

Freeport, Grand Bahama

Page 3

FLORIDA JOURNAL of Commerce

VOLUME 2, NO. 8
AUGUST 1960

DOMESTIC, CARIBBEAN & OVERSEAS / NEWS BEARING ON THE FLORIDA ECONOMY

FOR 37 YEARS...

INTERNATIONALLY KNOWN BROKERS FOR YACHTS
AND COMMERCIAL VESSELS
COMPLETE MACHINE, CARPENTRY AND WELDING SHOPS

At MERRILL-STEVEN'S five complete yards, you will find the largest and finest yachting facilities in the South. Whether you're a Sunday sailor or an ocean-going yachtsman, MERRILL-STEVEN'S is equipped and ready to serve you with craftsmanship, storage facilities and supplies ample enough to outfit every type of boat . . . and at MERRILL-STEVEN'S you'll always find the warm welcome and genuine hospitality one blue water yachtsman always extends to another.

For repairs and storage,
telephone FRanklin 9-1711.
For charters and brokerage,
telephone Hlghland 4-6551.



Merrill-Stevens DRY DOCK COMPANY

1270 N.W. 11th Street • P.O. Box 1980 • Miami 11, Fla. • Cable: MERRILLCO Est: 1923

COMMERCIAL SHIP PROBLEMS



Let us take them out of your hands

STEEL FABRICATING
ENGINEERING - MARINE CONSULTANTS
BUILDERS OF STEEL BARGES, TUGS,
DREDGES AND CARGO VESSELS
DRYDOCKS UP TO 1200 TONS
SHIP REPAIR CONVERSIONS
MOBILE CRANE SERVICE



DADE DRYDOCK CORP.

ADDRESS INQUIRIES BOX 4381 MIAMI 27 CABLE: DADRYCO

PORT EVERGLADES FLORIDA



PORT EVERGLADES

Broward County Port Authority

MAIL ADDRESS

Port Everglades Station
Fort Lauderdale, Florida



SHIPPERS: Route your cargo through fast-growing Port Everglades, the No. 1 harbor along Florida's famous gold coast. We offer excellent stevedoring, modern cargo handling equipment and extensive warehouse facilities. More than 100 acres of open ground storage.

OTHER FACETS of booming Port Everglades: 14 ship berths (two more under construction); 35-foot water depth, and short, straight entrance channel. Only 7,300 feet from shipping lane to turning basin.

PORT EVERGLADES is Florida's top cruise passenger port. Regular calls now made by the Santa Rosa, Santa Paula, Willem Ruys, Santa Maria, and Johan Van Oldenbarnevelt. Winter cruises offered by the Franca C., Italia, and Ocean Monarch.

Write: R. T. Spangler, Port Manager



International Opportunities

Phosphate Deposits To Be Developed in Lebanon

• Capital investment for the development of Lebanese deposits of phosphate rock and the production of fertilizer is sought by a Lebanese businessman, **Michel E. Doumet**.

Based on information supplied by holders of mining concessions and field observations by the U.S. Minerals Attache, it appears reasonable to expect reserves of phosphate rock to be at least 700,000 tons and possibly as high as 4,600,000 tons. While the narrow beds and low grade make an economic exploitation difficult there is the advantage of fair accessibility and a possibility of nearby markets.

Secretary Mueller Grants Puerto Rico Trade Zone

SECRETARY OF COMMERCE Fredrick H. Mueller, Chairman of the Foreign-Trade Zones Board, has issued a grant to the Puerto Rico Industrial Development Company for the establishment, operation, and maintenance of a foreign-trade zone at Mayaguez, Puerto Rico.

Dr. Antonio Fernos-Isern, Resident Commissioner of Puerto Rico, accepted the grant on behalf of the Commonwealth.

The new zone, the first to be located outside the U. S. mainland, will be located in Mayaguez, Puerto Rico, about 4½ miles from the main port area which is equipped for boat berthing and cargo handling.

Approximately 20 acres are to be used for the present site, with 15 acres allotted for future expansion and development. An industrial building, and administrative office, and a warehouse will comprise the main structures within the zone.

Danish Packer Seeks Affiliate in States

• A Danish Meat processing firm, established in 1891 in Norresundby, Denmark is interested in negotiations with a United States firm for the purpose of manufacturing, canning and packing various meat products according to U.S.

(Continued on Page 12)



SS Hanseatic in Caribbean.

Florida To Get Largest Cruise Ship in South

By Rick Tuttle

CARIBBEAN CRUISE LINES will bring the largest cruise ship ever to enter a Southern port into Port Everglades this fall for a series of six short voyages.

The ship is the Hanseatic, a 30,000 ton beauty that is longer than two football fields, 682 feet.

John Smith of Caribbean said the Hanseatic will make six cruises in October and November and five of them are already booked solid by Caribbean's "convention afloat" sales.

"We thought this up 15 years ago but it is becoming more and more popular," Smith said of the conventions afloat. "I think it's developing into a trend. It gives the people a place to go and from the company standpoint the convention goers can't wander off."

The first cruise in October will last 10 days and meander through the Virgin Islands, French, British and Dutch West Indies and Haiti.

In late October there will be two five-day cruises to Jamaica and Haiti.

General Electric has booked three sailings in November and is even flying in company officials from Hawaii. Each of these cruises will carry 750. They will go to St. Thomas, San Juan, and Nassau on six-day trips.

"In the 40 days we will have her under charter, \$400,000 will be spent in Florida maintaining her while at sea," Smith said.

The Hamburg-Atlantic Line vessel is 82 feet at the beam and has a top speed of 21 knots. She is air-conditioned throughout and has two swimming pools.

The 10-day cruise minimum is \$295 and room is still available for the general public.

Smith said Caribbean was highly successful last winter with its 12-day cruise to the West Indies and will bring the Italia back next January, February and March. She carries 600 passengers.

Smith believes the cruise business will be shifting more and more to Florida in the years ahead.

"About 52 per cent of our passengers are booked before they get here," he said. "They fly in from Chicago, Toronto, Montreal, the cold northern cities. In a few hours the passenger is on the ship and he can enjoy the entire trip in sunshine and good weather, instead of starting out in New York."

Construction Runs Between '58 Level And 1959's Record

CURTAILED building in most parts of Florida has resulted in a slowing down of activities at many of the state's ports.

The import of iron, cement and glass building materials from Europe and the receipt of domestic shipments of cement from Puerto Rico and lumber from the West Coast comprise important shipments in ports of Canaveral, Palm Beach, Port Everglades and Tampa.

Construction activity throughout the state has been running below the 1959 level but still exceeds the level for 1958 according to **Dr. Carter C. Osterbind** of the Bureau of Economic and Business and research at the University of Florida.

Dr. Osterbind's report covering building permit activity during the month of May said, "building activity continues below the 1959 level and in April had a value of \$110,866,000 or 6.1 per cent below April of 1959."

"For the first four months of the year, activity is down 3.2 per cent and April marked the third consecutive month in which activity is lower than in 1959."

"In general, it appears that activity in 1960 is running about half-way between the respective levels of 1958 and 1959. An important element in this down turn from the peak levels of 1959 is the fact that in some areas it has been necessary for the in-flowing population to catch up with the level of residential building that has taken place."

Dr. Osterbind attributed most of these declines to the shutting down of private construction. Public construction in April was up 62.8 per cent over the same month in 1959 and for the first four months of this year, has been up 7.2 per cent. These increases occurred despite the decline in the value of permits for educational building.

In April, Dr. Osterbind reported, building permits for the construction of non-farm dwelling units increased 89.9 per cent in the Jacksonville metropolitan area. This is a continuation of an increased level of residential building in the Jacksonville district, and for the first four months of the year the number of units authorized was 43.8 per cent above the number in 1959.

The lower West Coast area also showed large increases in home construction with the Fort Meyers district gaining 64.2 per cent over the first four months of 1959 and the Sarasota-Bradenton area gaining 24.8 per cent.



An incidental benefit derived from developing a fresh water lake near Panama City is increased land for residential and recreational property on water.

Lake For Industrial Water Supply Begun In Bay County

BAY COUNTY will soon have a 5,000-acre fresh water lake capable of supplying 80,000,000 gallons of water each day to industrial and commercial users.

Dredging operations for a dam and spillway across North Bay at Deer Point, about five miles north of Panama City, began the last week in June.

The dam and spillway, with bridge across the top, is the first phase of a \$6,700,000 countywide water system.

McCullough Dredging Co. of Birmingham moved its 15-inch dredge onto the job June 22 and began clearing. Company representatives said they expect to have the job completed within three months.

The \$115,000 contract calls for dredging an estimated 400,000 cubic yards of fill to be sloped to within five feet of the surface of the water across the bay at Deer Point. The spillway will be 1,475 feet across and will have 141 tide gates.

When the dam is completed the water level north of the dam will be raised five feet. The fresh water reservoir will be fed from Bayou George, Bear Creek, Cedar Creek and Econfinia Creek.

Already work has begun in several places along the 200-mile perimeter of the proposed lake, where private property owners are building summer homes and lake cottages.

Three resort and fish camps already operate on the upper reaches of the bay

— Bayou George Fish Camp on U. S. Highway 231, Indian Bluff Resort and Red Cloud Resort.

Aside from its attraction for industry, the lake is expected to become a major fishing center, surpassing even Wewahatchka's famed Dead Lakes.

The first phase of the water system — bridge, dam and spillway — is being financed by a \$1,500,000 county bond issue. The water revenue and general obligation bonds sold to Allstate Insurance Company through Leedy, Wheeler and Alleman, Inc., investment bankers of Orlando.

The State Road Department has nearly completed approach roads on both sides of the proposed bridge.

Pensacola Navy Dock Work Nears Completion

Construction of berthing facilities at Pensacola Naval Air Station for the aircraft carrier USS Antietam is expected to be completed about Sept. 15, according to **Capt. R. Lamoreaux**, USN, officer in charge of construction for the Naval Air Basic Training Command.

The project has been delayed by the remains of underwater Civil War construction, Capt. Lamoreaux said.

The dock had been scheduled for completion by July 13, but the century-old construction delayed the driving of concrete piling, he stated. The berth is being built by Atlantic States Construction Co., of Atlanta, Ga., for \$715,577.

Additional fuel facilities for the carrier are being installed by E. L. Walker Inc., of Pensacola at a cost of \$219,000.

Freeport, Grand Bahama Brings Everglades Fresh Break In Trade

By James Schopler

PORT EVERGLADES officials are viewing with keen interest the rapid development of export cargo by a comparative newcomer, the Bahama Freeport Shipping Co., Ltd.

The reason for the unusual interest on the part of the Port commissioners and **R. T. Spangler**, port manager, is that this may be the first break-through in a lengthy and up to now fruitless quest for two-way movement of cargo through the fast growing port on Florida's Lower East Coast.

Despite a tremendous tonnage increase in the last decade — more than three million tons — Port Everglades has always experienced a deficiency in exports. And despite its favorable geographical location as a gateway to countries in the Caribbean, West Indies, and Central and South America, it was unable to attract regular service to and from this vast area with its tremendous potential.

About six months ago the MS *Idalith*, a 168-foot Danish freighter of 600 tons deadweight, inaugurated a weekly run to Grand Bahama Island, approximately 85 miles north-east of Port Everglades.

The island of Grand Bahama, 90 miles in length and less than 30 miles at its widest point, is undergoing an amazing transformation rivalling the construction boom of the 50's in South Florida.

City of Freeport

Prime city in the ambitious development program is Freeport, with a population of approximately 8,000. Homes, apartments, commercial buildings and factories are in various stages of construction, and key officials backing the big boom on Grand Bahama have set their sights on population of 50,000.

Freeport and the island of Grand Bahama have been in the headlines in newspapers and national magazines for well over a year. Efforts on the part of the developers to attract tourists as well as small industry are showing results even at this early date.

Twenty-miles northwest of Freeport lies the community of West End. At the opposite end of the island is the Pan American-RCA tracking station, which is contributing to the economy of the area.

Construction Needs

To supply the construction needs of Grand Bahama, the *Idalith* has been moving lumber, cement, steel, nails, wire mesh, and hardware from Port Everglades.



The Danish freighter *Idalith* makes two trips weekly to Freeport, Grand Bahama, hauling a variety of cargo from Port Everglades. On July 13, service was extended to include Nassau.

In May, the operating company was reorganized and the *Idalith* was chartered to the Bahama Freeport Shipping Co. Ltd. Although new in name, it is comprised of men with considerable experience in waterborne shipping.

One official is **Harry C. Miner**, general manager, who was export manager for the old company and can draw on a background of 25 years in transportation. He is the founder and owner of Alco Air Freight, operating out of Broward County International Airport.

President of the new firm is **C. R. (Randy) Foote**, former Boston businessman who makes his home in Boca Raton.

In the relatively short period the Bahama Freeport Shipping Co. Ltd., has taken over, sales representatives have done a bang-up job in drumming up more business. As a result, the *Idalith* makes two trips a week to Freeport and as of July 13th extended service to Nassau.

Inquiries regarding the new service from Port Everglades — by the way, the *Idalith* is the only licensed operation to Freeport — have been received from Chicago and New York, according to Miner, as well as numerous shippers in the South Florida area.

Schedule

The *Idalith* sails from Port Everglades at 9 P. M. on Mondays and Wednesdays, arriving the following morning at Freeport. She returns to Port Everglades each Tuesday and Thursday mornings.

And whereas the *Idalith* loaded principally building supplies, she now handles a variety of cargo, including



Harry C. Miner, general manager, Bahama Freeport Shipping Co. Ltd., (left) chats with youthful skipper of MS *Idalith*, Helge Krarup. Refrigerated trailer truck is kept on deck of the ship and loaded with meats and other perishables for delivery to Grand Bahama.

autos, tractors, meats, produce, electrical supplies and appliances, to mention a few.

New and improved techniques are being applied to facilitate cargo handling. At the start, a refrigerated truck trailer was taken aboard at Port Everglades and taken off at Freeport. Now the trailer truck is blocked on deck and remains permanently on the *Idalith*, with only the contents being loaded on and off, in a minimum of time.

In-transit cargo from Europe has also gone to Freeport via the *Idalith*. Tires, autos and beer are among the commodities brought into Port Everglades from various European shippers for re-consignment to Grand Bahama.

No one is more optimistic and enthusiastic over the export potential to Freeport than Miner. "Interest in our service in the South Florida area has been most encouraging," he points out, "and we haven't even scratched the surface. Barring any major unforeseen development which might affect the current planning for Freeport, the island city will become an important resort and industrial center. We are now looking into two-way traffic and hope to bring in winter vegetables from the Bahamas as well as other products by next year."

Captain of the *Idalith* is **Helge Krarup**, who directs a Danish crew. Krarup, too, voices enthusiasm over the run to Freeport.

Although the export tonnage developed by the *Idalith* is small, percentage-wise, in relation to Port Everglades' yearly tonnage, it represents, as mentioned before, a break-through along two lines: the development of export cargo through the port, and the inauguration of regular service to the islands west and south of Port Everglades.

JACKSONVILLE
SAVANNAH
CHARLESTON

Southern Shipping Co.

STEAMSHIP AGENTS
FREIGHT FORWARDERS
STEVEDORES

FLORIDA JOURNAL of Commerce

DAVID A. HOWARD.....Editor and Publisher
ANN HEIST.....Business Manager
JOSEPH VILLENEUVECirculation

CORRESPONDENTS

MRS. MERCER LIVERMORECocoa
JAMES SCHOPLERFort Lauderdale
DON SHOWERMANFort Pierce
TONY SCHIAPPALakeland
RICK TUTTLEMiami
BOB BROWNPanama City
GEORGE ELLISPensacola
REX NEWMANTampa
WOODIE VAN VOORHEES.....W. Palm Beach

The FLORIDA JOURNAL OF COMMERCE is published on the first Friday of each month by Howard Publications, Inc., International Trade Mart Building, Jacksonville 2, Florida, U.S.A.

Telephone ELgin 3-6596 Cable HOWFUB

Accepted as controlled circulation publication at Jacksonville, Florida. Subscriptions: \$3.00 per year, surface mail; \$15.00 air mail.



OFFICIAL ORGAN
FLORIDA PORTS AND
FOREIGN TRADE COUNCIL

TALLAHASSEE, FLORIDA

P. O. BOX 3697 M.S.S

The Florida Ports and Foreign Trade Council is composed of persons, firms and organizations interested in promoting the Florida ports and foreign trade development.

The Council is a unique organization in the nation as it is a non-profit quasi-public organization which seeks to promote the interest of 19 ports but does not interfere in the actual operation of any.

PRESIDENT:

D. A. WATTS
Strachan Shipping Company

VICE PRESIDENTS:

HENRY N. FOLK, JR.
Pensacola Port Authority

JOEL C. WILCOX
Port of Palm Beach Authority

SECRETARY-TREASURER:

JACK P. FITZGERALD
Hillsborough County Port Authority

EXECUTIVE DIRECTOR:

I. P. PEDRAZA

GENERAL COUNSEL:

GRAY C. RAMSAUR

DIRECTORS:

ARTHUR E. DARLOW
Port Manager, Miami

S. S. GAILLARD
Lykes Steamship Line

J. DILLON KENNEDY
City of Jacksonville Municipal
Docks and Terminals

GEORGE J. KING
Canaveral Port Authority

R. T. SPANGLER
Broward County Port Authority

COLONEL M. A. RAMSEY
Fort Pierce Port Authority

L. C. RINGHAVER
St. Augustine Port Commission

JOEL C. WILCOX
Port of Palm Beach Authority

EDITORIAL ADVISORY BOARD:

ARTHUR E. DARLOW
HENRY N. FOLK, JR.

GEORGE J. KING
COLONEL M. A. RAMSEY

Tax Status of Port Authority Lessees Confronts Legislature

TAMPA CASE MAY HAVE BEARING ON PROGRAMS ELSEWHERE

By Rex Newman

A battle in Hillsborough County concerning the tax exempt status of governmental agencies extended to private industries leasing land from the government agencies threatens to spill over into all the counties of the state.

Hillsborough County Tax Assessor R. (Bob) Walden states categorically he will see to it that legislation will be introduced in the 1961 session through the Tax Assessors Association which will remedy this situation on a state-wide basis.

State Sen. Sam Gibbons of Hillsborough County promises his support.

Walden contends the legislation will have to apply on a state-wide basis or not at all. "If just Hillsborough County is affected, it will cost us a lot of industry," he claims.

The battle in Hillsborough is one of long standing.

It has been in and out of court three times and is presently back in once again. Those on the side of the industries involved are united in their stand.

However, the various local government officials are divided on how to attack and conquer the problem.

As Norman Brown, Port Authority attorney puts it, "We all know where we want to go, but we differ on how we are to get there."

Involved on the side of the industries are Ocean Products, Inc., represented by Leo Levinson; E. A. Mariani Asphalt, River Gulf Terminals, with Henry Toland and Robert Thomas, president of the concern, as their spokesmen, and Illinois Grain Co.

What has happened is really an outgrowth of the rapid expansion of Hillsborough County and Tampa far beyond anything which was foreseen by even the most astute.

When the Port Authority and Aviation Authority were created in Hillsborough County, the area was experiencing a rather pleasant period of growth.

Basis of Lease

At this time, the two authorities leased property to industry on the basis that any improvement on the land reverted to the authority when the leased was terminated and the rental provision would reflect not only rent but what

could reasonably be set as ad valorem taxes.

Taxes on the improvements were not reflected on the tax rolls.

All of a sudden, the Tampa area came into its own with a resounding bang.

Industry was clamoring to come to the West Coast and most of it wanted to take advantage of the port at Tampa and the ideal airport facilities.

The demands which this new industry placed upon the county officials were beyond the stretching point. Taxes were not — and still aren't — providing for the roads, street lights, highways, drainage facilities, and the myriad of other community necessities which the rapid population expansion has created.

The prices of a piece of land adjacent or in competition with the port authority and aviation authority land skyrocketed. A premium was placed on industrial land with access to air and water transportation.

Charge of "Unfair"

Immediately, county officials looked to the tax assessors office for increased assessments. When this happened, industries which had their assessments hiked, started grumbling about the "unfair" competitive situation with industry on Hooker's Point and at Tampa International Airport.

The first step taken was for the two authorities to approach the lessees and see if the lease could not be renegotiated. Most of them agreed. All but the four at Hooker's Point and one at Tampa International.

Hertz Rental at Tampa International refused. However, they moved their business at the end of their lease.

Airport Leases

The Aviation Authority now has a clause in all their leases which specifies that any refusal to pay ad valorem taxes by a lessee makes the lease cancelable.

Another stipulation requires the contracts to be reviewable every 30-months which gives the authority an opportunity to assess the improved status of the concern.

However, the Port Authority ran into big difficulty — namely the "big four."

They flatly refused to re-negotiate their contracts and stood on their rights.

The holdouts contend this is a clear

violation of their leases which were made in good faith with the Port Authority.

\$500,000 Spent

Thomas said, "River Gulf Terminal negotiated with the Port Authority in good faith. It leased approximately three acres of marsh, filled the land, built a bulkhead and dock and spent more than \$500,000 on Port Authority land to provide Tampa with jobs and industry."

"It is small wonder, in the face of this complete breach of faith on the part of the authority, that the authority cannot obtain tenants for the valuable property under its control."

Levinson calls it "harrassment by the authority."

He said part of the consideration for the construction of a second \$300,000 Ocean Product's plant off authority property is the result of this "constant harrassment."

Brown takes exception to the objections by the four holdouts.

He said the statement that the land will revert to the port authority and hence they should be given special consideration about taxes is not a sound one.

"The present state and federal tax structure takes this sort of thing into account and makes specific provision for writing off such an improvement item," he says.

Jack Fitzgerald, port director, points out the only problem which faces the port authority about leasing its land is the lack of deep water dock frontage at the point.

Suits

After the renegotiation attempts failed with the four firms, William McLean, county attorney, picked up the ball.

He had the firms improvements placed on the personal property tax rolls based on the actual value of such land leases to a particular business.

A suit ensued, with the circuit court holding this to be illegal. The first two rounds went to the holdouts.

McLean then attempted to get the property placed on the tax rolls.

Walden complied and the tax collector then attempted to collect the taxes. This failed and the court ruled the tax exempt status of the port authority extended to the firms since the title actually rests with the port authority.

Next round, for the firms.

Now McLean has gone to court claiming the tax exempt status of the industries is unconstitutional. McLean claims the tax exempt status of the land is abandoned when the land is leased for anything except public purposes.

Payments Under Protest

A counter suit has been filed by two of the firms claiming they paid taxes under protest.

Brown taxes exception with McLean on the unconstitutionality position.

Brown contends the tax increases should be added to the rental in a sliding scale rental clause.

This brings objection from Walden.

Walden contends the port authority

should pay their ad valorem taxes into the general tax fund and obtain their pro rata share of all the various sources of tax revenue like anyone else.

He said at present they get a rental which takes into consideration the lack of taxes plus part of the general revenue fund.

As the situation now stands, the county commission backs Walden's position.

Ellsworth Simmons, county commissioner, feels legislation should definitely be introduced in the 1961 Legislature to eliminate the tax exempt status of leased lands.

Gibbons has pledged his support.

Walden emphasises the need of making this state-wide legislation.

"Not to do so would to place a terrific millstone around the county's neck," Walden claims. "It would be better to struggle with what we now have than to have it in Hillsborough County alone."

**Bertram Yacht Co.
Sold To Detroiters**

BERTRAM YACHT CO. of Miami has been sold to a multi-million-dollar manufacturing firm which intends building a plant to produce \$10 million in boats a year.

The new owner is Motor Products Corp. of Detroit.

Richard H. Bertram, internationally-known yachtsman, will remain president of the company. Motor Products did not buy Richard Bertram and Co., yacht brokerage firm, Bertram Yacht Yard or Bertram Yacht Basin, his storage firm.

The new plant should be complete by the beginning of 1961. Motor Products will concentrate on turning out prototypes of 30-foot fiberglass hulls Bertram used in winning the 185-mile open sea race from Miami to Nassau last April.

However, later plans call for construction of 36, 43 and 55-foot hulls.

In addition to the Bertram subsidiary, Motor Products owns: Bond and Steel Storage, a Detroit industrial warehousing outfit, Aermotor, a Chicago water systems manufacturer, Trionics, a Madison, Wis., electronics and research outfit, Duncan Parking Meter of Chicago and Braden Winch and Arrow Gear, both of Broken Arrow, Okla.

**Ferre Family's
Maule Industries
To Build Quarry**

SOUTH FLORIDA'S largest building materials company, Maule Industries, has asked the Securities and Exchange Commission to register a \$1,780,254 stock issue to finance an expansion program.

The firm will use the biggest single bite—\$750,000—to build new quarry facilities on undeveloped property northwest of Hialeah.

Officials said \$350,000 would go to improve production at various plants and another \$375,000 would be used for equipment modernization.

The company's registration statement was for 254,322 shares of common stock at seven dollars a share. It will be offered to present stockholders at one new share for each three now held.

The firm has 745,677 shares outstanding.

Maule makes concrete, concrete block and sells others building materials. Its sales last year were more than \$20 million; its earnings after taxes, \$707,000.

Ponce Products, owned by the vast Ferre family industrial combine in Florida and Puerto Rico, owns 55 per cent of the stock. Jose A. Ferre is board chairman of Maule.

**GENERAL MARINE
CONTRACTORS**

Dredging . . . Towing . . . Barging
Salvage . . . Marine Construction

- COMPLETE VESSEL REPAIR SERVICE
- LARGE MACHINE AND WELDING SHOP
- DRYDOCK - 100 TON FLOATING DERRICK

HENDRY CORPORATION

5107 S. Westshore Blvd.
Office, Drydock and Yards . . . Old Tampa Bay
Telephone Tampa 61-1211 & 61-4331
P. O. Box 13,228 Tampa 11, Fla.
Industrial Sites . . . Rail, Water, Highway

**T
A
M
P
A**

FILLETTE, GREEN & CO. OF TAMPA
STEAMSHIP AGENTS FREIGHT FORWARDERS

Dependable Liner Services To:

- | | |
|-------------------------------------|---------------------------------------|
| St. Lawrence River and the Maritime | Brazil, Venezuela, Philippine Islands |
| Ports of Canada | |
| North European, | Far East and many other |
| French Atlantic and | World Trade Centers. |
| Mediterranean Ports, | |

Agents For Pate Stevedoring Company

Wallace S Building
608 Tampa Street
Phone: 2-0201
TWX TP 8032

Cable Address: "FILLETTE" Tampa

"Walk-Through" Containers Give Maximum Flexibility

AN order for 110 special chassis to carry the exclusively designed cargo-containers for the Erie & St. Lawrence Containerships has been placed with Highway Trailer Company.

Highway Trailer, supplying the complete 885 cargo-container complement for the new coastal shipping system between New York and Jacksonville, is manufacturing the chassis at its Hazleton, Pa., plant. Delivery will be made in August when the "Floridian," the first vessel built in the United States expressly for hauling containerized cargo, begins operations.

The chassis order calls for tandem and single axle units, some 35 ft., others 17 ft. The cargo-containers include 760 dry freight and 75 refrigerated units, 17x8x8 ft., and 50 dry freight units, 8 1/2 x 8 x 8 ft.

A. Vance Howe, vice president in charge of eastern sales for Highway, said his company is the single source for both the containers and chassis for the revolutionary shipping operation. This, he pointed out, is "further evidence of Highway's role as forerunner in design, production and sales in the growing containerization field."

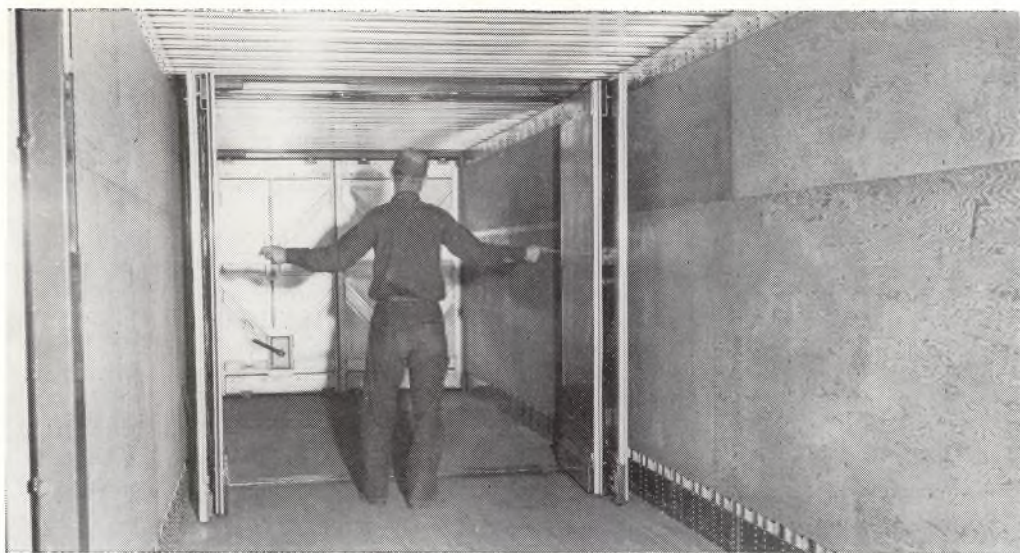
Howe said that during the past year, Highway had received container orders from major shipping companies for nearly \$6,000,000.

"We are proud to have our name associated with this new and revolutionary major containerization operation," Howe noted, "especially since this particular order for both containers and chassis calls for many special features."

Walk-Through Units

The first successful design for a "walk-through" feature, perfected by Highway engineers exclusively for Erie & St. Lawrence, permits pairs of 8 1/2 ft. or 17 ft. containers to be transported on a single 17- or 35-ft. chassis, with one driver moving the combined shipment. In all other over-the-road containerized shipments now in operation, 17-ft. cargo-containers require individual chassis, or a loading and unloading procedure which would make the operation impractical.

The walk-through feature makes possible handling cargo within both containers without removing either from the chassis. The front and rear-end doors swing inward as well as outward, thereby permitting access to the second container. Simply by opening the loaded container doors into the empty container with which it is paired on the chassis,



the cargo moves freely through the empty container onto the loading dock. This procedure can also be reversed. Without this feature, it would be necessary to remove the rear container from the chassis in order to get to the cargo in the second container. This would require expensive handling equipment at all terminals for loading or unloading containers from chassis.

The high tensile steel chassis, exclusively designed to accommodate the special containers, have corner tie-down locking devices to conform with the lower corner castings of the containers. Positioning devices have been included in the chassis design to guide the containers into their secure positions during loading.

Highway Trailer Company, a wholly-

owned subsidiary of Highway Trailer Industries, Inc., manufactures a complete line of semi- and four-wheel truck-trailers, including dry freight trailers, refrigerated trailers, insulated trailers, livestock trailers, platform trailers, rack trailers, furniture vans and fluid carriers. It also manufactures steel and aluminum cargo-containers used for the movement of all types of dry freight by truck, rail, ship or airplane.

Highway is a producer of public utility equipment. The line includes telephone and power line construction equipment, and maintenance truck bodies, telephone installation truck bodies, pole and cable reel trailers, earth boring machines, winches and power take-offs.

The company has plants in Edgerton and Stoughton, Wis., Hazleton, Pa., and Newark, N. J.



Coastwise container service between New York and Jacksonville will commence August 19 when the MV FLORIDIAN goes into service. The vessel was side-launched (above) at Baltimore shipyard.

Riviera Power Plant Will Be State's Largest

EXPANSION of the Riviera Beach plant of the Florida Power and Light Company, planned to be completed in 1963, will make it the largest power plant in Florida and probably the largest in the Southeast, **R. D. Hill**, division manager, has announced.

The new units which are under construction now will add 600,000 kilowatts to present capacity of 140,000. The first unit, providing 300,000 KW, will be finished in May, 1962, the second in May, 1963. Upon completion the plant will be the largest in the entire system of the giant utility.

Hill said, "We have faith in the continuing growth of Florida and we are preparing for expanding population and industry." He explained that the huge plant will serve a wide area. Riviera Beach is the geographical center and therefore the strategic location for the plant, he said, for it is being built to meet the increasing demands and potential of the Florida Gold Coast.

Another reason for its location, according to Hill, is "lots of cooling water and a source of fuel." The expanded system will be able to send electricity to boost power in the Miami area, if required, and too, Miami will be able to switch additional power into this area.

Ebasco Services, Inc., built the two original units with a capacity of 140,000 KW, one in 1946, the other in 1952. The new additions will be vertical, outdoor-type construction, using steel and reinforced concrete. At the peak of construction it is expected that 250 men will be employed at a weekly payroll of \$25,000.

A feat that had to be accomplished before major construction got under way was the moving of the company's 55,000 barrel fuel oil storage tank.

New Parking Deck For Miami's Big Airport

DADE COUNTY'S METRO COMMISSION has awarded a million-dollar contract to Fred Howland, Inc., for construction of a parking deck at Miami International Airport.

The winning bid was \$1,019,516, low out of the eight firms whose bids ranged as high as \$1,132,000.

The new terminal already has a great sprawling parking area on the east side, but the deck is designed for easy access between the parking lot and both levels of the terminal building.

It was designed by Steward-Skinner Associates of Miami, architects for the terminal and hotel.

The closest other bidder was M. Fleming Construction Co. with an offer of \$1,045,690.



Nearing the end of the 1960 import season, Chilean Nitrate Sales Corp. in June brought over 7,000 tons of Chilean nitrate of soda to its Pensacola warehouse-distribution center; the cargo was the second largest of the year, bringing 1960 tonnage to a near-record high.

The cargo was carried by the CHILEAN NITRATE, a 12,500 ton vessel built in Japan in 1956. The vessel is on longterm charter to Chilean Nitrate Sales Corp., sales agent for the South American import. She is manned by Norwegian personnel, is registered in Monrovia, Liberia.

FLORIDA PORTS ARE "HOME WATERS" FOR LYKES!



LYKES 6 AMERICAN FLAG
WORLD TRADE ROUTES

U. K. LINE
CONTINENT LINE
MEDITERRANEAN LINE
AFRICA LINE
ORIENT LINE
CARIBBEAN LINE

LYKES has long been a neighbor of Florida's gateway ports to world markets, including Tampa, Jacksonville, Pensacola, Port St. Joe and Panama City. Frequent, regularly scheduled sailings, expert cargo handling and experience measured in generations are reasons why so many exporters and importers route their shipments "Via LYKES."

Lykes LINES

Lykes Bros. Steamship Co., Inc.

Offices at: NEW ORLEANS, HOUSTON, GALVESTON, NEW YORK, Beaumont, Brownsville, Chicago, Corpus Christi, Dallas, Kansas City, Lake Charles, Memphis, Mobile, Port Arthur, St. Louis, Tampa, Washington, D.C.

OFFICES AND AGENTS IN PRINCIPAL WORLD PORTS

Tampa Victory In Rate Case Draws Fire of Other Ports

EXCEPTIONS to the recent Interstate Commerce Commission examiner's report handed down in the two-year-old Tampa railroad export-import rate case were being filed in July, Port of Palm Beach manager **Joel Wilcox** reported.

Filing of the exceptions was scheduled for June 20 after the examiner made his report benefiting the Hillsborough County Port Authority, but a postponement has pushed the date into July.

The report, made in April, recommends that railroad rates on freight moving through Tampa be reduced to the level that Gulf ports charge except where those rates are lower than those of the South Atlantic ports.

The proposal would eliminate the "arbitrary," that is, the rate differential which is charged by railroads transporting to South Florida ports, but not to ports in the South Atlantic Group nor to the Gulf Ports Group. The differential ranges from 35 cents per hundred pounds of first class freight to six cents per hundred pounds for lower classes.

Railroad import-export rates are set up on a group basis. The "arbitrary" is charged on shipments moving through the South Florida ports which include

Fort Pierce, Palm Beach, Port Everglades, Miami, Port Boca Grande and Tampa.

Thus the South Atlantic ports, all those between Jacksonville, Fla., and Morehead City, N.C., and the Gulf ports, all ports on the Gulf of Mexico between Panama City, Fla., and Corpus Christi, Tex., have had an advantageous rate structure.

The difference is discriminatory from the viewpoint of the ports of South Florida. The system stems from the theory prevalent many years ago that everything was going into Florida and nothing was coming out. Florida had no industrial production.

Several years ago the Hillsborough County Port Authority filed a similar complaint. After many hearings the ICC ruled against Tampa. When the decision was appealed the courts upheld the decision.

The present suit was filed two years ago. The examiner's proposed report contains 421 exhibits including customs reports, rates, millages, Corps of Engineers' statistics, transportation and tonnage data and various comparisons of reports.

In most cases, according to Wilcox, rates at the Gulf ports and at the South Atlantic ports to and from the territories involved are on the same level. This means that almost all Tampa's rates will be reduced to rates of the Gulf ports if the recommendations are approved by the ICC.

After the anticipated filing of exceptions to the report this month, the ICC will hear oral arguments and then confirm, reject or amend the report.

Opponents to the filed complaint include all railroads that serve the territories of the three port groups except the Seaboard Airline and the Atlantic Coast Line.

The case covers shipments between Tampa and cities located in part of the Southern Ports, Foreign Freight Committee Territory, and in part of the Central Freight Assn. Territory. The area takes in Ohio, Indiana, Illinois, Wisconsin, Iowa, Minnesota and parts of Michigan, Missouri, New York, Pennsylvania, North Dakota and South Dakota.

Another Lykes Line Vessel Is Launched

WITH an assist from 12,000 pounds of grease, the huge \$10,000,000 cargo-liner Thompson Lykes, last of five ships being built at Ingalls Shipbuilding Corp., Pascagoula, Mississippi, for Lykes Bros. Steamship Co., Inc., of New Orleans, was launched in the singing Pascagoula River on Saturday, June 25.

The ship is named for the late **Thompson Mayo Lykes**, one of the seven Lykes brothers who founded the vast shipping organization 60 years ago. The vessel was christened by **Mrs. H. Tyson Lykes**, of Palm Beach, Fla., wife of a director of Lykes Bros., Inc.

The S.S. Thompson Lykes is the fifth new Lykes ship to be launched at Ingalls shipyard since September 12. The first two ships, the S.S. James Lykes and the S.S. Joseph Lykes are already in service. The remaining three vessels will also enter service this year.

The five ships are the first of 53 new vessels to be built by Lykes in a program to replace its entire present fleet of vessels at a cost of \$500,000,000. Founded in 1900, Lykes operates its fleet over six of the nation's essential trade routes from U.S. Gulf ports to trade centers throughout the world.



Tampa

Florida's Largest Port . . . and growing fast

Hillsborough County
Port Authority

Jack P. Fitzgerald,
Port Manager

Hooker's Point
Tampa, Florida

Complete modern facilities for handling all bulk and general cargo commodities . . . 22,700 linear feet of intensely developed deep water frontage . . . main channel depth of 34 feet . . . terminal for state and national truck lines . . . served by Atlantic Coast Line and Seaboard Railroads. A \$15 million harbor improvement plan now underway makes Tampa the best port for complete shipping service.

HILLSBOROUGH COUNTY PORT AUTHORITY

Vanderbilt Heir Joins Airtronics

Cornelius Vanderbilt Jr. is a new vice president of Airtronics International Corp., of Fort Lauderdale which expects to do \$1.5 million worth of business this year.

Vanderbilt, fifth generation descendant of **Commodore Cornelius Vanderbilt**, the steamship and railroad baron of a century ago, now owns more than \$100,000 worth of Airtronic stock—25,000 shares. He is also a director of the firm. He will serve as a liaison executive between the company and the firms it does sub-contracting work for.

Rickenbacker Joins Fight To Win The "Golden Egg"

By Rick Tuttle

A Civil Aeronautics Board examiner has recommended that National Airlines get the "golden egg" of modern commercial aviation history—the Southern Transcontinental route.

But whether National will actually end up with the rich plum is far from cut and dried and National knows it and so does Eastern. In fact, **Capt. Eddie Rickenbacker**, Eastern chairman, has promised one of the grandest battles of his long career to grab off the route.

Basically, the route would serve 28 major cities in 10 states between Florida and California. It means non-stop Five-Hour service between the two fastest growing areas in the nation: Miami and Los Angeles. A businessman with plants in Los Angeles and Miami could leave Miami at high noon on a jet and be in LA by 2 p.m.

During the past few years six major airlines have been in the fight for the route. They are American, Braniff, Delta, Eastern, National and Trans-World.

Three other airlines applied for limited extensions: Capital, Continental and Western.

The Recommendations

After a lengthy series of hearings across the country, **Examiner Edward T. Stodola** filed these recommendations in his 226-page report:

—National be awarded the only one carrier non-stop service out of Florida to Los Angeles and San Francisco. (Its present service goes only as far west as Houston, Tex.) Intermediate stops: San Antonio, El Paso, Dallas, Fort Worth, Lubbock, Tucson, Phoenix, San Diego, Albuquerque and Las Vegas.

—Delta be awarded one-stop service to West Coast by way of Atlanta.

—Braniff be awarded a new route out of Fort Worth to Miami by way of Dallas, New Orleans, and Tampa-St. Petersburg.

—Eastern be awarded service from Atlanta to San Antonio with intermediate points.

—A route from the West Coast to Houston.

—Discontinue the various interchange routes now in operation.

The Past

The current National-Delta-American interchange out of Miami was set up in 1952 when Eastern's application for the route was denied by the CAB. National flies the plane to New Orleans, Delta flies it to Dallas, and American takes it from there to LA.

Stodola said there was no doubt this arrangement is poor because of multiple management and it is wide open to delays and errors.

"Even more serious has been the failure of the multi-plane management to agree on expansion of passenger capacity, despite obvious need," Stodola reported.

National greeted the news of its backing by Stodola with reserve, knowing (just as Eastern does) that the CAB votes with its examiners' recommendations only about half the time.

In its application National called the route its "last chance" and "most logical opportunity" to obtain a substantial new route which will enable it to continue as a strong, self-sufficient and competitively-effective carrier.

In view of National's losses of the past year this would appear to be a fairly accurate statement of the facts.

Rickenbacker, on the other hand, blasted the recommendation as "unthinkable" and called the route his "dream of a life-time."

Miami's Port Turned Over To Dade County Government

THE Port of Miami has been officially turned over to the Dade Metropolitan Government in the deal to develop Dodge Island into a modern seaport.

At the same time, the Metro Commission levied 1 mill to raise about \$2 million as first year construction costs.

And on the national level, the Senate Public Works Committee approved a \$3,818,000 appropriation for harbor dredging. The funds had already been approved by the House, Bureau of Budget, and U. S. Corps of Engineers.

As a sideline issue, **Port Director Arthur Darlow** proposed a new rate schedule for the Port of Miami, the \$50,000 a year proceeds from the increases to help keep the present site from falling into Biscayne Bay before the new port is in operation.

However, the proposal met opposition from Miami shipping interests. The matter will not be voted on by the board for several months.

The rate increase would bring Miami into the tariff bracket of Port Everglades.

Darlow stressed the rate proposal won't be final until the commission vote.

Captain Eddie "Robbed"

Captain Eddie takes the position he is being robbed of his invention.

"I pioneered the concept," Rickenbacker said. "This recommendation would deny the Miami Beach area the benefits of unrestricted competitive service to California."

He said, "The growing traffic between Miami and those cities clearly requires fully competitive service. Eastern is most able and best qualified carrier."

He accused National of "neglecting existing opportunities" to adequately service existing transcontinental traffic. National denied the charge. The two airlines were butting heads with charge and counter-charge during the hearings leading up to the recommendation.

Even the City of Miami got into the squabble with a recommendation for Eastern, with National as second choice. It was the first time Miami had officially tapped an airline in a route fight.

All of Rickenbacker's arguments here and others, such as Eastern's plan to serve 67 cities instead of 28, have been included in the "vigorous exception" it filed with the CAB.

It has until August 26 to work up briefs to support the exceptions.

All other airlines involved in the case will also file exceptions, including National, an industry spokesman said.

Proposed Rates

In the main, Darlow would like to:

—Charge 60 cents a month for cargo storage instead of the present 50 cents.

—Raise dockage fees from two cents to three cents a gross ton.

—Reduce the daily storage rate for autos from \$2 to \$1.

—Compel stevedore and shipping firms to carry insurance protecting Metro against damage caused by accidents involving their equipment.

The shipping interests argue that since the Port of Miami facilities are not comparable to Port Everglades', it isn't entitled to higher rates.

Meanwhile, in Fort Lauderdale, the Port Board showed a hint of uneasiness at the Miami-Metro action on its port.

"We should get our facilities ready while Miami's still talking about its new Dodge Island Port," said **Chairman Fred Stevens**. "If we have the best to offer our customers, they're not going to Miami."

And with that the board approved a \$400,000 Pier 3 warehouse and passenger terminal.

JACKSONVILLE
SAVANNAH
CHARLESTON

Southern Shipping Co.

STEAMSHIP AGENTS
FREIGHT FORWARDERS
STEVEDORES

Commodores Point Terminal

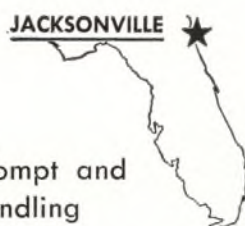
INDUSTRIAL SITES

MARINE TERMINALS

P. O. Box 212

JACKSONVILLE 1, FLORIDA

Ship thru



and for prompt and
efficient handling

ALWAYS SPECIFY

COLDEMAR LINE to and from
Colombia and Panama.

AMERICAN STAR LINE to Lon-
don and European Continent
Ports.

BARON-IINO LINE to South
and East Africa.

FERN-VILLE LINES to Manila,
Hongkong, Saigon, Bang-
kok, Singapore, Djakarta,
Formosa, Pusan, Japan.

DAIDO LINE— from Japan.

MAMENIC LINE to West Coast
Central America.

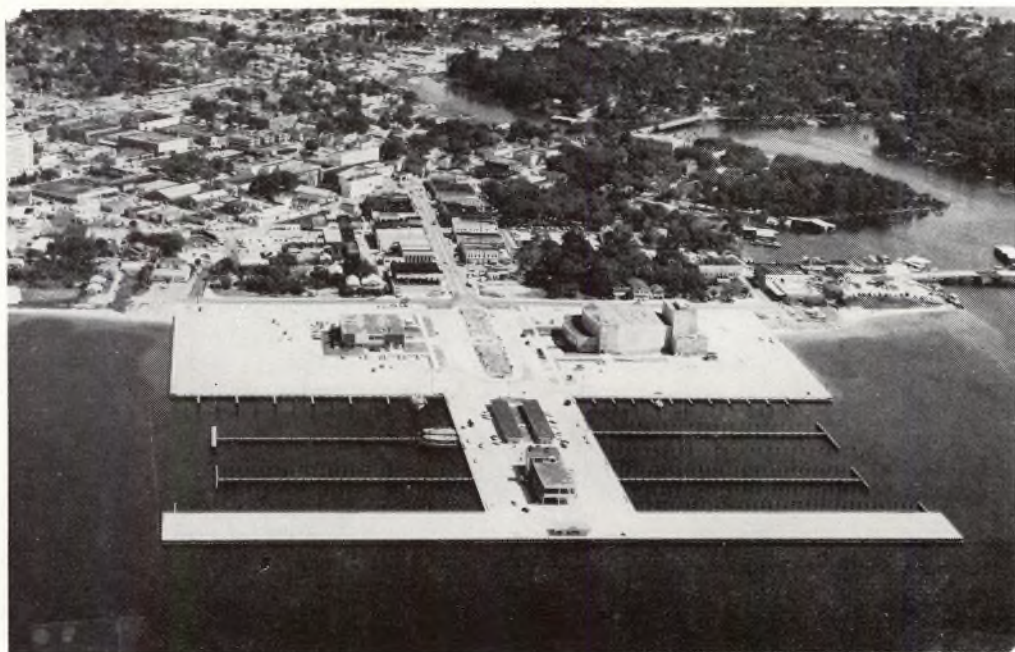
Represented in Jacksonville by

**Kaufmann Shipping
Company**

P. O. Box 1866

2080 Talleyrand Ave.

*Also regular dependable service to
Mediterranean Ports.*



Downtown marina at Panama City is adjacent to new municipal auditorium and city hall building.

Phillips Petroleum Leases Marinas Built By Panama City Along Gulf

By Bob Brown

PHILLIPS PETROLEUM COMPANY has leased operation of Panama City's two new \$7,000,000 marinas.

A contract signed by **Mayor Frank Nelson** June 23 gives Phillips a five year lease, with renewal option, to operate the downtown and St. Andrew marinas on a profit-sharing basis. The city will receive 80 per cent of all net profits.

Phillips already operates marine sales outlets at 55 marinas in Florida, including the company-owned Pier 66 at Fort Lauderdale, and several hundred marinas throughout the U.S.

The Fort Lauderdale pier and the Panama City marinas are the only ones in Florida where the company actually controls rental of boat slips and other marina operations.

Phillips rates marinas where it has outlets as one-, two- or three-star or non-rated. Those with the most modern and most complete facilities are rated three-star. Approximately 70 per cent of the

Florida marinas are rated.

The three-star rating, which usually requires motel or hotel facilities in the immediate vicinity, probably will be given both Panama City marinas, company officials have indicated.

Recognizing the growing interest in boating as a new outlet for petroleum products, Phillips started an extensive marine program about 18 months ago. Since that time the company has set up a franchised marina program tied in with a national publicity program.

Marinas are rated and listed in a directory which is distributed by the company to boating enthusiasts throughout the nation. The directory includes free cruise guide charts and a complete listing of marine products offered by Phillips.

The goal of the company, an official said, is to make each of the marinas where Phillips has a franchise a "one-stop" facility for yachtsmen.



St. Andrews marina is in residential section of city.



Five new Argosy cargo planes are being bought by Riddle.

Riddle Airline Gets \$20,000,000 Cargo Contract

RIDDLE AIRLINES — a million-dollar loser the past years — came up with two startling announcements to open the new fiscal year:

— **President Robert Hewitt** and two Miami stock brokers bought control of the all-cargo line from aging financier **Arthur Vining Davis**.

— The line won a Logair Air Force contract worth more than \$20 million the next three years and will now buy five turbo-prop Argosy aircraft, the newest and fastest cargo carriers in the air.

Hewitt, only 42, promised when he came to the Miami-based firm a year ago he would either make it pay or close it down. The Logair contract would appear to be the beginning of making it pay. Hewitt said the Air Force deal plus a half million dollars worth of trans-Atlantic charter flights should give the company about \$800,000 net income this fiscal year.

This is a far cry from the loss of around \$10 million in the past five years.

The two stock brokers are **James H. Price** and his brother, **William R. Price**. With Hewitt they now own about 66 per cent of the airline's 10,800,000 outstanding shares.

Davis had owned 6,140,000 shares before the sale. He still holds less than five per cent of the total shares, Hewitt indicated.

The Logair contract has Riddle flying "out-size cargo" such as high priority jet engines and missile components and parts in 15 states — from Maine to Florida to Oklahoma.

Logair Operations

Logair is a scheduled airline operation that supplies parts and material for various Air Force branches, including the Strategic Air Command and Air Research and Development Command.

The annual mileage will amount to more than 4,500,000.

Hewitt said the flights started with 10 C-46 aircraft. The five prop-jets should arrive by the last quarter of 1960. One prop-jet will take over the work of two

C-46s, which will be returned to common carrier operations.

The five Argosies, along with replacement parts, will cost \$9 million. Hewitt said a wholly-owned subsidiary of Riddle was formed to buy the planes which cruise at 300 miles an hour. They are made by Armstrong-Whitworth of England.

\$800,000 Bank Loan

Despite the financially gloomy past, Hewitt is optimistic. He said the company had borrowed about \$800,000 from Miami banks as working capital and he believes it will help produce a revenue of more than \$14 million in the next year.

Riddle has recently diversified its operation to include specific air cargo

charter service and transatlantic passenger service.

The passenger charter runs began in mid-June.

Labor Safety Notices Sent to Marine Firms

VIOLATION notices designed to correct certain unsafe conditions on the waterfront have gone out to some maritime employers in the Jacksonville district from U.S. Labor Department Safety Consultant working there.

Captain Donald P. Gardner, District consultant of the Jacksonville office of the Department's bureau of Labor Standards said the notices were given pursuant to rules and regulations which went into operation on March 21.

complete marine terminal

Only 1.3 miles to the open sea, modern Port of Palm Beach meets exacting shipper needs. Strategic location on U. S. Highway No. 1, direct rail connection with FEC RR main line, warehouse, open storage area, choice industrial sites, make it Florida's fastest growing seaport. For further information or inquiries concerning your shipments, write to:

**PORT OF PALM BEACH DISTRICT,
P. O. BOX 990
WEST PALM BEACH, FLORIDA**

PORT OF PALM BEACH

International Opportunities

(Continued from Page 1)

specifications in the U.S. itself.

The firm, a cooperative society, is located in a large provincial town in the peninsula of Jutland and manufactures, wholesales, and retails fresh and canned meat products, sliced bacon, sausages, meal and other products.

The products are then exported to England, Germany and the United States with some being sold in the home market.

The company is prepared to consider long-term contracts with any U.S. firm which addresses its inquiries to Andels-svineslagteriet for Aalborg Amt, 30 Vesterbrogade, Norresundby, Denmark.

Malaccan Seeks Source Of Bagged Fertilizer

• **Goh Keng How**, the President of Malacca Chamber of Commerce in the Federation of Malaya is interested in purchasing bagged ammonium sulfate fertilizers for rubber estates. He wishes this fertilizer shipped directly to the Port of Malacca.

How indicated that he can purchase 500 tons monthly if the price is competitive with the presently used European and Japanese fertilizers.

How is also interested in smaller quantities of crushed phosphate rock and urea. He states that the difficulty lies in the limited port facilities and the movement of cargo from vessels to shore on lighters.

At present there are no American vessels calling at Malacca. Any U.S. exporter who wishes to give a quote to How may write him at 89 Wolferstam Road, Malacca, Federation of Malaya.

Three-Level Garage Planned in Curacao

• Willemstad, the capital city of Curacao, populated by about 41,000, is about to undergo the construction of a three level, 300-car ramp garage. The proposed garage will have retail stores on the ground floor and will be a grand addition to this city.

Henri Perlman, proprietor of a retail store in Willemstad is inviting exploratory letters from U.S. construction firms which might be interested in the construction of the ramp garage.

Such interested firms are encouraged to write Perlman at 4 Hendrekplein, Willemstad, Curacao, Netherlands, West Indies.

Eller & Company, Inc. Opens Miami Office; Desmond Is Manager

GRACE LINE announced today that effective July 1, Eller & Company, Inc. of Fort Lauderdale, which serves as general agent for the Line's operations at Port Everglades opened an office in Miami. Heading the agency's new branch with the title of Freight Sales Representative will be **Edward T. Desmond**.

The new office is expected to be a most important one as a result of the rapidly expanding Latin American trade in the Florida and southern regions, and, in particular, the increasing demand for Grace Line's service from the Miami area since the inauguration two years ago of express freight and passenger service by the new sister ships, **Santa Rosa** and **Santa Paula**.

The address is: Eller & Company, Inc., Suite 314, Roper Building, 20 S. E. Third Avenue, Miami 32. Telephone: Franklin 9-1572.

Desmond went to the agency with an extensive background and experience in Latin American trade, having served in the last decade as Executive Director of the International Affairs Department of the Miami-Dade County Chamber of Commerce, and later as Executive Vice President of the Chamber of Commerce of the Americas.

serving the port of Pensacola since 1893

JOHN A. MERRITT & CO.



SHIP BROKERS • FREIGHT FORWARDERS
STEAMSHIP AGENTS • STEVEDORES
COAL CARGOES AND BUNKERS

P. O. Box 590 Pensacola, Florida

Cable: MERRITT

Telephone HE 2-4175; HE 8-8626; TWX PS - 97

JACKSONVILLE
SAVANNAH
CHARLESTON

Southern Shipping Co.

STEAMSHIP AGENTS
FREIGHT FORWARDERS
STEVEDORES

PORT OF FORT PIERCE FLORIDA

developed and operated by
FORT PIERCE PORT & TERMINAL COMPANY
STEVEDORING
HANDLING
SHIP AGENCY
WAREHOUSING
FORWARDING

For Information Write — P. O. Box 1372, Fort Pierce, Florida

EST. 1911

GIBBS Corporation



JACKSONVILLE, FLORIDA

Cable: GIBBSJAX

FORT MYERS, FLA.
TAMPA, FLA.
MOBILE, ALA.
NEW YORK, N. Y.
WASHINGTON, D. C.

MARINE REPAIRS
CONVERSIONS
NEW CONSTRUCTION
DESIGN
DIESEL MARINE ENGINES
INTERNAL TANK COATING

Miami Firm Avoids Price Wars; Goes On Board, Overseas

A Miami manufacturing company whose sales have soared into the millions during the past five years was admitted to trading on the American Stock Exchange in July.

Daryl Industries which turns out aluminum glass sliding doors and shower enclosures was started eight years ago. Its sales have moved from a total of \$437,000 in 1955 to \$2,682,000 in the last fiscal year.

Daryl started out producing for the local market only but now has 750 distributors throughout the U.S. and recently set up a distributorship in Santiago, Chile.

The company now does about 44 per cent of its business in Florida; the rest out-of-state. It is planning an expanded sales program in South and Central America, especially Mexico. Negotiations have started to hire a sales representative in Western Europe.

Daryl's net earnings last year were \$192,245 and so far this year it has reached \$111,000.

The company officers are **Alex Miller**, president, **Robert P. Miller**, vice president, and **Martin S. Lodge**, secretary.

The firm's name was derived from Robert Miller's 10-year-old daughter.

Alex Miller said one of the company's secrets to success has been refusal to participate in price wars.

Price wars bring larger sales but lead to a profitless operation, he said.

"We know our products have advantages offered by no other lines and we sell on the basis of quality, service and long-lasting utility," Miller said.

Armstrong Cork Begins \$400,000 Expansion Plan At Pensacola Factory

ARMSTRONG CORK CO., has announced it will begin another phase of a major expansion program for its Pensacola plant costing more than \$400,000.

Plant Manager E. N. Lee said plans call for enlarging facilities for the manufacture of acoustical and fiber board materials. Lee said work is expected to be completed in January and will add about 75,000 square feet of floor space to the plant.

Lee said the new facilities will go into production during the first quarter of 1961.

The Pensacola plant is one of 17 Armstrong plants in the United States producing building materials, resilient flooring, industrial specialties and packaging products, Lee said.

Gibbs To Build 6 Coast Guard Tugs

IN competition against nineteen other shipyards, the Gibbs Corporation has been awarded a contract by the U. S. Coast Guard to build six tugboats.

The tugs will take approximately nine months to build. Three are to be delivered to Portsmouth, Va., and three to New Orleans.

Each will measure 65 feet in length, 19 feet in beam, and will have a draft of 4½ feet. The hull will be of welded steel, while the deck house will be

welded aluminum. It will be powered by a four-hundred horsepower Caterpillar diesel engine with two Caterpillar diesel generators. Accommodations will be provided for seven men in fully air-conditioned and heated quarters.

George Slifer, sales manager in charge of new construction at Gibbs, announced that this contract will bring the backlog of new construction work to over \$4,600,000. All the work will be done at Gibbs' Jacksonville yard in addition to their normal ship repair and conversion business.

INDUSTRIAL OPPORTUNITY AT FLORIDA'S NEWEST DEEP SEA PORT



Typifying the industrial and economic growth of the state is Port Canaveral, serving Florida's important central east coast and located adjacent to the Canaveral Launching Area of satellite and missile frame. With a maintained depth of over 33 ft., an oil tank storage farm, marginal wharves, transit sheds, adjacent industrial tracts, and railway transportation facilities in Cocoa, Canaveral ranks as one of the leading small ports of the Southeast. The docking facilities are modern, and industrial sites are available for lease through the Canaveral Port Authority in Cocoa. We invite your inquiry.

FOR COMPLETE INFORMATION AND BROCHURE,
CONTACT GEORGE J. KING, PORT MANAGER,
P. O. BOX 1463 — PHONE NEWTON 6-6058,
COCOA, FLORIDA

PORT CANAVERAL

Grace Asks Rail Lines For Action On Containers

ARTHUR C. NOVACEK, Freight Traffic Manager and Frank A. Palau, Assistant Freight Traffic Manager of Grace Line's Caribbean Service appeared before the General Freight Traffic Committee of the Eastern Railroads in Buffalo recently to present for consideration certain proposals designed to provide exporters and importers with the facilities, which are not presently available, for door to door movements of containers via railroads.

The brief documented the vital importance of containers to the American exporter and importer in terms of his ability to compete successfully in foreign markets, noting also that the promotional program for foreign trade recently undertaken by the government highlights the fact that foreign trade is a matter of national interest in which all segments of American industrial life should be concerned.

The brief pointed out the practical domestic traffic achievements of the railroads such as the Piggy Back and Flexi-Van services on the basis that the railroads could secure similar valuable results in the overseas field. In emphasizing the significance of container operations to the American Merchant Marine, the brief described the Grace Line's wish to cooperate with domestic transportation to the mutual benefit of all concerned.

The specific proposals for handling containers which the railroads were asked to consider were:

- 1) **Regulations which will allow empty containers to be carried on flatcars, free of charge when necessary to accomplish either the inward or outward leg of a prospective export or import shipment.**
- 2) **Regulations which will allow containers to be considered as part of the tareweight of such cars, so that inland freight charges will be assessed only on the weight of the contents of the container.**

- 3) **A pooled supply of flatcars for the movement of containers, loaded and empty, of the Grace Line and other ocean carriers.**
- 4) **A coordinated distribution system designed to allow spotting of containers at major inland points for prospective loading at export shippers plants or warehouses.**
- 5) **Establishment of workable plans, rates and schedules for containers on chassis to allow such units to be utilized in Piggy Back systems now in effect.**

Power Output Increases 275% During 10 Years

THE ability of Florida's electric plants to produce the power needed to turn the wheels of commerce and industry and supply home requirements is 275 per cent greater today than it was ten years ago, the Florida State Chamber of Commerce reported.

Their increasing fuel requirements have resulted in greatly increased port business.

This ability, or capacity, stood at 3,847,187 kilowatts at the end of 1959. Large manufacturers, such as pulp and paper mills and chemical plants, maintain electric plants for their own uses with capacity at year's end of 299,064 kilowatts, included in the total, the Chamber pointed out.

The ten-year gain in industrial capacity was 127 per cent and the capacity of regular utility plants jumped 295 per cent.

Production of electricity last year came to 18 billion kilowatt hours, 270 per cent more than in 1949. The greater per cent gain in capacity reflects the foresight of electric companies to provide for future growth demand, the trade body said.

Ten years ago the monthly pattern of production showed the largest electric load in December of each year. This trend began to change in 1953 with the beginning of widespread use of air conditioning. By 1956, August became the top month. In fact, production in August last year was greater than the entire year's production in 1940.



H. L. Brundage, Mrs. O. A. Beech, and Brundage's pilot Hart Farwell, (left to right).

Flying Auto Dealer Serves Tri-State Region From Port

THIRTY-FIVE dealers scattered throughout a three-state area would pose a management problem to most automobile distributors — but not to **Hubert L. Brundage** of Jacksonville. Brundage, a leading Volkswagen distributor in the United States, has solved the problem of extensive business travel with a twin-engine, five-place Beechcraft Travel Air.

Brundage Motors Inc. imports some 1,000 Volkswagen vehicles a month—a sales figure Brundage has attained in only six years as a distributor of the German-built cars and trucks.

"We put some 600 hours a year on our company plane," says Brundage, "and these hours represent many hundreds of miles in travel between our office and our dealers. And no distributor sells without calling on his dealers.

"With our plane, we set our own schedules and travel quickly and comfortably to our destination. When our business is completed, we either head back or go to the next dealer destination.

"Time-consuming layovers and inconvenient timetables have been eliminated from our travel schedules.

"And with the 200 mph speed of our Travel Air, I can visit any of our dealers in Florida, Georgia and South Carolina during one working day. For example, I can leave my desk at 8:30 a.m., visit the most distant dealer, and be back at my desk in Jacksonville by 5 p.m.

Detinning Plant Will Be Erected In Tampa Area

• **T. Paine Kelly, Jr.** chairman of the Greater Tampa of Commerce, announced in Tampa recently plans for a \$500,000 detinning plant scheduled to begin construction in August and set for completion in December.

Kelly said the Metal and Thermit Corp. will locate the plant on Highway 301, north of Highway 60. He said one third of the scrap used at the Tampa plant will be brought in by ship from foreign countries.

WIRE ROPE SLINGS

MANUFACTURERS OF SAFTKING WIRE ROPE SLINGS



Slings, Pendants, Guys made to order
Machine and Hand splicing to 2" dia
800 Ton Hydraulic Press

MARINE AND INDUSTRIAL RIGGING SERVICE

1010 E. Cass St.,

Tampa, Florida

Tel. 2-2409

CLASSIFIED ADVERTISEMENTS

15c per Word per Issue. Minimum Words 10. Cash in Advance.

(Numerals, Abbreviations and Symbols Counted as Words)

Add \$2.00 if you desire translation into Spanish.

DE VENTA O ARRIENDO, viviendas o oficinas con ruedas, hechas de aluminio con aire acondicionado. Enviamos estas a todas partes. Deseamos cualquier pesquisa. Puede escribir a Sellhorn's o 'ony Valdes, P. O. Box 790, Tampa, Florida. Referencia el Banco de Marino.

MANUFACTURER OF UPHOLSTERED OFFICE FURNITURE seeking agent for its products in Latin America. Sharmal, 1065 East 26 Street, Hialeah, Florida.

BUSCA DISTRIBUIDOR . . Un fabricante, bien situado en un puerto de Florida, hace embarques parciales directo a su país. Pequeños calentadores electricos le agua, pequeñas cisternas para bombas — plaquetas de metal, cisternas para barques, cisternas para purificación y las que ablanda el agua. Se vende solo por las cuentas al mayoreo. Para informacion, puede escribir a Presto, Inc., Box 2368, Jacksonville, Florida.

QUALITY PRODUCTS: Used cars and trucks, batteries, tires. Meats: bacon-ham. Seeds, jams, fruits. Will Edward Rose Agency, 130 Worth Ave., Palm Beach, Florida.

PAINT MANUFACTURER seeking outlets for paints in Latin America. Complete line of house paints, industrials, and marine paints. Florida Tropical Paint Co., Jacksonville, Florida.

Tampa Industrial Park Wins Pepsi-Cola Plant

The Pepsi-Cola Bottling Co. has announced plans to build a million dollar plant in Tampa just north of the Schlitz Brewery.

The 11-acre tract plant will have a capacity of 3½ million cases of soft drinks a year.

Cuban Situation Cuts Air Cargoes

The rapidly deteriorating Cuban situation has slashed international cargo business out of Miami International Airport in the first five months of this year, but domestic cargo showed a 10.42 per cent increase over 1959.

International cargo operations were down 8.11 per cent.

The combined totals for the first five months showed an overall drop of 3.31 per cent from last year. Total cargo handled: 79,936,515 pounds.

PESQUISAS CONVIDADAS EN CUANTO a auxilio mercante, citas de precios en mercaderia de exporte f.a.s. Tampa, tazas de carga oceana, registro de carga y la fleta de barcos. Hillebaum-Tampa, Inc., Box 5284, Tampa 5, Florida.

SS Brasil and SS Argentina Join Florida Cruise Boom

TWO winter cruises to South American ports will be offered next winter from Port Everglades by Moore-McCormack Lines, it was announced by R. T. Spangler, port manager.

Official notification was received by C. L. Collins, manager, Strachan Shipping Co., MorMac agents at Port Everglades, that the new SS Brasil and the Argentina will offer 38-day cruises to the east coast of South America.

Both vessels will sail from New York, home port, and call at Port Everglades. The Brasil will visit Port Everglades January 29 to pick up passengers on her south-bound itinerary. She returns March 5.

The Argentina will call February 12 enroute to South America and will return to Port Everglades March 19.

Both liners are regarded as the ultimate in cruise service. They were built in 1958 at Pascagoula, Mississippi by the Ingalls Shipbuilding Corp. Each ship is 618 feet long with a beam of 84 feet and displacement of 22,770 tons. Cruising speed is 23 knots.

The sister ships have nine decks, are completely air-conditioned, have 182 staterooms including four deluxe suites, two outdoor swimming pools, sun deck, solarium, theater, and complete open air promenade loop. The vessels are equipped with Denny-Brown stabilizers to eliminate roll.

Interiors were designed by Raymond Loewy Associates. All accommodations are first class with all outside staterooms. There are five passenger decks. The Brasil and Argentina each carry up to 553 passengers in cruise service.

Moore-McCormack is regarded as a pioneer in cruise travel to South America and boasts over 20 years' experience. The south-bound itinerary includes calls at Trinidad, Bahia, original capital of Colonial Brazil, Rio de Janeiro, Sao Paulo, Santos, Montevideo, and Buenos Aires.

With the addition of the MorMac sister ships, five cruise passenger liners have

now been added at Port Everglades since the 1959-60 winter season. Newcomers include the Hanseatic, chartered by Caribbean Cruise Lines, which will make six Caribbean trips commencing October 12; American Export Lines' Atlantic, scheduled for a 35-day cruise to the Mediterranean and Israel October 16, and the Oranje, around-the-world cruise ship plying a west-bound route, which is due to visit the port Nov. 2. The Oranje returns in 1961 for five visits during the course of the year.

PASSENGER CRUISE SCHEDULE

Also See Freightier (P) Schedules

FROM MIAMI

Nassau; Eastern Shipping Corp.
Every Monday & Friday 3 days SS BAHAMA STAR

Nassau; Peninsular & Occidental SS, FR 9-3836
Every Tuesday & Friday SS FLORIDA

Nassau, Port-au-Prince, Kingston; Eastern Shipping Corp.
Aug. 12, 30, 7 days YARMOUTH

Port Antonio, Kingston, Dom. Republic, San Juan, St. Thomas; Eastern Shipping Corp.
Aug. 2, 19, 10 days YARMOUTH

FROM PORT EVERGLADES

Barbados, Trinidad, Santos, Bahia, Montevideo, Buenos Aires, Argentina, Kingston, Curacao, and La Guaira; Moore-McCormack Lines.
Jan. 27 38-days BRAZIL

Barbados, Trinidad, Santos, Bahia, Montevideo, Buenos Aires, Argentina, Kingston, Curacao, La Guaira and Martinique; Moore-McCormack Lines.
Feb. 10 38-days ARGENTINA

Santa Cruz, Teneriffe, Gibraltar, Palmero, Piraeus, Hafia, Messina, Naples, Leghorn, Cannes, Barcelona, and Fuchal; Am. Export Lines.
Oct. 16 35 days ATLANTIC

Trans-Atlantic Monthly, Lisbon, Vigo, Madeira Islands, Canary Islands, La Guaira, Curacao, Havana, Port Everglades, Lisbon; CCN Line; Shaw Brothers, Miami, agent; FR 3-0662.
Monthly 30 days SANTA MARIA

New York, Curacao, La Guaira, Aruba, Kingston, Nassau, Port Everglades; Grace Line; Port Everglades Terminal Co. agents; JA 2-7421
Every Tuesday 14 days
SANTA ROSA or SANTA PAULA

Charter Cruises to Caribbean ports; Caribbean Cruise Lines. Six Cruises.
Oct. 23, Oct. 28. SS HANSEATIC

23 Varied Caribbean Cruises; Atlantic Cruise Line
November to April. SS FRANCA C & BIANCA C

*ROUND-THE-WORLD CRUISES, Royal Rotterdam Line; Shaw Brothers, Miami, agents; FR 3-0662.
Oct. 3, Dec. 13 MS WILLIAM RUYTS

*ROUND-THE-WORLD CRUISE: Netherland Line; Shaw Brothers, Miami, agents; FR 3-0662.
Every 3rd Month

JOHANN VAN OLDENBARNEVELT
Nov. 2 ORANJE

*Bermuda, Southampton, Rotterdam, Southampton, Port Said, Colombo, Singapore, Melbourne Sydney, Wellington, Callao, Balbao, Port Everglades.

JACKSONVILLE
SAVANNAH
CHARLESTON

Southern Shipping Co.

STEAMSHIP AGENTS
FREIGHT FORWARDERS
STEVEDORES

SCHEDULE OF STEAMER SAILINGS

(Subject to Change Without Notice)

LISTED PORTS OF CALL ARE SERVED REGULARLY

D—Discharge

L—Load

P—Passengers

(Contact agents for additional sailings)

AUGUST 1, 1960

Port	Line	Agent	Port	Line	Agent
EUROPE					
London, Rotterdam, Antwerp, Bremen, Hamburg*					
<i>JACKSONVILLE</i>					
Aug. 2 SOUTHWIND	(D)	U.S. Lines	Strachan		
Aug. 5 SOUTHSTAR	(D)	U.S. Lines	Strachan		
London, Bremen, Hamburg, Rotterdam, Antwerp, Rochester, Copenhagen					
<i>JACKSONVILLE</i>					
Aug. 26 MU GUATEMALA	(L)	American-Star	Kaufmann		
London, Leith, Manchester, Liverpool, Avonmouth, Dublin, Glasgow					
<i>JACKSONVILLE</i>					
Aug. 4 SOUTHPORT	(L)	U.S. Lines	Strachan		
<i>PANAMA CITY</i>					
Aug. 5 MATRA	(L)	Cunard	Fillette-Green		
Avonmouth, Liverpool, Manchester, Glasgow, Cardiff, Belfast, Dublin					
Aug. 8 MANCHESTER TRADER	(D-L-P)	Manchester	McGiffin		
Aug. 15 MANCHESTER PROGRESS	(D-L-P)	Manchester	McGiffin		
Sept. 8 MANCHESTER PORT	(D-L-P)	Manchester	McGiffin		
<i>PENSACOLA</i>					
Aug. 1 KENDALL FISH	(D-L)	Lykes	John A. Merritt		
Aug. 18 EUGENE LYKES	(D-L)	Lykes	John A. Merritt		
Aug. 15 BAYEUX	(D-L)	C.A.T.	Fillette-Green		
Antwerp, Rotterdam, Bremen, Hamburg, and LeHavre					
<i>JACKSONVILLE</i>					
Aug. 4 HASSELBURG	(D-L-P)	Ozean-Stinnes	Stevens		
Aug. 9 ELSIE HUGO STINNES	(D-L-P)	Ozean-Stinnes	Stevens		
Aug. 17 SYLLUM	(D-L-P)	Ozean-Stinnes	Stevens		
<i>PANAMA CITY</i>					
Aug. 13 APPING	(D-L)	Holl. Amer.	Fillette-Green		
LeHavre, Amsterdam, Bremen, Hamburg, Antwerp (Transshipment to Rotterdam, Ghent & Scandinavian Ports)					
<i>JACKSONVILLE</i>					
Aug. 28 OOTMARSUM	(L-P)	Independent-Gulf	McGiffin		
Sept. 10 ITTERSUM	(L-P)	Independent-Gulf	McGiffin		
Hamburg, Bremen, Rotterdam, Ghent, Antwerp, Dunkirk, Caen, LeHavre					
<i>MIAMI</i>					
Aug. 14 LIMBOURG	(D-L-P)	Armement Deppe	Eller & Co.		
<i>PORT EVERGLADES</i>					
Aug. 16 LIMBOURG	(D-L-P)	Armement Deppe	Everglades Term.		
Aug. 17 FLANDRES	(D-L-P)	Armement Deppe	Everglades Term.		
Bremen, Hamburg, LeHavre, Antwerp, Ghent, Rotterdam, Amsterdam, Oslo, Copenhagen, Malmo, Stockholm, Helsinki, Gdynia — All Norway, Sweden and Denmark.					
<i>TAMPA</i>					
Aug. 2 TROLLEHOLM	(D-L)	Swed.-Amer.	Gulf Fla. Term.		
Aug. 17 TOPEKA	(D-L)	Wilhelmsen	Gulf Fla. Term.		
Sept. 2 TEXAS	(D-L)	Wilhelmsen	Gulf Fla. Term.		
Antwerp, Rotterdam, Bremen, Hamburg					
<i>TAMPA</i>					
Aug. 7 ELSE HUGO STINNES	(D-L)	Ozean/Stinnes Line			
Aug. 15 SYLLUM	(D-L)	Ozean/Stinnes Line			
Scandinavian Ports					
<i>PORT EVERGLADES</i>					
Aug. 17 TENNESSEE	(D-L)	Swed-Am	Strachan		
Sept. 13 UDDEHOLM	(D-L)	Swed-Am	Strachan		
MEDITERRANEAN					
Marseille, Genoa, Leghorn, Naples, Venice, Trieste, Algiers, Cadiz, Lisbon					
<i>PORT EVERGLADES</i>					
Aug. 17 ANUNCIADA	(D-L-P)	Fabre Line	Everglades Term.		
Sept. 13 KVERNAS	(D-L-P)	Fabre Line	Everglades Term.		
Genoa, Naples, Trieste, Venice					
<i>TAMPA</i>					
Aug. 14 MONFIORE	(D-L)	Creole Line			
Aug. 27 MONGIOIA	(L)	Creole Line			
Barcelona, Genoa, Naples, Trieste, Rijeka					
<i>JACKSONVILLE</i>					
Aug. 31 JOHN LYKES	(L)	Lykes	Strachan		
Lisbon, Oran, Algiers, Genoa, Marseilles, Leghorn					
<i>TAMPA</i>					
Aug. 28 CARACAS	(D-L)	Fabre	Atl.-Gulf.		
Sept. 27 EXMOOR	(D-L)	Fabre	Atl.-Gulf.		
Marseille, Genoa, Leghorn, Savona, Lisbon					
<i>JACKSONVILLE</i>					
Aug. 8 LORENZO MARCELLO	(D-L-P)	Sidarma	Kaufmann		
Aug. 23 ANDREA GRITTI	(D-L-P)	Sidarma	Kaufmann		
Lisbon, Valencia, Casablanca, Naples, Piraeus, Salonika, Sfax, and Eastern Mediterranean Ports					
<i>JACKSONVILLE</i>					
Aug. 3 KORAI MARU	(L)	Daido	Kaufmann		
Sept. 2 KOTEI MARU	(L)	Daido	Kaufmann		
Oct. 1 KOKOH MARU	(L)	Daido	Kaufmann		
Nov. 8 KOCHU MARU	(L)	Daido	Kaufmann		
<i>PENSACOLA</i>					
Aug. 28 HOWELL LYKES	(L)	Lykes	John A. Merritt		
Barcelona, Genoa, Naples, Trieste, Salonika and Piraeus					
<i>TAMPA</i>					
WATERMAN LINE—if sufficient cargo offers					
Gulf Fla. Term.					
JAPAN & FAR EAST					
Moji, Kobe, Nagoya, Shimizu, Yokohama					
<i>MIAMI</i>					
Aug. 16 MOMIJISAN MARU	(D-L-P)	Mitsui Line	Everglades Term.		
Yokohama, Yokkaichi, Nagoya, Kobe, Osaka, Pusan, Inchon, Keelung, Okinawa, Hong Kong					
Australia and New Zealand					
<i>PENSACOLA</i>					
Aug. 11 WILLOW BANK	(L)	Bank Line	Strachan		
Yokohama, Hokaichi, Nagoya, Kobe, Osaka					
<i>TAMPA</i>					
July 17 HIYEHARU MARU	(D-L)	Shinnihon Line			
July 18 NIPPOH MARU	(D-L)	"K" Line			
Kobe, Nagoya, Yokohama, Shimizu, Murren					
<i>JACKSONVILLE</i>					
Aug. 6 KORAI MARU	(D)	Daido	Kaufmann		
Sept. 8 KOHKA MARU	(D)	Daido	Kaufmann		
Oct. 10 KOKOH MARU	(D)	Daido	Kaufmann		
Yokohama, Nagoya, Kobe, Osaka, Korea, Formosa, Manila					
<i>PENSACOLA</i>					
Aug. 29 TIPTON	(L)	Lykes	John A. Merritt		
<i>TAMPA</i>					
Aug. 4 STEEL DESIGNER	(D)	States-Marine	Mar./Isth.		
Hawaii					
<i>TAMPA</i>					
Aug. 26 HAWAIIAN TOURIST	(L)	States-Marine	Mar./Isth.		
INDIA & PERSIAN GULF					
Massawa Djibouti, Kuwait, Bandar Shahpour, Korramshahr, Basrah, Karachi, Bombay					
<i>PENSACOLA</i>					
Aug. 27 GREEN BAY	(L)	Central Gulf	John A. Merritt		
India, Pakistan, Arabian Gulf					
<i>TAMPA</i>					
Nedlloyd Line—if sufficient cargo offers					
Nedlloyd					
Gulf Fla. Term.					
NEAR EAST					
Tel Aviv, Haifa					
<i>TAMPA</i>					
Zim Israel Line—if sufficient cargo offers					
Gulf Fla. Term.					
<i>PENSACOLA</i>					
Aug. 8 A VESSEL	(L)	Zim-Israel	Strachan		
CANADA					
Montreal, Three Rivers, Dalhousie					
<i>PENSACOLA</i>					
Aug. 27 A VESSEL	(L)	Swed.-Amer.	Strachan		
Montreal, Three Rivers, Quebec					
<i>TAMPA</i>					
July 26 HINDANGER		Grancolumbiana/Swedish			
American Line Joint Service					

Port	Line	Agent
CENTRAL AMERICA - PANAMA		
All Ports	TAMPA	
Bi-weekly Refrigerated Service	(L) Delia	Failde
All Ports—West Coast Central America	PANAMA CITY	
Aug. 6 A VESSEL	(L) Mamenic	Kaufmann
Cristobal, Balboa, P. Limon, P. Barrios, Buenaventura, San Jose	PENSACOLA	
Aug. 10 FORDMAC	(L) Marime-I-E	John A. Merritt
P. Cortes, P. Barrios, Matias de Galvez	MIAMI	
Weekly A VESSEL	(D-L) West India	West India Sh.
Cristobal	MIAMI	
Aug. 3 MONTEGO	(L) Chester, Blackburn & Roder	
Aug. 15 HENRY HORN	(L) Chester, Blackburn & Roder	
Aug. 24 MONTEGO	(L) Chester, Blackburn & Roder	
Vera Cruz	JACKSONVILLE	
Aug. 8 LORENZO MARCELLO	(D) Sidarma	Kaufmann
Aug. 23 ANDREA GRITTI	(D) Sidarma	Kaufmann
Puerto Limon, Costa Rica	TAMPA	
Sailing ev. 4 weeks	(L)	Gulf Fla. Term.

SOUTH AMERICA		
Venezuela and Guianas	PENSACOLA	
Aug. 10 DAPHNIS	(L) Royal Netherlands	Strachan
Barranquilla, Cartagena, Buenaventura, Cristobal (Transshipment to West Coast, So. & Cen. America)	JACKSONVILLE	
Aug. 5 CALI	(D-L-P) Coldemar	Kaufmann
Aug. 20 COLOMBIA	(D-L-P) Coldemar	Kaufmann
Cristobal, Buena Ventura, Colombia, Cartagena, Barranquilla, Puerto Limon, Costa Rica & W. Coast Ports S. America	TAMPA	
Aug. 1 BOLIVAR	(D-L) Coldemar	Clark Shipping Co.
Aug. 15 PARNASS	(D-L) Coldemar	Clark Shipping Co.
Aug. 29 BOLIVAR	(D-L) Coldemar	Clark Shipping Co.
La Guaira, Puerto Cabello, Maracaibo	JACKSONVILLE	
Aug. 3 CARLOTA BOLTEN	(L) P & O	Southern
Aug. 19 KAREN BOLTEN	(L) P & O	Southern
Buenaventura, Guayquil, Callo, Mollendo, Arica, Antofagasta, Valparaiso, Antonio, Talcahuan	PENSACOLA	
Aug. 22 GULF TRADER	(L) G & SA	John A. Merritt
La Guaira, Puerto Cabello & Maracaibo, calling at Curacao & Aruba as cargo offers; also accepting cargo for Trinidad, Georgetown & Paramaribo with transshipment at Curacao.	JACKSONVILLE	
Aug. 9 ARTEMIS	(L) Royal-Netherlands	Strachan
Aug. 23 TELAMON	(L) Royal-Netherlands	Strachan
Sept. 9 OBERTON	(L) Royal-Netherlands	Strachan
	TAMPA	
Aug. 3 THEMIS	(D-L) Royal Netherlands	Gulf Fla. Term.
Aug. 17 DORIS	(D-L) Royal Netherlands	Gulf Fla. Term.
Sept. 21 AGAMERUNON	(D-L) Royal Netherlands	Gulf Fla. Term.

SOUTH AMERICA, EAST COAST		
Rio de Janeiro, Santos, Montevideo, Buenos Aires	PENSACOLA	
Aug. 27 DEL AIRES	(D-L) Delta	John A. Merritt
Aug. 8 MORACLARK	(D) Moore-McCormack	Strachan
	PORT EVERGLADES	
Aug. 6 MORACLARK	(D) Momac	Strachan

CARIBBEAN - WEST INDIES		
Curacao, La Guaira, Aruba, Kingston, Nassau	PORT EVERGLADES	
Aug. 2 SANTA PAULA	(D-L-P) Grace Line	Eller & Co.
Aug. 9 SANTA ROSA	(D-L-P) Grace Line	Eller & Co.
Aug. 16 SANTA PAULA	(D-L-P) Grace Line	Eller & Co.
Aug. 23 SANTA ROSA	(D-L-P) Grace Line	Eller & Co.
Aug. 30 SANTA PAULA	(D-L-P) Grace Line	Eller & Co.
Cuba and Central America	PENSACOLA	
Aug. 18 CORAL TRADER	(L) Mayan Line	Strachan
Aug. 25 MENTER	(L) Mayan Line	Strachan
Cuba, Mariel	PENSACOLA	
Aug. 1 CUBA	(L) Palmer	John A. Merritt
Aug. 15 BARCELONA	(L) Palmer	John A. Merritt
Havana	WEST PALM BEACH	
Daily—Car Ferry	(D-L) W. India Fruit	W. India Fruit
	PENSACOLA	
Bi-Weekly MARIA TERESA	Oriente Navigation Co.	Pate Stev. Co.
Matanzas	JACKSONVILLE	
Aug. 8 A VESSEL	(L) Garcia Line	McGiffin
Aug. 26 A VESSEL	(L) Garcia Line	McGiffin

Port	Line	Agent
Havana	TAMPA	
Weekly—Refrigerated Service	MIAMI	Delia Failde
Weekly Service	(D-L) Mambisas	Miami Marine Agcy.
Weekly Sat.	TAMPA	Privateer
	(D-L) S. G. Scott	
Aug. 8 A VESSEL	(L) Garcia Line	McGiffin
Aug. 26 A VESSEL	(L) Garcia Line	McGiffin
Freeport, Nassau	JACKSONVILLE	
Aug. 3 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Aug. 6 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Aug. 10 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Aug. 13 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Aug. 17 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Aug. 20 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Aug. 24 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Aug. 27 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Aug. 31 IDALITH	(D-L) Bahama Freeport	Everglades Term.
Nassau, Eleuthera, Grand Bahamas	JACKSONVILLE	
Aug. 5 BUCCANEER	(L) Buccaneer	Buccaneer
Aug. 12 BUCCANEER	(L) Buccaneer	Buccaneer
Aug. 19 BUCCANEER	(L) Buccaneer	Buccaneer
Aug. 26 BUCCANEER	(L) Buccaneer	Buccaneer
Nassau	JACKSONVILLE	
Aug. 8 HESTER	(L) Argyle	Kaufmann
Aug. 15 HESTER	(L) Argyle	Kaufmann
Aug. 22 HESTER	(L) Argyle	Kaufmann
Aug. 29 HESTER	(L) Argyle	Kaufmann
San Juan, Puerto Rico	MIAMI	
Aug. 20 TRANS CARIBBEAN	(L) Transamerican	Carl Matusek
Sept. 20 TRANS AMERICAN	(L) Transamerican	Carl Matusek
San Juan, Mayaguez, Ponce	JACKSONVILLE	
Aug. 5 TMT TRAILERFERRY	(D-L) TMT Trailerferry	TMT
Aug. 17 TMT TRAILERFERRY	(D-L) TMT Trailerferry	TMT
Aug. 26 TMT TRAILERFERRY	(D-L) TMT Trailerferry	TMT
	PENSACOLA	
Aug. 13 SS ALCOA ROAMER	(D-L) Alcoa	John A. Merritt
Aug. 27 SS ALCOA ROAMER	(D-L) Alcoa	John A. Merritt
Christiansted, St. Croix	MIAMI	
Every 3 weeks	(D-L) West India	West India Sh.
Kingston, Port-au-Prince, Cap Haitien	MIAMI	
Sailings every 10 days		West India Shipping Co.
Sailings Monthly	TAMPA	
Sailings Bi-Weekly	(D-L) Herco	S. G. Scott
	(D-L) Delia Failde	
Aug. 13 AMAZONAS	PENSACOLA	John A. Merritt
Montego Bay	MIAMI	
Sailings every 10 days		West India Shipping Co.
Bermuda	PENSACOLA	
Aug. 21 JUNE	(L) Buccaneer	John A. Merritt
	JACKSONVILLE	
Aug. 12 BERMUDIANA	(L) Amerind-Bermuda	McGiffin
Aug. 28 ANN CHARLOTT	(L) Buccaneer	Buccaneer
Cayman Islands, Kingston, Isle of Pines, Port au-Prince, Turks, and Caicos Islands	TAMPA	
Aug. 15 A VESSEL	(L) Hill	Hill
Monthly Sailings	(D-L) Merco	S. G. Scott Co.

WEST, SOUTH AND EAST AFRICA		
Capetown, Port Elizabeth, East London, Durban, Lourenco Marques, Beira, Mombasa, Dar-es-Salaam, Zanzibar, Tonga	JACKSONVILLE	
Aug. 3 AFRICAN LIGHTNING	(L) Farrell	Stevens
Aug. 13 OKISHIMA MARU	(D-L) Baron-Iino	Kaufmann
Aug. 17 AFRICAN PLANET	(L) Farrell	Stevens
Sept. 11 MOTOSHIMA MARU	(D-L) Baron-Iino	Kaufmann
	PENSACOLA	
Aug. 27 CHARLOTTE LYKES	(L) Lykes	John A. Merritt
Dakar Conakry, Monrovia, Abidjan, Port Gentil, Pointe Noire, Matadi, Luanda, Lobita	PENSACOLA	
Aug. 30 DEL ALBA	(L) Delta	John A. Merritt

COASTWISE		
JACKSONVILLE		
C. G. WILLIS BARGE LINE offers weekly and oftener service by barge and self-propelled vessels between Jacksonville, Fla., Camden, N. J., and intermediate points.		
SEA-LAND SERVICE every Sunday to New York also Southbound Service.		
New York		
Aug. 22 FLORIDIAN	(D-L-P) Containership	Erie
Aug. 29 FLORIDIAN	(D-L-P) Containership	Erie
Sept. 5 FLORIDIAN	(D-L-P) Containership	Erie
Sept. 12 FLORIDIAN	(D-L-P) Containership	Erie
Sept. 19 FLORIDIAN	(D-L-P) Containership	Erie

4



FOURTH COFFEE PORT IN THE U.S.A.

4

44,257 tons of green coffee were received over Municipal Docks and Terminals Pier #2 in 1958, making this the 4th largest point of entry in America for coffee. Vessels arrive regularly from Brazil, Columbia, Guatemala, and Mexico to supply the 4 coffee roasting plants at Jacksonville and a number in other cities. Importers from Brazil, Colombia, Guatemala, and Mexico can rely upon the regularity of these coffee ships and are invited to use MDT Pier #2 as US point of entry for their own good.

4

MUNICIPAL DOCKS & TERMINALS

OF JACKSONVILLE, FLORIDA

P. O. Box 3005
Telephone:
Elgin 3-0931
TWX JK68

35,000 kw

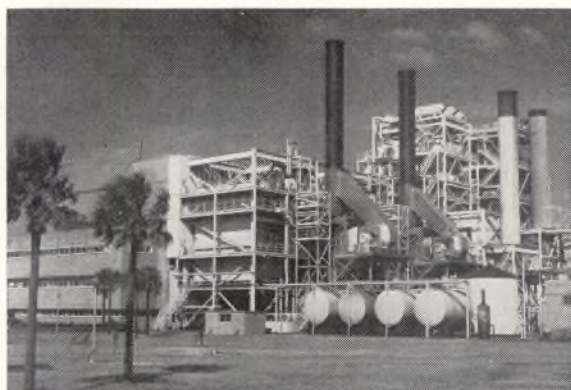
35,000 kw

50,000 kw

50,000 kw

50,000 kw

75,000 kw



295,000 kw That's the Total Generating Capacity Added

to the power output of the City of Jacksonville in the last ten years. An additional 125,000 kw's will be let out for contract this winter for future expansion. Such foresight assures industry of ample power in the Jacksonville area both now and in the future. The City Electric Department invites confidential inquiry from industries planning to locate in the Jacksonville area. We will be glad to assist your engineers in planning your electrical requirements.

CITY OF JACKSONVILLE ELECTRIC UTILITIES AND WATER DEPARTMENT

34 SOUTH LAURA STREET

JACKSONVILLE 2, FLORIDA