic to and from the port terminal and industries with equal dispatch and without discrimination. The Board of Control in charge of this association consists of a representative from each of the trunk line railroads or member lines with the chairman of the Port Commission as chairman of the Board of Control.

Fire Protection

The facilities of the Port are well protected by a splendid system of fire mains and connections with the City of Houston water supply, as well as auxiliary electric fire pumps, and the entire Port is patrolled by one of the latest Diesel electric fire boats, the *Port Houston*. This vessel, constructed in 1926, is 125 feet long with 27-foot beam, 8½-foot draft, equipped with two 500-horsepower Diesel engines with an auxiliary unit of 165-horsepower driving motor generators, which in turn operate motors for two centrifugal pumps with a capacity of 7,000 gallons of water per minute at 150 pounds pressure, which can be delivered through 39 fire nozzles, including the deck and turret monitor nozzles.

A wharf for fire boat with shore fire station has been constructed at Manchester, about two and one-half miles below the Turning Basin. This station and barracks for firemen is equipped with complete fire alarm service, connected to city system.

Private Development

The opening up of the Houston Ship Channel provided a vast area on tidewater for industrial development where large industrial plants will be afforded both rail and water connections in or adjacent to the city, with access to raw materials and a plentiful supply of labor and a world market for their products. The land on each side of the waterway from the Turning Basin to Morgans Point, a distance of twenty-five miles, is admirably adapted to this industrial development and is being utilized at a very rapid rate, as over fifty plants have been constructed in the last few years, representing at the present time a capital investment of over \$200,000,000 and with a daily payroll of about \$60,000.

In addition to the advantage of water transportation, Houston is one of the greatest rail centers of the South, with eighteen railroads radiating from the city.

Ample electric energy is available on each side of the Channel at very reasonable rates. The Houston Lighting & Power Company has a total capacity of 178,000 k. w. Another 25,000 k. w. unit is being installed.

The entire city and Port district are supplied with natural gas from local fields and from several different fields in South Texas and from Northeast Texas and Louisiana.

Fuel oil is provided through pipe lines from all the major fields of Texas, with approximately 40,000,000 barrels storage available in the Port area.

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