representation of the newly elected representative.

"The more I see of this district the more I believe I represent the greatest district in Texas and on the top side of the earth," began Judge Wurzbach. "I am going to represent all the people of my section, be they democrats, republicans, or even of the American party. During my campaign I received the same kind and courteous treatment from democrats as was accorded me by republicans. I knew that if I made a real American plea to put even a republican, could be elected to congress.

"When I came to Corpus Christi I had no idea you wanted deep water here. I know it now. If things turn out as it seems they will, you are going to have some pretty big ships sailing into Corpus Christi. The selection of a situation for the port to an engineers another and when that is decided I am going to get busy and put the issue for building the harbor.

"There is no place in the district to which I feel more at home than I do in Corpus Christi and in this beautiful hotel. I appreciate the silver tea and the tributes with which I have been showered here and I pledge you my sincere friendship and support.

"There is something the democrats would put me out selling to adjust and I am going to give them a protective tariff whether they like it or not.

"I believe in legislation which will protect our agricultural interests. I am going to work hard to secure a bill that much of the financing of a deep water port must come from this section of the country. Congressional appropriations are necessary on this.

Port Necessary.

"I believe that a fully equipped port in this district is necessary to maintain the right seat of a military establishment. Texas is unmatchable, exists at Kelly Field and it needs a water outlet. I believe Sheldon, pending good to build a great military institution at Kelly Field with a deep water port on it and with a government construction and a paved highway to connect them. I am going to work to that end and I believe I am in a position to get them there.

"I talk home with Mr. Hirsch (referring to a speech in which the banker had declared the congressman should be a representative of all the people of his district). I am going to see that this district gets all it is entitled to, and that only will I lean beyond the boundaries of the Texas fourteenth congressional district. I was elected to the 66th session of this district as Mr. Stark and will remain its representative.

"I am proud to be the representative of this district and I am proud that a school of democracy at Austin are attempting to have a course of lectures.

"I want to mention again in connection with the highway from San Antonio that it should take through every county seat in the district. I will say also that although the four counties at the south end of the district held democratic majorities against me I am some enough to want them to remain in this district because I think they belong here.

"I have found that the real fine men of the country are just common, plain every day folks and that is what I want to be to you. You have proven such and have among you men who have been instrumental in building the country.

"The republicans are going to enjoy the favor of Texas. They are looking forward to this state as a republican stronghold in the south. They are looking to the south in upbuilding reconstruction and play an important part in national affairs. Previous to the days of the civil war the southland furnished the country with some of its greatest men. Washington, Jefferson, Jackson, Hardin and others included. A long desperate war has prevented this since but in a great measure but I believe the south is overcoming the misunderstanding. As a lover of the south and a staunch supporter of its principles I want to see it regain its former standing in affairs of national consequence.

"Furthermore I want to know the needs of the people of this district at all times and I want to keep in close touch with them, even though far away in Washington. Although I will not be in Corpus Christi long, I want you to feel that I am your representative and at your service. I am going to be in the city a short while in the morning and if there is anything you want to ask me you will find yourselves welcome. My heart is swelled over this reception but my head is not. I feel that I am to be one of you."

Following his speech Judge Wurzbach judged the suggestions as to ways in which he may lend legislative aid. He was greeted with doubled response from various parts of the sun parlor in which the banquet was held. "A postoffice at Robstown!" demanded one person humorously. Among others were a customs house, recognition of the government of Russia in order to open trade, harbor, cotton, peace with Germany, deep water and a postoffice tariff.

Rogers Tells of Hopes.

Following a musical rendition by a local orchestra of "Dixie" C. C. Rogers, toastmaster, made a brief opening talk and introduced as the first to be Mayor Gordon Boyles who launched into an address of welcome. Mayor Boyles told particular stress on the example set by the congressman-elect in visiting the different points of his district after he had been elected to keep what promises were forthcoming, rather than, as others had done, make the rounds just prior to the next election.

"You have adopted a novel rule you have started off with a new shift and we welcome you," stated the mayor. "I dreamed the other night that the population of every Corpus Christian had come here. In my vision appeared a great deep water vessel entering a port. I woke up and thought it was by legislation enacted by the first laws of the congress in which you will act. I hope my dream will not be unfounded.

"It will be brought to the eyes of congress now that the only safe and adequate place for a harbor is Corpus Christi. I am asking aid on the parts of the people of Corpus Christi, Nueces county and the country contributory to this section, the people of the entire southwest and the great middle country, that you render aid in a realization of our dreams and that if others do not agree with you, you will enlighten them on the subject."

P. W. Reeves, secretary to Judge Wurzbach, responded to Judge Boyles's address. "I am going to try and induce my wife to move to Corpus Christi when these would-be congressmen of Austin finish piling up the district," he declared.

L. H. Lacour presented a comprehensive analysis of the conditions at the points contending for a permanent deep water port situation. His speech was published in full in this issue of The Caller.

Roy Miller Optimistic.

In one of the most convincing speeches of the evening Roy Miller welcomed the new congressman. "We are gathered in no political spirit, no partisan capacity, but as citizens of the United States conscious of our obligations as such and mindful of the privileges we enjoy. It is nice to see that a republican is on hand office as our representative. And it is out of the ordinary that he should visit us the ordinary that he should visit us as does Mr. Wurzbach." (Mr. Miller was greeted with loud applause at this juncture.) "I compliment and commend him on his manifestation of sincerity," he continued.

"I was in Washington when Mr. Wurzbach was there not long ago. His purpose there was to plant the seed for duties which he will perform when in his official capacity. Permit me to say the members of the great parts be representative have it in their hearts and minds to do things for the congressman who holds such an unique position as his in Texas." (Mr. Miller again was greeted with applause).

"There remains little for me to say concerning a port here," he set forth. "The speakers preceding me have dwelt sufficiently on that subject. I have always been one-sided in this port business. I have never been able to see any side but Corpus Christi is, in fact, I cannot believe that there exists another angle of the case.

"So far as a safe harbor is concerned, one could be built ten miles out in the bay if sufficient funds were expended. However, the harbor must be adequate in addition to being safe. It must be capable of accommodating the business it will be called on to take care of. Unless Texas is given additional port facilities it will be impossible to develop its country and resources. The most important provision in the making of a port is railroad terminal facilities and we have them here. If the United States government makes the mistake it made ten years ago in placing a port at such an undesirable point as Port Aransas, Texas will not be accorded a valuable means of exporting its products and the entire country will have suffered a loss. The government has spent a great sum in building a port which has rendered little aid to the people. Yet, for one-tenth the cost of a modern battleship, a harbor could be constructed here which would be of untold benefit to the entire country. Again, you can have a safe port at Port Aransas or Aransas Pass, but not an adequate port. You have not the necessary land accommodation. Mr. Congressman, you are playing a losing game unless you do by Corpus Christi. I believe history is going to repeat itself. What a condition congressmen did for Galveston you are going to do for Corpus Christi."

Gibson on Conditions.

After Mr. Miller resumed his seat, C. W. Gibson delivered an address in which he stressed the condition of congestion existing at various ports in the country and especially at Houston, Galveston and New Orleans. "All the eastern ports are overloaded and more than six hundred million bushels of wheat cannot be transported," he said.

"The United States has a great merchant marine and England has sunk some facilities for trade with foreign countries. It is a question whether the two are going to remain rivals or get together like good friends and divide the business. Undoubtedly the United States must maintain a large number of trade ships and must have adequate docks and facilities. A port here is of prime consequence in connection with this plan."

"I have been a student of the school of Thomas Jefferson," said Judge Walter F. Timon. "I have attempted to uphold his principles but it has been difficult recently to ascertain just where democracy ended and socialism began.

"I knew Judge Wurzbach when we were boys and I used to play ball with him. He was a good player and, judging from the outcome of the recent election, he hasn't forgotten how to play the game. He also used to be a good fighter, I'll testify to that. Neither has he forgotten how to fight and he will struggle hard for the cause of Corpus Christi. Judge Wurzbach comes from one of the best families in Texas and you can depend upon him."

Joseph Hirsch Witty.

Joseph Hirsch contributed wit to the occasion. "I recall the story of the Irishman who wanted to be interred in a Jewish cemetery because, he said, that would be the last place his Satanic majesty would look for him," Mr. Hirsch said. "And the last place he would have searched for a republican congressman was in the fourteenth Texas congressional district.

"I have dwelt in Corpus Christi many years. I have passed with the other residents of this city through many vicissitudes. With them I bore up through hurricanes, the depression caused by the Mexican period of revolution, and later through that incident in the war in Europe. I've seen prosperition and have suffered, and, finally, I have seen a republican congressman.

"Seriously," said the bank president, "I take a broader view of the duty vested in a congressman. I believe his duty is to represent the entire United States. He should look to the interests of his district, but first and foremost is the nation."

Major Adams Speaks.

Major L. M. Adams, corps of engineers, United States district engineer at Galveston, a guest at the reception, spoke in well defined terms of the water port situation. "I shall do all I can to see that the contemplated harbor is placed in the most adequate and safe situation," he stated. "The necessity of a port in this vicinity cannot be doubted and I am rendering all possible aid to a speedy decision in the matter. Of one thing I want to warn you. Do not present a divided front, such a fact could be seized on to your disadvantage. The big question is no national finances. I much prefer my job of recommending a certain situation and including the harbor in that if your congressman is going after the finances." He read extracts from the Merchant Marine act and from the Esch-Cummings bill bearing on the water port problem.

"Millions have been spent on ports on the Atlantic coast from New York to Florida," Major Adams said. "From Tampa to New Orleans there are a number of ports. From Mobile to Brownsville is about four hundred miles and in a stretch of three hundred of these four Aransas is the only harbor."

Coleman on Tariff.

C. E. Coleman, in a speech on "The Lack by Bermuda Onion," presented the necessity of a protective tariff. "We have had wonderful success in raising vegetable products in this dry farming country," he stated. "But a great menace is threatening the Bermuda onion industry. It is the question of transportation. It costs us as much to ship onions from here to Dallas as it does to send them from Alexandria, Egypt, or to New York. We onion growers ask our congressman for a tariff on onions."

A large assembly was gathered in the sun parlor of the hotel to greet Judge Wurzbach. Dispensing with the regular dining room tables, in order to better accommodate the crowd, the hotel provided long board tables extending the length of the sun parlor, east and west, and being covered at the end centrally by the official table where were grouped the congressman-elect and other notables. Reservations having been disposed of Thursday, many persons who were unable to take part in the banquet crowded into the sun parlor to hear the speeches. The lobby of the hotel was thronged as early as 7:15 o'clock and at 7:45 the crowds filed into the dining space.

Judge Wurzbach and his party arrived in the city by automobile and were met at the hotel by Roy Miller, David Peel and a number of other prominent Corpus Christians. The Boy Scout Band, under the leadership of Fred Stamm, marched to the hotel, filed into the sun parlor and played a number of pieces for the pleasure of Judge Wurzbach and his party. Judge Wurzbach made a brief speech of thanks and shook hands with each member of the band.

Accompanying Judge Wurzbach to the city were: P. W. Reeves, his secretary; Capt. S. C. Kile, John M. Wann, Dr. and Mrs. J. B. Albright, B. F. Poorbaugh, P. F. Poorbaugh, Harry H. McCardell chairman of the republican party, fourteenth congressional district; Ed. Seidemann, Vann Teel, F. Z. Flores, Carl Wurzbach, nephew of the congressman-elect; C. J. Rush, representing the San Antonio Express; Sol Rubenstein and Roy Campbell of Laredo.

NORTHER COMES TO TOWN

Heavy winds and a violent rainfall made appearance in Corpus Christi just prior to midnight but were of short duration. Indications were that it would be colder today.

LOCKER SHOWS NEED OF PORT

(Continued from Page One)

can realize this required familiarity with the details of ship operation. As a result of my experience I feel justified in stating that a port requires more than deep water and a few wharves. In order to build a port you must have:

1. An abundance of fresh water.
2. Facilities for making at least minor repairs.
3. A population from which to draw crews.
4. Deep water, wharves and railroads.

Now, I want to emphasize the fact that the first four items are just as necessary as the last.

Deep water and other harbor facilities will not make a port, if you have only a very limited supply of fresh water. Every vessel that arrives requires large quantities of fresh water, from 40,000 to 100,000 gallons.

There are some repairs necessary every time a vessel touches port. Pipe fitting, welding, carpenter work and lathe work are minor jobs that are required on every trip, and without which a vessel cannot be kept in a seaworthy condition.

Crews change every trip. Sometimes only one member leaves while at other times the whole crew quits. In the absence of new members the boat is tied up at a loss of from $50 to $100 per hour.

In order to keep crews sailing on vessels to a port it is necessary to have some recreation at the vessel's home port; picture shows, "feeds" and some "sights" are necessary. Men after being at sea for a week or more desire to have some civilization. If they can't get it, they say: "To the devil with such a place," and go to a vessel sailing from Galveston, Beaumont or New Orleans.

Besides these modern conveniences a port, if it is to develop, must also have railroads. This must be plural. No port has ever amounted to much that has been served by only one railroad.

As you know, the contenders for the location of this port have dwindled to Port Aransas, Aransas Pass and Corpus Christi.

Port Aransas has deep water and a harbor and I consequently believe it is only interested in the problem to the extent that a port on the mainland will take business away from this privately owned port. A channel built to Corpus Christi or Aransas Pass will have to pass Port Aransas, so will not prevent or interfere with the maintenance of the present port facilities there. Port Aransas, however, does not have any fresh water. Every drop of drinking and boiler water must be transported there from the mainland—in the past by tank cars, at present by barges. This supply is limited. We recently had vessels there for which we were paying $150 per hour that waited 36 hours for fresh water. This feature alone is a handicap that will defeat the building of a successful port. Water there costs $5 per thousand gallons. Besides, Port Aransas has no population from which to secure crews, and hunting sandcrabs is the only diversion for the sailors when they are off duty. Vessels have been tied up as much as a week awaiting the arrival of sailors from Galveston. The owners of vessels will not permit them to ports where they are delayed days for water and weeks for crews. The profits from a month's operation are soon lost by such delays. Port Aransas is owned by one railroad and its subsidiary, the Channel and Dock company owns all the wharves and property on deep water. The railroad receives 21 cents per barrel for transporting oil to the mainland and delivering it to the S. A. & A. P. railroad. The Channel and Dock company makes a small charge per barrel for the use of its wharves. Recently a consumer, who receives its fuel oil at Port Aransas, conceived the idea of hauling its oil from Port Aransas to either Rockport or Corpus Christi. This would have eliminated the charge of the terminal railroad. However, the latter at once petitioned the state railroad commission for permission to have the Channel and Dock company place a docking charge of 5 cents per barrel on all oil unloaded there and to have the terminal railroad absorb this charge. In other words, if a shipper of oil did not ship his oil over the terminal railroad he was up against a 5-cent charge for docking. These various charges and costs, although they produce an inadequate return to the owners of the railroad and dock company, make it just as expensive to ship freight, particularly oil, from Port Aransas to San Antonio and other interior points as it does from Galveston. I believe it is unnecessary for me to add that these conditions, which exist at Port Aransas, make it impossible to develop there a port that will adequately serve the large part of Texas which is tributary to this port.

Aransas Pass is just about as deficient in facilities as is Port Aransas. It is served by only one railroad, its water supply is secured from surface wells some 40 feet deep and consequently limited in quantity. It has only a few hundred population with no shops or other facilities to maintain a port. While I sympathize with the efforts of its citizens, I believe it will be just as impossible to build a port at Aransas Pass as it is at Port Aransas.

At Corpus Christi you will find all the facilities for building and maintaining a port—a real port, one that will develop and serve the tributary country. There is ample water supply for all purposes, not depending upon surface water and a small gasoline engine. There are four railroads to which freight can be delivered direct without terminal charges. There are many miles of water front which would be available as the port grows. There are plenty of all kinds—machine shops, carpenter etc. In fact, at this moment any repairs to a vessel not requiring dry-docking can be made in Corpus Christi. Supply houses of all kinds, both wholesale and retail, are here. There are hotels and amusements and a large population from which to get crews. Besides Corpus Christi is alive and modern, as its many improvements certify. If deep water and a harbor are located here it is certain that it will both serve and develop the large territory behind it which is awaiting these facilities.

Let me call your attention to the fact that in asking for a channel of 21 miles across the bay that Corpus Christi is not asking as much as has been secured by every other port on the Gulf of Mexico, with the exception of Galveston. Tampa, Mobile, New Orleans, Beaumont and Houston all have more than 21 miles of channels which in most cases are across bays not as deep as Corpus Christi bay. Every attempt to build a port directly on the gulf, with the exception of Galveston, has been a failure. Port Isabel and Saline have never developed, but New Orleans and Beaumont, which are many miles inland from the first named have developed into great and useful ports. You all know that the city, state and national governments have spent many millions in trying to make Galveston a safe port. Corpus Christi possesses the highest elevation at water front of any place on the entire Gulf of Mexico.

These, fellow citizens, are the reasons why I believe Corpus Christi should secure deep water and the active assistance of Congressman-elect Wurzbach to that end.

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