Natural Gas Is the Greatest Asset in Houston's Industrial Development

AN ADDRESS BY FRANK P. SMITH
Vice-President of Union Oil Company of Texas, Houston.

T
is week of the general meeting of the Chamber of Commerce is the time for us to recognize the contributions of our area and to examine the history of a commodity--natural gas.

There may be some who will remember, those who are older, the days before the age of the gas lamp. There was a time when we had to burn candles, paraffin or whale oil to provide light and heat. The gas lamp was introduced in the United States in the 1820s, but it was not until the early 1800s that it became widespread.

Gas provided an understandable yardstick for comparing fuels for heating and cooking. It was a natural gas that could be measured and presented in a way that would be meaningful.

"Mind you that because of the "M" when I quote this unit in thousand cubic feet, and when millions are quoted it is also billions of feet." One would, however, like to see the unit of cubic meters that was previously used for energy consumption in the United States replaced with the cubic foot.

The greatest weakness of natural gas is its transportation and storage. This very fact is at the same time its greatest strength and its greatest blessing.

The percentage of efficiency is higher in the case of natural gas than of any other fuel, since it is of itself energy incar-nated. This very fact is at the same time its greatest strength and its greatest blessing.

In order to have some idea of the size and importance of the gas industry, it is necessary to develop the role of natural gas in the economy of the United States and its contribution to the nation's wealth.

The story of the gas industry is one of the most interesting of our time and as romantic as the history of a commodity.

The advantages of natural gas are inherent in its composition. It is a clean, efficient, and reliable fuel. It is also a versatile fuel, which can be used for a variety of purposes.

In order to have some idea of the role and importance of the gas industry in the United States, and particularly in Texas, some figures may be quoted.

In 1934 the total gas production of Texas, Oklahoma, and Louisiana was 1,500,000 MCF. Of this total, 1,200,000 MCF were sold for sale by natural gas producers, and 300,000 MCF were sold to other industries.

In the same year, the gross production of natural gas in the United States was 3,200,000 MCF. Of this total, 2,800,000 MCF were sold for sale by natural gas producers, and 400,000 MCF were sold to other industries.

The amount of money invested in the gas industry in the United States today is more than any one sum during recent months. That happens to be the amount of money calculated to be invested in the gas industry in the United States today.

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Public Wharves

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</tr>
</thead>
<tbody>
<tr>
<td>No. 1</td>
<td>600</td>
<td>1 Vessel</td>
<td>72,730</td>
<td>85,336</td>
<td>2 Vessels</td>
<td>Concrete Pile</td>
<td>Creosoted Pile</td>
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<tr>
<td>No. 2</td>
<td>500</td>
<td>1 Vessel</td>
<td>68,660</td>
<td>72,790</td>
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<td>No. 3</td>
<td>400</td>
<td>1 Vessel</td>
<td>52,500</td>
<td>49,940</td>
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<td>Concrete</td>
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<tr>
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<td>600</td>
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<td>42,000</td>
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<td>Concrete</td>
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<tr>
<td>No. 5</td>
<td>800</td>
<td>3 Vessels</td>
<td>46,000</td>
<td>27,890</td>
<td>2 Vessels</td>
<td>Concrete</td>
<td>Concrete</td>
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<tr>
<td>No. 6</td>
<td>700</td>
<td>1 Vessel</td>
<td>38,800</td>
<td>32,000</td>
<td>2 Vessels</td>
<td>Concrete</td>
<td>Concrete</td>
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Private Wharves

<table>
<thead>
<tr>
<th>Wharves Various</th>
<th>Length</th>
<th>Berths</th>
<th>Material of Wharf and Shed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belden马来 Co.</td>
<td>180 Ft.</td>
<td>1 Vessel</td>
<td>Creosoted pl, fitted with hopper and conveyor</td>
</tr>
<tr>
<td>Houston Company</td>
<td>400 Ft.</td>
<td>8 Vessels</td>
<td>Concrete apron track: General cargo</td>
</tr>
<tr>
<td>Merco Company</td>
<td>600 Ft.</td>
<td>2 Vessels</td>
<td>cotton</td>
</tr>
<tr>
<td>American &amp; Co.</td>
<td>400 Ft.</td>
<td>3 Vessels</td>
<td>General cargo</td>
</tr>
<tr>
<td>Southern Co.</td>
<td>200 Ft.</td>
<td>4 Vessels</td>
<td>Concrete and General cargo</td>
</tr>
<tr>
<td>Steamship Co.</td>
<td>300 Ft.</td>
<td>1 Vessel</td>
<td>Creosoted pl, for elevator with four spouts</td>
</tr>
<tr>
<td>Gulf Refriger Co.</td>
<td>400 Ft.</td>
<td>1 Vessel</td>
<td>Creosoted pl, for elevator with four spouts</td>
</tr>
<tr>
<td>Shell Refriger Co.</td>
<td>400 Ft.</td>
<td>1 Vessel</td>
<td>Creosoted pl, for elevator with four spouts</td>
</tr>
<tr>
<td>Total</td>
<td>16,025 Ft.</td>
<td>40 Vessels</td>
<td>Creosoted pl, for elevator with four spouts</td>
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</table>
A Detailed Description of the Port

LOCATION

A GREAT INLAND PORT, 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° 45' North and Longitude 95° 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

During the past year a great program of improvement has been under way with the allotment of nearly three million dollars from the Public Works Administration funds. This program is to complete the project approved by the War Department and Rivers and Harbors Committee of Congress on July 3, 1933, and provides for deepening the entire channel from present depth of 30 feet to a prescribed depth of 34 feet, and to widen the Galveston Bay Section, 25 miles in length, from 250 feet to 400 feet on the bottom.

To May 1, 1935, the work was about 90% completed, with a depth of 32-34 feet available from Gulf to Crown-Central Wharf, a distance of 44 miles, leaving only 6 miles to the basin, with two dredges working to complete about September 1, 1935.

The bay section of 25 miles was widened from 250 feet to 400 feet on the bottom and 300 feet through Morgan Cut.

Vessels of 28 to 30 feet draft are now using the channel to the turning basin which has a diameter of 1,100 feet and depth of 30 feet.

FURTHER IMPROVEMENTS

Further improvements in depth and width are being considered by the War Department and Congress, and it is expected that some of this work will be under way before the end of the year.

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 fifty-eight vessels, eighteen at public wharves and forty at private plants, as shown in detailed statement on pages 32-33.

INDUSTRIAL DEVELOPMENT

With the opening of the ship channel in 1915 came the opportunity to establish large manufacturing plants on deep water, such as cement mills, oil refineries, fertilizer works, cotton compresses, steel warehouses, shell grinding plants, shell distributors, ship yards, marine ways, etc.

These various industries are estimated to have a capital investment of about two hundred million dollars on the waterfront, employing ten to twelve thousand men in normal times, with a daily payroll of fifty to sixty thousand dollars per day.

This vast industrial district is served by the Public Belt Railroad owned by the Navigation District and operated by the Port Terminal Railroad Association as a neutral switching organization for the benefit of all trunk lines centering at Houston. This Belt...
railroad extends down each side of the channel for ten and twelve miles in order to reach industrial plants and terminals.

Five great railway systems serve the Port, reaching out to the vast trade territory tributary to Houston. These systems, the Southern Pacific, Missouri Pacific, Santa Fe, Missouri-Kansas-Texas and the Burlington Rock Island, each have several subsidiaries or branch lines which effectively serve the Great Southwest.

Concrete highways also radiate in all directions from the Port of Houston providing for rapid dispatch of local freight by truck to nearby cities.

Air mail and passenger service is available to connect with northern and transcontinental routes.

Electric power lines, natural gas and crude oil pipe lines on each side of the waterway provide for adequate power and fuel requirements for any size industry.

Industrial and terminal sites are available in any size tract desired at reasonable prices, values ranging according to location and facilities.

**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 7,401 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 approximately 35,000 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 160 x 483 feet in size. This wharf is used for miscellaneous cargo.

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 11,140 square feet of storage area. A steel iron clad transit shed has been constructed at west end of this wharf 400 feet long and 91 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 x 100 feet in size. There are three inclined conveyors here from ship to shed. 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 x 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 29,910 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, same description as Wharf No. 11. Fitted for grain loading berth.

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 to Wharf No. 15, providing a loading berth for two or three ships with fourteen dock spouts. Provisions are also made for extending the grain gallery downstream over No. 15 when additional loading facilities are required. Bulk cargo, such as coal, ore, sulphur, fertilizer, phosphate, etc., can be handled over this wharf, or from ships and cars.

Wharf No. 15.—This wharf, of the same description as Wharves Nos. 11 and 12 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.
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 x 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.

Channel Fuel Wharf.—An open deck creosoted pile wharf 250 feet long, berthing space 500 feet long, railway tracks in rear, bulk cargo terminal.

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, with one pipe line extending to Wyoming, 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 further down the channel. U. S. Shipping Board vessels are bunkered under contract at Houston.

PUBLIC BELT RAILROAD

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 Greens 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, 27 foot beam, 8½ foot draft, equipped with two 500 H. P. Diesel engines with an auxiliary unit of 165 H. P. 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 tide water 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
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:

The following is the executive committee:

**Gus S. Wortham** President
**L. S. Adams** Vice-President
**H. O. Clarke, Jr.** Vice-President
**James Anderson** Treasurer

**J. A. Fite** Secretary of the Board
**R. D. Enst** Member at Large

**W. N. Blanton** Vice-President & General Manager

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 & General Manager**

**TRANSPORTATION**

C. E. Hollooman, Manager

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 transportational subjects of interest to shippers.

**FOREIGN TRADE AND PORT ACTIVITIES**

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**

Norman H. Beard, Manager

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.

**MEMBERSHIP DEPARTMENT**

H. E. Danner, Manager

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

**RESEARCH AND STATISTICS**

G. C. Roussel, 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.

**JOBBERS AND MANUFACTURERS**

T. W. Archer, Manager

Contact Houston trade territory and assist jobbers and manufacturers to develop new business.

**AGRICULTURAL DEPARTMENT**

J. I. McGregor

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**

Haygood Ashburn, Secretary

Provides comprehensive service for motorists and tourists and assists in the planning of new or improved highway construction.

**SAFETY**

Norman H. Beard, Manager

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.

**INSURANCE**

C. A. Pickett, Manager

**PUBLICITY**

Burt Rule, 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**

Haygood Ashburn, Director

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

**AVIATION DEPARTMENT**

R. A. Laird, Manager

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 air ports in Houston and generally throughout Texas.

**HOUSTON MAGAZINE**

Burt Rule, Editor

Jeff Barnett, Manager

A monthly business journal, combined with the Port Register.

**YOUNG MEN'S DIVISION**

Norman H. Beard, Manager

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.
Decline in flour exports from the Southwest during the past few years has created a problem for farmers of this section and for the Gulf ports which is comparable in seriousness to the loss of foreign markets for Southern cotton.

For many years a flourishing flour export business was carried on with practically all countries of the world. This created a demand for millions of bushels of Southwestern wheat and gave employment to thousands of men connected with grain elevators, flour mills, railroads, ports, steamship lines, etc., and added materially to the wealth and welfare of these people and directly benefited our farmers.

For many years a large tonnage of flour moved annually through the port of Houston to foreign buyers, but in the past few years this export business has virtually disappeared, and the effect upon employment in the Southwest generally can readily be seen.

The loss of the flour export markets had its beginning in the policy of the ill-fated Farm Board in pegging the price of American wheat. This was succeeded by the present agricultural policy of restricted production and higher prices. Canada has no such program, and, therefore, the Canadian wheat price is on a world's basis; and consequently the export flour business has shifted from the Southwest to Canadian mills and to large Eastern mills, who are permitted to mill the cheaper priced Canadian wheat without it being assessed any duty when the flour is shipped for export.

As soon as our government declared its intention of negotiating reciprocal trade agreements with foreign countries to revive the export trade, the Houston Port Bureau immediately stressed upon the officials in Washington the necessity of including in these treaties flour milled from American grown wheat, on a preferential basis. The first treaty negotiated without the inclusion of flour was the Colombian treaty, which action the Bureau vigorously protested. This fight for the Southwestern mills has continued, and they enlisted the aid of the Houston bankers, railroads, steamship lines and Gulf ports in this campaign, and in order to keep everyone informed, it acted as a clearing house by distributing mimeographed copies of the more important correspondence to all of those interested. These included letters of their own and letters furnished by those in the Southwest who are also participating in this work.

The Department of State has been unsuccessful in including flour in any of the treaties except with Cuba, and to the repeated requests upon them to secure preferential treatment for flour milled from American grown wheat, they insist in adhering to the policy of making treaties on the basis of neither seeking nor granting special privileges. However, they did seek special privileges, as can be seen by the following incident: Just recently the government of Haiti passed a law increasing by 100 per cent the duties on the products from countries that do not buy at least 1 per cent of the total Haitian exports. Since Canada buys less than one-half of 1 per cent, this increase applied to Canadian products, and the government of Haiti, considering flour milled in bond in Buffalo a Canadian product, assessed the higher duties on a shipment of flour recently received in Port-au-Prince from an American mill at Buffalo. In this instance, our Department of State, committed to the policy of neither seeking nor granting special privileges, immediately informed the officials of the Haitian government, through the American embassy at Port-au-Prince, that flour milled in bond was an American product, and the Haitian government was compelled to accept the view of our Department of State and reverse its own views on the subject.

We are advised that in commenting upon this action, one of the ministers of the Haitian government said: "We Haitians cannot be more American than the American Department of State."

As a further indictment of the policies pursued by our State Department, that has so utterly failed to look after the interests of our farmers, the Diario de Noticias of Rio de Janeiro, dated February 3, in its editorial, praises the liberality of the American negotiators in the treaty enacted with Brazil.

This latest ruling of the State Department evidences that no help can be expected from them. Therefore, some of the senators and congressmen of the wheat producing territory have under consideration a plan which they hope will protect the Southwestern farmers and flour mills.

The Port Bureau is continuing its efforts, through senators and congressmen of the Southwest and the Southwestern millers, to secure the proper recognition of American flour and wheat products in our future reciprocal trade treaties.
PORT OF HOUSTON TARIFF

The Port of Houston contains four active terminal companies soliciting and handling public freight.

THE NAVIGATION DISTRICT
Owns and controls eighteen berths

HOUSTON COMPRESS COMPANY (Long Reach Docks)
Have eight berths

MANCHESTER TERMINAL CORPORATION
Have four ship's berths

SHIP CHANNEL COMPRESS COMPANY (Sprunts Docks)
Have two ship's berths

All operations on these rail-water terminals in the Port of Houston are carried on under the provisions of tariff published by the Navigation District, which tariff is concurred in by the three private terminal companies above named. This tariff contains eleven sections, as follows:

SECTION ONE Preliminary
SECTION TWO Regulations Governing Use of Waterways
SECTION THREE Regulations Governing Use of Facilities
SECTION FOUR Dockage
SECTION FIVE Shed Hire
SECTION SIX Wharfage
SECTION SEVEN Free Time and Storage
SECTION EIGHT Freight Handling Machinery
SECTION NINE Miscellaneous Charges
SECTION TEN Vegetable Oil Handling Plant
SECTION ELEVEN Houston Public Grain Elevator

On these four terminals are four carloading contractors, all under agreement with the Port Lines Committee, representing all railroads in the Port of Houston, to carry on the carloading and unloading operation of absorbed freight at rates specified in Texas Lines Tariff.

The tariff and all supplements governing terminal operations in the port may be secured by interested parties writing Port Commission, 4th Floor, Civil Courts Bldg., Houston, Texas.
Imports . . .

Imports through the Port of Houston for the first quarter of 1935 show a splendid increase, amounting to 285,070 tons, as compared with 34,034 tons for same period of 1934, and total of 333,480 for entire year of 1934. This increase is due largely to import oil refined in bond by the Humble Oil Company and to shipments of oats and corn from Argentina.

However, there is infinite variety in the items making up the total imports, such as human hair and sesame seed from Shanghai, perilla oil from Manchuria, soya bean cake from Darien, porcelain ware from Nagoya, malt, structural steel, wire, bagging, etc., from Antwerp, shoes from Havre, olives from Seville, coffee from Brazil, sugar from Cuba, pineapples from Puerto Rico and Hawaii, etc.

With regular service to practically all the major ports of the world, Houston is rapidly becoming a distributing point for all classes and kinds of commodities of world commerce.

Records Broken . . .

The first quarter of 1935 broke all previous records in volume of tonnage handled, reaching 5,073,078 short tons, valued at $103,394,263.00, this being 14.3% more than same period of 1934, the previous high record. The month of March with 1,731,188 tons was 18.4% higher than March last year.

Cotton . . .

The Steamer "West Chatala" on April 12 sailed with the millionth bale of cotton shipped out of the port since the cotton season opened August 1, 1934. This is considerably later than for several years, but Houston still leads other cotton ports by a large margin. The New York Cotton Exchange report for April 26 listed the shipments as follows:

<table>
<thead>
<tr>
<th>City</th>
<th>Bales</th>
</tr>
</thead>
<tbody>
<tr>
<td>Houston</td>
<td>1,045,570</td>
</tr>
<tr>
<td>Galveston</td>
<td>906,168</td>
</tr>
<tr>
<td>New Orleans</td>
<td>729,705</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>275,537</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>255,617</td>
</tr>
</tbody>
</table>

This represents about one-half the foreign movement of one year ago.

Channel Improvements . . .

The program started in October, 1933, with P. W. A. funds has been carried on through the past year with result that the channel has been deepened to a usable depth of 32 feet from Bolivar Roads to Sinclair Refinery, a distance of 45 miles, with two dredges continuing the work to the turning basin, which will be completed about October first.

The channel has also been widened from 210 to 400 feet on the bottom across Galveton Bay, a distance of 25 miles, and several bends have been eased, or flattened, to provide easier navigation.

On completion of this project vessels will be able to load to full draft of 32 feet with safety.

Proposed Improvements . . .

In order to keep pace with the growing commerce and to accommodate the largest type vessels a request has been filed by the Navigation District with the War Department to further deepen and widen the channel.

The request is for a full usable depth of 34 feet at mean low tide, and to widen it from 200 feet to 300 from Morgans Point to Baytown, a distance of 5 miles, with 400 feet on curves; from 150 to 250 feet from Baytown to Norsworthy, a distance of 13 miles; and from 150 to 200 feet thence to the turning basin, a distance of 7 miles.

The project is now being reviewed by the Army Engineers, and upon approval will be included in the Rivers and Harbors Bill now before Congress.

Coastwise Service . . .

Lykes Bros. Steamship Company have just increased their coastwise service between Houston and Atlantic seaboard ports, including Norfolk, Baltimore, New Bedford and Boston. This is to be a weekly service started on April 29 with Steamer "Liberty Glo," departing from Boston.

The Steamers "Stella Lykes" and "Almeria Lykes" have been added to this fleet.

Havana Service . . .

Two additional sailings in their semi-monthly service from...

Houston to Havana has been announced by the Gulfstates Steamship Company.

First of these will be the Norwegian Steamer "Putten," slated to depart May 15, while the other will be the Norwegian Steamer "Skogheim" on May 30.

The service was inaugurated when the "Skogheim" sailed from Houston on April 30 with approximately 3,000 tons of rice, as well as other commodities, for the Cuban port. This marks the first time in the past three or four years that there has been a direct sailing from Houston for Havana carrying cargo other than petroleum.

In addition to this improved service, Lykes Bros. Steamship Company has announced that they expect to make Havana a port of call on their South American service, effective with the sailing of the Steamer "Tillie Lykes" from Houston May 31.

It is proposed to operate a semi-monthly service to Havana, with ships sailing from here direct to the Cuban port. From Havana they will proceed to Cristobal, Cartagena, Puerto Colombia and Santo Domingo City.

Cotton Seed Oil . . .

Second shipment of cottonseed oil to be imported through Houston this year from Russia is scheduled to be aboard the German motor tanker "Biscaya" when she arrives in port around the first of May.

The "Biscaya" is bringing a consignment of approximately 1,000 tons of refined cottonseed oil loaded at Rotterdam, which is destined to be shipped from Houston to interior points in Texas and Oklahoma.

The import movement of vegetable oils was inaugurated several months ago, and thus far in excess of 3,500 tons of both cottonseed oil and sunflower seed oil have been discharged at this port.

The importation of the vegetable oils is attributed almost entirely to the curtailment of the cotton crop, and the shortage of cottonseed oil which resulted from the reduced yield of cotton.

Rice Movement . . .

Recent changes in government regulations controlling rice are largely responsible for the heavy sales in the export market. Under the terms of the recent legislation a processing tax was placed on rice of the 1933 crop, but does not apply to the carry-over from the 1934 crop, which had the effect of removing the pegged price on rice and enabled the millers to enter the foreign markets more actively than heretofore.

As a result of this action approximately 3,000 tons of rice were aboard the "Skogheim" which sailed for Cuba on April 30.

This shipment of rice is the first since its inclusion in the reciprocal trade agreement negotiated by the United States and Cuba, and is believed to be the largest shipment of this commodity made from the United States to Cuba in a number of years, in that the bulk of the rice moving to that country has been handled from India.

During the first week of May, 1935, in excess of 6,100,000 pounds of rice have been handled in the export trade moving from the Port of Houston.

Not only has there been heavy sales of rice made to Cuba, but it is understood that the bookings for European and South American countries in the past few weeks have been larger than for any time in the past year.

German Cruiser "Karlsruhe" . . .

Having as her mission the cementing of good will between America and Germany, the German Cruiser "Karlsruhe" which serves as a training ship for future officers of the German navy arrived at Port Houston April 26 to remain in port until May 4, being on a long practice cruise.

Accompanying the vessel up the Houston Ship Channel were Julius W. Jockusch, German Consul at Galveston, and W. H. Pollig, Chancellor of the German consulate at Galveston, who boarded the vessel at Bolivar Roads.

The "Karlsruhe's" landing crew was augmented by a number of sailors from the United States destroyer "Schenck," which is now in port as a training ship for the Houston unit of the United States naval reserve.

The cruiser has a complement of about 600 men, 40 cadet officers and 30 regular officers, under the command of Captain zur Luetjens, a veteran who saw active service during the World

(Continued on Page 37)
Privately Owned Terminal and Industrial Facilities

The Houston Ship Channel with its twenty-five miles of water frontage, splendid rail and highway connections, electric power, ample oil and gas fuel, pure artesian water, mild climate, has proved a very attractive location for a number of major industries, particularly oil refineries, and as a result of these natural advantages over fifty plants have been established on its banks, with a capital investment of about two hundred millions of dollars, employing about ten to twelve thousand men with a daily payroll of about fifty to sixty thousand dollars.

Each year sees a substantial increase in the number of such industries, and also extensive additions to those now in operation.

These private plants now have 16,025 lineal feet of wharves, sufficient to berth forty vessels. The following is a summary of the plants and their facilities, beginning at the Turning Basin:

Humble Oil Co. Handling fuel and bunker oil, using Public Wharf No. 3. Supplying vessels and railroads, and industries.


Port City Compress Company, owned by the Atkinson Cotton Company, located three-quarters of a mile northeast of Turning Basin on tracks of the Houston Belt & Terminal and Southern Pacific Railway.

Ralston Purina Co. Receiving shipload cargoes of molasses for distribution throughout the State. Pipe line over Armour Wharf and Public Wharf No. 1.

Houston Poultry Feed and Fertilizer Company. Shell grinding plant. Barge landing.

Parker Brothers. Wharf site No. 17, sand and shell unloading rig, north side channel.

Armour Fertilizer Works. Manufacture of commercial fertilizer. Shipments of phosphate rock received by vessels. Sulphur by carload from Texas mines. Own wharf.

Houston Compress Co. Long Reach plant just below basin. Three high density compresses, concrete wharf 3,285 feet long, two-story concrete sheds with storage for 325,000 bales of cotton. Cargo of all kinds handled by this company.

Ship Channel Compress Co. (Alexander Sprunt & Son). Two high density compresses, two-story brick and concrete storage warehouses, with capacity of 100,000 bales. Wharf 800 feet long.

Terminal Compress & Warehouse Co. Two high density compresses, large brick and cement warehouses, capacity 100,000 bales, barge wharf about 1,100 feet long.

W. D. Haden. Location No. 2, shell handling plant, mouth of Brays Bayou. Shell for road and street work.

Horton and Horton. Shell unloading rig in Brays Bayou at Southern Pacific bridge.

Harrisburg Lumber Co. Saw mill. Logs received by raft and barge.

Boat basin and marine repair yard for care of yachts and pleasure boats.


The Texas Company. Oil and gasoline supply station for small craft.

The Humble Oil & Refining Co. Oil station for small craft and vehicles.


Parker Brothers. Shell and sand unloading plant in old channel, Harrisburg.

Harrisburg Machine & Foundry Co. All kinds of ship and machine repairs.

Texas Chemical Co. Large chemical plant manufacturing sulphuric acid, bone carbon, fertilizer, etc.

Deepwater Oil Refineries. Refiners of coastal and midcontinent oils, turning out high grade lubricants. Own barge wharf.

Magnolia Petroleum Co. Crude oil storage and supply station. Own barge wharf.

Lone Star Portland Cement Co. Large plant manufacturing high grade Portland cement from oyster shell and clay. Capacity 4,400 barrels per day, operating four kilns. Barge and ship wharf.

American Maid Flour Mills. Flour mill and grain elevator. 1,000,000 bushels capacity. Carrier house to Manchester Public Wharf, loading capacity 20,000 bushels per hour.

Pioneer Terminal Co. Oil and gasoline distributor, (using Channel Fuel Wharf.)

Humble Oil & Refining Co. Fuel, oil, gasoline and kerosene distributing station and storage tanks. Small craft wharf.

Carneilie Steel Co. Wharf, warehouse and assembling plant.

Rio Bravo Oil Co. Oil storage and railroad supply tankage.

Sudermann & Young. Shell unloading rig, Morgan Line Wharf. Shell for roads and railroad ballast.

Mayo Shell Co. Poultry feed grinding plant.

Gulf Compress Co. Compress and warehouse, 60,000 bales.


W. D. Haden. Marine ways for barge and small craft repairs in Simms Bayou near Public Belt Railroad bridge.

W. D. Haden. Shell unloading rig and side tracks in Simms Bayou near Public Belt Railroad bridge.

Coastal Oil & Transport Co. (formerly Clarion Oil Co.) Storage and shipments of crude oils.


Sinclair Refining Co. Refiners and shippers of crude and refined oils. Wharf 1400 feet long, pipe line connection to all midwest fields. Petroleum coke loading plant.

Houston Lighting & Power Co. Electric power plant, 178,000 K. W. capacity, ultimate capacity 200,000 K. W. High tension power lines extending along each side of channel provide ample power for city and industrial use. Barge wharf.

General American Tank Car Storage & Terminal Co.

Petroleum & Vegetable Oil Terminal Tank Farm. The Texas Co. (Galena Signal Oil Co. plant.) Refining and shipment of crude and refined oils. Pipe line connections to large fields. 1,400 foot wharf. Slip with berths for three vessels.

Crown Oil & Refining Co. (Crown-Central Corporation.) Oil refining and shipping by vessel. Wharf 400 feet.

Phillips Petroleum Co. Gasoline fractionizing plant.

Horton & Horton. Slip, wharves, shell unloading rig, marine ways and repair yard.

American Petroleum Co. (Tank farm and storage.) Shipment of crude oils. Wharf 150 feet.

The Davidson Chemical Company chemical fertilizer plant site.

Haden Lime Co. New plant for making lime from oyster shell, located on Greens Bayou.

Filtrol Co. Filter products, on Greens Bayou. Barge wharf.

W. L. Jones. Ship repair yard and dry dock in Green's Bayou just above its mouth, under construction.


The Tidewater Oil Company of Tulsa, Oklahoma, has purchased 700 acres east of and adjoining the Shell Petroleum Corporation refinery. They propose to build a 15,000 barrel plant as the first unit. Water front shipping facilities are also to be constructed.


Humble Oil & Refining Co. Refinery at Baytown. Refining and shipment of crude and refined oils. Two concrete wharves 600 and 400 feet long, barge wharf 250 feet.

The Barbour Terminals, Inc., have completed the dredging work in connection with the development of their shipside and industrial terminal in San Jacinto Bay just above Morgans Point, constructing a channel about one and a half miles in length, 200 feet in width, 30 foot depth, ending in a turning basin about 1,000 feet square.

The Goose Creek oil field is located on the banks of the channel just above Morgans Point where several hundred derricks can be seen. This field has a daily production of approximately 20,000 barrels.

Other companies having large tank farms and storage facilities on the channel are: The Texas Company. Coastal Oil & Transport Co. Magnolia Petroleum Co. Rio Bravo Oil Company. American Petroleum Co. Houston Oil Terminal Company.

UPPER CHANNEL INDUSTRIAL DEVELOPMENT

In addition to the industries established along the main channel there are a number located upon the light draft channel between the harbor and the center of the city and having their own wharves and cargo handling facilities. Among them the following are noted:

The Houston Packing Company.

Merchants and Planters Oil Mill.

Standard Cotton Compress.

Pritchard Rice Mill.

Shippers Compress Co.

Zero Ice Plant.

The Texas Company (Location No. 4)

Wolf Cotton Warehouse Co.

Crystal Ice Factory.

American Chemical Company.

Humble Oil & Refining Co. Refinery at Baytown.

Trinity Portland Cement Plant.

Houston Central Warehouse Co.

K. W. capacity, ultimate capacity 200,000 K. W. High tension power lines extending along each side of channel provide ample power for city and industrial use. Barge wharf.

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## PORT OF HOUSTON

### Commercial Statistics, 1934

(Extracts from Annual Report of 1934)

The following summary shows comparative figures for last five years, while table covers detail of all movements by commodity and country for the entire year.

### VESSEL MOVEMENTS

<table>
<thead>
<tr>
<th>Year</th>
<th>In</th>
<th>Out</th>
<th>Total</th>
<th>Night Navigation</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1930</td>
<td>2,108</td>
<td>2,115</td>
<td>4,223</td>
<td></td>
<td>2.6</td>
</tr>
<tr>
<td>1931</td>
<td>2,092</td>
<td>2,087</td>
<td>4,179</td>
<td></td>
<td>7.8</td>
</tr>
<tr>
<td>1932</td>
<td>2,153</td>
<td>2,155</td>
<td>4,308</td>
<td></td>
<td>11.8</td>
</tr>
<tr>
<td>1933</td>
<td>2,487</td>
<td>2,478</td>
<td>4,965</td>
<td>728</td>
<td>14.6</td>
</tr>
<tr>
<td>1934</td>
<td>2,489</td>
<td>2,497</td>
<td>4,986</td>
<td>820</td>
<td>16.45</td>
</tr>
</tbody>
</table>

### IMPORTS—BY COMMODITIES

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Units</th>
<th>Short Tons</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Cargo</td>
<td>3,320 Bbls.</td>
<td>784</td>
<td>$ 224,766</td>
</tr>
<tr>
<td>Saltman</td>
<td>4 Ctns.</td>
<td>60</td>
<td>3,450</td>
</tr>
<tr>
<td>Salt Cake</td>
<td>500 Bales</td>
<td>128.1</td>
<td>12,810</td>
</tr>
<tr>
<td>Peatmull</td>
<td>1,560 Bales</td>
<td>80.6</td>
<td>1,277.4</td>
</tr>
<tr>
<td>Peatmull</td>
<td>36,755 Bunches</td>
<td>992.7</td>
<td>34,607</td>
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<tr>
<td>Porcelain</td>
<td>4,886 Bags</td>
<td>115.0</td>
<td>3,254</td>
</tr>
<tr>
<td>Lime</td>
<td>965.7</td>
<td>22.7</td>
<td></td>
</tr>
<tr>
<td>Paper</td>
<td>30.7</td>
<td>2,140</td>
<td></td>
</tr>
<tr>
<td>Canned Goods</td>
<td>5,993,734 Bags</td>
<td>6,000</td>
<td></td>
</tr>
<tr>
<td>Chemicals</td>
<td>1,240 Drums</td>
<td>391.1</td>
<td>30.110</td>
</tr>
<tr>
<td>Chlorate of Soda</td>
<td>5,765 Drums</td>
<td>495.3</td>
<td>96,774</td>
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<tr>
<td>Cocos</td>
<td>2,365 Bags</td>
<td>250.1</td>
<td>7,014</td>
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<tr>
<td>Cocos, Des.</td>
<td>6,225 Cases</td>
<td>475.5</td>
<td>44,315</td>
</tr>
<tr>
<td>Coal Tar Oil</td>
<td>10 Drums</td>
<td>1.7</td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>318,538 Bags</td>
<td>21,243.4</td>
<td>12,110</td>
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<tr>
<td>Copper</td>
<td>1,000 Bags</td>
<td>110.1</td>
<td>4,403</td>
</tr>
<tr>
<td>Copra Meal</td>
<td>1,000 Bags</td>
<td>110.0</td>
<td>3,000</td>
</tr>
<tr>
<td>Cords</td>
<td>7,592 Coils</td>
<td>5,870</td>
<td>35,200</td>
</tr>
<tr>
<td>Cotton</td>
<td>25,462 Bales</td>
<td>6,532.6</td>
<td>1,306,520</td>
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<tr>
<td>Creosote</td>
<td>35,360 Bbls.</td>
<td>7,536.7</td>
<td>197,071</td>
</tr>
<tr>
<td>Drums, Empty</td>
<td>250 Drums</td>
<td>10.0</td>
<td>600</td>
</tr>
<tr>
<td>Fireworks</td>
<td>3,290 Cases</td>
<td>44.1</td>
<td>4,410</td>
</tr>
<tr>
<td>Flour</td>
<td>164 Bags</td>
<td>17.0</td>
<td>1,700</td>
</tr>
<tr>
<td>Fruit, Fresh</td>
<td>3,023 Cases</td>
<td>115.4</td>
<td>11,540</td>
</tr>
<tr>
<td>Fullers Earth</td>
<td>3,280 Bags</td>
<td>329.1</td>
<td>9,928</td>
</tr>
<tr>
<td>Furniture</td>
<td>15 Crates</td>
<td>1.4</td>
<td>140</td>
</tr>
<tr>
<td>Grain, Oats</td>
<td>1,240 Bales</td>
<td>130.8</td>
<td>2,943</td>
</tr>
<tr>
<td>Grain, Oats</td>
<td>1,245 Bars</td>
<td>236.5</td>
<td>10,143</td>
</tr>
<tr>
<td>Hair Stumps</td>
<td>1,749 Bales</td>
<td>455.3</td>
<td>45,413</td>
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<tr>
<td>Hardware</td>
<td>205 Pkgs.</td>
<td>24.3</td>
<td>2,430</td>
</tr>
<tr>
<td>Iron, Pig</td>
<td>210.6</td>
<td>6,527</td>
<td></td>
</tr>
<tr>
<td>Kainite</td>
<td>1,472.7</td>
<td>37,520</td>
<td></td>
</tr>
<tr>
<td>Kopak</td>
<td>100 Bags</td>
<td>5.8</td>
<td>580</td>
</tr>
<tr>
<td>Lime</td>
<td>240 Bags</td>
<td>19.1</td>
<td>573</td>
</tr>
<tr>
<td>Linoleum</td>
<td>550 Rolls</td>
<td>23.8</td>
<td>2,380</td>
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<tr>
<td>Linseed</td>
<td>156 Bags</td>
<td>11.2</td>
<td>1,120</td>
</tr>
<tr>
<td>Machinery</td>
<td>61 Cases</td>
<td>42.4</td>
<td>9,520</td>
</tr>
<tr>
<td>Magnesite</td>
<td>2,510 Bags</td>
<td>330.7</td>
<td>9,921</td>
</tr>
<tr>
<td>Salt</td>
<td>4,156 Bags</td>
<td>303.2</td>
<td>3,148</td>
</tr>
<tr>
<td>Salt</td>
<td>1,041 Cases</td>
<td>703.3</td>
<td>21,279</td>
</tr>
<tr>
<td>Matches</td>
<td>350 Cases</td>
<td>6.1</td>
<td>830</td>
</tr>
<tr>
<td>Molasses, Crude</td>
<td>34,422 Bbls.</td>
<td>8,457.6</td>
<td>84,576</td>
</tr>
<tr>
<td>Oil, Crude</td>
<td>1,593,911 Bbls.</td>
<td>199,740.8</td>
<td>3,001,931</td>
</tr>
<tr>
<td>Oil, Fuel</td>
<td>97,161 Bbls.</td>
<td>16,521.1</td>
<td>97,161</td>
</tr>
<tr>
<td>Oil Well Supplies</td>
<td>71 Cases</td>
<td>39.5</td>
<td>7,900</td>
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<tr>
<td>Oil Field Supplies</td>
<td>932 Bbls.</td>
<td>442.2</td>
<td>44,240</td>
</tr>
<tr>
<td>Olive Oil</td>
<td>235 Bales</td>
<td>28.7</td>
<td>2,870</td>
</tr>
<tr>
<td>Ore</td>
<td>28.0</td>
<td>840</td>
<td></td>
</tr>
<tr>
<td>Palm Oil</td>
<td>1,000 Bales</td>
<td>125.4</td>
<td>61,270</td>
</tr>
<tr>
<td>Paper, Newsprint</td>
<td>57,705,980 Bales</td>
<td>29,946.0</td>
<td>2,074,729</td>
</tr>
<tr>
<td>Paper, Wrapping</td>
<td>153 Rolls</td>
<td>19.6</td>
<td>1,940</td>
</tr>
<tr>
<td>Peatmull</td>
<td>13,090 Bales</td>
<td>887.5</td>
<td>27,589</td>
</tr>
<tr>
<td>Porcelain</td>
<td>10,801 Cases</td>
<td>1,156.5</td>
<td>11,535</td>
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<tr>
<td>Potash</td>
<td>222.6</td>
<td>9,678</td>
<td></td>
</tr>
<tr>
<td>Powder, Talcum</td>
<td>3,100 Bags</td>
<td>241.7</td>
<td>16,288</td>
</tr>
<tr>
<td>Salt Cake</td>
<td>536.0</td>
<td>10,080</td>
<td></td>
</tr>
<tr>
<td>Saltcake</td>
<td>50 Bales</td>
<td>15.0</td>
<td>450</td>
</tr>
<tr>
<td>Seed, Flower</td>
<td>195 Cases</td>
<td>12.1</td>
<td>1,210</td>
</tr>
<tr>
<td>Seed, Garden</td>
<td>2,277 Bags</td>
<td>123.9</td>
<td>11,245</td>
</tr>
<tr>
<td>Seed, Grass</td>
<td>1,200 Bags</td>
<td>92.5</td>
<td>4,700</td>
</tr>
<tr>
<td>Shingles, Wood</td>
<td>218,012 Bales</td>
<td>1,158.2</td>
<td>101,896</td>
</tr>
<tr>
<td>Soya Bean Meal</td>
<td>6,000 Bags</td>
<td>304.5</td>
<td>9,135</td>
</tr>
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</table>

### TONNAGE AND VALUE

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Units</th>
<th>Short Tons</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spices</td>
<td>3,425 Bags</td>
<td>198.4</td>
<td>19,500</td>
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</table>

### COTTON

<table>
<thead>
<tr>
<th>Units</th>
<th>Short Tons</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bales</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### IMPORTS—DOMESTIC—BY COUNTRIES

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Units</th>
<th>Short Tons</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canal Zone</td>
<td>3,299.5</td>
<td>6,541,950</td>
<td></td>
</tr>
<tr>
<td>Hawaiian Islands</td>
<td>15,891.2</td>
<td>827,936</td>
<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>1,083.4</td>
<td>162,487</td>
<td></td>
</tr>
</tbody>
</table>

### Total Domestic Imports

21,689.1 | $ 1,712,641

### IMPORTS—FOREIGN—BY COUNTRIES

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Units</th>
<th>Short Tons</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Argentina</td>
<td>1,891.2</td>
<td>87,648</td>
<td></td>
</tr>
<tr>
<td>Belgium</td>
<td>8,056.1</td>
<td>298,261</td>
<td></td>
</tr>
<tr>
<td>Brazil</td>
<td>19,034.8</td>
<td>1,900,670</td>
<td></td>
</tr>
<tr>
<td>British Isles</td>
<td>10,183.6</td>
<td>515,093</td>
<td></td>
</tr>
<tr>
<td>Canada</td>
<td>21,615.8</td>
<td>1,477,407</td>
<td></td>
</tr>
<tr>
<td>China</td>
<td>892.1</td>
<td>69,344</td>
<td></td>
</tr>
<tr>
<td>Colombia</td>
<td>194,744.0</td>
<td>1,444,394</td>
<td></td>
</tr>
<tr>
<td>Cuba</td>
<td>2,549.2</td>
<td>503,104</td>
<td></td>
</tr>
<tr>
<td>Denmark</td>
<td>2,032.2</td>
<td>229,410</td>
<td></td>
</tr>
<tr>
<td>Mexico</td>
<td>1,309.4</td>
<td>77,770</td>
<td></td>
</tr>
<tr>
<td>East Indies (Dutch)</td>
<td>1,309.4</td>
<td>288,815</td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>1,791.4</td>
<td>498,411</td>
<td></td>
</tr>
<tr>
<td>Germany</td>
<td>6,589.5</td>
<td>498,411</td>
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<tr>
<td>Haiti</td>
<td>560.8</td>
<td>56,080</td>
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<tr>
<td>Holland</td>
<td>5,857.0</td>
<td>294,030</td>
<td></td>
</tr>
<tr>
<td>India</td>
<td>10,983.1</td>
<td>1,083,047</td>
<td></td>
</tr>
<tr>
<td>Italy</td>
<td>2,281.6</td>
<td>179,104</td>
<td></td>
</tr>
<tr>
<td>Jamaica</td>
<td>2,740.1</td>
<td>5,104</td>
<td></td>
</tr>
<tr>
<td>Japan</td>
<td>2,740.1</td>
<td>721,878</td>
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</tr>
<tr>
<td>New Zealand</td>
<td>5,672.9</td>
<td>97,123</td>
<td></td>
</tr>
<tr>
<td>Newfoundland</td>
<td>11,563.3</td>
<td>782,787</td>
<td></td>
</tr>
<tr>
<td>Nicaragua</td>
<td>952.7</td>
<td>345,067</td>
<td></td>
</tr>
<tr>
<td>Norway</td>
<td>104.1</td>
<td>6,313</td>
<td></td>
</tr>
<tr>
<td>Portugal</td>
<td>25.5</td>
<td>2,550</td>
<td></td>
</tr>
<tr>
<td>Spain</td>
<td>800.8</td>
<td>79,890</td>
<td></td>
</tr>
<tr>
<td>Sweden</td>
<td>426.6</td>
<td>4,066</td>
<td></td>
</tr>
<tr>
<td>West Indies (Dutch)</td>
<td>17,205.2</td>
<td>120,681</td>
<td></td>
</tr>
</tbody>
</table>

### Total Foreign Imports

331,790.7 | $10,583,283

### TOTAL IMPORTS

353,479.8 | $12,215,934
SHIPSIDE WAREHOUSE
Patrick Transfer & Storage Company
Specializing in General Commodity Storage and Handling
250,000 SQUARE FEET STORAGE SPACE
FIREPROOF REINFORCED CONCRETE WAREHOUSE
EQUIPPED WITH AUTOMATIC SPRINKLER
LOCATED AT SHIP SIDE
Floor Level 35 Feet Above Mean Low Tide
TRACKAGE CAPACITY 84 CARS
All Railroads serve our Shipside Warehouse through the Port Terminal Railroad
Phone connection to all ships berthed at our dock

Import and Export Shipments Handled Free or Bonded
P. O. Box 1682
Uptown Phone Preston 0111
Shipside Phone Wayside 1869
<table>
<thead>
<tr>
<th>Commodities</th>
<th>Units</th>
<th>Short Tons</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Cargo</td>
<td>~</td>
<td>~</td>
<td>~</td>
</tr>
<tr>
<td>Asphalts</td>
<td>2,442 Bbls.</td>
<td>406.5</td>
<td>$114,412</td>
</tr>
<tr>
<td>Clay</td>
<td>2,660 Bags</td>
<td>133.2</td>
<td>3,297</td>
</tr>
<tr>
<td>Pipe</td>
<td>37,569 Bags</td>
<td>3,268</td>
<td>4,793</td>
</tr>
<tr>
<td>Lumber, Pine</td>
<td>5,481,846</td>
<td>1,489.3</td>
<td>1,898,469</td>
</tr>
<tr>
<td>Lumber, Hardwood</td>
<td>358,904</td>
<td>358.9</td>
<td>2,222,008</td>
</tr>
<tr>
<td>Logs</td>
<td>509,836</td>
<td>1,628.5</td>
<td>25,456</td>
</tr>
<tr>
<td>Scrap Rails</td>
<td>1,070,128</td>
<td>424.7</td>
<td>25,010</td>
</tr>
<tr>
<td>Boiler Plates</td>
<td>2,186</td>
<td>1,628.5</td>
<td>25,456</td>
</tr>
<tr>
<td>Scrap Iron</td>
<td>3,945</td>
<td>4,766</td>
<td>21,020</td>
</tr>
<tr>
<td>Scrape Iron</td>
<td>1,451,000</td>
<td>8,000</td>
<td>66,000</td>
</tr>
<tr>
<td>Refuse</td>
<td>22,436</td>
<td>4,766</td>
<td>21,020</td>
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<tr>
<td>Mandates</td>
<td>1,080,800</td>
<td>8,000</td>
<td>66,000</td>
</tr>
<tr>
<td>Oil Case Good</td>
<td>5,936</td>
<td>334.1</td>
<td>1,987,219</td>
</tr>
<tr>
<td>Oil, Crude</td>
<td>4,903,084 Bbls.</td>
<td>712,374.3</td>
<td>4,955,085</td>
</tr>
<tr>
<td>Oil, Gasoline</td>
<td>4,583</td>
<td>2,593</td>
<td>1,052,676.4</td>
</tr>
<tr>
<td>Oil, Kerosene</td>
<td>1,495,629</td>
<td>2,211,503.6</td>
<td>2,115,036</td>
</tr>
<tr>
<td>Oil, Lube</td>
<td>902,642</td>
<td>145,961.1</td>
<td>4,672,213</td>
</tr>
<tr>
<td>Oil Well Supplies</td>
<td>6,785</td>
<td>996.0</td>
<td>6,093</td>
</tr>
<tr>
<td>Plastic</td>
<td>3,572,836</td>
<td>1,793</td>
<td>2,000</td>
</tr>
<tr>
<td>Potash</td>
<td>37,569</td>
<td>3,418</td>
<td>11,484,723</td>
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<tr>
<td>Rice</td>
<td>32,214,102</td>
<td>16,483.0</td>
<td>999,610</td>
</tr>
<tr>
<td>Rosin</td>
<td>1,065,000</td>
<td>1,056.5</td>
<td>1,420</td>
</tr>
<tr>
<td>Salt, Mineral</td>
<td>450,000</td>
<td>450.5</td>
<td>668</td>
</tr>
<tr>
<td>Scrape Brass</td>
<td>107,424,102</td>
<td>3,924.1</td>
<td>400,156</td>
</tr>
<tr>
<td>Scrape Iron</td>
<td>1,451,000</td>
<td>1,775</td>
<td>1,507</td>
</tr>
<tr>
<td>Scrap Iron</td>
<td>8,000</td>
<td>8,000</td>
<td>66,000</td>
</tr>
<tr>
<td>Scrap Rubber</td>
<td>1,451,000</td>
<td>1,775</td>
<td>1,507</td>
</tr>
<tr>
<td>Seed, Garden</td>
<td>90,000</td>
<td>1,628.5</td>
<td>25,456</td>
</tr>
<tr>
<td>Shell, Crushed</td>
<td>30,000</td>
<td>34.4</td>
<td>1,094</td>
</tr>
<tr>
<td>Soapstock</td>
<td>950,100</td>
<td>175.8</td>
<td>8,752</td>
</tr>
<tr>
<td>Staves</td>
<td>342,733</td>
<td>933.1</td>
<td>40,625</td>
</tr>
<tr>
<td>Streching</td>
<td>80,000</td>
<td>50.0</td>
<td>600</td>
</tr>
<tr>
<td>Steel Wire Products</td>
<td>1,000</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Sulphur</td>
<td>12,033</td>
<td>830.7</td>
<td>26,875</td>
</tr>
<tr>
<td>Ties and Hoops</td>
<td>655</td>
<td>12.1</td>
<td>484</td>
</tr>
<tr>
<td>Tileplate</td>
<td>2,469</td>
<td>163.8</td>
<td>1,884</td>
</tr>
<tr>
<td>Vegetable Oil</td>
<td>10,000</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Waste</td>
<td>10,000</td>
<td>1,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Wax</td>
<td>763</td>
<td>763</td>
<td>763</td>
</tr>
<tr>
<td>Zinc Spelter</td>
<td>64,145</td>
<td>1,425</td>
<td>61,811</td>
</tr>
</tbody>
</table>

**Total Domestic Exports** | 3,212,961 | $129,451,234 |
**Total Imports and Exports** | 3,566,541.3 | $141,667,168 |
The Petroleum Industry

(Continued from Page 16)

cent; from Galveston, 14.60 per cent, making a total for all Texas ports of 99.51 per cent.

Oil is delivered by pipe lines to Houston from the states of New Mexico, Oklahoma, Kansas, Texas, Arkansas and Louisiana. In addition to the pipe line movement, tank cars bring more supplies. Tank steamers from California, Mexico, and South America bring special grades of crude for refining and blending, and crude to be processed in bond which is in turn transported to the four corners of the earth for consumption in the world markets.

New fields are being discovered in Texas and in the Mid-Continent in areas tributary to these aforementioned pipe lines. Therefore, volume of oil handled increases steadily and Houston grows in importance as a strategic locality in which to center operations. Houston will benefit not only by the development and discovery of oil within a small radius of its location, but will benefit by the discovery of oil almost anywhere in the state of Texas or the general Mid-Continent area. As we look into the future, when air transportation is more common, headquarters of Mexican and South American companies could easily be maintained here.

This record bespeaks for Houston its present important position as an oil center. Its future is even more glowing. Geologists are agreed that Houston is in the center of one of the two most promising areas in the United States for the development of future reserves of oil. The territory contiguous to Houston is the only important area on the continent, with the possible exception of California, where sands may be expected to yield prolific production. New fields are being discovered in Texas and in the Mid-Continent area. As we look into the future, when air transportation is more common, headquarters of Mexican and South American companies could easily be maintained here.

We in the oil business have hopes that the people of Houston and Texas will some day give the oil industry due credit for the development of Houston and of the state. You have only to observe the neighboring Southern states that are without oil to see what benefits are derived from it. Texas has suffered very little during the depression and it is commonly admitted that Houston has suffered less than any large city in the United States.

This growth which Houston has had is not of the boom type which other cities have had in the oil industry in the past. We can look with confidence to the continuance of Houston’s growth as the supply of oil which we now have coming into Houston will con-
In closing, I want to repeat to you gentlemen of the Rotary Club of Houston that you are living in the oil center of the world, and I wish to assure you that, to the best of our knowledge, Houston will continue to occupy this commanding position for at least 20 years. The oil industry recognizes Houston as the world’s oil capital, and citizens of Houston should realize this and capitalize on it.

WACO, TEXAS

(Continued from Page 14)

army, and also Rich Field, from which has developed a 250-acre municipal airport; and recently the government located the United States Veterans Hospital on a 508-acre tract of land, the capacity of which is now being enlarged to 1000 beds, making an expenditure in land, buildings and equipment, of more than three million dollars.

The city has an adequate water supply, sufficient to care for a city of 300,000, derived from Lake Waco, which covers 2800 acres.

Waco is the home of Baylor University, the oldest institution of higher learning in the state of Texas, and one of the largest denominational schools in the South. The Browning Room, located in this institution, contains the largest Browning collection in the world. Other educational facilities include Sacred Heart Academy, Paul Quinn College (Negro), nineteen public schools, including two junior high and one senior high school. The latter has the record of having the highest percentage of children to population to graduate of any school in the Southwest. There are 85 churches, representing all denominations. Waco is also the home of the Masonic Grand Lodge of Texas.

There are eleven parks, most prominent of which is Cameron Park, containing 100 acres, one of the largest and most beautiful natural parks in the Southwest.

The city also has ample recreational facilities, splendid financial institutions, efficient public utilities, ample hotel and hospital facilities, and a delightful climate, with mean annual temperature of 67.2 degrees; average annual rainfall 35.49 inches, making it a delightful center within which to live and do business.

Production Control of Cotton

(Continued from Page 15)

for while the world produced about three million bales less than last year, that decline was represented solely by the United States crop, despite the reduction of one million bales in India. In Brazil alone, where the crop has averaged for over thirty years somewhere around 400,000 bales, the production for the calendar year 1934 stepped up to about 1,100,000. To assist this neighbor, we have not only restricted our exports by our price-fixing devices, but have been exporting in a large way to that country our own capital, brains and Yankee ingenuity, which, coupled with the modern ginning machinery that has been shipped there in huge quantities, places her in the category of a dangerous and permanent competitor.

The amount of free cotton remaining in the United States is pitifully small, for, when one subtracts the government’s holdings, which are reckoned at about six million bales, and that which is stacked in the mills, there remains so little cotton for current consumption that the American growth, which is valued at about $35 and $10 per bale less than the artificially imposed price of the American growth.

Now I believe that the United States is capable of maintaining its supremacy as a producer of cotton, for the simple reason that we have a hundred years’ experience plus a native intelligence, ideal climate and soil, which gives us a decidedly competitive advantage over the balance of the world. In addition to this, our modern ginning system, good roads and cheap freight rates are factors which make it impossible for foreign growers to bring their cotton to market except at a cost much in excess of that which the American farmer pays, not to mention the unsettled political conditions which mark so many of these competitive countries.

Among the institutions, efficient public utilities, ample hotel and hospital facilities, and a delightful climate, with mean annual temperature of 67.2 degrees; average annual rainfall 35.49 inches, making it a delightful center within which to live and do business.

Production Control of Cotton

(Continued from Page 15)

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The amount of free cotton remaining in the United States is pitifully small, for, when one subtracts the government’s holdings, which are reckoned at about six million bales, and that which is stacked in the mills, there remains so little cotton for current foreign needs as to make the price prohibitive for even those spinners who have not been willing to substitute outside growths for American.

After all, neither prejudice, custom nor convenience can stand up against price, and, if you will pardon a personal reference, I have received many letters this year from customers of many years’ standing deploring the fact that due to the difference between American and foreign prices they were forced to go on these outside cottons of equivalent spinning value, the price of which was somewhat between $5 and $10 per bale less than the artificially imposed price of the American growth.

It would seem, therefore, that if we were permitted to market this great commodity under normal conditions, despite exchange restrictions, quotas and tariff barriers, much of our foreign trade might be preserved; but, to accomplish this there must be a complete about-facing of our present restrictive policy.

There has been a great deal of discussion, particularly on the part of government officials, to the effect that the inability of our foreign customers to pay for American cotton was due to the tariff policy and the difficulty in securing American dollars. It is to be noted that the world is consuming as much, or a little more, cotton than for the previous several years, and while undoubtedly tariff barriers play some part in the diversion of this trade and while barter arrangements and certain reciprocal agreements may have contributed, one cannot escape the fact that cotton is still being consumed and being paid for, for the most part, under normal conditions. It seems an indisputable fact that every nation manages somehow to find money to pay for essential importations, regardless of their internal financial status. As further proof that our former customers are not entirely destitute, both our automobiles and our iron and steel products stepped up in imports over 100 per cent during the past calendar year.

One does not like to criticize unless he has something constructive to offer. Various remedies have been proposed. The one which seems to have received the most commendation at the hands of competent critics is that known as the Domestic Allotment Plan, whereby those benefits, or bonuses, which are given the farmer would be based on that portion of his crop which is allocated to domestic consumption, thereby preserving in a large degree the parity with the things he has to buy. This being accomplished, he should be allowed to sell the balance of his cotton at the world’s prices. It might be said in this connection that there is no reason to assume that the world’s price would always be below the cost of production, for Old Dame Nature has a curious habit of equalizing supply and demand over a period of time, and it is possible that the price in the free market of the world might approximate that which the producer received under the benevolent administration of his own government. Whether this immediate result would be attained or not, it seems a fair guess that within two or three years this foreign production, which has been increasing by leaps and bounds under the favorable competitive conditions which we have fostered, would again begin to recede, and we would find ourselves at no distant future once more masters of the cotton world. To bring this about, we must withdraw all loan values, for it has been demonstrated that maximum prices invariably become maximum prices in the particular markets in which they are set, as witnessed time and again where price-fixing devices have been employed.

As workable and common-sensible as this Domestic Allotment Plan seems to be, it is hardly possible that legislation could be devised at this late date to put it into effect for this year; therefore we are confronted with the necessity of some immediate solution of this problem which will enable us to put the coming crop on a competitive basis with the balance of the cotton growing world. The government, or its agents, have loaned on or purchased approximately six millions of bales, amounting to nearly 400 millions of dollars (without recourse on the borrower) thereby enjoying the doubtful distinction of being the greatest speculator in the world.
NEWTEX LINE

Direct Weekly Fast Freight Service . . . Between
NEW YORK—HOUSTON, TEXAS and LAKE CHARLES, LA.

Sailings from Pier 23, North River, New York
Thursdays at 5:00 p. m.

Sailings from Houston, Municipal Pier 15
Saturdays at 5:00 p. m.

GENERAL CARGO HANDLED IN BOTH DIRECTIONS

For Rates and Other Information Apply to
NEWTEX STEAMSHIP CORPORATION
17 Battery Place • New York City

UNIVERSAL CARLOADING & DISTRIBUTING CO.
General Gulf Agents
700 Walnut Street • Houston, Texas

TEMPLE LUMBER COMPANY

Serving Houston’s Industrial and Port Developments

TWO YARDS TO SERVE YOU

HEIGHTS LUMBER YARD
425 West 18th Street :: C. A. Davis, Mgr.
Houston, Texas

TEMPLE LUMBER COMPANY
3400 Polk Avenue :: M. L. Barr, Asst. Mgr.
Houston, Texas

Gulfpride Oil

The World’s Finest Motor Oil

GULF REFINING COMPANY
Should there be another loan, this volume of money and bales might easily be doubled, and so on ad infinitum, until the dollars would be expressed in billions and the bales in tens of millions. This obviously at some time would create a debacle which would make the calamities of the Civil War days pale into significance. There is but one thing to do, and that is to substitute a consumer's dollar for the loan dollar, and the only way this can be brought about is to impound this cotton for at least one year, without a further proviso that it shall not be sold until it is needed to balance demand, even though this entails a several years' program. This may cost the government some money, but nothing compared with the staggering sum which the present policy will eventually require, and certainly it will create a free and ready market for the growing crop. Please bear in mind that in discussing this export situation we are dealing with hundreds of millions of dollars, which, if any possible competition from the manufacturers. As a last word, the history of the world is strewn with economic wrecks of price-fixing projects, and this nation, great as it is, cannot run counter to the immutable law of supply and demand. We cannot build a wall around America if we are to fill our manifest destiny of providing food and clothing for the world.

Description of the Port

(Continued from Page 21)

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 and Power Com-

pany has just completed the installation of another generating unit, bringing their total capacity to 178,000 K. W.

The entire city and Port District is supplied with natural gas from three 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 35,000,000 barrels storage available in the Port area.

PORT NOTES

(Continued from Page 28)

War. She has a displacement of 6,000 tons and carries a complete armament.

While in port the "Karlsruhe" was visited by Admiral Robert Tradt, naval attaché in the German embassy at Washington.

Cotton For Russia . . .

The first shipment of cotton moving from Texas ports to Russia since August 20, 1930, when the Steamer "Uranienburg" sailed from Houston, was loaded by the British steamer "Graigwen" which arrived in port April 15. The "Graigwen" has been discharging a consignment of oats brought here from the Argentine, and took on a full cargo of cotton, about 15,000, from Gulf ports to Leningrad.

It is understood that several other steamers have been chartered to load cotton from Gulf ports for Russia in the next few months.

Movement of cotton to Russia formed an important part of the port's trade about 10 years ago, with upwards to 300,000 bales being handled here annually.

Asphalt Cargo . . .

A full cargo of asphalt, consisting of 12,000 drums of 500 pounds each, from Trinidad Asphalt Lake arrived at the Port of Houston aboard the "Daghi" during the first part of April.

It is understood that several other steamers have been chartered to load cotton from Gulf ports for Russia in the next few months.

Katy Officials

Inspect Port of Houston . . .

Mr. M. S. Sloan, President and Board Chairman of the Missouri-Kansas-Texas Lines, in company with a group of fifty-five associates, made an inspection trip of industrial and port facilities of Houston on April 29, 1935.

The party included several of the company's directors and directors of its various Oklahoma and Texas subsidiaries and all of the ranking Katy officials and department heads.

While here they were the honor guests at the Houston Chamber of Commerce luncheon, after which they made an inspection of the Houston Ship Channel aboard the Port Commission launch and J. M. Lykes' cruiser.

The Houston visit was made in connection with a general inspection trip through the Southwest in order that officials and directors might get a more detailed conception of the possibilities of expansion of this territory.

General American Tank Storage and Terminal Company . . .

The General American Tank Storage and Terminal Company, specializing in the marketing of liquid products, particularly lubri-
caring oils, gasoline, naphthas and vegetable oils, has constructed a
Houston tidewater terminal covering 50 acres on the Houston Ship
Channel.

The first unit built has a capacity of 500,000 barrels, and addi-
tional units will be built as required. The plant has direct pipe line
connections with the great East Texas oil field, and also adequate
facilities for loading and unloading tank cars.

This facility, together with the vegetable oil handling plant of
the Navigation District at Wharf 15, places the Port of Houston as
one of the leading ports of the United States in the terminaling of
all kinds of oils, conveniently located to the greater producing and
distributing markets.

Port Commission Chairman Honored

Colonel Joseph W. Evans, prominent cotton merchant, for the
past five years the chairman of the Houston Port Commission, and
who was recently elected first vice president of the United States
Chamber of Commerce at its annual meeting in Washington, was
honored by a testimonial dinner tendered by his many friends and
business associates of Houston.

Mr. Evans, a Kentuckian, and now a colonel on the staff of
Governor Ruby Laffoon, has been a resident of Houston for over
twenty years, active in all local civic affairs, president of the Cham-
ber of Commerce and of the Cotton Exchange, headed Community
Chest drives and other worthy projects of the city.

Mr. Evans has served the United States Chamber of Commerce
as a member and director for several years and well merits the pro-
motion, and his friends expressed gratification at this recognition
of his ability.

Port Authorities to Meet in Houston

The twenty-fourth conference of the American Association of
Port Authorities will be held in Houston and Galveston, Texas, in
the period October 26 to November 1, inclusive.

On Sunday, at 11 o'clock in the morning, the executive com-
mittee will meet at headquarters in the Rice Hotel.

At 2 o'clock in the afternoon, meeting of the board of directors
is called and registration and ticket validation at the Rice Hotel.

On Monday, Tuesday and Wednesday business sessions and en-
tertainment program will be provided in Houston, and on Thursday
and Friday the meeting will adjourn to Galveston, where on Thurs-
day the association will be the guests of the Texas Port Association,
and on Friday of the Galveston Wharf Company and city of Gal-
veston at the Hotel Galvez, where the convention headquarters will
be established for those two days, October 31 and November 1.

It is expected that a large group of delegates will attend be-
cause the matters pressing the ports of North America at the present
time are important and serious and need careful legislative handling,
and all forms of general port activity coordinated and unified.

It is expected that some of the ports of Mexico and official
representatives of the government of Mexico will be present, and
there are already assurances that many of the well established Ca-
nadian ports will be well represented.

Addresses will be delivered by official representatives of the
Navy and War Departments and the Board of Engineers; and many
governmental, state and local officials are to have a part on the
program.