### WHARFAGE CHARGES ON EXPORT AND OUTBOUND COASTWISE TRAFFIC

#### EXCEPT AS PROVIDED FOR IN PARAGRAPH 13

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>SUBJECT</th>
<th>COMMODITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Wharfage (Continued)</td>
<td></td>
</tr>
</tbody>
</table>

| All articles not otherwise provided for below, per 100 pounds | 2½ |
| Ailene Meal, in sacks | 1% |
| Ammonia, in iron drums | 1½ |
| Ammonia, in sacks | 1½ |
| Asphalt and Asphaltum, in barrels or bags | 1½ |
| Automobiles, set up | 6½ |
| Automobiles, knocked down and crated | 1 |
| Beans, in bags or barrels | 1½ |
| Seed, sisal Wood | 2½ |

### Commodities

- **Packing House Products, viz:***
  - Onions, in sacks, crated or barrels: 2½
  - Refined Petroleum, in packages: 1½
  - Refined Petroleum, in bulk: 2½
  - Oil, Crude and Fuel, in barrels: 1½
  - Oil, Crude and Fuel, in bulk: 1½
  - Oil, Refined Petroleum, in barrels: 2½
  - Oil, Refined Petroleum, in packages: 1½
  - Onions, in sacks, crated or barrels: 1½

- **Livestock—viz:***
  - Livestock, per head: 2½
  - Livestock, per bundle: 1½
  - Livestock, per crate: 2½
  - Livestock, per bale: 2½

- **Tannery Goods, viz:***
  - Jet, in bales: 1½
  - Ixtle, in bales: 1½
  - Horns: 1½

- **Ice**
  - Ice: 1½

- **Furniture and Construction Materials**
  - Furniture and Construction Materials: 1½

- **Iron and Steel Articles**
  - Iron and Steel Articles: 1½

- **Agricultural Products**
  - Live Stock, per head: 1½

- **Fertilizer and Fertilizer Charcoal, in sacks:**
  - Fertilizer and Fertilizer Charcoal, in sacks: 1½

- **Fuller's Earth, in sacks:**
  - Fuller's Earth, in sacks: 1½

- **Grain, in barrels:**
  - Grain, in barrels: 1½

- **Glucose in barrels:**
  - Glucose in barrels: 1½

- **Cement, in sacks or barrels:**
  - Cement, in sacks or barrels: 1½

- **Grain Products, viz: Wheat, Buckwheat and Rye Flour, Corn Meal, Barley, Oats or Rye Chops, Bran, Screenings, Middlings, Shorts, Mill Feed, Mill Stuff and Prepared Stock Foods, in sacks or barrels:**
  - Grain Products, viz: Wheat, Buckwheat and Rye Flour, Corn Meal, Barley, Oats or Rye Chops, Bran, Screenings, Middlings, Shorts, Mill Feed, Mill Stuff and Prepared Stock Foods, in sacks or barrels: 1½

- **Guayule, in sacks or barrels:**
  - Guayule, in sacks or barrels: 1½

- **Hair: Human, Camel, Goat, etc.:**
  - Hair: Human, Camel, Goat, etc.: 1½

- **Handles, Wooden, in bundles or crates:**
  - Handles, Wooden, in bundles or crates: 1½

- **Hay, in bales:**
  - Hay, in bales: 1½

- **Heading, loose or in bundles:**
  - Heading, loose or in bundles: 1½

- **Hides, Green or Dry, in bales or bundles:**
  - Hides, Green or Dry, in bales or bundles: 1½

- **Horns:**
  - Horns: 1½

- **Iron:**
  - Iron: 1½

- **Irons:**
  - Irons: 1½

- **Jute:**
  - Jute: 1½

- **Lime:**
  - Lime: 1½

- **Lime and Stone:**
  - Lime and Stone: 1½

- **Live Stock—viz:***
  - Live Stock—viz: Calves, Goats, Sheep and Hogs, per head: 13½
  - Livestock, per head: 2½
  - Horses, Mules and Cattle, per head: 32
  - Logs, Lumber, Timbers and Hardwood, per car: $1.50
  - Oil, Refined Petroleum or Lubricating, in barrels or drums: 1½
  - Oil, Refined Petroleum, in barrels: 1½
  - Oil, Refined Petroleum, in packages: 1½
  - Oil, Refined Petroleum, in bags or barrels: 1½
  - Oil, Refined Petroleum, in barrels: 2½
  - Oil, Refined Petroleum, in packages: 2½
  - Oil, Refined Petroleum, in barrels: 2½
  - Oil, Refined Petroleum, in barrels: 2½
  - Oil, Refined Petroleum, in drums: 1½
  - Oil, Refined Petroleum, in barrels: 1½
  - Oil, Refined Petroleum, in barrels: 1½
  - Ore and Bullion, viz: Copper, Iron, Lead Manganese, Magnesite, Sperrite and Zinc: 2½

- **Packing House Products, viz:**
  - Packing House Products, viz: 1½

Below is a complete list of articles on which the Packing House Products rates named herein will apply. All shipments must be properly packed:
S. Sgitcovich & Co.
S. S. AGENTS        SHIP BROKERS
Representing Houston Ship Channel
Stevedoring Co. Inc.
STEVEDORES          GRAIN FITTERS

GALVESTON   HOUSTON
DALLAS BEAUMONT   PORT ARTHUR
CABLE ADDRESS STEPHEN
Codes: Watkins—Scotts

COOPER & GRIFFIN
(INCORPORATED)
COTTON MERCHANTS

HOUSTON, TEXAS
Head Office: Greenville, S. C.

Suderman & Young Towing Company
(Incorporated)

TOW BOAT OWNERS AND OPERATORS

TUGS: "MESSENGER," "PROPELLER," "MARINER" & "SEA KING"

TUG CALL: Long   Long   Short

HOUSTON, GALVESTON & GULF TOWING
### HOUSTON PORT AND CITY

**November 1927**

**WHARFAGE CHARGES ON EXPORT AND OUTBOUND COASTWISE TRAFFIC**

**EXCEPT AS PROVIDED FOR IN PARAGRAPH 13**

<table>
<thead>
<tr>
<th>Paragraph</th>
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<tbody>
<tr>
<td>15 (Cont'd)</td>
<td><strong>Wharfage (Continued)</strong></td>
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<td></td>
<td><strong>Back Fat in packages.</strong></td>
<td>Wharfage Charges (Continued):</td>
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<tr>
<td></td>
<td><strong>Bacon, Cured, in bags, barrels, boxes, casks or crates.</strong></td>
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<td><strong>Beef, Dried, in sacks, boxes, barrels, casks or crates.</strong></td>
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<td><strong>Beef and Hog Intestines, uncleaned, in boxes or barrels.</strong></td>
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<td><strong>Beef Pickled.</strong></td>
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<td></td>
<td><strong>Bolsters, in boxes or barrels.</strong></td>
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<td></td>
<td><strong>Cotton Seed Foots.</strong></td>
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<td></td>
<td><strong>Cotton Seed Oil Fatty Acids.</strong></td>
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<td></td>
<td><strong>Crackling.</strong></td>
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<td></td>
<td><strong>Deglycerinated Cotton Seed Oil.</strong></td>
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<td></td>
<td><strong>Glue, Flake, Ground, Jelly and Sheet.</strong></td>
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<td></td>
<td><strong>Grease, in buckets, tubs, pails, barrels, or in iron drums.</strong></td>
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<td><strong>Hams, boiled, packed.</strong></td>
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<td><strong>Hams and Shoulders, Cured, in bags, boxes, barrels, casks or crates.</strong></td>
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<td><strong>Lard in packages.</strong></td>
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<td><strong>Lard Leaf, packed.</strong></td>
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<td></td>
<td><strong>Lard Oil, in packages.</strong></td>
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<td></td>
<td><strong>Lard Substitutes.</strong></td>
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<td></td>
<td><strong>Meats, Cured, Dried or Salted, in bags, boxes, barrels, casks or crates.</strong></td>
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<td><strong>Meats, Pickled, in glass.</strong></td>
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<td></td>
<td><strong>Peanut Cake and Meal, in sacks.</strong></td>
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<td><strong>Peanut Oil, in barrels or in bulk.</strong></td>
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<td></td>
<td><strong>Peas, Dried, in barrels or sacks.</strong></td>
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<td></td>
<td><strong>Piling and Poles, Wooden, 30 feet and under in length, each.</strong></td>
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<td><strong>Piling and Poles, over 30 to 40 feet inclusive, each.</strong></td>
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<td><strong>Piling and Poles over 40 feet in length, each.</strong></td>
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<td><strong>Plaster, in barrels or sacks.</strong></td>
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<td></td>
<td><strong>Rock of and Rice Products, viz: Bran, Feed, Flakes, Hulls and Polish in sacks, barrels or cases.</strong></td>
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<td></td>
<td><strong>Rock, Crushed viz: Asphalt, Borate, Gypsum, Granite, Sandstone and Vanadium.</strong></td>
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<td><strong>Salt, in barrels or barrels.</strong></td>
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<td><strong>Sesame Seed Cake and Meal, in sacks.</strong></td>
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<td><strong>Sesame Seed Oil, in barrels or in bulk.</strong></td>
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<td></td>
<td><strong>Shell, Oyster and Clam, Ground.</strong></td>
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<td></td>
<td><strong>Shooks, in bundles.</strong></td>
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<td><strong>Silal, in bales.</strong></td>
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<td></td>
<td><strong>Soya Bean Cake and Meal, in sacks.</strong></td>
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<td><strong>Soya Bean Oil, in barrels or in bulk.</strong></td>
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<td><strong>Soap Stock, in bags, boxes or barrels.</strong></td>
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<td><strong>Starch, in barrels, boxes or bags.</strong></td>
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<td></td>
<td><strong>Staves.</strong></td>
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<td></td>
<td><strong>Sugar, in barrels or sacks.</strong></td>
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<td><strong>Sugar, in boxes.</strong></td>
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<td></td>
<td><strong>Sulphur, in bulk, gross ton of 2240 pounds, per ton.</strong></td>
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<td></td>
<td><strong>Sulphur, in boxes, barrels or sacks, gross ton of 2240 lbs., per ton.</strong></td>
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<td></td>
<td><strong>Syrup, Glucose or Corn, unmixed, in barrels.</strong></td>
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<td></td>
<td><strong>Syrup (Except Glucose or Corn Syrup), unmixed, in barrels or casks.</strong></td>
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<td><strong>Tar, in barrels.</strong></td>
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<td><strong>Ties, Railway, Pine, per tie.</strong></td>
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<td><strong>Ties, Railway, Hardwood, per tie.</strong></td>
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<td></td>
<td><strong>Ties, Railway, Creosoted, per tie.</strong></td>
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<tr>
<td></td>
<td><strong>Turpentine, in barrels.</strong></td>
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<td></td>
<td><strong>Vinegar, in barrels.</strong></td>
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<td><strong>Wax, Candelilla.</strong></td>
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<td></td>
<td><strong>Wax, Paraffine.</strong></td>
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<tr>
<td></td>
<td><strong>Whiskey, in barrels.</strong></td>
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<td><strong>Wine, in barrels.</strong></td>
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<td></td>
<td><strong>Wood Preserver, in barrels.</strong></td>
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<tr>
<td></td>
<td><strong>Wood.</strong></td>
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<tr>
<td></td>
<td><strong>Zacatan, in bales.</strong></td>
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</tbody>
</table>
SOUTHERN STEAMSHIP CO.

GENERAL OFFICES: PHILADELPHIA, PA.

STEAMERS

City of Houston ........................................ 4,100 Tons
City of Philadelphia .................................... 4,100 Tons
San Antonio ............................................... 4,100 Tons
Union Liberty ............................................ 4,100 Tons

City of Dallas ............................................ 4,100 Tons
City of Fort Worth ..................................... 4,100 Tons
G. A. Flagg .................................................. 4,100 Tons
West Texas ................................................ 4,100 Tons

BETWEEN

SAILING EVERY WEDNESDAY
AND SATURDAY FROM
PHILADELPHIA, PA. (Pier 46, South Wharves, Foot of Washington Ave.)

AND

SAILING EVERY MONDAY
AND THURSDAY FROM
HOUSTON, TEXAS

Freight Received for all Points in Arizona, California, Colorado,
New Mexico, Oklahoma, Texas and Utah Southbound
Northbound to Seaboard Territory Points Except New York

Harvey C. Miller, President ................................ Philadelphia
Geo. W. DeLaney, V. P. & T. M. ......................... Philadelphia
F. M. Booth, Gen. Agt. ....................................... Philadelphia
Phelps Crew, C. A. ........................................ Philadelphia
G. L. Wilson, C. A. ........................................ Philadelphia
R. D. Jones .................................................... Chicago
P. F. Courtney, Agent ....................................... Philadelphia
V. A. Lamark, D. F. A. ....................................... Pittsburgh
Kenneth Cree, T. F. A. ....................................... Philadelphia
N. J. Hefman, C. A. .......................................... Boston

F. M. Johnson, Asst. to V. P. ............................... Houston
H. T. Lindsey, C. A. .......................................... Dallas
H. F. Batiste, C. A. .......................................... Houston
H. K. Sherfy S. F. A. .......................................... Houston
L. E. Ducoing, S. F. A. ....................................... Houston
W. A. Bulstein, C. A. .......................................... San Antonio
E. M. Sones, C. A. ............................................ Fort Worth
G. R. King T. F. A. ............................................ Dallas
W. M. Vaughan, T. F. A. ..................................... Dallas
D. D. Karn, Agt. ............................................. Houston
PILOTAGE

HOUSTON PILOTS ASSOCIATION

Houston Offices: 604 Keystone Building.
Galveston Offices: Telephone Preston 2799.
1103 United States National Bank Building.
Telephone 3360.

Pilot boats: Houston Pilots Nos. 1 and 2—Meet vessels at outer entrance Galveston jetties.

From sea to Houston, or vice versa—Foreign vessels and American vessels from foreign ports $5.50 per foot draft
From sea to Houston, or vice versa—American coastwise vessels 4.00 per foot draft
From Bolivar Roads to Houston, or vice versa—all vessels 4.00 per foot draft
Shifting from pier to pier $20.00 per ship

When pilot is detained aboard vessel in Bolivar Roads for conveniences of vessel a charge of $10.00 for first hour and $5.00 for each hour thereafter will be charged against vessel.

TUG BOAT TARIFF FOR HOUSTON SHIP CHANNEL

NOTE: The use of Tug Boats at the Port of Houston is not obligatory and their employment rests with the wishes of owners, masters and pilots. There is no fixed custom of the Port in this regard, a part of the vessels using towboats and others dispensing with this service.

Suderman & Young, Cotton Exchange Building, Houston, Texas.
Houston Towing Company, 811 Cotton Exchange Building, Houston, Texas.
Intercoastal Towing & Transportation Company, Larendon Building, Houston, Texas.
Bay Towing Company, 811 Cotton Exchange Building, Houston, Texas.

<table>
<thead>
<tr>
<th>With Own Power Between</th>
<th>With Steam</th>
<th>Without Steam</th>
</tr>
</thead>
<tbody>
<tr>
<td>Galveston and Houston, including Docking and Undocking</td>
<td>$325.00</td>
<td></td>
</tr>
<tr>
<td>Bolivar Roads and Houston, including Docking</td>
<td>285.00</td>
<td></td>
</tr>
<tr>
<td>Texas City and Houston, including Docking and Undocking</td>
<td>325.00</td>
<td></td>
</tr>
<tr>
<td>Morgans Point and Houston, including Docking</td>
<td>200.00</td>
<td></td>
</tr>
<tr>
<td>Bolivar Roads and Morgans Point</td>
<td>200.00</td>
<td></td>
</tr>
<tr>
<td>Bolivar Roads and Baytown, including Docking</td>
<td>200.00</td>
<td></td>
</tr>
<tr>
<td>Texas City and Baytown, Docking and Undocking</td>
<td>240.00</td>
<td></td>
</tr>
<tr>
<td>Galveston and Baytown, Docking and Undocking</td>
<td>240.00</td>
<td></td>
</tr>
<tr>
<td>Houston and Baytown, Docking and Undocking</td>
<td>175.00</td>
<td></td>
</tr>
<tr>
<td>Lynchburg to Houston</td>
<td>165.00</td>
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</tr>
<tr>
<td>Penn City to Houston</td>
<td>100.00</td>
<td></td>
</tr>
<tr>
<td>Morgans Point to Baytown</td>
<td>100.00</td>
<td></td>
</tr>
<tr>
<td>Norsworthy, Crown, Galena, Sinco, Clinton, Manchester, take same rates as Houston from above points.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norsworthy, Crown, Galena, Sinco, Clinton to Houston</td>
<td>75.00</td>
<td></td>
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</tbody>
</table>

DOCKING AND UNDOCKING

<table>
<thead>
<tr>
<th>With Steam</th>
<th>Without Steam</th>
</tr>
</thead>
<tbody>
<tr>
<td>All docks including Manchester Terminal and Clinton (S. P.)</td>
<td>$40.00</td>
</tr>
</tbody>
</table>

SHIFTING

| Turning Basin dock to Turning Basin dock, including Sprunts and Long Reach | $30.00 | $40.00 |
| Manchester Terminal, Clinton, (S. P.) or Manchester Cake dock to Turning Basin, including Sprunts and Long Reach | $40.00 | $50.00 |
| Manchester Terminal to Clinton (S. P.) or Manchester Cake Dock | $40.00 | $50.00 |
Keep Your Car In Service

The high quality of Humble Gasoline and Humble Motor Oil will enable you to drive your car day in and day out with more satisfaction and fewer repairs. Their use will actually lower your motoring costs.

Humble Gasoline is made to a standard higher than that set by the Federal Government. It burns clean and leaves little carbon in your cylinders. It will enable your engine to produce its maximum power with a minimum consumption of fuel.

Humble Motor Oil is non-blended. Under all operating heat or conditions, you can be sure that every part of your engine that requires lubrication is covered with a protective film which will not break down. No need to worry about burned bearings if you have Humble Motor Oil in the crank case.

These quality Humble products cost no more than other gasolines or motor oils. Test them for yourself. For sale wherever you see the Humble Signs.

Humble Oil & Refining Co.
Houston, Texas
Producers * Pipe Lines * Refiners * Marketers

Alamo Steel & Supply Company
Spring and Taylor Streets
Reinforcing and Structural Steel
Hoists, Mixers and Contractors equipment
Preston 4982, 6256

A. T. VICK COMPANY
Construction
Electrical
Engineers

SPECIALISTS IN POWER AND INDUSTRIAL ENGINEERING, POWER TRANSMISSION, ILLUMINATING ENGINEERING

Houston, Texas

GULF LAUNDRY, Inc.
Phone Wayside 1120
7421-25 Harrisburg Boulevard Chas. Pendl, President
We Do Work For All Nations Via Steamships
Near Turning Basin
MISCELLANEOUS SERVICE

Docking or undocking at Turning Basin, Long Reach or Alexander Sprunt's Dock........... $ 40.00
Docking or undocking at Manchester, Clinton, Sinco, Galena, Crown, Norsworthy........... 10.00
Docking or undocking at Baytown, when tug already there for other work, first tug...... 50.00
When sent from Morgans Point or Houston, first tug.................................................. 100.00
Assisting vessels from one point to another on same dock at Clinton, Sinco, Galena, Crown or Norsworthy:
  Ships with wheel power.......................................................... per tug 60.00
  Ships without wheel power.................................................... per tug 75.00
Assisting vessels from one dock to another at other points than at Turning Basin, Long Reach:
  Manchester and intermediate points (viz., Clinton, Sinco to Galena, Crown to Norsworthy, Crown to Galena, etc.):
    Ships with wheel power.......................................................... per tug 75.00
    Ships without wheel power.................................................... per tug 90.00
Houston and Manchester, Docking and Undocking.................................................... $50.00
Docking and/or Undocking at Houston Turning Basin; per tug...................................... 65.00
  A charge of $75.00 in addition to regular rate will be made when voyage is not completed on day of starting.
  Ships grounding will be given 1½ Hours free pulling time.
    First hour thereafter or fraction.................................................. 50.00
    Each succeeding hour or fraction............................................... 35.00
  Above on Tugs with over 500 H. P.
  If tugs under 500 H. P. charge will be:
    First hour or fraction......................................................... 25.00
    Each succeeding hour or fraction............................................. 20.00
When Tugs are not engaged on ship at time of grounding.
Tugs over 500 H. P.:
  First hour or fraction.......................................................... 50.00
  Each succeeding hour or fraction.............................................. 35.00
Running time chargeable.
For Tugs under 500 H. P.:
  First hour or fraction.......................................................... 40.00
  Each succeeding hour or fraction.............................................. 20.00
Running time chargeable.
Furnishing Steam: Per hour or fractional part, including running time to and from ship:
  Day Time............................................................................... 35.00
  Night Time............................................................................ 20.00
Delivering Water to Ships at Anchorage:
  For tugs with 20 tons or less capacity........................................ 50.00
  For tugs with more than 20 tons capacity.................................. 75.00
Tugs ordered to stand by but not put to work will be charged for the same as if pulling.
Rates for towing dead ships between points in Houston Ship Channel other than above specified, will be charged for on “pulling time basis.” All towed vessels to furnish towing hawser.

SAILING VESSELS

Galveston Bar to Houston and Return, 6½c per Gross Registered Ton.
Minimum charge for round trip, $100.00.
HOUSTON BOATMEN'S ASSOCIATION RATE OF CHARGES FOR MOORING AND UNMOORING VESSELS

EFFECTIVE AUGUST 1st, 1927

Contract and charges made for mooring or unmooring vessels between the Maritime Committee and the Houston Boatmen's Association.

For the purposes of this contract the Houston Ship Channel from Houston Turning Basin to Norsworthy Dock shall be the total territory served by Houston Boatmen's Association and shall be divided into four areas as follows:

Area No. 1 shall comprise that portion of the channel including the Turning Basin and extending down to and including the Sprunt's Dock.

Area No. 2 shall comprise that portion of the channel from Sprunt's Dock to and including Old Manchester Dock.

Area No. 3 shall comprise that portion of the channel from Old Manchester Dock down to and including the Manchester Terminal Dock.

Area No. 4 shall comprise that territory from Manchester Terminal Dock down to and including Norsworthy Dock.

AGREEMENT

DOCKING OR UNDOCKING

Section No. 1. A fee of $8.00 shall be charged for mooring or unmooring vessels in the whole territory served by Houston Boatmen's Association.

SHIFTING

Section No. 2. A fee of $8.00 shall be charged for the entire service of shifting a vessel in that territory known as Area No. 1.

Section No. 3. A fee of $10.00 shall be charged for the entire service of shifting a vessel in that territory known as Area No. 2.

Section No. 4. A fee of $12.00 shall be charged for the entire service of shifting a vessel in Area No. 3.

Section No. 5. A fee of $16.00 shall be charged for the entire service of shifting a vessel in that territory heretofore described as Area No. 4.

For the purposes of this agreement the charge shall be governed by the furthest area entered for any part of a shifting job.

Section No. 6. A ship releasing from the docks for sailing and tying upon any portion of the channel shall be charged $16.00. This charge covers the entire operation of releasing from dock, tying up and releasing for final sail.

A fee of $12.00 shall be charged for the entire service of breasting a ship across any portion of the channel where neither a pilot or tow-boat is used for the shifting.

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