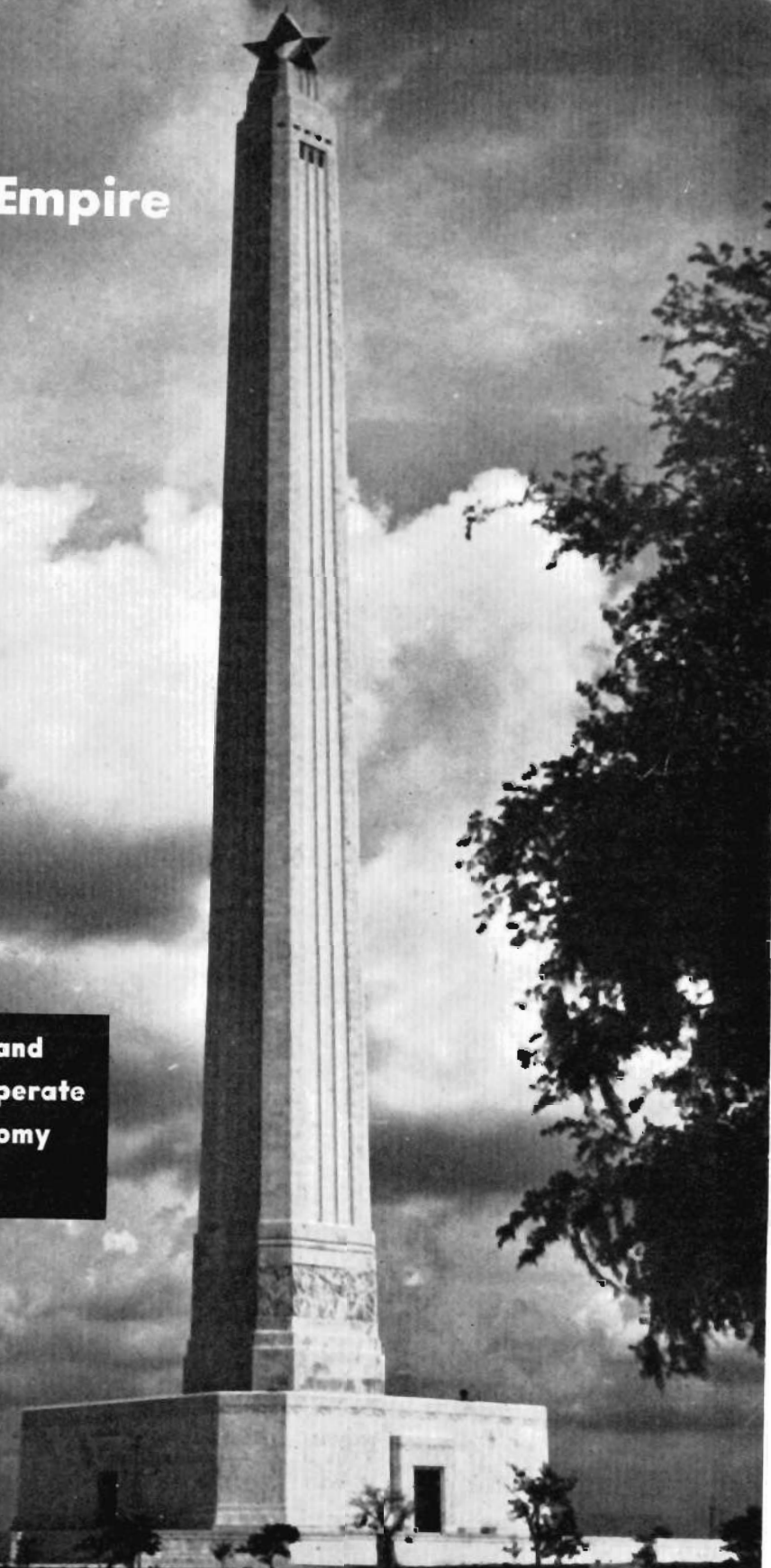


# **TEXAS—**

## **Aggressive Empire**

**Nation's largest state and  
Santa Fe Railway co-operate  
in building strong economy**

**By L. J. CASSELL**



### **The Cover**

A famous Texas landmark, San Jacinto monument, towering over 570 feet in the western sky, is the largest stone memorial in the world. It marks the famous San Jacinto battlefield of 112 years ago, resulting in Texas independence, and presaging annexation nine years later by the United States. This inspiring memorial, 23 miles east of Houston, is surmounted by a massive five-pointed star, symbolic of the "Lone Star State." As a state park, it is a mecca for thousands of tourists annually. Its immense base houses a museum and an elevator carries visitors to the top.



This is Dallas. One of the business centers of the great state of Texas.

**T**EXAS—titan among the States of the Union because of its tremendous size and immeasurable potentialities—is advancing on a new era of industrialization and production.

Many distinctions have been achieved before and since it became the Republic of Texas in 1836, and the Santa Fe Railway has had a definite role in molding its economic structure.

The name "Texas" traces back to the Caddo Indians and the days of the explorers. Texas or "Tejas" was interpreted to mean "friends or allies" and today the motto of the state is "friendship." Originally Explorer Coronado searching the Southwest for the "Seven Cities of Cibola" penetrated into North Central Texas. He referred to Indians there as "Teyas." A century and a half later Captain Alonso de Leon, governor of Coahuila, on a military expedition to capture the French fort of St. Louis, found that position abandoned and continued on to the Neches River. He was accompanied by Father Massanet whose purpose was to establish missions. Indians in that locality when questioned as to their attitude replied: "Tejas" or "Friends and Allies" and believing that was a good omen, Father Massanet named the first mission San Francisco de los Tejas. This was believed to have been erected near Weches in Northwestern Houston county.

Partition of the important areas in the development of the state are: The prehistory of Texas based on archeological records and from chronicles of explorers concerning the lives of the aborigines; the exploratory years starting with the expedition of Pineda in 1519 and up to the time of the missionary establishment in

1690; expansion of Spanish dominion and the establishment of missions; weakening of Spanish controls and the era of filibustering expeditions; establishment of the first Anglo-American colony by Stephen F. Austin, near the site of the present state capitol; introduction of other Anglo-American colonies in this period, 1821-1835, which led to an outbreak of hostilities; the Texas revolutionary period, 1835-1836; establishment of the Republic of Texas; annexation by the United States and Statehood, 1845-1861; the state under the Confederacy, and the era of reconstruction, 1865-1873.

Start of economic development from 1873, which was coincident with the issuance of a charter to the Gulf, Colorado and Santa Fe Railway by the City of Galveston. The railway was incorporated on June 6, 1873. It will observe the 75th anniversary and Diamond Jubilee of its birth and the Santa Fe's great service in the State of Texas in June of this year.

Trend toward industrialization and urbanization, which received start at the beginning of the Twentieth Century, continues. Rightfully, there is basis for the variety of boasts from proud Texans as to the many virtues of their native state.

Let us try Texas on for size. It is by far the largest of the states with 263,644 square miles within its boundaries. There are only six other states with acres greater than 100,000 square miles. You could place the aggregate areas of the States of Maine, Massachusetts, Rhode Island, Connecticut, New York, New Jersey and Pennsylvania within its boundaries and have room for several more.



The State Fair at Dallas, largest in nation, covers 187 acres. This shows impressive Hall of State. Texas has more than 200 fairs and expositions annually.

Its great size is further emphasized by the fact that Texas ranks first in the number of railway main track miles required to serve it. Main track is 15,591 miles with a total of 21,454 miles of main, second and third main and terminal and switching mileage, according to the state railroad commission. Illinois, that great hub of railroads, is second with 11,758 miles of main line.

The Santa Fe is one of the eight major railroad systems serving the state. It maintains general office buildings at Galveston for the Gulf, Colorado and Santa Fe Lines and at Amarillo for the Panhandle and Santa Fe. Amarillo is also operating headquarters for the Santa Fe Western Lines Grand Division.



The Alamo in San Antonio, known as the "Shrine of Texas Liberty", is the scene of one of the most dramatic battles in history. It marks the place where a small band of Texans went down in heroic defeat against terrific odds during the war for the independence of the state.

Main track mileage of the Gulf Lines is 2,096.95 and the Panhandle and Santa Fe, 1,887.82, or an aggregate of 3,984.77 in Texas. Records indicate that the Santa Fe has more main track mileage in the state than any other single railroad. The line serves the important cities of Houston, Dallas, Fort Worth, Beaumont, Galveston, Longview, Temple, Cleburne, Brownwood, Sweetwater, and many others, while the cities of Amarillo, Pampa, Borger, Perryton, Spearman, Lubbock, Hereford, Slaton and San Angelo are served by the Panhandle and Santa Fe with the Orient Line traversing from Hamlin to Chillicothe.

With other representatives of the railway industry the Santa Fe has taken an active part in the development of the state. It has induced farmers and ranchers and businessmen and manufacturers to settle and do business there. It brought in colonization trains. Trainload after trainload was settled by the railways in various parts of the state. Every state in the Union was drawn upon for material and men to build a greater state.

Many of these colonists, including large numbers of emigrants from Europe, are among the farm and ranch leaders of Texas today. But the railways did not stop at merely bringing in settlers. The Santa Fe, through its traffic and agricultural representatives, provided select seed with which to plant crops suitable to the area. Wheat in the Panhandle and elsewhere flourished under the assistance and free seed from the railroad. Other crops materialized and similar help was given. To cap the efforts with success the line enabled the farmer and the rancher a faster mode of marketing than had been their earlier experiences. Where Texas was once criss-crossed with cattle trails pointed toward distant railheads, with the consequent loss of beef by arduous trail driving, the railroads extended their lines for mutual benefit.

The commercial history of Texas is closely interwoven with the progress of the railroads. The Gulf, Colorado and Santa Fe gained its charter 75 years ago but the first railroad charter was granted in 1836 by the First Congress of the Republic of Texas. This enterprise wound up in failure. Other charters were granted other groups but the Santa Fe has continued as a part of a great system.

With two division headquarters in the state the Santa Fe probably has the largest force of employes of any railway. Impressively large and modernistic structures house the general headquarters in Galveston. Until World War II the Santa Fe commercial building in Dallas was one of the most impressive in the entire state. Shops are maintained at several points, largest being at Cleburne, where 1,254 are employed. Amarillo has a sizable shop and others are located at Slaton, San Angelo, Gainesville, East Dallas, Temple, Brownwood, Sweetwater, Somerville, Silsbee, Beaumont and Galveston. The only Diesel locomotive repair shop is at Cleburne with more than 110 workmen assigned to the Diesel locomotive pool. Additions are in the course of completion in this shop.

The first and largest tie treating plant on the system is located at Somerville.

Santa Fe personnel is a highly representative segment of the population and they are largely home owners. Personal taxes are an important contribution to maintenance of government and schools. In 1945 there were 59,984 employed on all of the railways in the state with a total compensation of \$155,024,239 or an annual average payment of \$2,584 per employe. Recent increases in pay will raise this total considerably.

In addition to this enormous payroll the Texas railroads were faced with gross operating expense in 1945 of \$347,983,619, a figure due to leap considerably in 1946 and 1947 be-



Houston, with other cities of the state, has outstanding programs of boulevard and park systems.

cause of heavily increased costs of materials and supplies and maintenance.

Nearly 20 millions of railroad earnings went for taxes and contributed towards the operation of cities, counties, state and federal governments as well as for school, roads and improvement districts.

From any perspective the railroads of the state represent one of its most important industries and an industry which has been of vital importance in its progress and general welfare and which continues to lead in these respects.

In the 1945 census estimate the population of Texas was 6,786,740, representing an increase of 5.8 per cent over the census of 1940. In the 1940 U. S. census and in the 1945 estimate Texas ranked sixth in population. It was



—Fort Worth Chamber of Commerce

Large meat packing plants and stock pens are a great and growing phase of Texas' livestock industry. The one above is at Fort Worth.



—Beaumont Chamber of Commerce

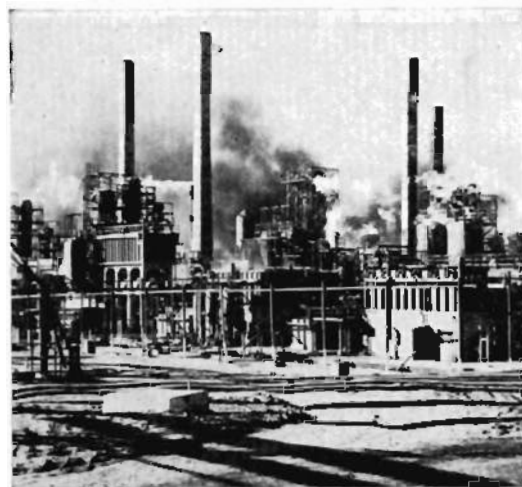
Aerial view of downtown Beaumont, Tex., showing the Bethlehem shipyards to the left, and the municipal wharves and turning basin and the Magnolia Petroleum Co. refinery at upper right.

led only by New York, Pennsylvania, Illinois, California and Ohio, in that order.

There has been a trend toward urbanization of population ever since the turn of the century. This trend was given great impetus during the war years. Examples are the cities of Houston, Dallas, Fort Worth, San Antonio, Beaumont, Galveston, Amarillo, Lubbock, El Paso and many other places.

Houston has had the most amazing development and is the state's largest city. Civic leaders say that it will be largest city in the Southwest in a brief time. It is now vying with New Orleans for that position, and may soon edge the Louisiana city out.

The federal census of 1940 placed the population of the Houston corporate limits at 384,514 or the twenty-first city in size of population in the United States. New Orleans was fifteenth with 494,537. A survey of Houston just completed rates its population at 495,000 within the city limits, and estimates the Houston metropolitan area at 740,000.



Oil field production places Texas in first rank and in billion dollar industry class. Processing is also greatest in nation with plants from Gulf Coast to Panhandle.

Prevalent songs and stories would have Texas as predominantly a cattle state. The importance of that industry is great as it has been traditional, but King Cotton and other agricultural products have dominated the commercial sphere, too. Each retains its importance in the economic picture today; however, they have given way to mineral production, which, measured by income and widespread economic effect, placed the state first in the nation. In recent years it has produced more than 16 per cent of the nation's minerals.

Mineral production was valued at \$1,861,000,000 in 1945. Next in producing states were Pennsylvania with \$930,113,000; California with \$627,306,000, and West Virginia with \$597,377,000. It also exceeded each of the next ten ranking states by more than a billion dollars. Estimated value jumped to \$1,425,000,000 in 1946.

Sixty-five per cent of the annual mineral production value is from petroleum and 85 per cent from oil and gas. Without the great wealth of its black gold and by-products Texas would continue to rank among the leading states because of diversity and quantity of its mineral production. It has greater diversity of minerals than any other state with one possible exception.

Petroleum production in 1946, estimated at 760,505,000 barrels, was valued at \$1,095,127,000 on the basis of \$1.44 a barrel. Production in that year, highest recorded, was 43.8 per cent of the entire nation's production. There was a general step-up of production in the war years, with crude petroleum up 53 per cent; natural gas up 45 per cent; refinery runs up 22 per cent; hydrocarbon liquids up 83 per cent; natural gasoline up 123 per cent and carbon black up 38 per cent. The war effort stepped up the development of refining, cycling and other processes and the birth of the synthetic rubber industry.

There are about 170 counties producing oil, or gas, or both, in large commercial quantities at the present time. Consistent explorations are leading to other discoveries. During

# ***CITIES***

**Skyline of Houston.**



**Fort Worth, hub of  
cattle markets and  
grain.**

**Santa Fe's general  
office building in Gal-  
veston adds much to  
the business building  
stature. It is center  
foreground.**



**Prominent here is  
Santa Fe's Amarillo  
General Office Build-  
ing.**



Capitol of Texas at Austin.

1946 there were 32 counties, most of them served directly by the Santa Fe, which produced more than a million barrels each. At present there is some type of oil industry activity in each of the state's 254 counties. About 32 per cent of the state's area is under lease for oil and gas and this territory extends from the fruitful fields of the Panhandle and the South Plains of West Texas, over the Gulf area and into East and Central Texas. Annual rentals, bonuses and royalties to owners of these lands amount to more than \$215,000,000 annually. Exploration is now being made of the Gulf tidelands in an effort to bring in oil.

Oil was discovered commercially in Texas about 1867 and the first refinery was built in 1895. The first of the gushers was brought in at Spindletop Hill in the Beaumont area in 1901.

The Santa Fe has moved a tremendous volume of tank cars out of Texas for world con-

sumption of this treasure fuel. During the war years this movement swelled considerably and oil train movements were given priority. While revenue from this source has been substantial, considerable credit is given the railway by oil leaders for co-operation in the enormous development of the Texas oil industry.

Virtually every field of sizeable proportions is served by the Santa Fe, directly or indirectly. Opening of the oil industry has occasioned many boom times and wildness, particularly in the past. The "Free State of Hardin" was one of several colorful examples and the Borger boom was another of later years.

In addition to serving transportation for oil products the railway has had an active part in aiding production and producers. It is also a heavy user of petroleum products and is spending increasingly huge sums for the purchase of these materials.

Texas also leads the nation in the production of natural gas. In 1945 it produced a little less than one and three-quarters trillion cubic feet or 43 per cent of the nation's production. The year 1946 showed an increase to one trillion, 900 billion cubic feet, according to estimates. Texas produces far more than the combined showing of the next ranking states—Louisiana, California, Oklahoma and West Virginia.

In 1945 Texas piped 24 per cent of its natural gas to 25 other states and one foreign country, Mexico. Calculating the value of natural gas is difficult and depends on varying prices and gauges. Average value at points of consumption including domestic, commercial, and industrial uses in 1945 was estimated at \$253,000,000 by the U. S. Bureau of Mines, yet another basis of valuation, that at the well, provided a basic value of \$64,000,000.

Technological advances have demonstrated that natural gas offers an unlimited contribution to the manufacture of synthetics including rubber and rubber substitutes and components for explosives and many other chemical products. It is also important to the expansion of industrial projects within the state.



Power house in foreground at large Cleburne shops where an average of 1,400 are employed. Shops include new structure to handle Diesel locomotive maintenance and repair.

*Ride 'im Cowgirl!*



Texas vies with Kentucky in the claim of having good looking women and horses.



Sulphur production is one of the state's leading industries. This operation is at Newgulf, Tex.

Natural gasoline is processed from "wet" gas by various methods. This "wet" gas is also known as casinghead or natural gas gasoline. It is produced throughout the state in 136 plants. Production of this important adjunct to the industry in 1945 was valued at \$66,590,000.

Production of butane, propane, methane and ethane has been a fairly recent development on large scale for the industry. Butane and propane have been extremely beneficial for fuel purposes on farms and home areas which are not served by pipelines. Recently large quantities of these products have been shipped to European countries as part of the United States program of assistance.

Carbon black, a major production in the Panhandle oil fields from "sour" gas and other waste gas is also of great importance. Texas produces most of the nation's carbon black, with about 30 plants in the Panhandle area and a total of 42 plants are operating over the state. Wartime and post-war necessity for automobile tires speeded production and furnished the principal demand for production. More than 721,000,000 pounds were manufactured in 1945 and was valued at more than \$30,000,000. This was approximately 70 per cent greater than pre-war production.

Helium gas is a comparatively rare product and is extracted from natural gas by a government plant at Amarillo. It was much in demand during the war for dirigibles. It also has varied uses in the scientific and medical field, and another important use is in metal welding.

Coal and lignite reserves are to be found in two belts crossing the state from the Rio Grande to the eastern boundary, and cover approximately 60,000 square miles. Production has dwindled due to the wide-spread supply of oil and gas. Although output has dropped to about 23,000 tons annually, the deposits are considered a healthy backlog for the future.

Texas also produces on a healthy commercial scale more than 30 minerals. Mineral deposits are wide-spread with approximately 230 of the 254 counties offering some production. Again a valuable factor in the development of this industry is the railway transporting its products.

Sulphur stands out in prominence with the state supplying 80 per cent of the nation's supply and a large percentage of the world demand. Because of wide-spread usage it is of particular significance in the future industrial development. Sulphur producing mines are in Wharton, Fort Bend and Brazoria counties. Largest producer is the Newgulf plant in Wharton county. Value of this mineral's production of 3,069,815 long tons in 1945 was given at \$49,117,040.

Texas is a large center of iron ore, limestone, granite, sand and gravel, gypsum and asphalt. Salt is another important product with one of the world's largest salt domes at Grand Saline. It ranks fourth in the supply of gypsum, Portland cement and mercury. There are large cement plants at Houston, Dallas, San Antonio, Fort Worth and Waco, producing about 9,000,000 barrels annually.

Steeped in fact and swelled by fiction is the regard for Texas as a cattle and cowboy state. The cattle industry gained its first prominence in the days of the Spanish dons. Today it leads the nation with 10 per cent of the total animal population. There is more livestock in Texas than there are people in most states. It leads not only in livestock but in the diversity of farm raised animals and fowl. Cash receipts from animals, chickens and turkeys in a recent year were about half of the total farm receipts of \$1,189,300,000.

Stock is raised over most of the entire state. Since 1920 the livestock business was given new life and even greater stimulus was seen in 1934 when governmental agricultural programs were initiated. Large acreage, formerly devoted to cotton raising was turned over to cattle grazing. Diversity of farm activity was the keynote of production. The Santa Fe Railway took an active part in this program. It provided its first "cow, sow and hen" demonstration trains which took lessons and demonstrations on preferred farm practices direct to the farmer in every important agricultural area served by the railway. This did much to stimulate interest in agricultural development.

Department of agriculture estimates for 1947 show there were 8,754,000 head of all types of cattle excepting 1,458,000 milch cows and heifers. Sheep numbered 8,523,000; goats, 3,112,000; horses, 458,000; mules, 230,000; hogs, 1,716,000; more than 29,000,000 chickens and 786,000 turkeys. Total value was estimated at \$824,975,000.

The well defined agricultural programs of this day are a far cry from the inception of the cattle industry in the state, which became to be known also as the Longhorn State because of the type of cattle initially trailed over

# ***FARMING***

**It's round-up time  
for Texas cattle mar-  
kets.**



**Battery of combines  
in Texas wheat field.**

**Texas leads in sheep  
raising and wool pro-  
duction.**



**Cotton continues as  
"King of Crops" in  
Texas.**

from Mexico about 1690. The start of the industry was in that area between the Brazos and the Nueces Rivers where the longhorned cattle, descendants of a type from Old Spain, flourished. From this area spanned the first cattle trails which in later years criss-crossed the state as the industry spread. The rugged eras of the Cattle Baron, Nestor, and "Knights of the Trail" have been highlighted in histories and fiction together with the exploits of the cattle rustlers, introduction of barbed-wire, range wars and the taming effects of the Texas Rangers.

Today the Longhorn is almost as rare as the buffalo, both of which formerly roamed the land. White-face cattle, Brahmas, Angus, Shorthorn and other improved breeds are the popular types of beef cattle and have stirred interest in the state's annual stock shows, which are outstanding.

Livestock raising was the dominant activity until agricultural pursuits made inroads. Income from farm crops exceeded livestock as early as 1875 and continued to dominate except for the early 20's and again in 1945. Cotton planting swept Texas. The Panhandle, South Plains and Lower Rio Grande Valley attained prominence.

The Santa Fe Railway in its livestock and agricultural programs extends aid to the farmer and rancher in many ways. It also looks to the future development and sponsors educational programs for the young men of today who will be the leaders in their respective fields tomorrow. This educational program is extended annually by the railway to help members of the Future Farmers of America and the 4-H Clubs with the assistance and co-operation of state officials and national leaders.

From the initial introduction of cotton, corn and row crops the state has expanded to 135 crops with more than a third produced on a commercial basis. This diversity of crops, greater than any other state, is due to the enormous expanse of the region, which embraces 500 soil types. Naturally, varying altitudes, rainfall and climate are important.

Cotton continues as the principal cash crop although planting has declined the last few years. Other crops of major importance are feed grains, rice, wheat, vegetables and citrus fruits.

Cotton continues to flourish in 200 counties. The 1946 crop of 1,650,000 bales was the lowest since 1889. The value of lint and seed was \$327,057 in 1946.

Cottonseed, once wasted, is now an important by-product with 115 mills operating in the Bluebonnet State. These mills are producing more than \$69,000,000 worth of oil, cake and other commodities. War exigencies opened new markets for use of seed products.

Texas grain crops of primary significance are corn, oats, barley, grain sorghums, wheat and rice. Rice is grown exclusively on the Gulf prairies and production has been expanding. A value of more than \$38,000,000 was placed on the 1946 crop, which placed Texas second to Louisiana.

Wheat production is increasingly important and the crop value in 1946 was \$115,136,000 from a production of 62,916,000 bushels. Principal wheat area is in the Panhandle and down in the West and North Central areas of the state.

The railway has continued its practice of assistance to the farmer by introducing select types of seed, enhancing better values and production. Agricultural experts of the railway aided farmers in plating and seeding their lands after the free seed was furnished in early years. The practice of assistance in the development of crops continues but now that wheat has been established on a major basis the free seed can no longer be supplied.

More than half the Texas farms grow corn. It is showing an average yield of 15 bushels an acre but greater yields are expected because of the introduction of new hybrid varieties. The crop value of corn in 1946 was in excess of \$83,000,000. Oats were valued at more than \$33,000,000 and the 1946 value of barley and rye aggregated more than \$3,000,000. Broom-corn and flaxseed are also highly regarded crops.



Somerville Treating Plant shifting yard in foreground. In the back, left to right, lies the boilerhouse, pumproom, cylinder house, laboratory and file room, and bath house.



This is reputed to be the leading flour and grist mill in Texas with a capacity to unload 300 cars daily. It is located at Fort Worth.

—Fort Worth Chamber of Commerce

In recent years there has been a substantial increase in the growth and carload movement of farm produce. Acreage has almost doubled since 1943. Leading crops are Irish and sweet potatoes, tomatoes, onions, spinach, cabbage, carrots, cucumbers, beans and peas with particular emphasis on black-eyed peas, lettuce and beets.

Citrus production is one of the most important in the nation. In 1945 Texas was second only to Florida in citrus production. The Texas "ruby" or pink variety is gaining popularity. The citrus area centers largely in the lower Rio Grande Valley. Value of the 1946-7 grapefruit crop was \$21,675,000 and a production of \$9,625,000 in oranges was also recorded.

Crops including fruits and vegetables are expanding as is the processing industry for canned and frozen products, including juices.

Watermelons and cantaloupes are also important. Texas is second to Georgia in raising watermelons. More than 8,400 carloads of watermelons were handled by the railroads in 1946 and shipments of cantaloupes in 1947 were heavier than preceding years. Honeydew and honeyball, hybrids, also flourish.

Peanut growing had developed importantly. The state is next to Georgia as a peanut producer. A record crop of \$32,981,000 established in 1946 is expected to have been exceeded in 1947, because of increased prices, for one thing.

More pecans are grown in Texas than any other state and the pecan tree has been officially adopted as the state tree. Crop value in 1946 was \$6,947,000.

Peaches, apples, pears, grapes, berries, cherries, figs, and plums constitute other major items of production.

Myriad other crops add to the state's amazing diversity. The Santa Fe Railway and other railroads and organizations including the press, are taking particular interest in soil conservation programs aimed at increased production and curtailing depletion of valuable lands caused by erosion and other elements. While this activity of the railway goes back over many years it was only last year that a studied program of meetings at principal points was launched by the Gulf, Colorado and Santa Fe

and extended into the Panhandle and Santa Fe territory. Federal and state agricultural leaders and farmers co-operated with the Santa Fe and the Second National Bank of Houston in this program. The Santa Fe is also one of the supporters of the conservation program sponsored by the Fort Worth Press, Houston Press and the El Paso Herald-Post.

The lumber industry is achieving its greatest importance. Wooded areas cover about 76,000,000 acres scattered over several regions. Most important, commercially, are the pine and hardwood forests in East Texas which embrace more than 18,500,000 acres spread over 36 counties. The Santa Fe serves the heart of this area and has aided considerably in market development. There are 737 sawmills, 55 planing mills and 35 furniture factories serving the industry in the state and there are three paper mills. Texas newspaper owners are proud of the newsprint plant established at Lurkin in 1939, the first to take advantage of the Southern pine supply.



Big Ben National Park, reached from Alpine on the Santa Fe, is a wild country of canyons, forests and streams greatly attractive to sportsmen. Here the Rio Grande has cut a gap forming Santa Helena Canyon.



Houston is proud of its 100 million dollar medical center now in course of completion.

Four national forests in Texas have a total of 661,000 acres of government owned land. These are the Sam Houston, Davy Crockett, Angelina and Sabine.

A general characteristic of the climate is the relatively low average humidity and the high percentage of sunshine existing over most of the state. Its geographic position and consequent varieties of weather lead natives to vow that "only fools and furriners" predict weather.

In recent years the recreational virtues of the state have come to the fore and the rail-ways have been instrumental in centering attention on the variety of offerings the state has for the vacationist, hunter and fisher. Furthering utilization of these natural resources have been the development of state parks; fairly recent establishment of government forests in East Texas and the Big Bend National Park in the Trans-Pecos area; rehabilitation of game life and the stocking of streams and lakes with fish; and outstanding bathing and fishing facilities along the extensive coast line.

Deep sea fishing offers a number of game fish as well as providing a business of commercial importance. In coastal and inland waters are more than 400 species of fish. Caught in commercial quantities in the Gulf are red snapper, flounder, whiting, drum, Spanish mackerel, pike, sea trout and pompano. Shrimp, oysters, crab and squid abound in the coastal waters. Eleven state hatcheries, six federal and the municipally owned hatchery at Dallas, stock the streams and lakes with crappie, bream and goggle-eye.

Deer, wild turkey, ducks, geese, quail and doves are lures for hunters from other states. Nearly 40,000 hunters were active the past year. Bear is found in the Big Bend country while other animals include fox, mink, civet,

coyote, wildcat, rabbit, wolf, badger, ocelot, beaver, weasel and otter.

Texas ports, of which there are 13 with deep water facilities, include Houston, Galveston, Texas City, Port Arthur, Beaumont and Neches, Orange, Sabine Pass, Freeport, Corpus Christi, Port Aransas, Ingleside, Port Isabel and Brownsville, representing another important adjunct to the commercial wealth of the state. Houston is the ranking port with 31,837,453 tons handled during 1946, the last year for which U. S. engineers compiled figures. Houston was fourth in ports of the nation. Other outstanding ports in Texas ranked as follows in amount of tonnage handled for the year 1946: Beaumont, Port Arthur, Texas City, Port Aransas, Corpus Christi, Galveston, Port Ingleside, Port Isabel and Freeport.

The Santa Fe Trail Transportation Co. recently inaugurated a service within the state which is doing much in co-ordination with railway service. Headquarters of the Trailways is in Fort Worth. This service extends from Fort Worth and Galveston to Gainesville and also west to Brownwood and San Angelo and thence north to Lubbock.

Texas manufacturing industries have started on an expansion program that has been starting. It was aided in this direction by the availability of railway transportation and great diversity of raw materials. A net gain of more than 100 per cent since 1940 has been noted in the state's industrial expansion.

Retail marketing has shown healthy increases and the general prospects of the state and its resources indicates an invigorated future, with the Santa Fe and other railways pacing progress.

