

## ZINC CONCENTRATES

One hundred and twenty-six thousand tons of this commodity are offered for movement to Mississippi Valley and Midwest points. Additional tonnage of this type will be required by and move to the newly erected zinc smelter at Corpus Christi, which is about to commence operations. Undoubtedly, the Corpus Christi plant will, wherever possible, use the canal for both in-bound and out-bound tonnage.

## LUMBER

Mahogany, formerly imported from the Philippines, is now being imported in logs and timbers from the Republic of Mexico. This particular wood, together with other types such as high-grade oak and walnut is about to be approved for ship-construction work in our shipbuilding program. In this connection, it is now contemplated by certain interests controlling about 6,000,000,000 feet of lumber stands within the Republic of Mexico, to install a rather sizable lumber mill at Brownsville for the purpose of cutting logs so imported from Mexico and preparing same for domestic consumption for the duration of the scarcity and shortage of supply within the States, and this with the view in mind of converting after the emergency to export trade.

## MISCELLANEOUS

There has moved and is moving, or contemplated to move annually to and from the Republic of Mexico through the Matamoros-Brownsville port of entry, the following, viz:

	Tons
Cotton, linters, meal, cake, and other byproducts.....	12,500
Scrap iron and steel billets.....	20,000
Copra.....	50,000
Kraft paper.....	34,000
Newsprint.....	10,000
Fertilizer.....	3,000
Farm implements.....	3,000
Chemicals.....	6,800
Automobiles, trucks, tractors, and other machinery and parts.....	30,000
Pipe, structural and tank steel, wire and wire products.....	36,000
Bones and hides.....	6,000
Canned goods, grocery stock, and general merchandise.....	11,500
 Total .....	 212,800

All of which constitute another tonnage factor for the use and successful development and operation of the canal in that it contributes to two-way traffic, a most vital factor.

And in addition, there is moving today in like fashion, penalizing our domestic industries at the ultimate expense of our Government, many thousands of tons of other strategic materials, such as crude rubber, fiber, mercury, tin ore, copper, metals and minerals, and a multitude of other commodities north-bound for consumption in our defense and other vital industries and all of which, very obviously, can and must be considered essential barge tonnage and this especially so now for the reason that the only coastwise steamship service between Veracruz and Tampico and the Atlantic seaboard of the United States, the Ward Line, very recently was discontinued. This cessation of steamer service of course, also deprives the Republic of Mexico of deep sea transportation south-bound, and the tremendous amount of finished and manufactured products imported from the United States, unquestionably will result in an extreme border point congestion of rail service, due to the limited rail services available to and from Mexico.

## METAL AND COAL

Another industry, vital to our war effort, contemplating location in close proximity to our port for the purpose of being situated as close as possible to its source of supply, which also is in Mexico and at the same time have access to low-cost water transportation, estimates the importation from Mexico of 90,000 tons of certain minerals per month, processing same into approximately 40,000 tons of metal which will be shipped by water to middle western and eastern in-