

PORT HOUSTON



THE COMMERCIAL
CENTER OF THE
SOUTH AND WEST

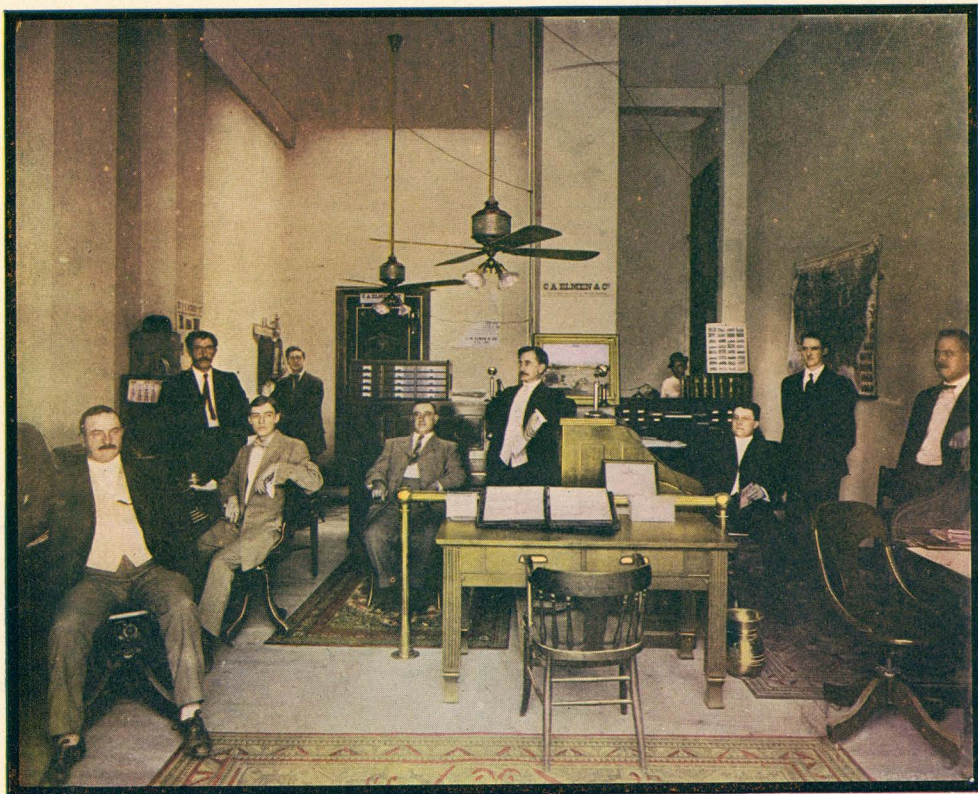
C. AELMEN & CO.
SOLE AGENTS
HOUSTON, TEXAS.

8062 Houston Daily Post



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Our Official Family. Interior View of Our Main Office

*Port Houston
The Great
Inland Harbor*

THIS ALBUM ISSUED BY

ELMEN & COMPANY

C. A. ELMEN

THE LARGEST LAND DEALERS

IN THE SOUTH

C. GLEN NICHOLS

Ground Floor Stewart Building

HOUSTON, TEXAS

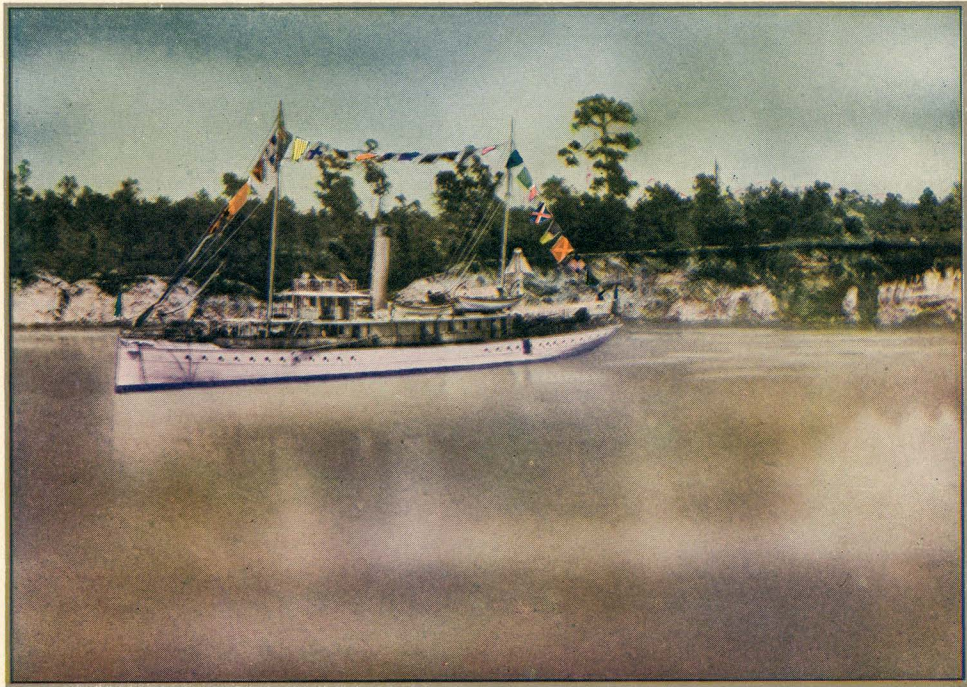
SOLE AGENTS FOR PORT HOUSTON



Port Houston Harbor

THE INLAND HARBOR, such is the anomaly *Port Houston, the Inland Harbor* presented by Port Houston which this souvenir book illustrates, and brings to your attention for consideration, by means of a series of views taken on the day of the formal opening.

Fifty years ago this project was recognized as practical and of future necessity. Even in those days Buffalo Bayou was used as an avenue for the transport of wares before the days of the railroad and quite a fleet of vessels utilized this artery of commerce. The deepening and clearing of this stream was first undertaken as a private enterprise, and after receiving the necessary government support finally



U. S. S. Windom, at anchor in
Port Houston Harbor

developed into its present stage of completeness. Powerful dredges tore away the earth on either side of the channel, completely changing the map of this section, and, regardless of precedent, the engineers behind the work left a commodious turning basin of sufficient depth to accommodate the largest vessels. From this the channel extends for a distance of $41\frac{1}{2}$ miles to the Gulf of Mexico, $25\frac{1}{2}$ miles of which are through Galveston Bay.

Amplly protected by dikes and jetties, this channel will not suffer from silt deposits and a permanent depth is assured, and the absence of currents make navigation easy.

*Changing
the
Map*



The Zeeland, Commodore Rice's Yacht, passing through Ship Channel Cut-off at Harrisburg

With the opening of the Panama Canal this *Port Houston and Foreign Trade* Inland Harbor will become an important feature in the commerce of Texas and tend to further increase the importance of Houston as a distributing point for foreign trade.

Some labor is yet necessary to complete this wonderful work, such as the deepening of the channel to 25 feet from the present depth of 20 feet. The appropriation is made and the government work is under way.

The first cut shows the Inland Harbor on the opening day of Port Houston.



Houston Ship Channel, near Harbor

FOR the enlightenment of those not familiar with port towns and the enormity of the cargo of sea-ocean vessels, we will quote a few figures:

One single vessel with a capacity of 20,000 tons, or on a basis of twenty tons to the car, would load or unload 1,000 railroad cars, which would mean forty trains of twenty-five cars each.

The two slips alone, that the City of Houston is now starting to build at Port Houston, will accommodate eight such vessels per month or ninety-six per year, making a possible annual tonnage of 1,920,000, being 96,000 car loads or 3,840 trains from the two city slips alone. It will require the labor of over

*What
Deep Water
Means*



Ship Channel
U. S. S. S. Windom in the distance

1,000 men to care for this freight from boat to warehouse and cars, besides the extra men employed by the railroads.

*Seaports
Make
Large Cities*

Nobody can doubt that it requires a seaport to make a big city, as this is fully demonstrated by statistics. The United States census for 1900 proves that the United States up to that time had never been able to produce a city over 175,000 inhabitants without navigable waters. We here give you the population of all the cities with navigable water and outside of them none reach the 200,000 mark:

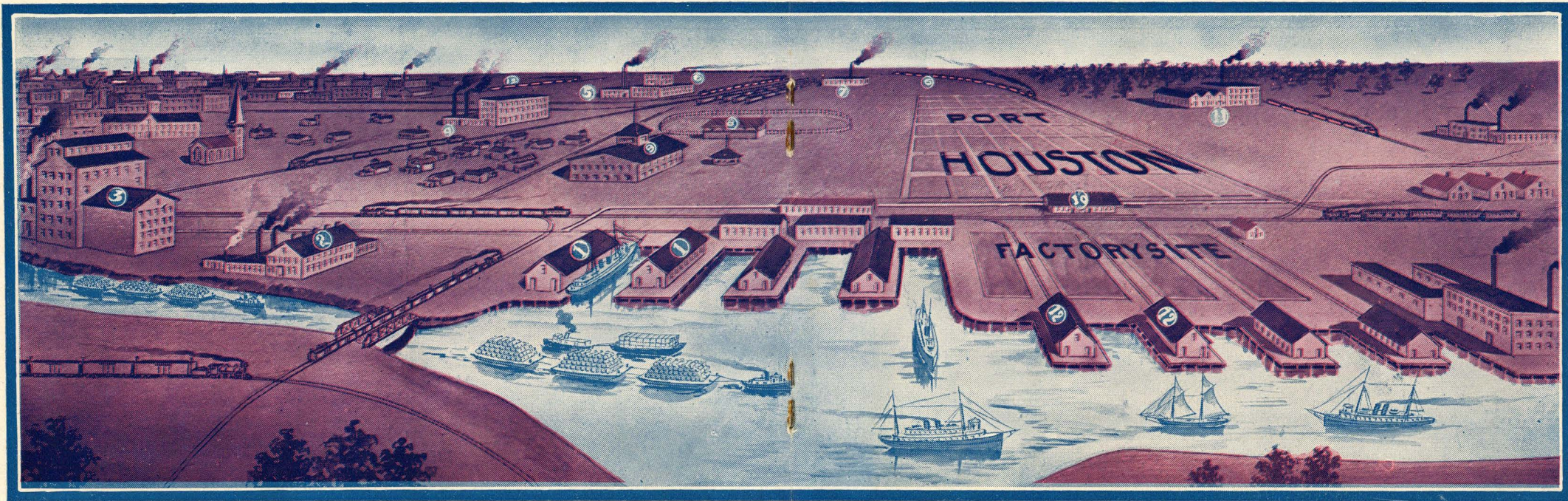
1. New York 3,437,202
2. Chicago 1,698,575
3. Philadelphia 1,293,697



Whew of Beaumont, at speed of thirty miles
an hour in Houston Ship Channel

4.	St. Louis	575,238
5.	Boston	560,892
6.	Baltimore	508,957
7.	Cleveland	381,768
8.	Buffalo	352,387
9.	San Francisco	342,782
10.	Cincinnati	325,902
11.	Pittsburg	321,616
12.	New Orleans	287,104
13.	Detroit	285,704
14.	Milwaukee	285,315
15.	Washington	278,718
16.	Havana, Cuba	235,981
17.	Jersey City	206,433
18.	Louisville	204,731
19.	Minneapolis	202,718
20.	Providence	175,597

*The
Proof of It*



Birdseye View of Proposed Improvements at Port Houston



Pleasure Yachts in Port Houston Harbor

THE great trunk line managers realized years back what was coming and what now is becoming a reality—Houston as a seaport. The same inducements are prompting every new railroad pointing south, to seek an entrance into Houston. Just stop to think—a town of hardly 100,000 people with eighteen railroads.

The different roads entering Houston and which will form connection with Port Houston, the great inland Harbor, are: The Texas & New Orleans Railroad; the Galveston, Harrisburg & San Antonio Rail-

*Houston and
Its Eighteen
Railroads*



Port Houston Harbor looking south

way; the Houston & Texas Central Railroad; the Houston East & West Texas Railway; the San Antonio & Aransas Pass Railway; the Santa Fe System; the Missouri, Kansas & Texas Railway; the Galveston, Houston & Henderson Railroad; the International & Great Northern Railroad; the Houston Belt & Terminal Railway; the Trinity & Brazos Valley Railway; the Beaumont, Sour Lake & Western Railway; and the St. Louis, Brownsville & Mexico Railway.

*The Railways
that will
Connect with
Port Houston*



Port Houston Harbor looking east

WITH permission we herewith reproduce some statistics, compiled and published by the Houston Business League. Study them close and you will realize that Houston is a city of some magnitude, growing at a rate that is bound in a short time to make it the metropolis of the South and the Queen City of the Gulf of Mexico:

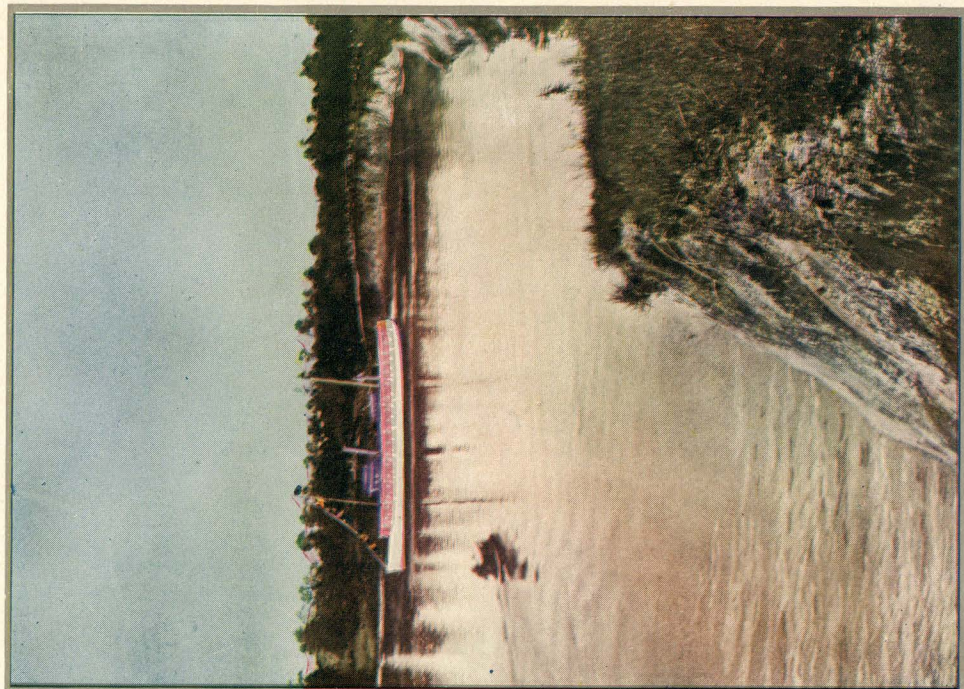
"Houston's mean annual temperature is 69 degrees.

"Houston's gulf breeze means comfortable days and nights.

"Houston's death rate is 14 per 1000.

"Houston's population, including suburbs, is 100,000.

*The Climate
and Health
Conditions*



Port Houston Harbor looking west

"Houston's building permits for last fiscal year, *How Houston Does Things* \$2,588,243.

"Houston's real estate transfers, \$14,932,848.

"Houston's 15 banks have resources of \$35,000,000, leading the state. Gross bank clearings of eight National banks \$1,169,879,016.

"Houston's ship channel, undergoing improvements by the government at a cost of \$4,500,000, gives direct communication with the sea and guarantees water freight rates. Annual shipping of Port Houston, \$34,000,000. Low freight rates render the city the distributing center of the Southwest. Houston is the railroad center of the state, having



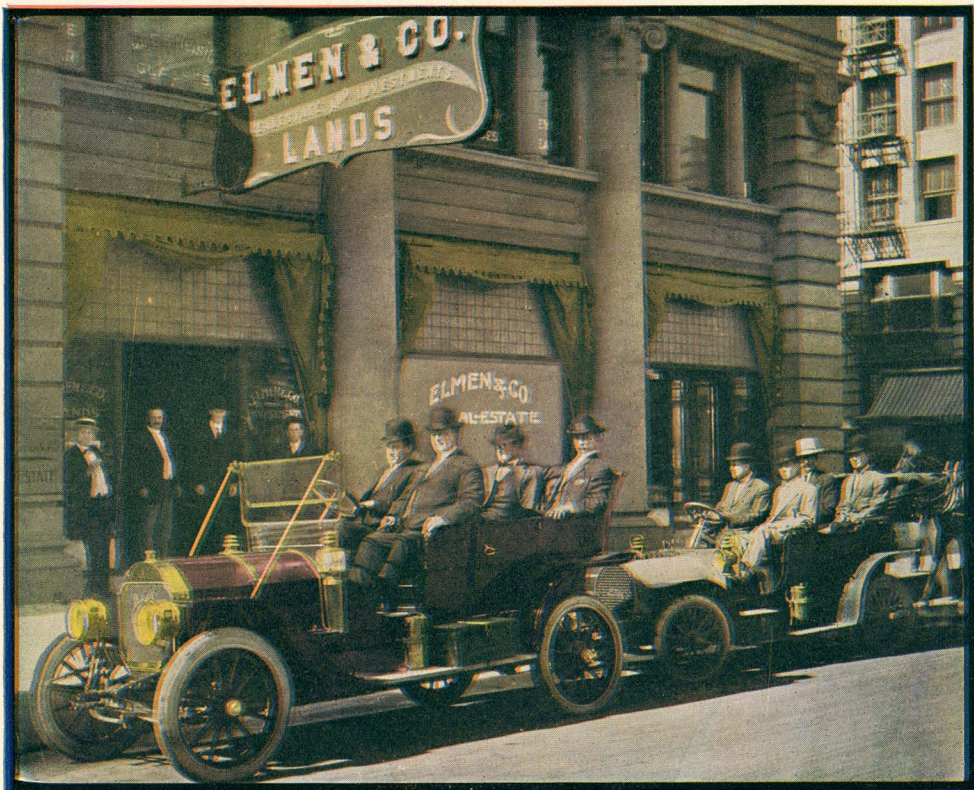
A Party of the First Excursionists to reach
Port Houston Harbor from Special Train

eighteen lines of road, with the finest terminals south of St. Louis. Last year \$3,000,000 were spent in terminals. The city's shipping facilities are unsurpassed, and the railways operate over 100 passenger trains in and out of Houston daily.

*Shipping and
School
Facilities*

"Houston's scholastic population 17,594; public school buildings 38; high schools 2; colleges and private schools 32; the Rice Institute for the advancement of Literature, Science and Art, a great polytechnic school, has an endowment of \$6,000,000, construction soon to begin.

"Houston handles more cotton than any other city in the world; is the South's greatest lumber mar-



Exterior View of Our Main Office

ket, over \$21,000,000 sold last year; center of rice distribution, mill capacity over 4,500 barrels daily; center of oil industry; has greater wholesale trade than any other Texas city; leads in iron consumption and iron manufacture; Government reports show she is the first Texas city in manufacturing, her industrial pay-roll being over one million dollars in excess of any other city; annual output of brewery products valued at over \$2,400,000; ice 875 tons daily. City has 401 corporations in business with a capital of \$82,478,705.

“Houston’s assessed valuation, \$51,627,715; tax rate \$1.80 per \$100.00. Elective commission

*First
Manufacturing
City of
Texas*

system of government. Unlimited supply of pure artesian water, furnished by city's own waterworks.

"Houston has more home-owning citizens than any other city in the Southwest. Parks, 5; churches, 95; hotels, 7; theatres, 4; libraries, 2; great convention auditorium, asphalt and brick paved streets and perfect country roads; modern office buildings; largest street car earnings in the Southwest, splendid double truck cars reaching all parts of the city and suburbs; splendid stores and shops; excellent sewerage; cheap gas and electric light and power; permanent cheap fuel guaranteed manufacturers by proximity to oil deposits and connection with pipe lines tapping oil fields of Texas and Oklahoma. Wide awake, progressive business men."

*Houston's
Public
Institutions*

DO YOU read the newspapers? If you do, you certainly ought to be posted about Port Houston. The continuous boasting, editorially, as well as otherwise, of Port Houston, is alone enough to convince any level-minded person of the great merits of our inland harbor. But not only the newspapers, but every commercial organization, every individual citizen in the city is making a hot campaign for our deep water developments in Port Houston. These so unanimous efforts are bound to show results and have already done so. On top of the Government's millions spent on dredging the ship channel and basin for the harbor, Houston is now spending \$200,000 on wharves and docks and is preparing to spend not less than two million dollars more in making a 25-foot

*Millions
Spent for
Improvements*

channel. From these facts you can judge the importance of our new harbor. In fact, its importance is so great that Houston's present marvelous growth as well as its future developments are principally caused by our deep water possibilities. Houston can only grow as Port Houston grows. Knowing these to be facts and realizing that Port Houston will be the real center of our manufacturing and shipping industries, you ought to be fully convinced that Port Houston is the best and safest place in the South for investment. It is located north side of the harbor where the city is now building the great wharves and docks.

*Port Houston
a Shipping
Center*

ELMEN & COMPANY, HOUSTON, TEXAS

C. A. ELMEN

C. GLEN NICHOLS

Are Sole Agents for Port Houston Property, and will be glad to furnish
Maps and Prices of Lots on Application to their Office

