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PORT OF HOUSTON MAGAZINE
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THE COVER

A brave band of Texans made a surprise attack on the forces of Mexican General Santa Anna to win Texas' freedom on April 21, 1836. The cover photo shows a ship passing the San Jacinto Battleground on its way to the Port of Houston. On the left is the famous old warship, the U.S.S. Texas, which is permanently berthed here and in the background is the beautiful monument which marks the site.
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By TED SUMERLIN

EIGHTEEN MINUTES of bitter fighting on the banks of the San Jacinto River on April 21, 1836, has gone down in history as one of the major battles of the world.

The Texan forces led by Sam Houston met and defeated the Mexican Army force led by Santa Anna to win freedom for Texas, which then became an independent republic. This victory cleared the way for the United States to later acquire almost one third of its present area.

Today the Battle of San Jacinto is memorialized by a monument that reaches 570 feet into the blue Texas sky, making it one of the tallest spires in the world and the only monument of its design. In the base of the monument is a museum with a great collection of Texiana.

The San Jacinto Battleground State Park Commission, under the dynamic leadership of W. N. Blanton, Sr., chairman, is constructing an impressive gateway to the park area. Incidentally, Mr. Blanton is also vice chairman of the Houston Port Commission.

Governor Price Daniel will dedicate this entrance way on April 21, the anniversary of the battle. The governor and his official party will arrive at San Jacinto Battleground on board the Port's Inspection Boat Sam Houston. They will board the boat at Houston's world famous Turning Basin to cruise down the Ship Channel to San Jacinto Battleground.

Standing on the fantail of the Battleship Texas, which is permanently berthed at San Jacinto as a shrine, the Governor will review the elements of the Texas Navy, which will be one of the largest flotillas ever to cruise the Houston Ship Channel. The Navy has been "recruited" from the ranks of Texas boat owners.

After the review, the Governor will then dedicate the memorial archway. Speakers at the dedication will recall how the Anglo-American settlers rebelled when General Antonio Lopez de Santa Anna set himself up as a dictator.

Previously the settlers had accepted the constitutional rule in this most northern state of Mexico. However, General Santa Anna turned from the original constitutional government to a strong dictatorship, and personally led an army of 6,000 men to enforce his rule. The Texan settlers decided to resist and set up their own army. At Washington-on-the-Brazos they declared their independence.

The Texans were defeated at the Battle of the Alamo, where San Antonio is now located. The Mexican Army murdered the Texans down to the last man, but the Texans came out with the famed battlecry: "Remember the Alamo!"

The Mexican forces marched ruthlessly across Texas, confident that they would subdue the rebels. But it was this confidence that caused their downfall at San Jacinto.

General Sam Houston had only about 300 men at Gonzales, so he decided that his group should retreat until they could fight on their own terms. Santa Anna by-passed the small group of Texans and went on to burn the Texas provisional government at Harrisburg, near what is now the Houston Turning Basin.

Sam Houston's troops followed the Mexicans down Buffalo Bayou toward Galveston Bay. The President of the Texas Republic and his aides escaped by boat, so Santa Anna turned back in an effort to cross San Jacinto River where it intersected Buffalo Bayou.

The Mexican Army and Sam Houston's small band of Texans set camp within sight of each other at San Jacinto. The Mexicans were confident that their overwhelming forces would deter an attack, so they relaxed, waiting for Santa Anna to order the battle against the Texans.

The most graphic description of the battle that ensued is Sam Houston's official report which was sent to the President of the Republic. He said:

"At half-past three o'clock in the evening, I ordered the officers of the Texian Army to parade their respective commands. . . . Our troops paraded with alacrity and spirit, and were anxious for the contest. Their conscious disparity in numbers seemed only to increase their enthusiasm and confidence, and heightened their anxiety for the conflict. Our situation afforded me an opportunity of making the arrangements preparatory to the attack without exposing our designs to the enemy. The first regiment, commanded by Colonel Burleson, was assigned to the center. The second regiment, under the command of Colonel Sherman, formed the left wing of the army. The artillery (two cannons donated to the Texian cause by the citizens of Cincinnati, Ohio, and affectionately called the "Twin Sisters") under special command of Colonel George W. Hockley, Inspector-General, was placed on the right of the first regiment; and four companies of infantry, under the command of Lieut.-Col. Henry Millard, sustained the artillery upon the right.

"Our cavalry, 61 in number, commanded by Colonel Mirabeau B. Lamar whose gallant and daring conduct on the previous day had attracted the admiration of his comrades, completed our line. Our cavalry was first dispatched to the front of the enemy's left, for the purpose of attracting their notice, whilst an extensive island of timber afforded us an opportunity of concentrating our forces, and deploying from that point, agreeably to the previous design of the troops. Every evolution was performed with alacrity, the whole advancing rapidly in line, and through an open prairie, without any protection whatever for our men. The artillery advanced and took station within 200 yards of the enemy's breastwork, and commenced an effective fire with grape and canister.

"Colonel Sherman, with his regiment, having commenced the action upon our left wing, the whole line, at the center and on the right, advancing in double quick time, rung (sic) the war-cry 'Remember the Alamo!' received the enemy..."
San Jacinto—

Continued from page 7

my fire, and advanced within point blank shot before a piece was discharged from our lines. Our lines advanced without a halt until they were in possession of the woodland and the enemy’s breastwork—the right wing of Burleson’s and the left of Millard’s taking possession of the breastwork; our artillery having gallantly charged up within seventy yards of the enemy’s cannon, when it was taken by our troops.

“The conflict lasted about eighteen minutes from the time of close action until we were in possession of the enemy’s encampment, taking one piece of cannon (loaded), four stand of colors, all their camp equipage, stores and baggage. Our cavalry had charged and routed that of the enemy upon the right, and given pursuit to the fugitives, which did not cease until they arrived at the bridge (Vince’s Bayou) . . . The conflict in the breastwork lasted but a few moments; many of the troops encountered hand-to-hand, and, not having the advantage of bayonets on our side, our riflemen used their pieces as warclubs, breaking many of them off at the breech. The rout commenced at half-past four, and the pursuit of the main army continued until twilight . . .”

Houston wrote his report four days after the battle in which he was painfully wounded, one of the few Texan casualties. Only nine Texans were killed, or mortally wounded and thirty more wounded less seriously. Of the Mexicans, according to Houston’s official report, 630 were killed, 208 wounded and 730 taken prisoner. Among the last was Santa Anna himself who was captured in disguise on the day following the battle.

Manager Named For Electrical Division

Texas Marine and Industrial Supply Company, of Houston and Galveston, has just announced the appointment of George T. di Zerega as manager of the electrical department of that company. For the past 10 years he has been in the marine electrical supply business.

Mr. di Zerega, a marine electrical engineer, attended Carnegie Institute and worked with Westinghouse, after which he was an electrical engineer for the Maritime Commission in the construction of new ships.

Texas Marine and Industrial Supply Company plans to make its electrical department into the most complete of its kind in the Gulf Coast area.
On the bridge, President Lemus, center, is flanked by Foreign Minister Dr. Alfredo Ortiz Mancia, left, and by Commissioner Hamblen and El Salvador’s Minister of Public Works Roberto A. Parker. In the background are Colonel Manuel de J. Cordova, Chief of Staff of the Army of El Salvador, and Robert F. Corrigan, Deputy Chief of Protocol, Department of State, Washington.

A smiling President Lemus stands by the Lone Star Flag on the jackstaff of the Sam Houston.

President Lemus Visits Houston

A TRIP down the Ship Channel aboard the port’s inspection vessel Sam Houston was one of the highlights of a two-day visit to Houston by El Salvador’s President Jose Maria Lemus and members of his official party who had earlier paid a state visit to Washington at the invitation of President Eisenhower.

During the trip—the first aboard the Sam Houston by a nation’s president—El Salvador’s friendly chief of state chatted amiably and intently with Houston foreign traders, viewed the channel industries from the bow, took a turn at the helm and rode the bridge before debarking at the San Jacinto Battlegrounds.

Host on the trip for the Navigation District was Commissioner J. P. Hamblen who had earlier met President Lemus during a visit to El Salvador in January as representative of both the City of Houston and the Navigation District on a trip sponsored by the East Texas Chamber of Commerce.

Commissioner Hamblen pauses over coffee with the Ambassador of El Salvador, Dr. Hector David Castro, right; Raymond Hoo, Dean of the Houston Consular Corps and Consul of China; Ben L. Golub, vice president of the Houston World Trade Association, and Mr. Corrigan (seated, center).

At the Battlegrounds, President Lemus prepares to debark with Foreign Minister Ortiz, right, and says goodbye to William L. Brewster, left, president of the Houston World Trade Association, Nicholas Patton, general sales manager of the Port of Houston, Joseph E. Davies, vice president States Marine-Isthmian Agency, and Vincent D. Williams, administrative assistant of the Port of Houston.
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PORT OF HOUSTON MAGAZINE
On The Houston Ship Channel

Huge Industrial Area To Be Available

By LLOYD GREGORY
Information Director
Port of Houston

A 5,000-acre tract on the north side of the Houston Ship Channel has been made available for industrial development by the recently directed close down and disposal of the San Jacinto Ordnance Depot.

The order by Secretary of Defense Neil McElroy represented a notable victory for Congressman Albert Thomas, who, after a three-year fight, succeeded in getting Congress to authorize, but not order, the move. The final decision was left to Defense Secretary McElroy.

Congressman Thomas was backed in his fight by the Navigation and Canal Commissioners of the Harris County Houston Ship Channel Navigation District, the Harris County Commissioners Court, the Houston Chamber of Commerce, and the mayors of Houston, Jacinto City, Pasadena and Galena Park.

"The law passed by Congress is clear and unequivocal," Congressman Thomas said.

"The land will have to be sold for cash under public bid procedure by the General Services Administration."

"The proper development of the 5,000 acres would be of immeasurable value to the Port of Houston, to Harris County and the state of Texas," Mason G. Lockwood, president of the Houston Chamber of Commerce, and nationally known consulting engineer, said.

"The land fronts for several miles on the Houston Ship Channel, and it is reasonable to assume will attract several major industries."

"Additional industrial water for the Houston area must come from the east, probably from the Trinity River. A topographical study will show that the gravity canal bringing the water will be near the old San Jacinto Depot tract, thus making readily accessible a tremendous supply of fresh water."

The U. S. Army purchased the 5,000 acres in 1941 for around $1,718,825.

Thomas and Houston industrial realtors have estimated the land today is worth from $3,000 to $5,000 an acre.

The ammunition at San Jacinto Ordnance Depot is stored in 198 concrete and steel underground igloos, 50 to 80 feet in length, and spaced 100 yards apart; and in seven above-ground magazines.

Most of the acreage is wooded. In addition to the igloos and magazines there are 281 buildings; 18 miles of railroad track, including a classification yard, storage yard and spurs, with a total capacity of 358 cars; 43 miles of roads; a $12 million ammonia production plant, owned by the government, but operated by a civilian contractor; and a small dock.

The acreage is bounded on the north by Market Street Road; on the west by Penn City Road; on the east by De Zavalla Road; and on south-southeast by the Houston Ship Channel.

Vairon & Company Has New Asst. Manager

Ronald J. Radley has been appointed assistant manager of Vairon & Co., freight forwarders, announced Reed Allen, manager.

Mr. Radley comes to Vairon with over three years shipping experience.

John Weiler Speaks

John Weiler, district sales manager for the Port of Houston in North Texas, spoke to the luncheon meeting of the Transportation Club of Fort Worth on March 16. After the speech the group watched the Port of Houston's movie. "Inland City on the Sea."
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PORT OFFICES: Houston, Jacksonville, Miami, New Orleans, Tampa, San Juan, P. R., Ponce-Mayaguez, P. R.
Branch Office For Mississippi Shipping To Open

Mississippi Shipping Company, Inc., owners and operators of the Delta Line with headquarters in New Orleans, will open a branch office in Houston, on May 1.

This company has been serving Houston with regular sailings to the East Coast of South America and the West Coast of Africa for many years and because of the increasing importance of the port of Houston they find it desirable to have an office of their own in Houston.

The company will continue to have weekly sailings from Houston to Rio de Janeiro, Santos, Montevideo, and Buenos Aires with regular service to Belem, Fortaleza, Recife, Bahia, Paranagua, Rio Grande, and Porto Alegre. As well, they will continue having a sailing every three weeks to ports in West Africa covering the range from Dakar, Senegal, to Portuguese Angola, the main ports of call being Dakar, Monrovia, Abidjan, Pointe Noire, Matadi, Luanda, and Lobito.

The company has been a large coffee carrier ever since it was founded in 1919 and brings much coffee into the port of Houston on both of its services.

C. R. Ryan will be transferred from the New York office of the company to manage the office in Houston. L. R. Westerman, formerly assistant terminal manager at the Port of Houston, will be assistant manager. All other personnel will be from Houston. Offices will be in the Fidelity Bank and Trust Company Building located on the corner of Texas Avenue and Caroline Street.

Four Promotions Are Announced At Port

Four promotions on the waterfront at the Port of Houston were announced by J. P. Turner, general manager.

A. F. Othold, formerly chief clerk at the grain elevator who has been with the port since 1946, and George S. Wilson, a 14-year veteran employee who has been office manager at the terminal office, have both been named assistants to the terminal manager. This position is newly-created.

K. P. Roden, formerly clerk at the grain elevator, has been promoted to a new position, assistant to the elevator manager. M. L. Warren, who was a clerk at the grain elevator, has been promoted to chief clerk.

TOPPER FOR THE TOP MAN—Henry C. Parke, center, national president of the Propeller Club of the United States, was presented with a Texas cowboy hat at a joint meeting of the Houston and Galveston clubs. Fred Drew, left, president of the Port of Houston Club, is offering advice while Karl Sosnowy is fitting the new hat. The two clubs hold a joint meeting each spring.

THE PORT'S inspection vessel Sam Houston was given two new, 49-star American flags recently by the Presidents and Secretaries Council of the Lions Clubs of Greater Houston in appreciation of its services in taking groups of Lions on inspection tours of the Ship Channel. Here District Governor Cecil Bray, center, makes presentation to Commissioner J. P. Hamblen of the Navigation District and Captain Roy Faulkner, skipper of the Sam Houston. At left are J. R. (Bob) Stevens, Deputy District Governor of Lions and Esteban (Steve) Rodriguez, President of the Council making the gift.
U. of H. To Hold Importing Classes

A series of conferences on importing and how to go about it will be held on the University of Houston campus each Tuesday night, April 7 through May 12, Vernon Engberg, chairman of the Department of Transportation and Foreign Trade at the University has announced.

Co-sponsored by the University and the Houston World Trade Association, the conference will feature experienced Houston executives in the fields of importing, banking, insurance, transportation and marketing.

Commenting on the series of lectures, William L. Brewster, president of the Houston World Trade Association, said: “Import revenues through the Port of Houston are at an all time high and are reflected in the customs collections and tonnage increases of 1958. This indicates a bright future for importing and points up the need for conferences of this sort.”

Jim Bennett Opens Forwarding Firm

Jim Bennett, who has been in the forwarding business in Houston for 11 years, has now opened the Bennett Forwarding Company.

The new company has offices at 617 Shell Building and the telephone number is CApitol 5-0351.

A native Houstonian, Mr. Bennett served in the Navy during World War II. Prior to that he was employed by a railroad.

Hansen & Tidemann Name Is Changed

The name of Hansen, Tidemann & Dalton Steamship Company, Inc., has reverted to its original name of Hansen & Tidemann, Inc., Svend Hansen, president, announced.

In addition, the company’s corporations in Louisiana and Delaware are also taking the same name, Mr. Hansen said.

The firm was organized in 1936 with the name Hansen & Tidemann, Inc.

Mr. Hansen pointed out that there will be no changes in management, operation, telephone numbers or cable addresses.

Custom Collections Hit Peak For Month

Port of Houston custom collections for February totaled $1,854,247, Deputy Customs Collector C. M. Maiier, announced.

The February collections, which set an all-time high for the month of February, were $150,000 more than the total for January. Collections for February, 1958, were $1,180,334.
Frank Ward Named Sales Assistant
In New York

Frank R. Ward, well-known in transportation circles around the New York area, has been named assistant to Port of Houston District Sales Manager John A. Lala with offices in New York City. Mr. Ward was formerly with the Spectos Mid-States Company and prior to that he was sales manager for Riss and Company, motor freight carriers.

For 10 years Mr. Ward was export traffic manager for the Vulcan Iron Works. He is a graduate of Seton Hall University at South Orange, N. J. He is a native of West Orange.

Mr. Lala and Mr. Ward will be delighted to aid shippers in the New York area. The New York office for the Port of Houston is located at Room 442, 25 Broadway.

T. T. & T. Adds Personnel Here

Several promotions and title changes and expansion of the Houston office were announced for Texas Transport and Terminal Co., Inc., by S. A. Dunlap, vice president.

BAYOU-BUILT BARGE—The first of two large barges was launched at the Greens Bayou plant of Todd Shipyards Corporation. The first barge, christened the Florence, is 272 feet long, has a 66-foot beam and a depth of 24 feet. This vessel and its sister barge will be used by the Oliver J. Olson & Co., steamship and barge operators of San Mateo, California. Each barge has a capacity of 5400 tons of dry general cargo plus 14,000 barrels of liquid cargo.

Philip E. Kuntz, formerly traffic manager who has been with the company for 22 years, has been promoted to operations manager. A. B. Clarke has been named traffic manager. He was formerly manager of inbound freight.

Wayne J. Bourgeois has been moved from New Orleans to Houston to become line manager of the Grancolombiana section. He is now on an extensive tour of South and Central American ports. J. R. Taylor is line manager of the Venezuelan section and J. A. Duderstadt is the new manager of the inbound freight department.

Robert B. Brandon has been moved from Galveston to Houston to become the new manager of trade promotion. F. M. Gibson, who has been with the company for 30 years, is manager of the wharf department.

R. L. Glenn has been moved from New Orleans to augment the Latin American Division and Captain Farrell L. Winborne has been transferred from New Orleans to Houston to be stowage coordinator.

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Request Is Made For Ship Channel Improvement Funds

Congressman Albert Thomas has requested $6 million for development of the Houston Ship Channel.

The Houston Congressman proposed that $3 million be used to deepen the Ship Channel to 40 feet and widen it to 500 feet.

Another $3 million was asked to carry on survey work along the San Jacinto River, looking towards its development as another Ship Channel to serve more industrial property.

The project of deepening and widening the Ship Channel was approved 18 months ago, but as yet no money has been appropriated. Mr. Thomas pointed out that the work is necessary so Houston can handle the larger ships now being constructed. The present project depth is 36 feet.

Land fronting on the Ship Channel is becoming exhausted and Mr. Thomas believes that enlarging the San Jacinto River will provide the much needed frontage on deep water.

Isthmian Lines Steps Up Service

Isthmian Lines, Inc., announced that the Isthmian-Matson joint Hawaiian service has increased the frequency of sailings to the Hawaiian Islands from Atlantic and Gulf ports to the basis of every 12 days or better.

Isthmian-Matson joint service offers the only direct sailings from Atlantic and Gulf ports to all Hawaiian Island main ports, namely, Honolulu, Kahului, Nawiliwili, Port Allen and Hilo.

Berth agent at Atlantic and Gulf ports for the direct service is States Marine-Isthmian Agency, Inc.

Japanese Firm Opens Office In Houston

One of Japan's largest export-import firms, Ataka & Co., has opened a branch office in Houston.

Located at 3311 Montrose Blvd., the company's office is managed by Noboru Itaya.

Itaya, Houston's first Japanese agent for an export-import firm, said he hopes to improve cultural and commercial relations between this city and Japan.

Ataka exports and imports machinery, metals, foodstuffs, lumber, paper, chemicals and textiles.
Trade Center Financing Is Offered Port

Several nationally known investment firms have offered to finance the construction of the World Trade Center which is now being considered by members of the Houston Port Commission.

At present the Commissioners are primarily concerned with the sale of $12.5 million of revenue bonds.

Howard T. Tellepsen, chairman of the Port Commission, indicated that he considers the offers to finance the building as reasonable.

The offers that have been received will be submitted to the Port Commission for study after the bonds have been sold. The total project may cost as much as $2,500,000.

In the meantime the Houston World Trade Association will hear reports on April 6 from committee men who have been making a survey of foreign trade interests in the Houston area to determine the need for a World Trade Center. Members of the Association already have reservations for more than one-third of the total amount of space which will be available, according to preliminary reports.

The site being considered for the proposed building is at Texas Avenue and Crawford Street, just in back of the present Port Commission Building.

The architectural firm of Wilson, Morris, Crain and Anderson has drawn the preliminary plans for the building. It would have 132,504 square feet of space, of which 78,555 square feet would be rentable. The building would have a four-story base and a tower of 11 stories.

It is planned that the first floor of the building would have permanent exhibit space for consulates and others, as well as an auditorium. The fourth floor would have a club facility and dining rooms. Offices would be located on the second, third and all floors above the fourth.

Port Bureau Objects To Switching Rates

By ERNEST M. SHARP
Traffic Manager,
Houston Port Bureau

The Houston Port Bureau, Inc., has filed with the Interstate Commerce Commission a petition protesting and asking for suspension and investigation of proposed increased switching charges in Houston published in tariffs scheduled to become effective April 10.

The Houston rail lines originally proposed to increase the switching charges by establishing a minimum charge per car of $51 for single line and $55 for joint line movements. The present charges to and from the docks range from $20.71 to $37.16 per car regardless of whether single or joint line movement.

Shippers and others in the area including the Bureau showed considerable opposition and registered numerous protests resulting in the rail lines amending their proposal to provide for a minimum charge of $30 per car for single and $35 per car for joint line movements. These have been published in tariffs which, if not suspended, become effective April 10.

The Bureau in its petition for suspension and investigation alleges that the charges as published are in violation of Interstate Commerce Act in that they are unjust and unreasonable, discriminatory and prejudicial to the Port of Houston.

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Houston and Galveston for:
SCANDINAVIAN-AMERICAN LINE
BROCKLEBANKS' CUNARD SERVICE (GULF)
CUNARD LINE-GULF/U. K. SERVICE
OFFICES
NEW ORLEANS MEMPHIS GALVESTON DALLAS

Chilean Line

Compania Sud Americana de Vapores
Regular Fast Freight Service From
HOUSTON • GALVESTON • NEW ORLEANS
AND OTHER PORTS AS CARGO OFFERS TO
COLOMBIA • ECUADOR • PERU
BOLIVIA • CHILE
INCLUDING PUNTA ARENAS, CHILE DIRECT
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Tel. Whitehall 3-8600
Gulf Agents:
STRACHAN SHIPPING CO.
NEW ORLEANS • HOUSTON • MOBILE • GALVESTON • CHICAGO • ST. LOUIS • CINCINNATI
DALLAS • KANSAS CITY • MEMPHIS • ATLANTA

INDEPENDENT
GULF LINE
(Vinke & Co., Amsterdam, Managers)
FORTNIGHTLY
to and from the
CONTINENT
AMERIND SHIPPING CORPORATION
General Agent U.S.A.
Houston • Galveston • New York
New Orleans • Memphis • St. Louis

J. H. BLADES & CO.
Marine Insurance
NOT A SIDELINE
HOUSTON JA 9-4103

APRIL, 1959
HELLENIC LINES

REGULAR EXPRESS SERVICE

From Gulf Ports to

• MEDITERRANEAN PORTS
• RED SEA PORTS
• PERSIAN GULF
• INDIA, PAKISTAN
• CEYLON

• Heavy Lifts
• Deep Tanks
• Refrigerated Space
• Passenger Accommodations

HELLENIC LINES, Ltd.

NEW YORK: 39 BROADWAY
NEW ORLEANS: 319 INTERNATIONAL TRADE MART

HANSEN, TIDEMANN AND DALTON

AGENTS AT
HOUSTON
CORPUS CHRISTI
GALVESTON
MOBILE
DALLAS
MEMPHIS

LUNCH FOR SHIPPERS—Guests aboard the Royal Netherlands Steamship Company’s Motor Vessel Doris were entertained at lunch by Captain G. Brandhoff. Seated are, left to right, Gil Johns, Oil Center Tool Company; Reed Allen, Jr., Vairon & Co.; L. G. LaGrange, Strauchan Shipping Co.; Charles Colbourn, Maritime Oil Co.; Vernon Merkent, Tennessee Gas; L. J. Piotetz, Oil Center Tool Co.; J. E. Schumacher and Bob Effinger, both of Reed Roller Bit Co. Standing are Capt. Brandhoff; Jack Grundy, Reed Roller Bit Co.; Martin Dalton, Global Supply Co.; M. Pool, chief officer; P. C. Visser, chief engineer, and Walter Sama, Lee Construction Co.

RIG FOR VENEZUELA—This is a truck mounted drilling rig which was shipped to Servicios Puno Anmagueti at Guanta, Venezuela, by the Frank Division of Cabot Shops, Inc. This large truck assembly, which weighed a total of 67,372 pounds, was stowed under decks on the Royal Netherlands Steamship Company’s Amazonas. J. P. Harle Forwarding Company handled the shipment and Strauchan Shipping Company is agent for the ship.

BLOOMFIELD STEAMSHIP COMPANY

Owners, Operators, Agents United States Flag Vessels

Regular Sailings From U. S. Gulf Ports to Continental Europe, East Coast of United Kingdom and Scandinavia-Baltic

STATES MARINE LINES—Berth Agents
Offices In All Principal Gulf Ports
## General Cargo Ships Sailing From The Port of Houston

(These are approximate dates, subject to change. For exact sailing dates consult the vessel’s agent or your freight forwarder.)

### CONTINENTAL EUROPE

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>VESSEL</th>
<th>LINE</th>
<th>AGENT</th>
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<tbody>
<tr>
<td>Antwerp, Rotterdam</td>
<td>Adalberta</td>
<td>Lykes Cont.</td>
<td>Lykes Bros.</td>
<td>April 22</td>
<td>April 29</td>
</tr>
<tr>
<td>Antwerp, Rotterdam</td>
<td>N. G. L.</td>
<td>Biehl &amp; Company</td>
<td>April 8</td>
<td>April 10</td>
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<tr>
<td>Bremen, Hamburg</td>
<td>A Steamer</td>
<td>Hapag</td>
<td>Biehl &amp; Company</td>
<td>April 18</td>
<td>April 20</td>
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<tr>
<td>Bremen, Hamburg</td>
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<td>Oscar</td>
<td>Biehl &amp; Company</td>
<td>April 19</td>
<td>April 21</td>
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<tr>
<td>Contum, Baltrum</td>
<td>Kyreina</td>
<td>Dutch 5 S. Corp.</td>
<td>April 12</td>
<td>April 14</td>
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<tr>
<td>Stralsund, Baltrum</td>
<td>Thalatta</td>
<td>Biehl &amp; Company, Lykes Bros.</td>
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<td>April 27</td>
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<tr>
<td>Stralsund, Baltrum</td>
<td>Thalatta</td>
<td>Biehl &amp; Company, Lykes Bros.</td>
<td>April 20</td>
<td>April 27</td>
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*Also calls Havre, S. A. L.*

### CUBA, WEST INDIES, NORTH COAST OF SOUTH AMERICA, CENTRAL AMERICA

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>VESSEL</th>
<th>LINE</th>
<th>AGENT</th>
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<th>SAILS</th>
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<tr>
<td>Havana, Cuba, Puerto Rico</td>
<td>Cidado De Maracay, Venezuela</td>
<td>United Fruit</td>
<td>April 5</td>
<td>April 6</td>
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<tr>
<td>Guateo, Marcaricoa</td>
<td>United Fruit</td>
<td>April 8</td>
<td>April 13</td>
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<tr>
<td>Puerto La Cruz</td>
<td>A Steamer</td>
<td>April 13</td>
<td>April 26</td>
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<tr>
<td>Cidado De Maracay, Venezuela</td>
<td>United Fruit</td>
<td>April 8</td>
<td>April 13</td>
<td></td>
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<tr>
<td>Cidado De Maracay, Venezuela</td>
<td>United Fruit</td>
<td>April 26</td>
<td>April 27</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Puerto Rico, Puerta Grande</td>
<td>A Steamer</td>
<td>April 13</td>
<td>April 26</td>
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*Also calls Port-au-Prince*

### UNITED KINGDOM

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<tr>
<td>Liverpool, Manchester</td>
<td>Interceptor</td>
<td>LeBlanc-Parc, Inc.</td>
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<td>Margo</td>
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<td>April 11</td>
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<tr>
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<tr>
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<td>May 28</td>
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<tr>
<td>Liverpool, Manchester</td>
<td>Scandinavian</td>
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<td>May 26</td>
<td>May 28</td>
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</tr>
<tr>
<td>Liverpool, Manchester</td>
<td>Margo</td>
<td>LeBlanc-Parc, Inc.</td>
<td>May 26</td>
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<tr>
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<td>Scandinavian</td>
<td>LeBlanc-Parc, Inc.</td>
<td>May 26</td>
<td>May 28</td>
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*Also calls Southampton*

### AUSTRALIA, NEW ZEALAND

<table>
<thead>
<tr>
<th>DESTINATION</th>
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<th>LINE</th>
<th>AGENT</th>
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<th>SAILS</th>
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<tbody>
<tr>
<td>Auckland, Wellington</td>
<td>Marmara</td>
<td>Bank</td>
<td>April 17</td>
<td>April 20</td>
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<tr>
<td>Brisbane, Sydney</td>
<td>Marmara</td>
<td>Bank</td>
<td>April 20</td>
<td>April 22</td>
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</tr>
<tr>
<td>Maurenne, Adelaide</td>
<td>Marmara</td>
<td>Bank</td>
<td>April 20</td>
<td>April 22</td>
<td></td>
</tr>
<tr>
<td>Port-au-Prince</td>
<td>Marmara</td>
<td>Bank</td>
<td>April 20</td>
<td>April 22</td>
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*Also calls Phillip Island, Far East*

### PHILIPPINE ISLANDS, FAR EAST

<table>
<thead>
<tr>
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<th>VESSEL</th>
<th>LINE</th>
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<tbody>
<tr>
<td>Amoy, Foochow</td>
<td>N. Y.</td>
<td>Strachan Shipyards, Co.</td>
<td>April 21</td>
<td>April 29</td>
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<tr>
<td>Osaka, Kobe, Nagoya, Yokohama</td>
<td>N. Y.</td>
<td>Strachan Shipyards, Co.</td>
<td>May 7</td>
<td>May 9</td>
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<tr>
<td>Ceylon, Colombo, Singapore, Batavia</td>
<td>N. Y.</td>
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<tr>
<td>Singapore, Singapore, Batavia</td>
<td>N. Y.</td>
<td>Strachan Shipyards, Co.</td>
<td>May 20</td>
<td>May 27</td>
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<td>Ceylon, Colombo, Singapore, Batavia</td>
<td>N. Y.</td>
<td>Strachan Shipyards, Co.</td>
<td>May 20</td>
<td>May 27</td>
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<td>N. Y.</td>
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<td>May 20</td>
<td>May 27</td>
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*Also calls Papeete*

### PORTUGAL, SPAIN AND MEDITERRANEAN

<table>
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<th>DESTINATION</th>
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<th>LINE</th>
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<tr>
<td>Barcelona, Valencia, Seville</td>
<td>Mar Nero</td>
<td>Nervion</td>
<td>April 10</td>
<td>April 11</td>
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<tr>
<td>Barcelona, Valencia, Seville</td>
<td>Mar Nero</td>
<td>Nervion</td>
<td>April 21</td>
<td>April 22</td>
<td></td>
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<tr>
<td>Oporto, Bissau, Tancos, Vila Franca</td>
<td>Mar Continente</td>
<td>Nervion</td>
<td>April 22</td>
<td>April 23</td>
<td></td>
</tr>
<tr>
<td>Barcelona, Genova, Naples</td>
<td>Lipari</td>
<td>Naples</td>
<td>April 9</td>
<td>April 15</td>
<td></td>
</tr>
<tr>
<td>Barcelona, Genova, Naples</td>
<td>Lipari</td>
<td>Naples</td>
<td>April 9</td>
<td>April 15</td>
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*Also calls Leuven*

### PORTUGAL, SPAIN AND MEDITERRANEAN

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<th>DESTINATION</th>
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<tr>
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<td>Lipari</td>
<td>Naples</td>
<td>April 9</td>
<td>April 15</td>
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*Also calls Leuven*
### SOUTH AFRICA

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<th>AGENT</th>
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<tbody>
<tr>
<td>Capetown, Port Elizabeth</td>
<td>Massaiah Maru</td>
<td>Compagnia Latino Americana</td>
<td>Biels &amp; Company</td>
<td>April 14</td>
<td>13</td>
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<tr>
<td>East London, Beira, Durban</td>
<td>Hitotsubashie Maru</td>
<td>Houston &amp; Wilson</td>
<td>Lykes Bros.</td>
<td>May 15</td>
<td>8</td>
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<tr>
<td>Durban, Port Elizabeth, Mossel</td>
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<tr>
<td>Sand</td>
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<td>WS</td>
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### MEXICAN PORTS

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<tr>
<td>Bahia, Rio De Janerio</td>
<td>Del Santos</td>
<td>Del</td>
<td>Lykes Bros.</td>
<td>April 24</td>
<td>25</td>
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<tr>
<td>Santos, Buenos Aires</td>
<td>Del</td>
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<tr>
<td>Montevideo, Buenos Aires</td>
<td>Del Mar</td>
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### SOUTH AMERICA, EAST COAST

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<tbody>
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<tr>
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<td>Rio Grande</td>
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### WEST AFRICA

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<tr>
<td>Dakar, Conakry, Monrovia</td>
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<tr>
<td>Abidjan, Port Gentil, Pointe</td>
<td>Jessie Guina</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Nair, Matadi, Luando, Libreville</td>
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### SOUTH AMERICA, WEST COAST

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<tr>
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<td>San Antonio, Talcahuano, San Vicente, Puntaarenas</td>
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### COASTWISE PORTS

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<tr>
<td>New York</td>
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<td>Pan Atlantic</td>
<td>Pan Atlantic 5.5 Corp.</td>
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### EGYPT, INDIA AND PERSIAN GULF

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<tr>
<td>Alexandria, Port Said, Suez, Jeddah, Port Sudan, Djibouti</td>
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### SCANDINAVIAN PORTS

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<tr>
<td>Odense, Copenhagen, Aarhus, Stormarn,</td>
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</tr>
</tbody>
</table>

### APRIL 1959
"It will pay you to contact your local Sinclair Representative or write Sinclair Refining Company, Marine Sales Dept., 600 Fifth Avenue, New York 20, N. Y."

"TO KEEP IT TURNING LONGER...FOR LESS"

To keep pace with the rapid advances in marine propulsion units, Sinclair Research is constantly exploring new ways to improve fuels and lubricants. The result is a great line of Sinclair Marine Products you can rely on to keep your wheel turning at highest efficiency and lowest cost. Such products as Sinclair Diesel Fuels and Sinclair Lubricants RUBI LINE® and TENOL® have made Sinclair a great name in marine oils.

SINCLAIR MARINE LUBRICANTS

SERVICES FROM HOUSTON and other Gulf ports

INDIA SERVICE
Karachi • Bombay • Calcutta • Madras • Colombo • Rangoon
Also calls Mediterranean and Red Sea ports

PERSIAN GULF SERVICE
Dammam • Kuwait • Basra • Bahrain • Khorramshahr
Bandar Shahpura • Abadan • Bahrein
Also calls Mediterranean and Red Sea ports

HAWAIIAN ISLANDS SERVICE*
Honolulu • Port Allen • Nawiliwili • Hilo • Kahului

* Isthmian-Matson Joint Service

World Wide Cargo Services from All Coasts of the United States

Baltimore • Beaumont • Brownsville • Buffalo • Calexico
Chicago • Cleveland • Dallas • Detroit • Fresno • Galveston
Houston • Long Beach • Los Angeles • Memphis • Mobile • New Orleans • New York • Norfolk • Philadelphia • Portland, Ore.
San Francisco • Seattle • St. Louis • Tampa • Washington, D. C.

States Marine-Isthmian Agency, Inc.

BERTH AGENTS

CAPitol 7-3370
English Fords for Houston

A shipment of English automobiles for Ford Motor Co., Houston, is unloaded from the SS LEIV ERIKSSON at Long Reach Docks. Agent for the ship was Biehl & Company and the shipment was handled by W. R. Zanes & Company.

THIS IS LONG REACH

- Berthing for 8 vessels
- Marginal rail trackage 3428 ft.
- Simultaneous handling 200 cars
- Locomotive cranes, 75-ton derrick
- Modern freight handling equipment
- Covered area 1,400,000 sq. ft.

SHIP OVER

Long Reach Docks
AT PORT OF HOUSTON

Wharves • Warehouses • Cotton Compresses
Owned and Operated by GULF ATLANTIC WAREHOUSE CO., Houston 1, Texas