Shipbuilding is now Houston's No. 1 industry. Of the more than one billion dollars in war contracts allotted to the Houston area, approximately $600,000,000 of this vast sum is going into ships—cargo carriers, submarine chasers, destroyer escorts, barges, tugs and landing boats.

Building these ships are close to 40,000 employees who, combined, are drawing a weekly wage of an estimated $2,000,000.

The largest of these yards, and the one employing more than half of this city's total ship workers, is the Houston Shipbuilding Corporation.

This builder of Liberty ships, or cargo carriers, has a payroll today of well over $1,200,000 per week, and approximately 21,000 employees on its payroll. It quite recently placed sixth among the sixty-nine shipbuilding yards in the United States, working under the supervision of the United States Maritime Commission, and has devoted its entire efforts to shipbuilding for national defense.

The Houston Shipbuilding Corporation was recently awarded two additional gold stars to go with the one on its Maritime "M" Pennant, which was originally awarded November 16 last, thus placing it well in the forefront of Gulf Coast yards in production since its opening in May, 1942.

Ross W. Copeland, vice president and works manager, under whose able direction all production departments work, was brought to the yard in February of 1942 by Arthur Stout, president and general manager, to reorganize production and get the first ship, the S.S. Sam Houston, off the ways.

In April, Col. Ike Ashburn, formerly civilian defense coordinator for Harris County, joined the personnel as director of industrial public relations. The addition of Colonel Ashburn will do much to further the efficiency and the morale of this huge war industry.

It took 254 days work before this first ship could be launched, but in recent months average from keel laying to launching has been approximately 33 days, definite proof of the value of the "assembly line plan" evolved by Mr. Copeland for mass production of these 10,500 ton Liberty cargo ships.

A division of the Todd Shipbuilding Company, this yard has been awarded in excess of a quarter of a billion dollars in contracts, and has agreed to build 100 of the 10,500 ton cargo carriers, fifty some odd of which have already been launched.

The second largest shipbuilding firm here is the Brown Shipbuilding Company which has an estimated weekly payroll of $700,000 and about 15,000 employees. This firm is one of the many enterprises of George and Herman Brown. Situated on what was a wooded clay hill sixteen months ago, this ship yard is busy building PC type subchasers, landing craft and the larger type destroyer escort vessels. For its efficient aid to the war, this shipyard has received the Army-Navy "E" pennant, and is just completing its first $200,000,000 contract for the navy, and will soon begin working on a second large contract which will doubtless be as much.

The ships as they are constructed on an assembly line, closely resembling that of an automobile assembly plant, move from the rear of the yard near the prefabrication building towards the water into which they slide sideways.

The Brown Brothers built not only their own yard, but also the yard...
used by the Houston Shipbuilding Corporation. They built most of the concrete and steel work at Ellington Field near Houston where the largest single slab of concrete in the world is located for handling large multi-motored bombers.

The system of prefabrication used at the yard is the real secret of the rapid production the Brown Shipyard has achieved.

Concrete Barges Soon

McCloskey & Company's San Jacinto Shipyard on the Houston Ship Channel at Brinson's Point is engaged in the construction of concrete barges of government specification for the Maritime Commission.

M. H. McCloskey, Jr., president of the yard, reports that soon a number of launchings will take place at the yard, which as yet has not sent a barge into the water.

The concrete ship is new to the Houston area. It will be about the same size as a Liberty ship, and will, according to the government, have nearly 70 per cent as much steel in it. The building of the concrete vessel is slow and tedious, according to the men at the yard. Operating around the clock, the yard employs approximately 3500 men.

Adjoining Brown Shipbuilding, and across the street from Sheffield Steel Corporation, is the Texas Shipbuilding Company with a water frontage of 1200 feet near the Houston Ship Channel. Here some 300 to 400 employees are busily engaged in building large tugs for the Maritime Commission.

The firm has two ways down which the vessels slide into the 200-feet-wide bayou. On Long Drive, the Texas Shipbuilding Company has a second plant which is making cabins and other parts of the tugs.

Still another shipyard in Houston is re-constructing and repairing tugs and barges for the army. This yard, the Platzer Boat Works, is also a tributary to the Ship Channel. This firm has been in operation 17 years building yachts, and has recently completed six 74-foot army tugs and is expected to soon begin production of oil barges ranging from 190 to 210 feet in length, according to E. W. Platzer, manager. The yard has three new ways and employs 150 men.

Budworth's Shipyards, Nueces at Bray's Bayou, is repairing tugs, and employs about 30 men.

The Brown Shipbuilding

When The Brown Shipbuilding Company was organized it had less than 300 employees, approximately 95% of whom knew nothing about shipbuilding.

The tremendous and rapid growth of the organization naturally brought its problems in ever widening scope with attendant responsibilities of a suddenly greatly enlarged personnel. All manner of human problems presented themselves and the Industrial Relations Department was organized to solve them.

Its chief function has been to keep the individual workman happy. This has been accomplished by close contact with all the employees through their foremen and foremen as well as individual contacts. The Industrial Relations Department functions twenty-four hours a day and its door is always open.

There the worker goes with his problems of illness or death in his family, or the good news of his son's promotion in the armed services; there also he brings the hard luck story of his fellow worker. There is a close bond of fellowship between all the employees of the shipyard and in January of this year when two of the shipyard workers lost their families and belongings in a tragic apartment house fire, donations began pouring in to the Industrial Relations Department, finally totaling $1,000 each to the bereaved men, and $500 to a third who had lost his possessions in the same fire.

Present day rationing worries are taken over almost entirely by the department. They procure gasoline rationing books for the employees, secure passengers for those who have cars and rides for those who have no transportation; they obtain certificates for tires, birth certificates, and give advice on food and shoe rationing. They
One of the L.C.I. Naval ships built at Brown Shipbuilding Co.

maintain a housing bureau and endeavor to help the worker in every way.

Various benefits of insurance and hospitalization are also made available to the employees by this department.

As with other industries, the number of women employed is increasing every day. This, of course, presents a new problem to the department and a Women's Counselor is now part of the staff. She counsels with the women on matters of dress, conduct, personal health, safety, home problems and child care.

Morale building functions are constantly in progress. Three bands organized by the department and composed entirely of shipyard workers, conduct concerts and song festivities several times a week during the lunch period. They also play at dances given for various clubs or departments of the company.

A weekly newspaper is published in the yards featuring items of interest, contests, editorials, the voice of management, a classified ad section, and news of individuals. Lively interest is taken by all as evidenced by the articles written by the men themselves.

The Industrial Relations Department has now been in existence for over a year and its constructive influence in the yard has been felt by both the management and the workmen.

Houston Shipbuilding Corp.

A Labor-Management Committee, as recommended by the War Production Board for defense plants throughout the United States, was officially organized at the Houston Shipbuilding Corporation in the early part of April, 1942. It is composed of seven members from Management and seven from Labor and meets weekly to compose and solve those problems occurring between Labor and Management.

This committee has found one of its most productive stages consists of developing new ideas among the 21,000 employees of the yard that will effect savings in man-hours and costs in the production of Lib-
erty cargo ships. The membership is composed of the following: Ross W. Copeland, chairman; Ralph J. Reed, executive secretary; L. C. Eckberg, pipefitter; E. D. Hager, shipfitter foreman; J. J. Hein, superintendent of materials department; E. A. Jeambert, superintendent of outfitting dock; L. R. Meador, shipfitter; W. E. Eldridge, maintenance division; J. D. Osborn, shipwright department; J. F. Robison, electrician; D. G. Nation, machinist foreman; S. M. Logsdon, burner; and C. A. Richardson, welder foreman.

O. W. Pelham, foreman of the joiner shop, developed an idea for the manufacture and turning out of pudding booms, which it was agreed by the committee would save considerable man-hours and costs of manufacture of this necessary part of a Liberty cargo ship. The pudding boom is manufactured from a timber 26 feet long, eight inches by eight inches. The booms when completed measure 26 feet long by seven inches diameter in center, tapered at both ends to 5½ inches. It is used to hold the lifeboats on the ships. Originally when our joiner shop was contacted relative to the manufacture of pudding booms, there were only four to be used on each ship and the only lathe available was 12 feet long. Mr. Pelham added an extension to the lathe to make it carry a 26-foot heavy timber. Due to the vibration caused by the weight of the timber, it was necessary to make a special pulley arrangement that cut the R.P.M. to 125. The average timber weighs 643 pounds. An effort was first made to manufacture the pudding boom by placing the timber on the lathe and using a hand gouge which, it was found, only caused more vibration. Then Mr. Pelham experimented in turning the lathes by hand using a hand gouge. This method took from 24 to 30 hours to complete one pudding boom. Then Mr. Pelham evolved the idea of taking a 5 H.P. motor formerly used to operate a swing cut-off saw and taking some Dado saws from a rip saw and some Dado cutters from another saw, mounting these on a slide built to operate parallel and adjacent to the lathe. With this arrangement it was possible to turn a pudding boom out in six hours. Later he experimented with various cutters and Dado blades until he now has a machine operating on a motor at 3600 R.P.M. that with the lathe carrying the timber turning at approximately 125 R.P.M., with which the pudding boom can be turned out in approximately 2 hours. One of the interesting features of this machine is a specially turned blade that breaks up the splinters into fine sawdust, which is added as an additional safety feature. The blades which consist of 7 in number, mounted on the motor, are additionally protected by a wood covering which practically eliminates sawdust from flying into the workman’s eyes and all over the shop. This machine has saved many man-hours and has facilitated the delivery of Liberty cargo ships from our wet docks and it is felt that it has justified an award as ap-

proved by the Maritime Commission for such ideas.

It is such ideas as these that have proven the value of cooperation between Labor and Management, and that have made possible the reduction in the 105 day time set by the Maritime Commission for the building and delivery of 10,500 ton Liberty cargo ships to the point where today the Houston Shipbuilding Corporation is now averaging well under 70 days.

Any man in the employ of the Houston Shipbuilding Corporation who has contributed to the successful completion of the Liberty cargo ships should be proud of Mr. Pelham’s Invention at work.

Pelham’s invention at work

Parts which made the new device described on this page.

A through watches
Brown Shipbuilding Co.
launch new type escort ship.
Shipbuilding Corporation can and does receive a hearing before the Labor-Management Committee on his or her idea of how to shorten the time of building cargo vessels or how to save any costs in the building of these Liberty cargo ships.

Suggestion boxes are placed throughout the yard where those with a sense of timidity can put their ideas in any time for consideration, and assistance is furnished by the Labor-Management secretary to any and all in the preparation, written or oral, of their idea.

The committee is allowed to award $250.00 per month in war bonds for the best ideas that are practical and submitted for their consideration.

Hughes Strut Plant

"Fighting on the home front" best typifies the spirit of the splendid organization of the aircraft strut division of the Hughes Tool Company. Although this plant has been in operation only one year, its performance reflects a matured seasoning usually achieved only through years of operation.

A complete, highly efficient personnel was assembled and its results have been outstanding in the manufacture and assembly of aircraft landing gears. Yet, this task of creating this highly coordinated production unit was not accomplished without encountering many problems incident to the transition from business as usual to almost complete mobilization for war. Chief among these problems was the shortage of skilled machine operators. The requirements for the various branches of the armed services drew heavy on the available supply of man power. Machine operators could no longer be only a "man's job." Women were recruited, entered in the Aircraft Strut Industrial School. The training program proved highly successful and hundreds of efficient women operators are today performing close machining operations, thought impossible only a few months ago. The progressive spirit of management investigated the possibility and hired two blind people and found this experiment highly satisfactory. The theory that life begins at "fifty" was tried and this trial proved that men over fifty could do well, such jobs as filing and burring on the bench.

The employees willingness to fight the Axis was emphasized in another manner, namely in the generous purchase of War Bonds. Recently, the company was awarded the coveted "I" flag, emblematic of at least 90% participation of at least 10% of the employees income. The company realized that good health and therefore good performance on the job, is dependent in a measure, on good food, and a modern, well equipped cafeteria was installed. A competent, well trained staff now is on the job twenty-four hours each day, providing good food on a non-profit basis. This service enjoys the enthusiastic and popular favor of all of the employees and good health is a characteristic of the strut organization.

Many opportunities for diversion and entertainment have been curtailed for the duration, yet a program of all work and no play has long ago proven conducive only to making "Jack a dull boy." A complete company fostered recreation program, including weekly picture shows, billiards, amateur theatricals, volley ball, basket ball, soft ball and other sports, has been added to replace normal peace time opportunities of fun and good fellowship.

This enthusiastic, hard hitting organization is a credit to the parent company. The Hughes Tool Company, this community and the war effort. The slogan "Keep 'em Flying" is full of realism among the strutters of the Aircraft Strut Division.

HUGHES "STRUT" PLANT USES ALL CLASSES OF WORKERS

At left is a blind girl happily working; center view is of two women workers, and, at right, several aged workers are busy helping win this war.
TODAY
in war work
McEVOY'S "KNOW-HOW"

is supplying tough precision built machine gun mounts for keen, hard-driving American fighters . . . the best trained marksmen of them all.

McEvoy is turning out large volumes of these and other military products day by day, and will continue to do so because first things must and will come first.

TOMORROW
when peace returns . . . The Oil Industry WILL DEMAND ADVANCED OIL TOOLS

McEVoy WILL HAVE THEM

McEVOY COMPANY
HOUSTON, TEXAS
Labor-Management Relations Committee meetings are a tradition at Reed’s and have been regularly carried on in some form since the inception of the company in 1919.

The present committee includes the following representatives: for the shop, H. L. Wolf, chairman, M. C. Alford, J. M. Cor-

der, P. H. Ruffer, Troy Henry, H. A. Lucas, and J. J. Remlinger with C. H. Elliott, N. W. Kissen, and B. W. Page representing the management. Meetings of this committee are held regularly in the conference room of the company where matters concerning the betterment of the shop personnel are handled to the mutual satisfaction of all concerned.

It is this same feeling of cooperation that has led many of the craftsmen in the Reed shops to develop ways and means of increasing manufacturing efficiency and production. By using a tool of his own design O. R. Palmer, a valve division me-

chanic, recently increased production 100% on the machining of a vital valve part, and on a milling job for another important war production part developed a tool which increased production 30%.

G. T. Draper placed a gadget of his own design on a machining job for an important part in war production and increased his production 20%. These are but a few of the contributions made by the men of Reed to “all out” war production and when the final check is made and Victory is won, these master craftsmen on the production front can well be proud of their part in its consummation.

Early in Reed’s war production program the award of merit system was established by R. G. Hamaker, vice president, whereby every employee, after meeting the require-

ments for diligent and conscientious work, is awarded a Reed War Work Service Pin and recognition of merit suitably inscribed, for a job well done.

Safety and protection of Reed craftsmen is of major importance and the Reed Safety Committee members, N. J. Wil-

liams, Safety Director, H. L. Lockhart, chairman, F. H. Quade, O. M. Rankin, meet monthly to discuss ways and means of protecting the health and safety of the personnel.

Supplementing the work of the Safety Committee is the personnel in the building of the well staffed First Aid organization.

F. H. Show, M. D., with a staff of nurses and first aid attendants is in full charge, devoting his entire time to the protection and health of all Reed employees. The extremely low accident percentage and the minimum of absenteeism due to ill health or sickness is a tribute to the work of both the Safety Committee and the medical staff.

Demands of the armed services and a consequent demand for skilled craftsmen was anticipated by the management at Reed and instructions were issued by the president, S. P. Farish, to organize classes for the instruction of all shop personnel interested in the various phases of production and production control. Classes were organized at that time in order to develop additional key men for the various depart-

ments and, when the government sponsored schools were inaugurated, Reed was in an especially advantageous position to absorb them. At the present time there are twenty-five Reed employees teaching classes. These Vocational Schools are extremely popular institutions at the Reed plant and shop schools teaching various subjects are con-

tinually in session in the assembly room.

Job Instruction Training and Job Methods Training classes are taught by both Reed shop foremen and representatives for “Training Within Industry” of the War Manpower Commission. Classes in Machine Shop Practice, Tool Grinding and Shop Mathematics, sponsored by vocational schools, are taught by Reed employees, while a class in advanced mathematics, sponsored by A. & M. College, is taught by a Reed engineer.

The Reed Roller Bit Company is especially proud of its record for exceptionally satisfactory employee-management relations and appreciates the assistance of the members of all companies and labor organiza-

tions in this city who have cooperated in their effort to produce vital War Material for Victory.

Emsco Derrick And Equipment

Beginning in the early part of 1941, and continuing through 1942 and 1943, the Emsco Derrick & Equipment Company has completed the greater part of an elabor-

ate building and improvement program, which has brought new and complete in-

dustral facilities to the Southwest.

The offices of the company are housed in a very modern two storyed office building of striking cordova cream limestone. The entire building covers approximately 12,000 square feet and was designed with the utmost of convenience and efficiency in mind. Large glass block panels on all four sides of the building, and fluorescent fixtures throughout provide excellent light, and the entire structure is air-conditioned for both summer and winter.

An addition was made to the machine warehouse of a 325’ by 50’ extension which was divided into an inspection department, small parts warehouse, assembly depart-

ment, painting department and finished stock storage. This building is made of galvanized material, with a floor of re-

inforced concrete. An improvement was
TEXAS STEEL FOR WAR

...AND FOR PEACE!

SHIPS, landing barges, armored tanks, tank destroyers, guns and armor piercing shells—these are the major materiel on the blueprint for invasion. Without invasion—successful invasion—global war cannot be won.

Long before Pearl Harbor, Texas industry was becoming fortified with its own steel production—then intended for peace-time use.

After that fateful December seventh, Texas industry surged into war production . . . adding hundreds of tons of steel daily to war production supplies, to speed the day of victory.

Then, the Texas steel industry will speedily switch to producing according to pre-war and post-war blueprints. Texas and the Gulf Coast will reach new heights of production, and will attain a high place in American peace-time manufacture and distribution. The industrial momentum reached here at the beginning of the war was accelerated under the new demands—momentum and spirit that will mean new industrial conquests after the war.

Steel production in Texas is here to stay—an industry of definite value and a permanent part of Texas state-wide industry in the years to come.

HOUSTON LIGHTING & POWER COMPANY
made in the painting department by the installation of a cabinet type water wash spray booth large enough to accept all equipment manufactured in the plant. The small parts storage area, which is separated from the main part of the warehouse, has been further improved by the addition of fifteen double side small parts steel bins. The combined area of the new central tool crib and tool room is 1700 square feet, with an equal amount of area as a mezzanine.

Reinforced concrete and brick was used for the Personnel Building and Gas Station. The Personnel Building houses the gate keeper, general timekeepers, personnel office, first aid room, shower and wash room and locker room. The Gas Station building provides a storage room for general gas station supplies, wash rack, grease rack and parking space for company trucks. Its service is made available to all company employees.

The expansion of the galvanizing plant is a valuable addition for the conservation of new, and the salvaging of used materials and equipment by the Hot Dip Galvanizing process for corrosion prevention, which has been stood for 200 years as the unchallenged superior treatment of materials for the prevention of corrosion.

The grounds surrounding the office building have been beautified by St. Augustine grass, trees and shrubbery, and a 30' roadway approach had been installed with a 120' catchback to provide parking space for visitors.

The Emco Labor-Management Transportation Committee was organized in March, 1942, to pass on applications for recapped tires for employees, and since then the committee has passed on approximately 100 applications for new tires and recaps. This committee then took over the job of investigation of applications for gasoline when rationing became effective, and to date has not had a rejection by the local rationing board.

Each case is considered on its merits and the committee does not hesitate to reject an application if it does not feel that the request is justified.

This was one of the first committees of this nature to be organized in Harris County, and in the splendid progress and cooperation it has achieved on matters pertaining to tires and gasoline, it has also formed a successful and plant-wide Share-the-Ride Club.

"Weco" Adopts "3M" System

"The adoption and inauguration of a new working plan at the Well Equipment Manufacturing Corporation which reshuffled the twenty-four working hours of the day by lengthening the shifts of the skilled workers and shortening the shifts of the unskilled workers, has made it possible for the three M's (men, materials, and machinery) to reach a maximum peak of efficiency in production for the war effort," according to Mr. C. K. Stillwagon, president.

"Formerly the basic work week of this plant, which lately changed from the manufacture of well equipment to war materials, was forty-five hours with skilled and unskilled men working an equal number of hours.

"This new plan which became a functioning reality on February 15th, revolves around the theory that the super stresses and strains should be assumed by the skilled worker and the more routine or lighter secondary work be reserved for the unskilled worker.

"Accordingly the three shifts were arranged into this sort of pattern:

"Shift one, composed of highly skilled men is ten hours long, starting at 9 p.m. and ending at 8 a.m. with two half hour recess periods for rest and lunch.

"Shift two, composed of the next ranking operators is nine hours long, starting at 8 a.m. and ending at 5:30 p.m. with one half hour recess for lunch.

"Shift three, (the lapover shift) composed of unskilled operators is eight hours long starting at 12:30 and ending at 9 p.m. with one half hour for lunch. The lapover period from 10:30 until 5:30 p.m. is given over to the secondary or general machine shop work. The last half of the shift, from 5:30 until 9 p.m. is used to train, develop, and perfect skills, and technique at the turrett lathes and other machines.

"Many immediate advantages are already apparent," says Mr. Stillwagon, "since the adoption of this plan. It places operators with the most experience and high skill on the most difficult night shift. It makes possible the manning of all production machines with skilled workers. It provides opportunity for giving inexperienced men intensive training right in the shop where they work. It keeps manpower mobile by the upgrading of unskilled workers into skilled workers.

"All of this," Mr. Stillwagon continues, "has resulted in increasing quality and quantity of production (30% higher already), and an increased flow of money into the coffers of the government for each employee at 'WECO' pledges 10% of his salary for war bonds and stamps.

"Rewarding incentives make the plan attractive and enlist the whole-hearted and enthusiastic support of the operators.

"Time and a half pay makes the longer hours and night work of the first and third shifts appealing and desirable to the operators. Even men on the second shift who work only one extra hour each day, find the additional pay sufficiently good to be a challenge.

"The merit system of award provides another incentive. A twenty-five dollar United States bond is given to each of the three operators whose machine shows the highest production and least scrap material, along with the best attendance record.

"The record is publicly displayed in the shop on a red-white-and-blue board, where a barometer indicates the previous month's record of each machine. Challenging legends across the top and the bottom of the board read: 'Beat the (February) rec-

BROWN SHIPBUILDING BAND— AND IT'S GOOD MUSIC, TOO

Tony Martin and his "Brown Band." All players are employees of the Brown Shipbuilding Company.

HOUSTON WOMEN DO THEIR PART

Anna Jo Richardson (left) and Grace Marie Rich (right) handling center punches and hammers on the lay-out slab at Brown Shipbuilding Company.

Below, Hughes Tool Girls' Basket Ball Players.
TRUE
THE COST OF VICTORY IS ENORMOUS
but
THE COST OF DEFEAT IS UNTHINKABLE

The Treasury Department is offering you a dual opportunity—an active partnership in the war effort—and the safest interest-bearing investment in the world.

When the representative of the War Finance Committee calls on you, welcome him and discuss your investment possibilities. And remember this is not a 10% war—it's an "all out" war.

They GIVE Their Lives    ☆    You LEND Your Money

THE SECOND NATIONAL BANK OF HOUSTON
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

HOUSTON • April, 1943
ord, 'Work and win, loast and lose,' and 'Just fair production won't do.'

"Happy results of the competition," Mr. Stillwagon points out, "have been better teamwork, happy workmen, increased production, curtailment of absenteeism, decrease in accidents, and reduction of waste. "Already through the short use of the plan, 'WECO' has become one tightly integrated unit, making possible a swift flow of manufactured war materials," Mr. Stillwagon will gladly furnish additional details to interested persons who wish to go into the plan more fully, looking toward its adoption in other plants, if they feel it has merit in helping to win the war.

25,000 Industrial Workers to Be Placed

During the next six months the principal war industries of the Houston metropolitan area will need an estimated 25,000 additional workers in order to carry out contracts already signed or under negotiation, according to figures compiled in the Houston Office of the United States Employment Service. At very conservative estimates based on Employment Service data, local war industries had approximately 40,000 employees in July, 1942, as compared to more than 114,000 at the present time. Future demands of war industries will have to be supplied largely with trainees schooled in National Defense classes or within the plants themselves and a majority of such trainees probably will be women, according to Darrell Harding, Act-

Basic Raw Materials Of Gulf Coast Sector

Anhydrite . . .*Alcohol . . .
Arsenopyrite . . . Asphdlt Rock.
Barite . . Basalt . . Bentonite
. . Building & Ornamental
Stone . . Caliche . . Candelilla
Plant . . *Castor Bean . .
Cattle . . Celestite . . Chromite
Ceramic Clays (Porcelain and
Brick) . . Carbon Black . .
*Cotton Linters . . *Cotton
seed.
Diatomaceous Earth . . Dolomite.
Feldspar . . Fish . . Flax . .
Flour-Spar . . Forest Products
. . Fuller's Earth . . Filsomite.
*Graphite . . Greensand . .
Gypsum . .
*Helium. . *Iron ore. .
Kaolin. . Limestone. .
Mineral Waters . . *Mohair
. . . Molybdenite. .
*Natural Gas.
Oyster Shell.
Pine. . *Quartz. .
Rice. .
Salt . . Salt Cake . . Sand
Talc . . Timber.
Volcanic Ash. .
*Wool . . Woolrock.
*Classed as essential by the
Governmen-
Portable WAR HOUSE

FARM WORKERS
INDUSTRIAL WORKERS
MILITARY PERSONNEL

$300.00*
SUBSTANTIAL DISCOUNTS ON
QUANTITY PURCHASES

PRICE F. O. B. HOUSTON
PLAN 43-1 INQUIRIES INVITED

Easy to Erect - Takes Four
Men Three Hours

BUY A HOME IN THE PEACE TO FOLLOW—WITH THE
BONDS YOU BUY TODAY

HOUSTON Ready Set HOUSE CO.
25 Years Prefabricating Houses
FOLK AVENUE HOUSTON, TEXAS

HOUSTON  April, 1943