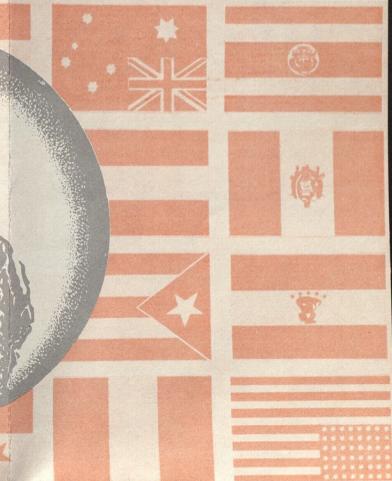


PUBLIC GRAIN ELEVATOR

The Harris County-Houston Ship Channel Navigation District, which administers the Port of Houston, is a government agency of the State of Texas, created by the Texas Legislature. Five Navigation and Canal Commissioners manage, govern and control the Navigation District. Two Commissioners are selected by the Council of the City of Houston, two by the Commissioners of Harris County, and the chairman is appointed by both the City Council and County Commissioners' Court meeting in joint session.



DOORWAY TO THE WORLD

PORT OF HOUSTON

The world's greatest cargo ships move between the Port of Houston and the trade centers of all nations. The foreign trade departments of Houston's banking institutions are among the finest in the nation. Exports destined for foreign ports — imports from the far corners of the world — are an important part of the Port of Houston's mighty tonnage.

By rail, by truck and by air, a record volume of cargo is moving to and from the Port of Houston daily. In 1948, the Port of Houston first gained ranking as the nation's second deep-sea port on the basis of total tonnage. Since then the Port has set new records and remained in the front ranks of America's great deep-sea ports.

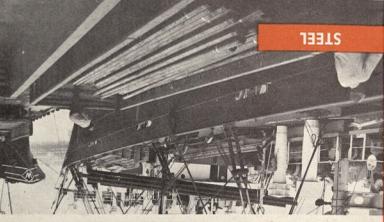
Approximately 4,000 cargo ships from more than 100 steamship lines call at the Port of Houston each year to discharge cargo and take on grain, manufactured goods, oil, cotton, machinery, and other items produced for the world by the American Midwest, for delivery to more than 250 world ports.

The Port of Houston . . . where railways, highways and skyways of the nation meet the ship lanes of the world!

The Port of Houston . . . Doorway to the World!



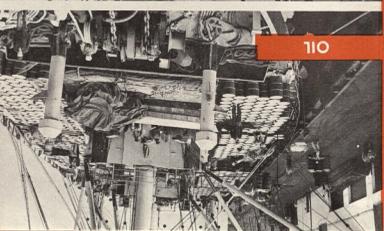
COFFEE



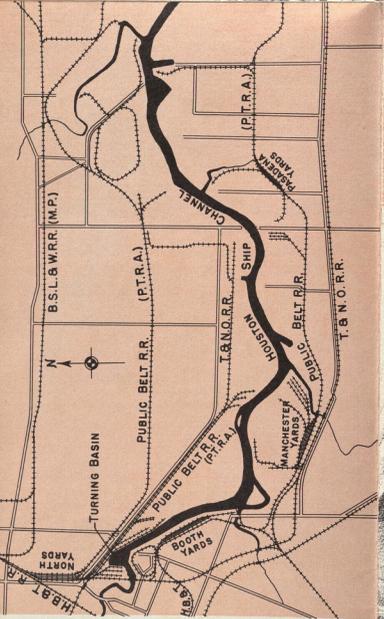
STEEL



COTTON

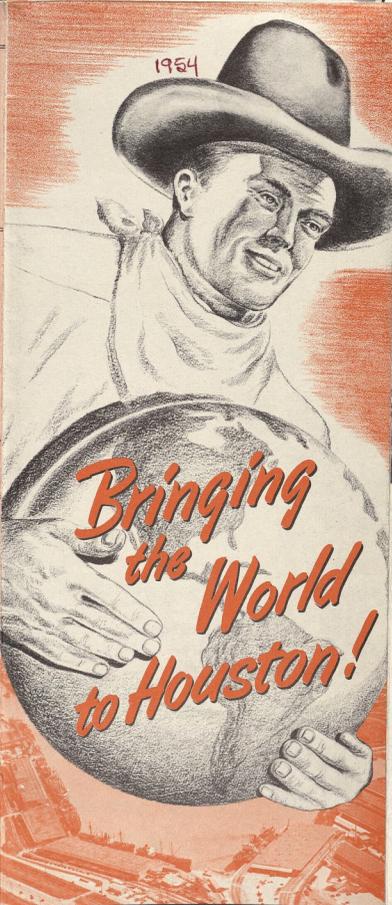


OIL



Six trunk-line railroads and a network of modern highways feed the Port of Houston. Railroad cars moving in and out of the port are switched swiftly and efficiently through the facilities of the Port Terminal Railroad, which operates on a 24-hour basis. This railroad is constantly being improved to meet the demands of the future. A recent \$700,000 improvement program has provided a new classification yard . . . new lead tracks to the grain elevator . . . a second lead track to the North Yards. The P. T. R. A. is now completely dieselized for maximum efficiency.

And the port has highly efficient facilities for handling the growing volume of commerce which moves by truck.



Turning Basin . . .

The Port of Houston . . . from a muddy bayou to the nation's number two deep-sea port . . . in less than 40 years! Since the S. S. *Satilla* began the first regular ocean shipping service between Houston and the Atlantic Coast in 1915, more than 34 million dollars has been spent carving the Houston Ship Channel from the Texas prairie. Other millions have gone into docks and terminals. Yearly tonnage records exceeding 45,000,000 tons have more than justified these improvements. To accommodate this record commerce, the Navigation District at the Port of Houston, the four private terminals, and industry docks lining the Ship Channel offer facilities for simultaneous loading of more than 80 big ships. Other facilities are being prepared . . . being readied for the time when even greater demands will be made on the Port of Houston . . . DOORWAY TO THE WORLD.

