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*Sole Agents*

*Houston Tex.*

# PORT HOUSTON



## HOUSTON AS A SEAPORT



**T**HANKS to the foresight of our National Government and untiring efforts of the City of Houston, the long cherished hope of every citizen of the LONE STAR STATE and the Southwest has been realized.

Houston as a seaport is now a reality.

The United States Government having committed itself to a twenty-five foot channel through Buffalo Bayou to Port Houston, has already completed same to a uniform depth of eighteen and one-half feet clear from the open gulf to the City of Houston.

The terminals of the channel at Houston, or what is generally termed turning basin, has also been completed to same depth, with a width at the bottom of 600 feet.

The completion of this great undertaking was formally and appropriately celebrated on the tenth of last August, when

the United States Government made known to the world its recognition of Houston as a seaport by sending its revenue cutter, Windom, up the ship channel to PORT HOUSTON.

Houston and all the Southwest clearly showed deep interest in and clear realization of the immense importance of this great inland tidal waterway, as was clearly demonstrated at this occasion.

By proclamation of the mayor all business was suspended on this day and thousands upon thousands of its citizens visited Port Houston and joined in the celebration (see newspaper clippings on other pages of this album). Everybody seemed to grasp the importance of the moment and were jubilant of their new position as citizens of a sea-



CITY HALL AND MARKET HOUSE

port in direct deep water communication with all other ports of the world.

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## PORT HOUSTON—WHERE AND WHAT IT IS

Port Houston is simply an appropriate name given Houston's deep water harbor, located inside the city limits on Buffalo Bayou ship channel, now just completed by the United States Government. An immense basin, heretofore called turning basin, has been dredged out by the government to a uniform depth with the ship channel and was just completed last week.

The business and manufacturing interests of the City of Houston have already taken active steps to utilize the immense advantages of this port. The city government owns 1300 feet frontage on our new harbor, as well as other large land interests, and has already plans under way for two immense slips, docks and warehouses and is now preparing to spend \$150,000 on wharves and other needed improvements.

The city's attitude to Port Houston is fully set forth in the following extracts from Houston Post of August 6th, this year:

"When the plans of the city authorities of Houston relative to the provision of wharfage facilities on the Houston Ship Channel shall have been executed, that waterway will be one of the most effectively convenient sources of transportation to be found anywhere in the country. The people generally, are not well informed as to what the intentions of the city government are toward the project and for this reason authoritative expressions were sought yesterday by The Post.

### *Plans of City Government*

"The City of Houston owns 1300 feet of water front on the north side of the turning basin, and it is intended to utilize this for the construction of public wharves and the provision of other necessary facilities for the satisfactory handling of freight.

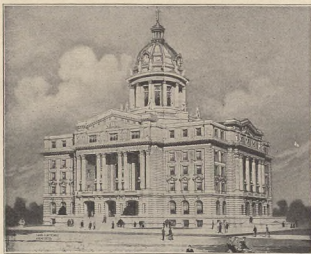
"It is the intention now to secure authority to issue \$150,000 worth of bonds to provide these facilities, as it is estimated that it will require that amount to accomplish what is contemplated. The most important consideration in this regard is to provide the means for expeditious handling of commerce that will result from the completion of the waterway and after that it is the purpose to save the water front from monopolistic control, which has been so disastrous to other ports.

"The city, in order to bring about these ends, will erect commodious wharves on its property and there will be two slips, each 150 feet wide and 400 feet long, dredged to give vessels ample room. In addition to this the

city will build its own railway tracks and thus preclude the possibility of domination of the channel by any particular interest."

To further show the importance of our new harbor, we quote the following, appearing in the official literature of the Houston Business League—issued some time ago—long before the channel was completed:

"Houston's outlet to the sea is regarded by many as her greatest



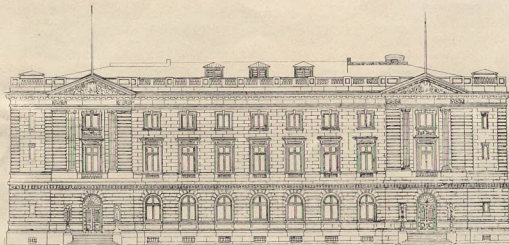
NEW COURT HOUSE (Under Contract)

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asset of the future. It guarantees lowest freight rates, and makes of this city an inland port second to none of the Gulf Coast; and the day is near when Houston will take first rank as a feeding point for vast Panama trade to open when that channel links the Atlantic and Pacific. The National Congress realizing the importance of the present water-carrying trade of this city, has appropriated one million dollars and approved plans for three millions more for the sole purpose of widening and deepening the outlet from Houston to the Gulf of Mexico. Two-thirds of this great public work has already been done, and the remainder will be completed with as little delay as the magnitude of the project will permit. An immense quantity of the freight of the Trans-Mississippi territory now passes through Houston. This territory, with which we may include the five states north of the Ohio

River, is the great producing section of the United States, furnishing most of the grain and meat products of the continent, the lumber of the Central Southwest and the Northwest, the greatest variety and volume of ores, the oil of Texas and the Pacific slope, the fruit and wine from California and other states, Texas cotton, corn, cane and rice, and from the whole section an amount of minor products so vast in the aggregate as to make the figures almost incomprehensible.



NEW POSTOFFICE BUILDING

"The gulf is the natural pathway from this great section to the markets of the world and Houston is the most advantageous point of the territory for concentrating, distributing and manufacturing its products. The old east and west long-haul routes have been able to divert much freight from the natural short down-haul routes because of lack of adequate and safe terminal and transferring facilities on the gulf. Now that the National Government has responded

to the demands of this commerce, and we are to have a secure inland deep-water harbor several miles long, affording on each side of the channel unlimited terminal sites for business of every kind, it will not be long until the bulk of the products of the West can come through Houston.

"The amount of products of the Trans-Mississippi country passing through Houston, is greatly increasing every year. With these also

come the Pacific imports for the Central, Northern and Eastern sections of the continent, Mexican freight in transit, and every variety of manufactured goods, all in rapidly growing quantity and value."

The Houston Business League, in the same publication, has the following statement, which shows the tonnage and value of the freight handled on the ship channel, covering the movement of commodities in and out of this

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Among  
the  
Small  
Craft

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## Port Houston As a City

Although the deepwater harbor of Houston is virtually located in the city itself, the developments around the harbor are bound to be such that this part of town will virtually form a community of its own, that some day might rival the mother town itself. Nobody acquainted with growth and developments of seaport towns will doubt these predictions.

The Turning Basin Development Company, the stockholders of which are all prominent business men of Houston, owning the principal land holdings north of the harbor, have laid same out in lots and placed them on the market at a nominal cost.

By studying the plot and diagrams of this album you can readily see that this company virtually controls the situation when it comes to the city part of Port Houston. Their lots adjoin the land holdings of the City of Houston, which will not be sub-divided, but used for public developments of the harbor and shipping industry. The wharves, slips and warehouses will extend up to the railroad, leaving only the railroad right of way between them and the company's holdings. Anybody wishing to secure lots near the wharves of the port will have to secure them out of this company's holdings. Every foot of the land is smooth, level and lays about twenty feet above the tidewater level in the harbor. One lot lays just the same as the other and the only difference in value is its relative distance from the wharves.

Again to show the sentiment of our home people to Port Houston as a city for investment,

we quote the following from The Houston Chronicle of August 9th, 1908:

"Houston's darling hope has been realized. The bayou has been transformed into an international waterway and an ocean-going vessel will be anchored at the door of the city all day Monday.

"Thousands of people will go down to the turning basin to see the work which the government has completed and given to Houston, together with a demonstration of its practicability by the presence of a revenue cutter floating on the waters at the head of navigation.

"For years and years, a determined few have worked and fought for the deepening of the bayou, and today they see the fruits of their ceaseless toil.

"Realty values in the vicinity of the turning basin are already beginning to soar, and yet to the student of the ports of the world, the prices are frightfully cheap.

"Acreage is still obtainable on the very site that is certain to be the scene of Houston's greatest activity in the not very distant future.

"Houston, while always setting the pace for growth and development in Texas, has just commenced to expand. The deepwater puts Houston in a position to become one of the great cities of America. Strategically located as it is in the greatest oil country, the finest rice section, and in a state that produces annually \$2,000,000,000 worth of cotton which passes through its doors en route to the sea, the city is certain to plunge forward in the next ten years. The completion of the Panama canal now takes on a commercial meaning for Houston.

"Manchester a few years ago was situated 60 miles inland on a



CARNEGIE LIBRARY



Cotton  
Scenes



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**PORT HOUSTON**



Our highest price lots, either business or residence lots (each 50x100 feet) are only \$378 and we are positive that some of them inside of a few years will easily bring over \$1000 each. With such outcome of an investment practically certain, nobody ought to hesitate to lay aside a few dollars every month when said savings are apt to make him independent for life. It is really immaterial to us if you buy these lots or not, as there are lots of others wanting them; in fact, the bulk of them have already been spoken for, even before this album is going to press. Also bear in mind when 200 lots are sold the prices will be raised twenty per cent. However we want to give everybody we can a chance to get in on the ground floor. Even acreage in large bodies around the port could not now be bought at the price the first lots will be sold at, so it would be well if you are seeking investment to take advantage of this rare opportunity.

## How to Reach Port Houston

The Southern Pacific Railroad Company is now erecting a commodious depot on the company's tract and will run four regular trains daily, selling round trip tickets at 15 cents for round trip. On special occasions the motor car will bring parties down. The port can also be reached by boat, automobile or team. The company's agents, C. A. Elmen & Co., are always ready to accompany and show prospective buyers the proposition.

## Some Figures and Facts

For the enlightenment of those not familiar with seaport business and the enormity of the cargo of ocean vessels we will quote a few figures:

One single vessel would have a capacity of 20,000 tons, or on a basis of twenty tons per car, would load

or unload 1,000 railroad cars, which would mean forty trains of twenty-five cars each.



COMMISSION ROW

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GROUP OF OFFICE BUILDINGS

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## PORT HOUSTON IN PARAGRAPHS

This proposition is not an ordinary lot scheme controlled and handled by unknown town-site-boomers, but a proposition owned by hundreds of our most representative business men and handled by a real estate firm with 18 years successful business record behind them.



Port Houston's marvelous growth is just as much assured as is our new deepwater port with the same name.



\$150,000 expended from the start for wharfrage by our city government is alone enough to build up a good sized city.



Uncle Sam's expenditure of millions of dollars is another positive guarantee of Port Houston's rapid growth. If the City of Houston and the United States Government feel safe in investing millions of

dollars for our deepwater harbor, it ought to be safe for you to invest a few hundreds and share in our general prosperity.



Port Houston is the corner-stone for Houston's future development and its progress is shared by its every citizen.



Every railroad entering Houston, 18 in number, is preparing to secure terminals there.



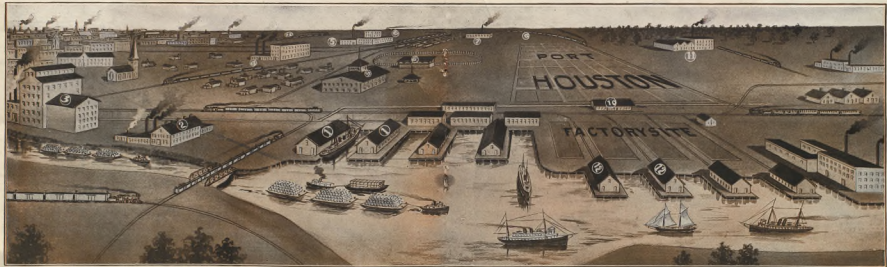
The starting price of lots in Port Houston is so low that even without any harbor the lots would be well worth it. Compare prices of lots in different additions designated in red figures on our suburban map in this album. The terms are



SCENE AT SAM HOUSTON PARK

so easy that everybody can buy. \$10 cash—  
\$10 per month.

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BIRD'S-EYE VIEW OF TURNING BASIN





PAUL BLDG.



STEWART  
BLDG



BUSINESS LEAGUE BLDG.



BINZ BUILDING

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## Newspaper Clippings

### *Showing How Keen the Public Sentiment is For Our New Seaport*

(From Houston Post, Sep. 19, 1908.)

Should there be no failure in plans that have been formulated for the advancement of Houston within the next few months the city will receive such impetus in the march of civic, industrial and commercial progress that seldom come to municipalities even in progressive America.

With an inland harbor fifty miles from the dangerous swell tides, protected from tropical gales during equinoctial periods by bluffs reaching well above the water level, with ample wharfage without taint of monopolistic control, accessible to all alike and as free from exaction of tolls as is the very navigation of the waters of the deep blue seas, attractions will be offered that can not be resisted by the water transportation systems of the world and commerce itself will demand that her advantages be utilized. Houston brings the sea fifty miles nearer to the producer and the elimination of fifty miles of rail haul in foreign—and domestic traffic also for that matter—means a saving in transportation charges that will compel its acceptance by all interests.

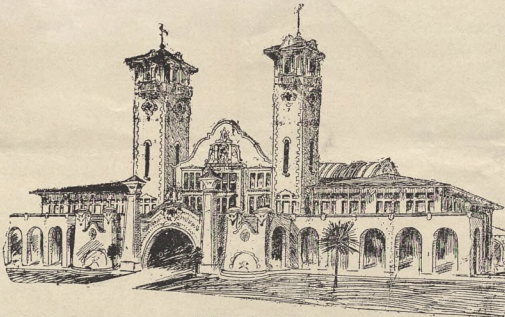
## FACILITIES IN CONTEMPLATION

Sufficient wharfage will be provided to accommodate the traffic of the great and growing Southwest and its accessibility on equal terms to all will be assured by the construction of the railroad tracks that are in contemplation. The Houston harbor has already been

dredged to a uniform depth of eighteen and one-half feet and there is a body of water in it now that measures 600 feet across, affording room for the largest vessels that ply the Southern seas to enter, discharge their cargo, turn around and depart. But the present water frontage is to be greatly increased by the dredging of broad, lengthy slips into which steamships may proceed and discharge their cargoes on wharfs built alongside.

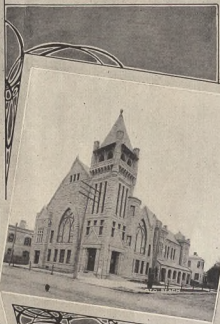
When these facilities are provided, it is con-

fidently believed there will be such a tremendous volume of traffic on the channel that will prove at once and in an unmistakable manner its great value to the transportation system of the world through the great saving that will be affected for the producers and consumers of the Western world. Its utility has already been demonstrated to a certain extent, but the full



NEW TERMINAL DEPOT

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GROUP OF CHURCHES





GROUP OF SCHOOL BUILDINGS

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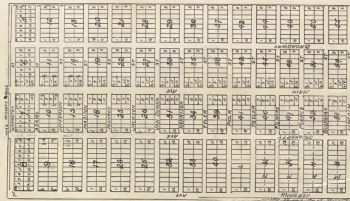


BIRD'S-EYE VIEW

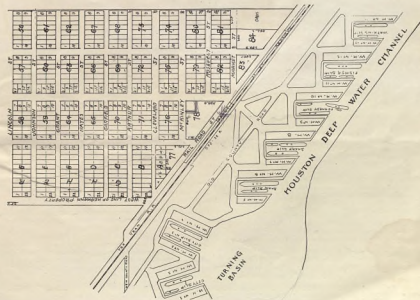


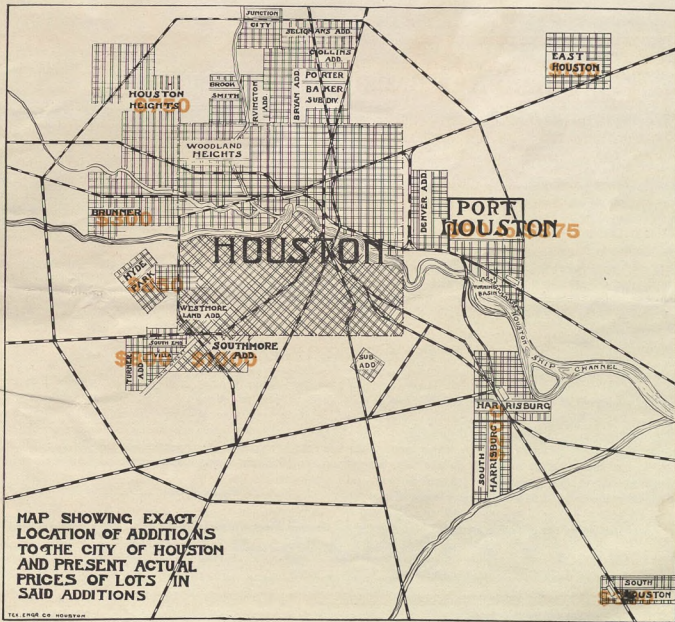
OF HOUSTON





MAP  
OF  
PORT HOUSTON, N.S.B.B.  
A Subdivision of the  
JOHN BROWN LEAGUE  
Harris County, Tex.  
Scale 3/16" = 1'

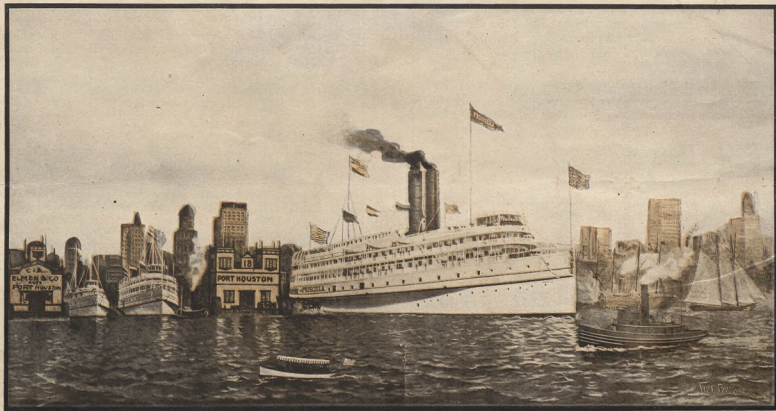




# STEAMSHIP PRISCILLA

LENGTH OVER ALL - - - - - 440 FEET, 6 INCHES  
 LENGTH ON WATER LINE - - - 423 FEET, 6 INCHES  
 BREADTH OVER GUARDS - - - - 33 FEET, 0 INCHES  
 BREADTH OF HULL - - - - - 32 FEET, 6 INCHES  
 DRAFT OF WATER - - - - - 12 FEET, 6 INCHES  
 GROSS TONNAGE 5232, INCLUDING 1500 PASSENGERS

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The above Palatial  
 Steamship could come to

## PORT HOUSTON

have 5 feet of water to spare,  
 and ample room to turn