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PORT OF HOUSTON MAGAZINE
Port of Houston Magazine

Official Publication of the Harris County Houston Ship Channel Navigation District

Volume 1

October, 1959

Number 10

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The huge plant of the Champion Paper and Fibre Company is ideally located on the banks of the Houston Ship Channel. At the bottom of the picture may be seen the roadway entrance to the Washburn Tunnel which goes under the Ship Channel that may be seen on the right side. To learn the workings of this great industry, see Page 16.

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HOUSTON RANKS AS SECOND U. S. PORT

The Port of Houston in 1958 was second only to New York in total tonnage, according to records of the United States Army Corps of Engineers. Here's how the five top ports ranked:

- New York, 145,531,300 tons.
- Houston, 55,258,046 tons.
- New Orleans, 51,711,671 tons.
- Philadelphia, 46,663,736 tons.
- Baltimore, 41,703,309 tons.

In 1957, the Port of Houston was third, ranking behind New York and New Orleans.

Chairman Howard Tellepsen of the Harris County Houston Ship Channel Navigation District had a pat on the back for the voters of Harris County, and for General Manager J. P. Turner in connection with the Port's remarkable showing.

"The Port's resurgence dates back to Jan. 31, 1957, when the voters of Harris County passed by more than two-thirds margin the $7 million bond issue to provide badly needed facilities," Mr. Tellepsen said.

"General Manager Turner has provided much of the drive and know-how."

During the first six months of this year, the Port of Houston handled 29,466,249 tons, giving basis for the hope the Port in 1959 may experience its first 60 million ton year.

Although petroleum and petroleum products make up about 60 per cent of the Port's total tonnage, steady gains are being registered in general cargo. Tremendous increases have been recorded in importation of automobiles and steel, with the steel strike accelerating shipments of steel from Japan, Germany, Holland and Belgium.

Heavy machinery, oil field equipment for South America and the Middle East, synthetic resins and synthetic rubber are among major export items.

For the first eight months of 1959, the Port exported 56,741,163 bushels of grain, compared with 31,612,185 for the same period last year, T. H. Sherwood, manager of the grain elevator, reported.

"Wheat and milo, mainly from Texas and Oklahoma, are our big items at the Port of Houston," Mr. Sherwood said. "I note that feed grains—oats, barley and corn—are the big grain items moving through the St. Lawrence Seaway."

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C. E. (Chuck) Bullock, a husky 225-pounder with 22 years experience in railroading and steamboating, has been named operations manager of the Port of Houston, General Manager J. P. Turner announced.

Mr. Bullock resigned as general manager of the Port Terminal Railroad to accept his new post.

"Mr. Bullock will have charge of the operation and maintenance of all the Navigation District's expanding facilities," Mr. Turner said. "His background qualifies him for this important job."

Mr. Bullock's office will be in the new terminal office building near the docks. He is the first employee to hold the title of operations manager. Mr. Turner pointed out the tremendous growth in the Port's facilities and cargo made necessary Mr. Bullock's appointment.

Born in Mississippi, Mr. Bullock came to Houston in 1933 and went to work as a clerk for the Universal Newtex Steamship Company. After five years, he served two years as assistant dock superintendent for the Newtex Steamship Company, and then for a year was pier supervisor for the Clyde Mallory Lines.

In August, 1941, Mr. Bullock went to work for the Port Terminal Railroad as a switchman, and worked a year before enlisting in the U. S. Marines, with whom he served four years, being promoted to a sergeant in the Pacific area.

Discharged from the Marines in 1946, Mr. Bullock worked three months as dock superintendent for Isthmian Steamship Company before returning to the Port Terminal Railroad. He was named assistant superintendent in August, 1949; superintendent Dec. 1, 1950, and general manager Dec. 1, 1956.

The Port Terminal Railroad Association, which serves the Port of Houston, is composed of the Harris County Houston Ship Channel Navigation District and of seven railway lines.

OCTOBER, 1959

for the first time in nearly a decade saw a favorable balance of trade position. The first half of 1959, for example, combined to help the country’s economic end is not yet in sight have also come and a severe austerity program whose previous stand on foreign oil exploration. Freeing of certain domestic prices and a severe austerity program whose end is not yet in sight have also combined to help the country’s economic position. The first half of 1959, for example, saw a favorable balance of trade for the first time in nearly a decade ($126.8 million favorable as compared to $104.3 million unfavorable in the same period of 1958).

However, it is the prospect of petroleum independence at home and even future exportation of oil to other countries that is giving hope to both Argentines and to friends of the country who look for its return to the economic force it has traditionally been. Leases in Patagonia below the 42nd parallel to Pan American Petroleum, Union Oil, Shell and others have brought feverish activity in this cold and rugged area once known principally for sheep raising.

Ports formerly used only for wool shipping—Comodoro Rivadavia, Puerto Deseado, Puerto Ushuaia on the Straits of Magellan— are now handling the heavy machinery of the oil fields and getting regularly scheduled steampship service. They lie more than 9,000 miles south from Houston—farther than Moscow to the east or Tokyo to the west—and are plagued by frigid temperatures and high winds.

My Argentine visit followed three weeks spent in Rio de Janeiro, Sao Paulo and Santos, Brazil. While that neighboring country to the north offered nothing so dramatic as a colony of Texans and a booming oil development with its attendant Houston-shipped cargo, I found it still presents encouraging trade prospects.

ARGENTINA AND BRAZIL

Create Stories Bigger Than Texas

By VAUGHN M. BRYANT
Director of International Relations

"Drive carefully," says the card. "The person you hit may be a TEXAN."

The card is handed out in Buenos Aires by Barry Bishop, former Texas newspaperman, now press and information officer of the United States Embassy. But although he does happen to be a loyal Texan, he is not being facetious and it is not just a Texas joke.

Indeed, one’s chances of hitting a Texan in Buenos Aires—or in many other parts of Argentina today, for that matter—are, to quote the late Damon Runyon, "more than somewhat."

The Argentine capital and the bleak and barren land of Patagonia stretching south of it down toward the Antarctic are full of Texans these days—and other Southerners from Kansas, Oklahoma and Colorado who are busy searching and drilling for oil.

They are a welcome sight to the Argentine leaders who are banking on them to find and produce the oil the country needs to meet its growing demands.

And they are a welcome sight to people from the Port of Houston, too, as their activity means thousands of tons and millions of dollars worth of oil field equipment of all kinds shipped over Houston’s wharves to the far-away ports of the South Atlantic.

This steady and growing oil equipment trade to Argentina was one of the bright spots of my recent trip to the east coast of South America to meet with importers and exporters of Brazil and Argentina in an effort to promote more tonnage for the port. It represents a whole new field of welcome cargo development with that great country which is fighting its way out of the lean years of economic chaos into which it was plunged by seven years of Peronism.

Under President Arturo Frondizi, Argentina has done an about-face on many policies in the last year, including its previous stand on foreign oil exploration. Freeing of certain domestic prices and a severe austerity program whose end is not yet in sight have also combined to help the country’s economic position. The first half of 1959, for example, saw a favorable balance of trade for the first time in nearly a decade ($126.8 million favorable as compared to $104.3 million unfavorable in the same period of 1958).

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Brazil continues to tear along at a tremendous construction pace—factories, offices, highways, government buildings and others. In fact, it is even rushing to completion an entirely new capital, Brasilia, located several hundred miles west and north of Rio in the temperate, fertile state of Goyaz.

Brasilia is like nothing ever undertaken by modern man—a huge and modern metropolitan center hewn from the jungles and pushed to completion on a rush, rush, night and day, 24 hour schedule. There are already six hotels, a population of some 65,000, jet airport and the city still isn’t completed. But it will be on April 21st, next year, when the whole government will move from Rio with all buildings in readiness—presidential palace, congress, ministries, tribunals and others.

Amazing Sao Paulo, the world’s fastest growing city, puts Houston to shame only in the size and number of its new buildings and its rate of growth. Now more than 3 million and Brazil’s largest city, there’s an air of Houston to Sao Paulo. But for once Texans find they have run up against something even bigger. Sao Paulo is building skyscrapers three to one, just as glass and stainless steel modern, and twice as tall!

Its industry is tremendous. From

CONTINUED ON PAGE 24
ONE DAY in the spring of 1797 a small American schooner named “Rajah” sailed into New York harbor with a hold full of wrinkled, black berries. Her captain, Jonathan Carnes, would not say where she’d been, but word soon leaked out that the voyage had netted a 700 per cent profit. The cargo, 150,000 pounds of it, was the most valuable berry in the world: black pepper.

The Rajah, which had sailed from Salem, Massachusetts, started a fascinating chapter in American history. In the next 50 years, Salem’s pepper trade with the Orient did much to establish our young nation’s merchant marine. Hundreds of ships were built for this trade alone and they brought back millions of pounds of the pungent black spice. More than $5 million in pepper duties were added to the U. S. Treasury. At one point Salem contributed (mostly from pepper) duties equal to about five per cent of the Federal Government’s total budget.

The Salem story is but one incident in the amazing diary of pepper—a history that covers at least 5,000 years. Once worth its weight in gold, this king of spices helped ransom Rome. Some 3,000 pounds of pepper was demanded by Alaric the Goth, under threat that the city would be sacked and burned. Pepper was also a strong influence in the Age of Discovery. Columbus, Magellan, Vasco da Gama and the other explorers of their period sought pepper as avidly as any other treasure. Columbus first thought he had reached his goal the West Indies. They turned out to be allspice, but to this day when he found small, dark berries similar to peppercorns, growing in the spice is known in the Caribbean as pimento, which means pepper in Spanish—the name given it by the great admiral. Henry Hudson, whose discover of the Hudson River 350 years ago is being celebrated this year, was also looking for a new and shorter route to the pepper countries of the East.

When Vasco da Gama reached the Malabar coast of India in 1498 he found the home of this precious spice. There, where the annual rainfall averages well over 80 inches and the temperature never falls below 50°F, the vines that bear pepper berries have been flourishing since long before the Christian era. India is still by far the largest producer of this spice, although cultivation of the spice has since spread to other lands; chiefly Indonesia, Borneo, Ceylon and very recently, Brazil.

The Malabar area is on the southwestern coast of India. From it we receive two main varieties of black pepper—Tellicherry and Alleppey—which take their names from the ports through which they are exported. Traditionally, these Indian peppers command the highest price of any on the market. Long acclaimed by gourmets, Malabar pepper is used today in our finest food products. Characteristically, the India peppercorns are large, evenly shaped and rich in aroma and tang.

Black pepper is the fruit of a vine whose leaves resemble philodendron. At time of harvesting, the berries are cherry red, but after thorough drying in the sun they turn to a deep brown or black and become shrivelled and hard. At this point they are peppercorns, Th 
Pepper
His Berry is Gaining Popularity

The King of Spices may travel in picturesque river boats (called Vallom boats) before it reaches the great pepper marts of Alleppey, Ellichrerry, Cochin or Kozikode.

The 1959 model of the historic bullock cart is frequently used in India to bring pepper to market.

Nearing its final destination, this pallet of black pepper is being unloaded from the M.V. Tocansa, a C.T.O. line ship, at the Port of Houston.

Photos courtesy American Spice Trade Association.

Pepper producers send their spice to the U.S. in the whole form and most of it is ground by spice packaging companies here before it is sold. However, the whole peppercorns have become more familiar to Americans in recent years as a result of the new popularity of table peppermills.

If you look closely at the black pepper in your shaker, you will see that it is really a collection of small dark and light particles. This is because the peppercorn is composed of two parts; a dark colored outer husk and a light colored kernel. For the spice we call black pepper, the entire peppercorn is used. However, if it is to be sold as white pepper, growers let the berries mature longer on the vine and then remove the outer covering so that only the kernel remains. When this is round, we know it as white pepper.

Last year the U.S. imported about 38,000,000 pounds of pepper, more than 34,000,000 of which was black pepper. Americans have always been partial to the slightly more pungent black pepper, whereas the reverse is true in Europe and certain other parts of the world. Spices in general have shown a resounding increase in popularity in the past 10 years and pepper has followed the trend. During the first half of the last decade, our average yearly pepper imports totalled about 28 million pounds. In the past five years, the average has jumped to 37,000,000—a 30 per cent gain in a period when population has increased only 19 per cent.

What makes pepper so popular? Why has this particular spice dominated the trade throughout history? Why is it that in homes where little other seasoning is used, pepper is found in the cupboard and at the table?

The late Louis Diat, one of the most famous chefs of all time, once explained that pepper’s importance stems from the fact that no other spice does as much for as many different types of food. He noted that pepper will frequently be used three times in a dish before it is eaten; first as an ingredient in preparation; then, to “correct” the overall seasoning of the dish during or after cooking; finally, at the table if the diner prefers more seasoning.

The American Spice Trade Association believes that today’s increasing demand for pepper is part of a more adventurous attitude toward food. Between wartime experiences and greater tourist travel, more Americans have been tasting the foods of foreign lands and have brought back new enthusiasm for good seasoning.

The peppermill is an interesting sidelight in this picture. Up until a few years ago the American dinner table rarely saw one. Now there are millions of people who swear by the exquisitely fresh flavor that comes from grinding pepper as you use it. Millions more are staunch adherents of coarse pepper, a relatively new grind of pepper. This is particularly popular with the outdoor set because it is easily handled. Fine ground pepper often blows away before it hits the steak, but the coarser flakes zero in nicely and the “chef” becomes a hero.
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PORT OF HOUSTON MAGAZINE
WHY DO WE NEED WORLD TRADE?

TEXAS INTERNATIONAL TRADE ASSOCIATION AWARDS PRIZE TO WINNER OF NEW CONTEST

More than 70 members of the Texas International Trade Association were guests of the Port of Houston on board the Inspection Boat Sam Houston. Highlight of the quarterly meeting was the awarding of a $25 prize to William M. Hall, winner of the essay contest sponsored by the association and The Houston Chronicle.

Mr. Hall wrote on the importance of world trade as an integral part of Houston's thriving economy and he stoutly defended imports as essential.

This contest was the first phase of an educational program being undertaken by the association. At the same meeting the members voted three scholarships of $100 each to students of international trade at the University of Houston, University of St. Mary's in San Antonio and Southern Methodist University in Dallas.

Plans were also made to prepare and distribute a brochure on foreign trade. The brochures will be sent throughout the state.

The association voted to sponsor a Junior Import Association, similar in operation to the Junior Achievement group. It will be tried in Houston and if it is successful it will be expanded throughout the state. Under the plan, high school students would operate an import business on a small scale, with the support and counselling of the association.

A drive for new members for the association has been started. Anyone interested in joining the state-wide association should contact the secretary, George Krohn, 1614 National Bank of Commerce Building, Houston.

In his prize-winning essay, Mr. Hall, a commercial artist, pointed out that everyone, regardless of his business, is benefited in many ways by foreign trade.

"Without the Port of Houston, and the imports that it handles, the city on the bayou would not be where it is today — industrially, commercially, culturally or otherwise. Without the influence of imports on the economic life of the city, its institutions of learning, its great Medical Center, and its cultural and artistic pursuits would have been greatly lessened, many of them perhaps dying completely for want of financial support.

"As an important gateway to the world, the Port of Houston has much to offer residents of this fast-growing city. The port attracts a vast number of people to our city. Airlines, railroads and the family automobile follow this great influx of activity, swelling the pleasure and profit of individuals and business enterprises alike to an amazing extent.

"No longer do we live in an age of isolation, separated by lack of contact with foreign nations. Rather the world has been reduced in size to an extreme scarcely dreamed of a generation ago," Mr. Hall said.

"Because of this diminishing of time and space, we are the more dependent one upon the other. Thus are we made partners, in a very real sense, in the progress and advancement of every sphere of life and activity. This being true, it is easy to see how the increasing import trade contributes to the well being of those who come within the province of this vast enterprise."

Mr. Hall also brought out in his essay that the "many millions of dollars invested in private enterprise in the Ship Channel area, the great number of employees who promote such enterprise, and the gigantic payroll that accrues, is an impressive indication of the really tremendous impact of imports on the City of Houston.

"This has given Houston a cosmopolitan outlook and standing," Mr. Hall added. "Houstonians have learned there is an affinity between themselves and the people of other lands. This cultural growth has been hastened by the cosmopolitan influence effected through imports. Every person who comes within the range of this city's influence is a direct beneficiary of its success. And that success is definitely greater because of the influence of imports on the City of Houston."

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PORT OF HOUSTON MAGAZINE
Socony Mobil Oil Company, Inc., is shipping a duplicate of the world's largest portable oil drilling rig to the Mobil Oil Company of Canada, Ltd., Libyan Branch, for use in Libya. The first of these two giant rigs were shipped through the Port of Houston in June. This is the 128,970 pound draw works trailer which was loaded on the deck of the Almeria Lykes. The entire shipment, which went on three ships, totaled 742,000 pounds in 55,000 cubic feet. Both of the giant rigs were fabricated in the area. They were prepared for export by Lee Construction Company and the forwarder was Lee Shipping Company.

The World Trade Committee of the East Texas Chamber of Commerce held its first Fall meeting on board the Port of Houston's Inspection Boat Sam Houston. Fred J. Drew, past president of the Propeller Club of Houston, is chairman of the committee and H. E. Nance of Longview is vice chairman.

Proving that avocations do pay off, Ann Caliva gets a guided tour of the S.S. ALCOA CLIPPER during a 16-day Caribbean cruise she won for her essay, "The American Merchant Marine and Its Importance to My City and My State." A June graduate of the Incarnate Word Academy, Houston, Ann was one of twenty-two national student winners of the Propeller Club of the United States' 24th annual essay contest. She and her cousin took a luxurious prize cruise donated by the Alcoa Steamship Company to Caribbean ports.
Moving between mountains of logs, this giant crane easily picks up two dozen logs at a bite.

Champion workers feed the huge digester where wood chips will be "pressure cooked" into pulp.

This supercalender for producing coated paper was world's largest when it was installed at Champion.

THE TIME was the mid-30's... the country was just recovering from the depression... its economy was taking the first halting steps back to health after its prolonged illness. "Positive thinking" was not as widespread as it is in these latter—and more prosperous—days.

So it took considerable optimism on the part of The Champion Paper and Fibre Company to make the decision to establish a new plant on the Houston Ship Channel.

But the decision was no hasty one. Since the early 30's Champion engineers had been eyeing the Houston area. What they saw here pleased them. There was pulpwood in abundance from the forests of nearby East Texas. There was an ample supply of natural gas to furnish economical fuel. And perhaps most important, Houston's fine port and its railroad network offered excellent transportation to any domestic or foreign point.

This, Champion decided, was the place to locate. And it has never had reason to regret that decision.

Ground was broken in March, 1936. By 1937 the plant, located on a 162-acre tract on the Ship Channel in Pasadena, was completed. At first it produced pulp only, at the rate of 200 tons a day and the entire output was shipped to the Hamilton, Ohio, plant for manufacture into fine papers.

Gradually, however, pulp-making facilities were doubled and in 1940 paper-making facilities added. One by one, new products bearing the Champion label began to come off the production line at the Texas Division: paper for magazines, letterheads, envelopes, tablets, food containers. Today the plant's monthly output is 21,300 tons of pulp, 1,050 tons of finished paper and 9,900 tons of food container stock.

Much of this production is shipped to other points for conversion into finished products, and adds considerable to the Port's tonnage figures.

From Pine to Paper

The paper-making process is a complex one that actually starts back with the growing trees. Champion's Texas Division gets its supply of raw materials from the pine and hardwood forests of East Texas. To assure a continuing supply for the future as well as the present, Champion practices and encourages careful conservation. This means selective cutting at regular intervals to thin out culls and allow better trees room to grow. And it means a regular program of reseeding to keep successive "crops" of trees coming along year after year.

After the trees selected for pulpwood have been felled they are cut into five-foot lengths and loaded onto trucks or flatcars for their trip to the mill. In the yard giant claw-toothed cranes snatch up and deposit on a conveyor enough logs to supply an ordinary fireplace for a week.

Up the steep incline the conveyor carries the logs—two, three, four stories high. Then, with a crash, they enter the thundering barking drums to be tumbled over and over until they are stripped completely of bark.

Unlike the "squeal of the pig," the bark is not wasted. While it is recovered to be used as fuel, the logs move on to the chippers. Here, within a fraction of a second, gigantic knives slice each log into bits the size of a nickel. A careful screening removes sawdust and splinters and leaves only the uniform sized chips to be conveyed to storage bins or directly to digesters.

Each batch of chips pours through king-size funnels to the digesters where chips are "pressure cooked" until they are...
soft and pulpy. After a series of rinsings to wash out the cooking liquor, the pulp is screened to remove any knots or uncooked fibres, which are later recooked. Chemical bleaches then turn the brown pulp to a brilliant white.

On it goes to the "Jordans," whose rapid whirling action cuts fibres to the proper length and brushes out the ends. This helps fibres interlock like bristles of hairbrushes stuck together.

The pulp is now ready to be made into paper. This is accomplished by flowing the liquid pulp—actually 99 1/2% water—over the long moving screen called a Fourdrinier wire. As the water drains off rapidly, the flowing sheet of meshed fibres compacts, flattens out and becomes recognizable as the beginnings of paper.

By the time the web of paper reaches the end of the long Fourdrinier wire, it is strong enough to jump the gap to the wet felts. Supported by the felts, the wet paper passes through a series of rollers where the combination of pressure and suction squeeze out more water.

The paper by now is about one-third dry and it moves on to the dryer section to be passed up, down, over and under steam-heated rolls until it is dry, firm and strong. For every ton of paper produced, about 195 tons of water must be removed, a big reason why an ample water supply is a "must" for a paper mill.

From here on out, the amount of processing depends on the final use to which the paper is to be put. For uncoated paper, a simple ironing on the calender stack is all that is needed. For "slick" or coated paper, like the cover of this magazine, an additional super-calendering process is necessary. It takes more than 100 tons of polished steel rolls, operating like a series of irons, to "press" the paper to the required high gloss finish.

The final step is the trimming of the enormous rolls into smaller rolls and sheets to fit printing presses. And, of course, the last careful inspection that screens out any paper with the slightest defect.

**People and Payrolls**

Starting with 462 people, the Champion Texas Division had grown to total of over 2,000 by the end of 1958. This includes 1,984 in the Pasadena plant and 71 who work as foresters or other Champion representatives in the woodland areas. Altogether, their annual payroll amounts to some $12,500,000.

And this does not take into account the business Champion does with local suppliers and hundreds of others throughout the East Texas area where Champion has field organizations. For instance, Champion buys some $8,500,000 worth of pulpwood and wood chips annually from East Texas tree farmers. And it is an important customer for Gulf-Coast-produced natural gas, electric power, chemicals and other industrial supplies.

**The Champion Family**

Most of Champion's employees live in the Houston-Pasadena area. As a group, they have an outstanding record for participation in community activities. One Champion has been mayor of Pasadena. Another was chief of the Pasadena Volunteer Fire Department, which has numbered many other Champions as members. Scores of Champions serve in civic, church groups and on community service committees.

To make sure no round pegs are put in square holes, Champion tests new employees on aptitude and ability. The company feels that its people work better and are happier when they are doing what they can do best, and they make every effort to fit the man to the job. Special company-sponsored training courses help employees step up the ladder just as fast as they are capable.

Through its profit-sharing program, Champion provides life, hospitalization and surgical insurance and retirement benefits without cost to its employees. Thanks to an aggressive safety program, the company has an exceptionally fine safety record. A credit union and a cafeteria where wholesome meals are served at low prices are among other employee advantages.

**Champion is a Community Citizen**

Champion is concerned with making itself an integral part of its communities. For example, when Champion decided in 1957 to build a pulp mill in Brazil, one of its first concerns was with people, its own American families who would be transplanted to a strange country and the Brazilians who would form the bulk of the work force of the foreign plant. The result was an indoctrination project unique in industrial history.

The company scoured the country for leading figures who could orient the Champion specialists and their families, not only in the Brazilian language, but in its weather, housing, transportation, schooling, social life and native customs. During the 12-month program, Champion families saw movies, slides, pictures, maps, magazines and newspapers presented by men and women with an intimate knowledge of Brazil. As a result, North American Champions departed well-equipped with the knowledge and understanding quickly to fit themselves into the life of the new community and thus become good ambassadors for Champion and, of course, the United States.

Wherever Champion establishes itself—on the Houston Ship Channel or abroad—its first aim is to make itself a welcome, useful citizen of the community. So far, it has succeeded.
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PORT OF HOUSTON MAGAZINE
FROM AROUND THE WORLD

Visitors See The Port of Houston

ABOARD THE SAM HOUSTON

JAPAN

Japanese industrialists and representatives of Mitsui & Company, Ltd., of Tokyo, the largest trading company in Japan, visited Houston recently to inspect the new Mitsui office and during their stay toured the Port of Houston. Seen on the inspection boat SAM HOUSTON above are left to right H. Shimada, manager of the machinery division of Mitsui; Akira Takahashi, chief engineer of the plastics division of the Toyo Koatsu Industries, Inc.; Tadao Yamada, chief of the foreign trade department of the Tokyo Seiko Kaisha; Shimchiro Miura, director of Mitsui and manager of the company’s iron and steel department; and Ryoji Matsumoto, chief engineer of the planning division of the Toyo Koatsu Industries, Inc. At the extreme right is Kajimie Kobayashi, manager of the Houston office of Mitsui.

MEXICO

More than 40 engineering students from the National University of Mexico visited Houston in September and took a trip down the Houston Ship Channel aboard the SAM HOUSTON as part of their tour. The group was making a trip throughout the southeastern United States studying engineering projects and terminated their tour at the Tennessee Valley Authority.

JAPAN

Four Japanese trading companies have been established in Houston in recent months, and touring the port recently aboard the inspection boat SAM HOUSTON was F. Takeichi, above, representative of the Gosho Trading Co., Inc., who was here investigating possibilities of opening an office in Houston for his firm, also.

UNITED KINGDOM

Two representatives of the firm of Stewarts and Lloyds, Ltd., of Glasgow, Birmingham and London were in Houston recently to investigate the port as a base of operations for both domestic and international marketing of oilfield casing and tubing. Here, aboard the SAM HOUSTON, Robert Mayhew and William Foster of the United Kingdom firm, left to right respectively, with William E. Moffett, center, of the sales department of the Port of Houston.
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OFFICES AND AGENTS IN PRINCIPAL WORLD PORTS.
Equipment valued at more than $3.5 million was moved through the Port of Houston by Turriff-Burden, Ltd. for the construction of a pipeline in Iraq. Loaded on two ships, the Orizaba and the Monterrey of the Stevenson Line, the equipment ranged from trench diggers to ambulances. The 30 and 32-inch pipeline will consist of two sections, one section 250 miles long from Kirkuk in northern Iraq to the Syrian border will enable the oil to be pumped to Tripoli, and the second section will be 65 miles long to transport oil from Zubair oil fields to the Persian Gulf. At the left is one of the many Caterpillar tractors as it was lifted by the Port of Houston's giant gantry crane. At the right is a crew's nest view of the Orizaba showing part of the cargo stowed on deck. Bennett and Patton were forwarders for the cargo, Houston Export Crating and Construction Co. crated the equipment. Abaunza Steamship Company is agent for the Stevenson Line.

TUGS TAKE INTO TOW the S.S. James Lykes, just after the 495-foot-long cargoliner for Lykes Bros. Steamship Co., Inc., slid down the launching ways at the Pascagoula, Miss., yard of Ingalls Shipbuilding Corp. It is one of 53 up-to-the-minute equipped cargo vessels that Lykes Lines is having built to replace its entire fleet, a program that will cost $500 million. Right after she was waterborne, the cargoliner was shifted to an outfitting dock at Ingalls to ready her for her maiden voyage in March 1960. Sponsor of the Cargoliner James Lykes, named after the first president of the 59-year-old steamship company, was Mrs. Eva Hassell Hackney Bonner of Washington, N. C., wife of Congressman Herbert C. Bonner, who is Chairman of the House Committee on Merchant Marine and Fisheries. In addition to the five vessels being constructed at Ingalls, four other ships in Lykes' replacement program have been contracted for with Bethlehem Shipbuilding Corp., Sparrows Point, Md. Lykes Lines' fleet transports foreign-trade cargoes along six essential trade routes between the U. S. Gulf and 156 world ports.
capable hands at the helm... of Port Houston are bringing outstanding progress. Low cost electric service is also a key factor in growth of the port and this area.

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PORT OF HOUSTON MAGAZINE
Port Bureau Requests Rate Reduction On Export Grain

The Houston Port Bureau in a public hearing Oct. 6 in Chicago will ask that proportional rates on grain and grain products from Kansas City and Omaha to Gulf ports be the same as now from those points to Chicago.

The hearing will be before Southwestern and Western trunk line representatives, and other Gulf ports will join in the Houston Port Bureau application, General Manager Greg B. Perry of the Houston Port Bureau said.

The Houston Port Bureau, recently reorganized, is now devoted entirely to improvement of rates and conditions on cargo moving through the Port of Houston, President John C. Mayfield said.

"When the St. Lawrence Seaway opened, railroads reduced rates on whole grains to North Atlantic ports," Mr. Perry pointed out.

"To meet this reduction, the Illinois Central cut rates on whole grains from Chicago to New Orleans.

"Thus far, the reduction has not been applied to milled products. It is hoped the historic relationship between grains and milled products will be restored. I believe that millers will support our application."

"Mr. Perry is optimistic over the ability of Gulf ports to meet competition from any source."

"The Houston Port Bureau is constantly analyzing the rate picture," he said. "We believe that fair inland transportation rates, coupled with superior steamship and terminal services, will keep the Gulf ports very much in the picture."

Importers of cotton bale covering will receive reduced rail rates to Texas destinations under a Bureau proposal to establish a distance scale predicated upon known private trucking costs. Through this proposal, the Bureau seeks to assure a fair marketing opportunity to Houston importers by rates at a common measure to all Texas destinations. Under the present rail rate structure, private trucking and selective rail reductions have effected a disturbed situation.

IN THE RECORD

An article on "How Houston Became a Port" in the August issue of the Port of Houston Magazine was reprinted in the Congressional Record for August 12 as an extension of remarks of Senate Majority Leader Lyndon Johnson.

"Because of the historical interest of this article and because of the light it throws on the current difficulties of expanding urban areas, I ask unanimous consent that it be reprinted in the appendix of the Record," Senator Johnson said.
Argentina and Brazil—
• CONTINUED FROM PAGE 9
toothbrushes to television, razors to refrigerators, Brazil is making its own—
mostly in Sao Paulo. Brazil now makes
buses and trucks there, too, for all its
own needs and is even exporting to
other countries. It has begun to make
passenger cars as well—the only Latin
American country to do so.

Like Houston, Sao Paulo is a hub of
both agriculture and industry but could
ever have grown to its present emi-
nence without a port. This it has in
Santos, 40 miles down the mountains
to the east (Sao Paulo is on a 3,000
foot plateau). Busy Santos is the world's
leading coffee port and has just added
two new wharves and a new transit shed
—both styled after U. S. ports following
a visit two years ago of its director, Dr.
Eduardo Gama, to Houston.

Storybook Rio de Janeiro, too, is bus-
tling not only with tourists but the
thrum and throb of industry. Improve-
ments and expansions are scheduled for
its excellent harbor including a bulk
handling facility for shipping Brazil's
rich iron ore.

While Brazil has known oil reserves in
several areas, government policy con-
tinues adamant against foreign explora-
tion and the country still spends up-
wards of $300 million of its dollar re-
serves for petroleum and products over
and above what it produces domesti-
cally. Oil interests in both the U. S. and
Europe look hopefully for a change in
the future, especially if neighbor Ar-
gentina's present oil experiment pays
off. Such a change could mean still more
 tonnage for Houston as the leading port
for oil well machinery!
Houston Area Industries Promised Adequate Water For Next 50 Years

A compromise Trinity River plan, adopted by the Houston City Council and the Trinity River Authority, promises an adequate supply of industrial water for the next 50 years.

"This agreement may well bring new industries to the Port of Houston," Port Commission Chairman Howard T. Tellepensen said. "I congratulate all parties in coming to agreement on such a vital matter."

Mayor Lewis Cutrer of Houston said:

"This agreement will solve the water problems of Houston and its nine-county area for at least 50 years. It promises unlimited industrial growth."

Under the agreement, a dam will be built at Livingston and a salt water barrier at Wallisville. The facilities are due to yield 1.2 billion gallons of water daily for Houston and the lower Trinity counties, with Houston getting 70 per cent of the daily yield, and the TRA getting the other 30 per cent.

Victor Bouldin, the city's special counsel on water problems, said:

"This is the greatest boon to Houston's growth since Buffalo Bayou was deepened to provide a deep water port in Houston."

President Mason G. Lockwood of the Houston Chamber of Commerce commented:

"It is a double victory for the TRA and the City of Houston. Supporters on both sides have good cause to go out and tear down the goal posts."

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### CONTINENTAL EUROPE

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<td>Oct 14, 1977</td>
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<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>*Talken Maru</td>
<td>Kawasaki</td>
<td>Rice, Kerr &amp; Co.</td>
<td>Oct 14, 1977</td>
</tr>
<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>Akasima Maru</td>
<td>Kawasaki</td>
<td>Rice, Kerr &amp; Co.</td>
<td>Oct 14, 1977</td>
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<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>Kaneko Maru</td>
<td>Mitsui</td>
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<td>Oct 14, 1977</td>
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<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
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<td>Oct 14, 1977</td>
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<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>Minaka Maru</td>
<td>N. Y. K.</td>
<td>Dalmatian S.S. Corp.</td>
<td>Oct 14, 1977</td>
</tr>
<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>Seikai Maru</td>
<td>O. S. K.</td>
<td>Dalmatian S.S. Corp.</td>
<td>Oct 14, 1977</td>
</tr>
<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>Maru Maru</td>
<td>O. S. K.</td>
<td>Dalmatian S.S. Corp.</td>
<td>Oct 14, 1977</td>
</tr>
<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>A Steam</td>
<td>Tokyo</td>
<td>Rice, Kerr &amp; Co.</td>
<td>Oct 14, 1977</td>
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*Also calls Hong Kong

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<thead>
<tr>
<th>DESTINATION</th>
<th>VESSEL</th>
<th>LINE</th>
<th>AGENT</th>
<th>DUE</th>
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<tbody>
<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>Green Sea State</td>
<td>States Marine</td>
<td>States-Isthmian</td>
<td>Oct 11, 1977</td>
</tr>
<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>Blue Sea State</td>
<td>States Marine</td>
<td>States-Isthmian</td>
<td>Oct 11, 1977</td>
</tr>
<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>A Steam</td>
<td>States Marine</td>
<td>States-Isthmian</td>
<td>Oct 11, 1977</td>
</tr>
<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>A Steam</td>
<td>States Marine</td>
<td>States-Isthmian</td>
<td>Oct 11, 1977</td>
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<tr>
<td>Yokohama, Yokochi, Kobe, Nagoya, Osaka</td>
<td>A Steam</td>
<td>States Marine</td>
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<td>Oct 11, 1977</td>
</tr>
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<td>LINE</td>
<td>AGENT</td>
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<td>-----</td>
</tr>
<tr>
<td>Buenaventura, Guayaquil, Quito</td>
<td>Ciudad De Quito, Quito City</td>
<td>Amer. S. Corp.</td>
<td>Oct. 30</td>
<td>Oct. 29</td>
</tr>
<tr>
<td>Colón, Managua, Nicaragua</td>
<td>Colón,Quito</td>
<td>Amer. S. Corp.</td>
<td>Oct. 29</td>
<td>Oct. 28</td>
</tr>
<tr>
<td>San Antonio, Talcahuano, Valparaiso, Valparaíso</td>
<td>*A Steamer</td>
<td>Amer. S. Corp.</td>
<td>Oct. 28</td>
<td>Oct. 27</td>
</tr>
<tr>
<td>Cristóbal, Buenaventura, Guayaquil, Quito, Colón, Managua, Nicaragua, San Antonio, Talcahuano, Valparaíso, Valparaiso</td>
<td>*A Steamer</td>
<td>Amer. S. Corp.</td>
<td>Oct. 27</td>
<td>Oct. 26</td>
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**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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<tbody>
<tr>
<td>Belize, Puerto Cortes</td>
<td>Beashill</td>
<td>United Fruit</td>
<td>Oct. 29</td>
<td>Oct. 28</td>
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<tr>
<td>Puerto Matías De Galvez, Puerto Limon</td>
<td>Beashill</td>
<td>United Fruit</td>
<td>Oct. 28</td>
<td>Oct. 27</td>
<td></td>
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<tr>
<td>Telé, Puerto Barrios</td>
<td>Beashill</td>
<td>United Fruit</td>
<td>Oct. 27</td>
<td>Oct. 26</td>
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<tr>
<td>Cartagena, Barquisimeto</td>
<td>Farnam</td>
<td>United Fruit</td>
<td>Oct. 26</td>
<td>Oct. 25</td>
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**SOUTH AMERICA, EAST COAST**

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</thead>
<tbody>
<tr>
<td>Bahia, Santos, Montevideo, Buenos Aires</td>
<td>Del Viento</td>
<td>Delta</td>
<td>Oct. 16</td>
<td>Oct. 15</td>
<td></td>
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<tr>
<td>Recife, Rio De Janeiro, Santos</td>
<td>A Steamer</td>
<td>Lloyd Brasiliense</td>
<td>Oct. 15</td>
<td>Oct. 14</td>
<td></td>
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<tr>
<td>Santos, Buenos Aires, Rosario</td>
<td>A Steamer</td>
<td>Delta</td>
<td>Oct. 12</td>
<td>Oct. 11</td>
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**AUSTRALIAN PORTS**

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<th>AGENT</th>
<th>DUE</th>
<th>SAILS</th>
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<tbody>
<tr>
<td>Brisbane, Sydney</td>
<td>Beaverton</td>
<td>Bank</td>
<td>Oct. 11</td>
<td>Oct. 10</td>
<td></td>
</tr>
<tr>
<td>Melbourne, Adelaide</td>
<td>A Steamer</td>
<td>Bank</td>
<td>Oct. 10</td>
<td>Oct. 9</td>
<td></td>
</tr>
<tr>
<td>*Also calls Papuan</td>
<td>*Pioneer Reef</td>
<td>Amer. Pioneer</td>
<td>Oct. 9</td>
<td>Oct. 8</td>
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**COASTWISE PORTS**

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>VESSEL</th>
<th>LINE</th>
<th>AGENT</th>
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<th>SAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York</td>
<td>Beaverton</td>
<td>Pan Atlantic</td>
<td>Oct. 8</td>
<td>Oct. 7</td>
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<tr>
<td>Miami</td>
<td>Beaverton</td>
<td>Pan Atlantic</td>
<td>Oct. 7</td>
<td>Oct. 6</td>
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<tr>
<td>*Also calls Papuan</td>
<td>*Pioneer Reef</td>
<td>Amer. Pioneer</td>
<td>Oct. 6</td>
<td>Oct. 5</td>
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**MEXICAN PORTS**

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<tbody>
<tr>
<td>Tampico, Veracruz</td>
<td>Beaverton</td>
<td>Pan Atlantic</td>
<td>Oct. 5</td>
<td>Oct. 4</td>
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<tr>
<td>Coatzacoalcos, Progreso</td>
<td>Beaverton</td>
<td>Pan Atlantic</td>
<td>Oct. 4</td>
<td>Oct. 3</td>
<td></td>
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<tr>
<td>*Also calls Papuan</td>
<td>*Pioneer Reef</td>
<td>Amer. Pioneer</td>
<td>Oct. 3</td>
<td>Oct. 2</td>
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**SOUTH AFRICA**

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<th>SAILS</th>
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</thead>
<tbody>
<tr>
<td>Capetown, Port Elizabeth</td>
<td>Beaverton</td>
<td>Pan Atlantic</td>
<td>Oct. 10</td>
<td>Oct. 9</td>
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<tr>
<td>East London, Durban, Beira</td>
<td>Beaverton</td>
<td>Pan Atlantic</td>
<td>Oct. 9</td>
<td>Oct. 8</td>
<td></td>
</tr>
<tr>
<td>*Also calls Papuan</td>
<td>*Pioneer Reef</td>
<td>Amer. Pioneer</td>
<td>Oct. 8</td>
<td>Oct. 7</td>
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**WEST AFRICA**

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<th>SAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dakar, Conakry, Monrovia, Monrovia, Abidjan, Port Gentil, Pointe Noire, Louga, Yennou, Lebri</td>
<td>Beaverton</td>
<td>Pan Atlantic</td>
<td>Oct. 10</td>
<td>Oct. 9</td>
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**EXTRA-COASTAL PORTS**

<table>
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<tbody>
<tr>
<td>Beaverton</td>
<td>Beaverton</td>
<td>Pan Atlantic</td>
<td>Oct. 11</td>
<td>Oct. 10</td>
<td></td>
</tr>
<tr>
<td>*Also calls Papuan</td>
<td>*Pioneer Reef</td>
<td>Amer. Pioneer</td>
<td>Oct. 10</td>
<td>Oct. 9</td>
<td></td>
</tr>
</tbody>
</table>
Your Vessel will be met at the Bar and Piloted to the Port of Houston by

HOUSTON PILOTS

5619 FANNIN STREET
HOUSTON 4, TEXAS

SOLICITING YOUR BUSINESS THROUGH THE PORT OF HOUSTON

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Designates Forwarders and Brokers
† Designates Brokers

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‡LESIE B. CANION
208 Fidelity Bank Bldg. CApitol 8-9546

‡DORF INTERNATIONAL, INC.
311 Cotton Bldg., P. O. Box 2342 CApitol 4-6445

‡FRANK P. DOW CO., INC.
706 Scanlan Bldg. CApitol 4-2785

‡E. R. HAWTHORNE & CO., INC.
311 Cotton Bldg. CApitol 4-6445

‡JUDSON SHELDON INTERNATIONAL
817 Cotton Exchange Bldg. CApitol 4-6966

*LEE SHIPPING CO.
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*REPUBLIC INTEROCEAN CORP.
400 Hamilton Street CApitol 5-5456

*TRANSOCLEAN SHIPPING CO., INC.
411 Shell Bldg. CApitol 4-9587

W. R. ZANES & CO.
220 Cotton Exchange Bldg. CApitol 5-0541

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GENERAL STEVEDORES, INC.
5401 Navigation Blvd. WAHnut 3-6678

UNITED STEVEDORING CORPORATION
Cotton Exchange Bldg. CApitol 7-0687 and CApitol 7-3374

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William Peacock, Jr., Vice President

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William L. Brewster, General Manager

LEE CONSTRUCTION CORP.
1600 North 75th Street WAHnut 3-5551

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Roger D. Winter, Manager of Sales, Houston
Robert A. Knoke, Traffic Representative

UNION BARGE LINE CORP.
Suite 304-N, Adams Petroleum Center JAckson 6-3908
Warner J. Banes, District Traffic Manager
Dennis L. McColgin, Traffic Representative

TOWING SERVICE

BAY-HOUSTON TOWING CO.
811 Cotton Exchange Bldg. CApitol 2-6231

INTRACOASTAL TOWING & TRANSPORTATION CORP.
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SUDERMAN & YOUNG TOWING CO., INC.
708 Cotton Exchange Bldg. CApitol 7-0830

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Georgetown and Paramaribo

Agents
STRACHAN
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and
New Zealand

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• Melbourne
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• Lyttleton
• Sydney
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SHIPPING CO.
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Memphis - New Orleans - Dallas
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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.

One of Long Reach's locomotive cranes loads part of a shipment of reinforcing steel to a truck belonging to the importer and consignee, Industrial Steel Warehouse Co. of Longview, Texas. The shipment of several hundred tons of steel was from the SS IRENE. Custom clearance and forwarding was handled by Patrick & Graves.

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