

# Wait Says Texas Ports Hurt By Federal Shipping Policy

**PORT---**

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Japan is defeated," the appeal stated.

"If the government would stop some of the cars of freight that moves through Houston and divert more of the ships here, it would not be necessary to ask workers to leave their homes and move to a strange city to get the work done," Mr. Wait said.

## Oil Shipments Still Up.

Oil shipments are about the only class of cargo still holding up from the Texas ports, Mr. Wait said.

"We have lost practically all the coastwise business and our overseas business of general cargoes is way down."

Even if all ships that are built in Texas ports were loaded here, it would help a lot, he said. Few of them are loaded here, however, and none were until only about one year ago.

"We have magnificent ports in Texas that are being discriminated against by the government's policy of concentrating most of its shipments in two ports. And it is economically an unwise policy."

Mr. Wait quoted figures showing that six times as many cars of freight are received at the New Orleans port than at Houston, whereas before the war, Houston was ahead of the Louisiana port city.

"This policy is not only costing the government more money and augmenting the stringent labor situation, but it has serious after-the-war implications," he said.

Labor and other personnel to handle heavier shipments in Houston could be reassembled without interfering with other vital war work, Mr. Wait declared.

Pointing out that there "is no earthly reason for the policy followed," he said, "it was just one of those snowball things that was started during the early days of the war on army orders and has kept going."

government is crying for additional workers in the New Orleans port.

It is all because the government arbitrarily concentrates shipments in the ports of New Orleans and New York, J. Russell Wait, port director, and other shipping men declared Friday.

The New Orleans port of embarkation issued an appeal Friday for workers to handle the volume of work there.

"The port has every assurance that it will function in full operation for at least two years after

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Government concentration of war shipping in New Orleans has reduced the gross tonnage of Texas ports to 40 per cent of what it was before the war, and dry tonnage, or general cargo, is down to 25 per cent of the prewar total.

Freight cars of cargo from the Northwest and West pass through Houston to New Orleans, piling up shipments at that port, making additional facilities necessary, and wharves in the huge port of Houston are practically unused.

Workmen who handle ship loading and personnel to take care of shipping have had to seek other employment in Houston, while the

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