



# HOUSTON SHIP CHANNEL FACTS

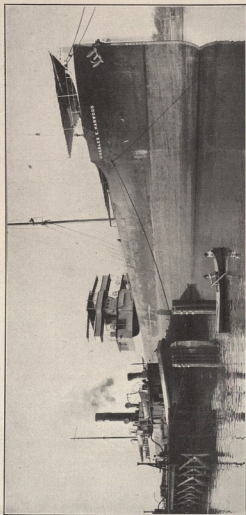
*A Land-Locked Inland  
Harbor—Safe and  
Secure Harborage  
at All Times*

Compare Your Present Freight Rates with the  
Rates Available Through this New Port  
and See the Enormous Saving  
to Your Business

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Oil Liner—Houston-Vera Cruz Service

## • FOREWORD •

**T**HIS PAMPHLET has been compiled for **your benefit**. It contains information that **you** can turn to **your advantage**. The statements contained herein are based on true facts, and if you read carefully you will **keep** this booklet as a ready reference.

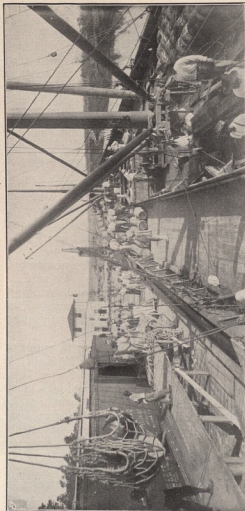
### WHAT IS PORT HOUSTON?

Port Houston is the South's Great New Inland Port. It is situated on deep water, 50 miles inland from the Gulf of Mexico and 500 miles nearer the granaries of the West than the Atlantic ports; 300 miles nearer than New Orleans and 570 miles nearer San Francisco. The products of the Central West for export through the Panama Canal must come through **Port Houston** as the "Line of Least Resistance."

The **Houston Ship Channel**, connecting Port Houston with the Gulf, is maintained by the United States Government with two great pipe-line dredges costing \$200,000 each. The channel is 50 miles long, 250 feet wide and 27 feet deep, with no objectionable tides.

### FREE WHARFAGE

The City of Houston guarantees perpetual "free wharfrage" at Port Houston, and the municipal wharves and



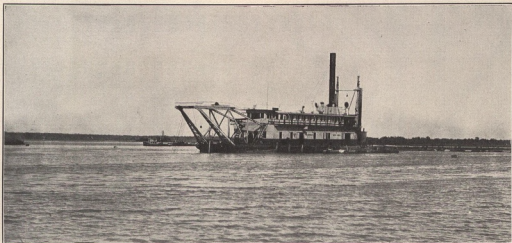
The Sattila Discharging Its First Cargo

warehouses, to cost approximately \$3,000,000, are now in process of construction. Tidewater connection with 17 lines of railroads.

## HOW FAR ARE YOU FROM PORT HOUSTON?

This list illustrates the advantages of Houston over New York in distance from interior points to deep water:

From—	—Miles to—	
	New York	Houston
Guthrie, Okla. ....	1,675	524
El Reno, Okla. ....	1,733	465
Oklahoma City, Okla. ....	1,706	464
Wichita, Kan. ....	1,549	665
Dodge City, Kan. ....	1,701	860
Topeka, Kan. ....	1,415	760
Hutchinson, Kan. ....	1,570	726
Parsons, Kan. ....	1,412	612
Pittsburg, Kan. ....	1,441	699
KANSAS CITY, MO. ....	1,348	739
ST. LOUIS, MO. ....	1,065	794
Hannibal, Mo. ....	1,169	916
St. Joseph, Mo. ....	1,373	812
Quincy, Ill. ....	1,175	1,001
Des Moines, Iowa ....	1,270	970
Sioux City, Iowa ....	1,422	1,049
Omaha, Neb. ....	1,415	939
Lincoln, Neb. ....	1,474	943
Kearney, Neb. ....	1,614	1,079
Cheyenne, Wyo. ....	1,934	1,248
Santa Fe, N. M. ....	2,199	1,092
Salt Lake City, Utah ....	2,486	1,400
DENVER, COLO. ....	1,951	1,060



Dredge Sam Houston Working on Ship Channel

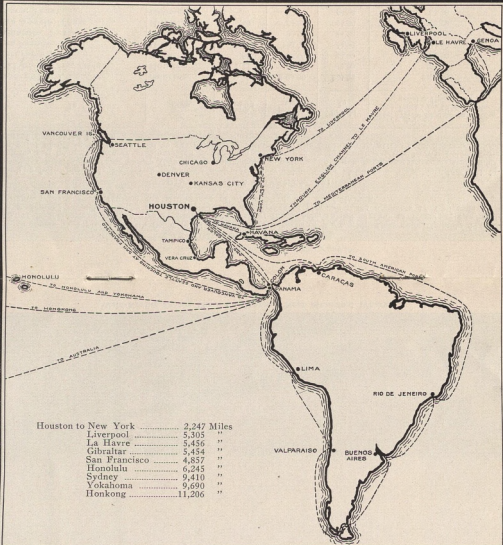
### THE HOUSTON SHIP CHANNEL

Connects Port Houston with the Gulf of Mexico and the ports of the world. Cost approximately \$5,000,000.00; is maintained by the United States Government; has a safe, inland Harbor at Houston; has modern system of municipal docks and warehouses; free wharfage at city wharves; connects 17 Railroads with tidewater; gives Port Houston the advantages of Water Rates and the following

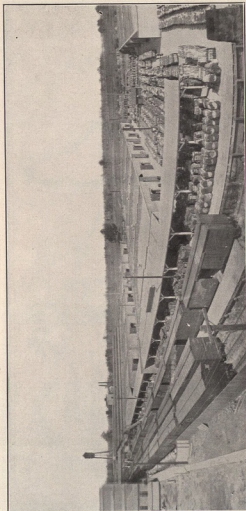
### DISTRIBUTING ADVANTAGES:

The following table illustrates Houston's advantage over other Texas cities as a manufacturing and industrial center. This table shows that the ordinary  $3\frac{1}{2}$ -ton automobile truck, weighing approximately 8,000 pounds, can be manufactured or assembled at Houston and shipped to the various cities shown below, from the point of origin of the material to the ultimate destination of the finished car, at the total average freight charges designated herein.

To	From	Rate Carload	Freight Out	Freight In	Total Freight Charges on 1 ( $3\frac{1}{2}$ -ton) Truck from Origin of Material to Destination
New Orleans, La.....	Houston.....	\$0.80	\$ 64.00	\$44.90	\$108.90
Oklahoma City, Okla.....	Houston.....	1.12	89.60	44.90	134.50
Shreveport, La.....	Houston.....	.60	48.00	44.90	92.90
San Francisco, Cal.....	Houston.....	2.50	200.00	44.90	244.90
Amarillo, Texas.....	Houston.....	.80	64.00	44.90	108.90
San Angelo, Texas.....	Houston.....	.80	64.00	44.90	108.90
Waco, Texas.....	Houston.....	.67	53.60	44.90	98.50



Houston to New York .....	2,247 Miles
Liverpool .....	5,305 "
La Havre .....	5,456 "
Gibraltar .....	5,454 "
San Francisco .....	4,837 "
Honolulu .....	6,245 "
Sydney .....	9,410 "
Yokohama .....	9,690 "
Honkong .....	11,206 "



Weld-Neville Cotton Sheds on Channel, Near Municipal Wharves

## FREIGHT RATES

(See subsequent issues for additional rates via Port Houston.)

**CLASS RATES**—From NEW YORK to PORT HOUSTON via New York-Houston Steamship Line (Southern Steamship Co.) through Houston Ship Channel.

Classes—	1	2	3	4	5	A	B	C	D	E
Rates.....\$	.75	.63	.55	.48	.32	.36	.32	.27	.26	.26

**THROUGH CLASS RATES** from SEABOARD TERRITORY TO PORT HOUSTON:

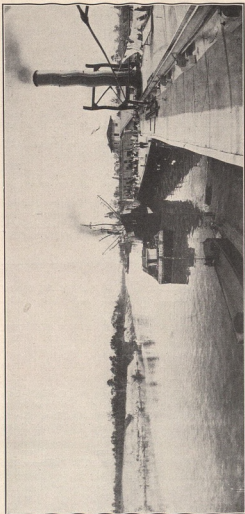
Classes—	1	2	3	4	5	A	B	C	D	E
Rates.....\$	1.07	.85	.70	.60	.48	.53	.48	.41	.40	.40

**CLASS RATES** from various Interior Seaboard Ports and River Landings to Interior Texas points shown below via New York-Houston Line (Southern Steamship Company) through HOUSTON SHIP CHANNEL:

From	Classes				
	1	2	3	4	5
Albany, N. Y., to					
Bryan, Texas.....	\$1.31	\$1.13	\$.99	\$.87	\$.62½
Waco, Texas.....	1.71	1.50	1.32	1.20	.82¾
Boston, Mass., to					
Bryan, Texas.....	1.39	1.22	1.10	.98	.71¾
Waco, Texas.....	1.62	1.43	1.28	1.17	.83¾
Hartford, Conn., to					
Bryan, Texas.....	1.39	1.22	1.09	.98	.71¾
Waco, Texas.....	1.62	1.43	1.27	1.17	.83¾

**RATES** on Canned Vegetables, etc., Carloads, from Albany, N. Y., and Baltimore, Md., to Texas Points shown below, via New York-Houston Line (Southern Steamship Company) through HOUSTON SHIP CHANNEL:

	From	From
	Albany, N. Y.	Baltimore, Md.
To Hempstead, Texas .....	\$0.46.1	\$0.47.2
To Bryan, Texas .....	.54.1	.55.2
To Calvert, Texas .....	.57.1	.58.2
To Waco, Texas .....	.59.1	.....



First Unit of Municipal Wharves on Ship Channel

## RAW MATERIALS

The following raw materials are available for manufacturing purposes at PORT HOUSTON:

Hardwoods for wagons, furniture, etc. Texas Railroad Commission has authorized rate of 2c per 100 pounds to HOUSTON for manufacturing purposes.

Vegetables and fruits of South Texas are available for canneries, which are badly needed.

Oils, fats, etc., for Soap Factories, from packing houses and cotton seed oil mills.

HOUSTON is the greatest cotton market in the World and COTTON MILLS could be operated with assurance of big profits. Skilled labor available.

Raw materials for BRICK PLANTS. Present annual output 3,000,000 brick. Consumption 1913 in Houston alone 8,000,000 brick.

GRAIN Elevators will attract export grain to Port Houston, which now finds outlet at other gulf ports.

No saline atmosphere or salt water at PORT HOUSTON. Iron and Steel Products do not rust here. Logical concentrating and distributing point for the Southwest for Iron and Steel.

Houston is the Headquarters for Oil Production in the Southwest.

Houston is the Largest Lumber Market in the South.

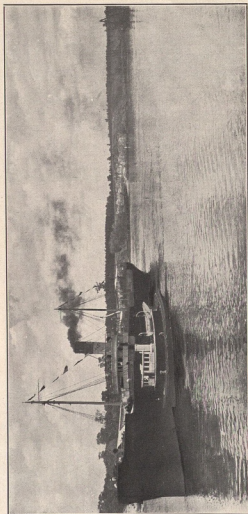
## MANUFACTURING OPPORTUNITIES

Port Houston Will Support:

- Another Packing House
- Automobile Factories
- Brick Making Plants
- Broom Factories
- Cabinet Making Plant
- Candy Factories
- Canning Factories
- Cement Manufacturers
- Cigar Factories
- Cotton Mills
- Creameries
- Dry Goods (Wholesale)
- Gin Machinery Factory
- Green Bottle Glass Factory
- Silk Mills
- Knitting Mills
- More Furniture Factories
- More Wagon Factories
- Paper Box Factories
- Plant to Manufacture Tin Cans
- Ship Yards
- Shoe Factory
- Soap Factories
- Tanneries
- Tile factory
- Wholesale Millinery Establishment
- Wholesale Shoe House
- Wooden Box Factory
- Woodenware Factory
- Wholesale Woodenware House



The Winnifred Negotiating the Turning Basin



## CITY OF HOUSTON

Population 135,000. Assessed Valuation 1915, \$135,805,000. Tax Rate, \$1.80 on the \$100 Valuation.

Bank Clearings, January 1 to November 30, 1915, \$401,962,140. Deposits, November 10, 1915, \$42,000,000.

## SHIP CHANNEL TONNAGE

Estimated for opening year of Port Houston: 3,000,000 short tons.

## RAILROAD TONNAGE

Month of October, 1915, 20,446 cars. Includes: C-L and L-C-L Shipments loaded and unloaded in Houston.

## THE HOUSTON HARBOR BOARD

Consisting of: Jesse H. Jones, Chairman; Roy M. Farrar, Vice-Chairman and Acting Secretary; C. G. Pillot; John T. Scott; Daniel Ripley; recommended the expenditure of \$3,000,000 on Municipal Terminals at Port Houston.

This work is now under construction. And these advantages are not only for the people of Houston, but also for the people of Texas and other states.

INQUIRIES ADDRESSED to the MAYOR OF THE CITY OF HOUSTON or the CHAMBER OF COMMERCE WILL BE PROMPTLY AND FULLY ANSWERED.



