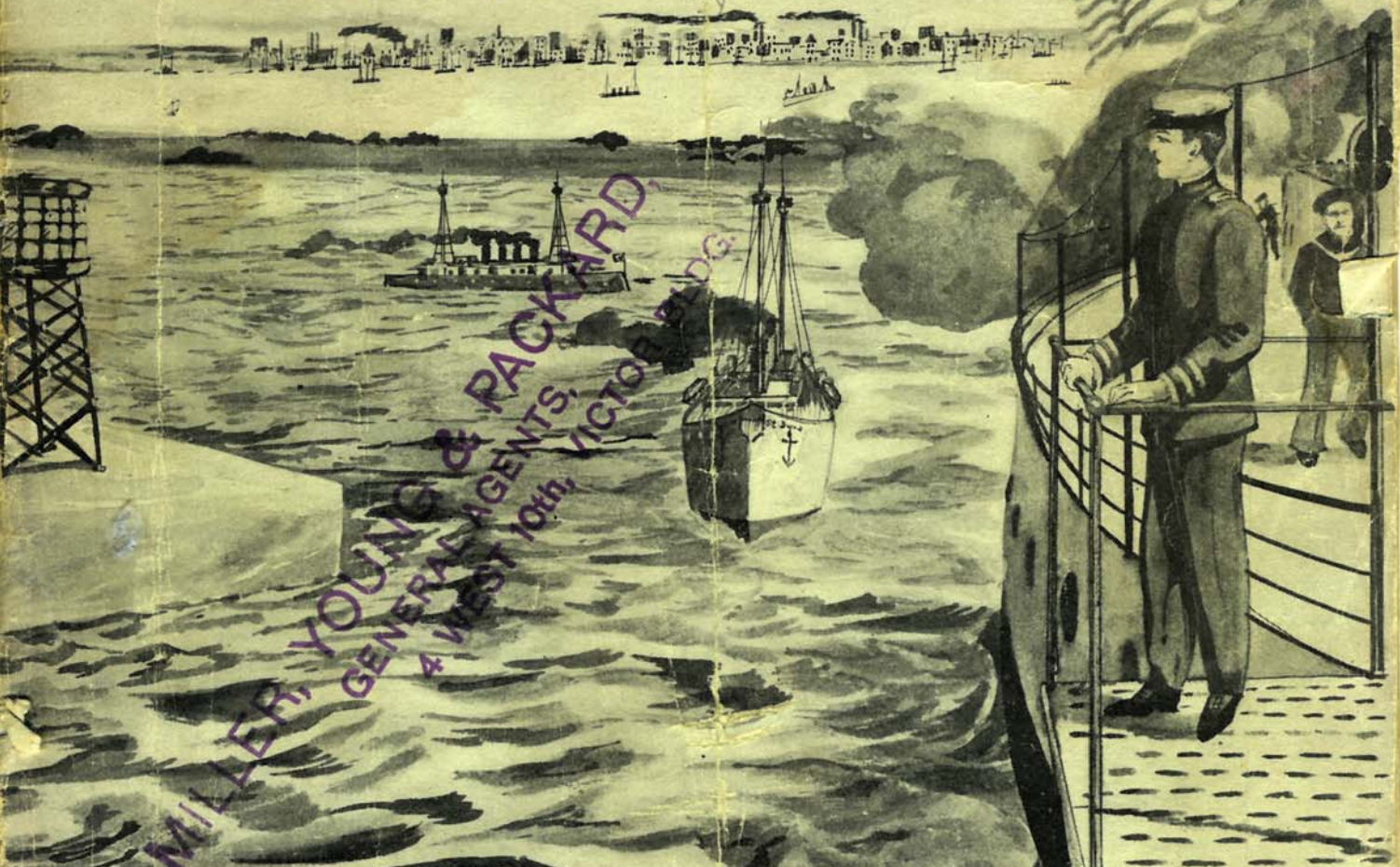


# DEEP WATER HARBOR

AS EXPECTED  
TO APPEAR WHEN  
COMPLETED.

# ROCKPORT Queen of the Gulf.



*MILLER, YOUNG & PACKARD,  
GENERAL AGENTS,  
4 WEST 10th, VICTOR BLDG.*

GULF COAST IMMIGRATION CO. (INC.)  
MAIN OFFICE ROCKPORT, TEX.

GULF COAST IMMIGRATION CO. (INC.)  
MOORE BLDG.  
SALES OFFICES SAN ANTONIO, TEX.

# Rockport, Once a Great Port

*She is Destined to Soon be Such Again*

**S**CARCELY a generation has elapsed since Rockport, as well as her old neighbor, Fulton, was a great maritime port, where shipping found either mooring at her wharves or safe anchorage in her bay hard by. Vessels of considerable draught came up to the wharves where extensive and valuable cargoes were both received and delivered, the vessels coming from and going to many points in both hemispheres.

Even before Chicago, Kansas City and other prominent places had them, Fulton had large packing plants in full operation, where not only thousands, but tens of thousands and even hundreds of thousands of cattle were slaughtered, their hides packed and their carcasses canned and shipped on these vessels. But the stories of the ships and the packeries are separate ones, although indissolubly linked.

A retrospective glance back into those olden days will be instructive, as well as pleasant, and will show that what once obtained, can, and in all likelihood, is soon to rule again. In fact, the ships that now sail in the night will soon come back, and heavily laden, both by day and by night. Rockport will regain her former prestige and soon surpass her present prosperity. She will become one of them, if not the greatest Queen of the Gulf. This is assured by the work now being done and the additional work to almost immediately follow in the making, deepening and opening of channels contiguous and connecting this gem city with the great gulf in front and but a short span off.

The ships that came and went in former days were not alone the small fishing smacks, schooners and other sailing vessels of meager tonnage. Vessels of long established lines of ocean going steamers plied regularly between Rockport, old Fulton and the balance of the world, particularly, Galveston, New Orleans, Havana, New York, Liverpool, Harve and Bremen.



One of the Business Streets of Rockport.



Looking North From the Bayview Hotel.

The principal of the steamship lines was the old Morgan line, whose ships ran into and out of Rockport from the 60's of the last century up to and including the early eighties of the past century. The principal ones of these craft were the Mary, Alice, Aransas, Whitney, Morgan, Brazos, Josephine, I. C. Harris, Austin, Harland, Clinton and the Hughes, the last named being the newest and was a propeller instead of being like most of the others, which were sidewheelers. There was still another, and a very fleet one, formerly called the Wren, while a blockade runner during the Civil War, but whose name was changed to the Tartar, and was subsequently sold for service in the South American trade. Mr. Buhler, living now at Victoria, Texas, was a purser on the Morgan steamers that ran into and out of Rockport, where those ships called regularly bringing in good cargoes and finding others awaiting them, the cargoes comprising extensive tonnage of general supplies and merchandise.

### *Fulton's Packing Houses*



FULTON, a very short distance from Rockport, then possessed and successfully operated four packing houses, which were the principal industries located there. One was conducted by the firm of Coleman, Matthis & Fulton, who were then the owners of the celebrated and immense pasture and cattle range, now the property of a brother of the present President of the United States. In those days this pasture extended all the way from Rockport to beyond Sinton. It was in three different counties. Thomas Coleman, whose son, T. A. Coleman, now lives in San Antonio, J. M. Matthis and George W. Fulton Sr., comprised this firm. The other packeries were owned, one by a man named Cushman, another called Wise and the fourth by W. S. Hall, the latter now living near Pleasanton. All of these packeries ran to full capacity and both day and night, but were unable to slaughter all of the cattle raised in the tributary territory nor fully supply the demands for their products.



"Pilot Boy" at the Wharf at Rockport

Another, and a very interesting institution, there was also, an establishment for canning and shipping sea turtles. These amphibians were caught in nearby waters or on adjacent islands, placed in pens located in the water in front of the establishment and held in their confines by the wire netting of the enclosures until taken out, slaughtered and canned, after which they were shipped, finding ready sale at very profitable prices.

All of the meat exported from Fulton and Rockport, was not, however, previously slaughtered, packed or canned. Many thousands of head of cattle were shipped alive on ships that steamed with them to Galveston, New Orleans, Havana and even more distant cities, in the good old halcyon days of Rockport and Fulton, that are soon again to return.

The Gulf Coast Immigration Company extends a cordial invitation to everyone interested, and will take pleasure in showing visitors over the town, and the work being done on the jetties by the United States Government.

## Rockport and the Port and Pass of Aransas



T WOULD take a book of many pages to give the history and describe the advantages of this port.

Aransas Pass and the Harbor and port of Aransas are two very distinct and different things. Aransas Pass is the passage or channel between St. Joseph Island and Mustang Island, leading from the Gulf of Mexico on the outside to the Harbor and Bay on the inside.

The Harbor or Port of Aransas is a deep, well protected body of water from one-half to one mile wide and about five miles in length, where the largest vessels can anchor and lie in safety.

Twenty odd years ago the people of Southwest Texas committed the colossal blunder of the age by petitioning the United States Congress to abandon the jetty work at this Pass and turn same over to a private corporation, hoping and believing thereby to hasten the deepening of the channel and the opening of this Port. A company was organized and undertook the work. Result—A disastrous failure. This blunder set Rockport back more than ten years. It took ten years to get rid of the corporation and put the work back on the River and Harbor Bill. Several more years were consumed, surveying and investigating; (red taping) to satisfy Congress of the propriety of again taking up and prosecuting the work. But the necessity for a great Port and naval base South of Galveston daily grew more apparent. About four years ago an appropriation was made for the continuation of this work, but said appropriation was available only on condition that the people of Texas would, without cost to the Government, procure 250 acres of land adjacent to said channel as a naval base for the purpose of fortifying said Harbor. The land was promptly deeded over to the Government and work began in earnest and is now rapidly progressing.

The result of said work has exceeded the expectations of the Government Engineers and even of the enthusiastic friends of the project. From six feet of water on the bar at the entrance of the channel the depth has steadily increased until now there are 22 feet of water in said channel. It is no longer a question, the 30 feet of water on this bar, without the use of dredge, is an absolute certainty. This will open up to commerce the deepest, safest and most commodious Harbor on the Gulf Coast of Texas; situated exactly where Uncle Sam wants it and needs it most; only 160 miles from his military base at San Antonio. Keep this fact in mind.

To the thinking man—the unprejudiced man, with an adequate supply of gray matter in his brain, having no personal interests or selfish schemes to serve, it is as plain as that two added to two make four, that Rockport is the logical, certain and will be the chief, beneficiary of the advantages from this Port. WHY? Look at the Map, or better, go over the ground, and study the situation for yourself. The Harbor and Port of Aransas are in, yea, are a part of Aransas Bay. Rockport is situated on Aransas Bay in sight of the present deep Harbor and Port, with a 12-foot channel coming up to her present wharves. It is but eight miles from Rockport to 30 feet of water in the Harbor, with a fine shell beach leading directly from her wharves to said Harbor. This shell beach furnishes terminal facilities for railroads and wharfage and dockage front for ships unequalled on the Texas Coast. One company already has a charter for a road from Rockport along this beach. There is room for 20 more. The Government has already made a survey for a 25-foot ship channel up to Rockport. This

channel, eight miles in length, will give Rockport 13 miles of unequalled wharfage front and railroad terminals; high, dry and absolutely safe.

A 30-foot channel from said port can be constructed to Rockport at less than one-tenth the cost of such a channel to any other point claiming advantages from this Port. Then why should not Rockport grow? Possessing the finest Harbor on the Texas Coast, the most lovely, attractive situation for a City in the South, her climate unequalled in salubrity and healthfulness, inexhaustible quantities of fine, fresh water, her soil wonderfully productive, her commerce growing, surrounded by as fine a farming country as there is in the world, there is but one thing necessary to make her the very wonder of this wonderful age—that is, MEN with BRAINS and MONEY.

It is generally understood by those who are well up in railroad circles that just as soon as the Government has completed the jetties one half mile further into the Gulf, there will be sufficient depth of water to accommodate the largest vessels of commerce trading in these waters.



Government Work on the Jetties.

# Rockport

*"Queen of the Gulf"*



NEW YORK stands at the mouth of the Hudson river, because there is one of the world's greatest harbors; and back of it lie productive fields supporting millions, where routes of transportation may follow the lines of least resistance.

Chicago grew into commercial majesty, because it is the focusing point of the trunk line railways of the mid-continent with steamship lines of the Great Lakes.

Rockport will become the commercial city of the Gulf Coast, because it lies at the most strategic point to handle the vast productions of an Empire exceeding 300,000 square miles in extent (exceeding the combined tributary territory of New York and Philadelphia with Boston and Baltimore thrown in for good measure) may be most easily massed for shipment or manufacture, and where transportation lines may converge on water level grades.

The great north and south trunk line railways will

pour the wealth of "golden grain" of the wonderfully productive States of the Middle West into the lap of Rockport to be transported thence to the world centers of Europe on the ocean going vessels of commerce, and the Orient via the Panama Canal.

## Facts and Figures



NEW YORK is 2200 miles from the channel of Aransas Pass and Newport News about 2000 miles. At Newport News is the only place along the whole Atlantic Coast where a vessel can be dry docked and as soon as the Panama Canal is finished, why should the Government send a warship 2000 miles to Newport News when there is plenty of water 40 feet deep and over, at Aransas Harbor where such docks, coaling stations, etc., could be located.

You may well ask why, and then use your own conclusion. Aransas Pass and Rockport presents the same conditions today that Seattle did in 1888 when with only 10,000 people, a struggling insignificant town, but with the opening of Alaska she grew as a seaport town and today boasts a population of 300,000.

You can glimpse into the future, those of you who do not live in the present, cannot fail to see the finger of the future pointing at the last port of call in the United States and with the opening of the Panama Canal and the great growth of the great Southwest, demanding another port, and with all of the necessary features to make it, you cannot fail to see the handwriting on the wall of Uncle Sam's coming city, Rockport, "Queen of the Gulf."

This harbor was made by nature and has from 25 to 42 feet of water with 4 miles of dockage space that can be converted into a commercial proposition with the least expense of any oth-



Live Oak Tree at Rockport, Where Gen. Taylor Camped En Route to Mexico, 1845.



Citrus Fruits do Well at Rockport.

er place on the Gulf. Railroads can be built from Rockport at a minimum cost along a chain of islands to Harbor Island connecting with the docks and wharves, receiving and discharging commodities for all parts of the world, and this harbor is large enough to properly take care of the whole fleet of war vessels and still leave room enough for commerce in the largest land-locked harbor on the Atlantic or Gulf Coast.

Men who have been close students of affairs in Texas have always predicted that there was to be built, somewhere on the coast of Texas, a great city, but where, was the question. No sooner had the Government commenced on the building of the jetties at the entrance to Aransas Bay on which Rockport is located, than they said "This is the place" or the government would not have gone in and done this work.

Rockport stands today as Seattle stood a few years ago. Men of small means could then get a foothold that have counted into millions since, and the same opportunity is presented in Rockport today.

The question is, how much can you afford to invest. One contract, two or twenty. The opportunity presents itself as it did in many other cities when men with foresight bought what they could and then in a few years, sold out for a competence and then took life easy. You know the largest cities are built on sea ports and Rockport will be the last for some years to come and without exception the one which will grow faster and has more natural advantages than any of the rest. Get in early "the water is fine."

### *Aransas Harbor*



**A**RANSAS Harbor, the magnificent basin at the lower end of the bay, is more than four miles in length, over a mile in width, and ranging from 20 to 42 feet in depth at mean low tide. On its bosom the mercantile and war navies of the world can ride in safety, and without crowding each other during the wildest storms on the Gulf. It is completely land-locked between St. Joseph and Harbor Islands.



Shell Drive on Copano Bay, Rockport.

This Harbor, designed by nature, presents in itself at once to the mind of those who can see into the future a wonder as to why this marvelous body of deep water had not been taken advantages of before. The

only answer to such a question must be: "A combination of circumstances," but today the Government is spending its millions on the jetties, and as the jetties progress the water is deepening over the bar and the most pessimistic must admit that with the proper husbanding of the forces which nature has provided, there must come to this Harbor all of the vast products of the North and the West as its logical outlet, and that alone would be sufficient to make spring into a reality—the greatest Port on the Gulf.



Moonlight on Aransas Bay, Rockport.

### *Railroad to Harbor Island*



ARRANGEMENTS are now being made for the construction of a Terminal Railroad from Rockport to Harbor Island, and this also includes with it the extension of this Railroad to a junction point with a trans-continental system and also contemplates a working agreement with a Gulf Coast line that extends into

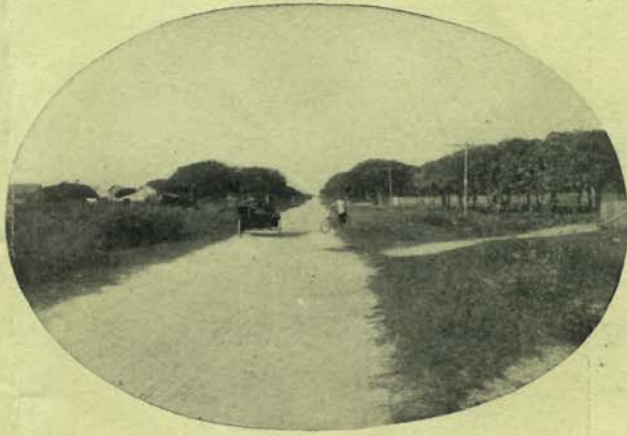


the Rio Grande Valley and may include other lines that are now contemplating building into Rockport.

As soon as this Rockport & Harbor Island Railroad is built and docks and wharves can be constructed, we will then be ready to invite the commerce of the world to our port, and have all the facilities at hand for the proper handling of such commodities as we need and also export what we have to sell, together with the products of North Dakota, Nebraska, Kansas, Oklahoma, Texas and other States.

Some morning there will be a warning whistle and an ocean freighter will arrive at the Harbor and then the whole world will "sit up and take notice" and say, "Well what do you think about that? While we have been sleeping those fellows have gone to work and opened up a new port," then there will be a scramble to get in, but property values will have gone skyward and the same old cry will follow: "How I wish I had bought when I could have got in on the ground floor." Get in early and be sure.

This port will soon be thrown open to the world, then all the railroads will be scrambling for a piece of this business. You better secure your holding here now.



Automobile Speedway, Rockport.

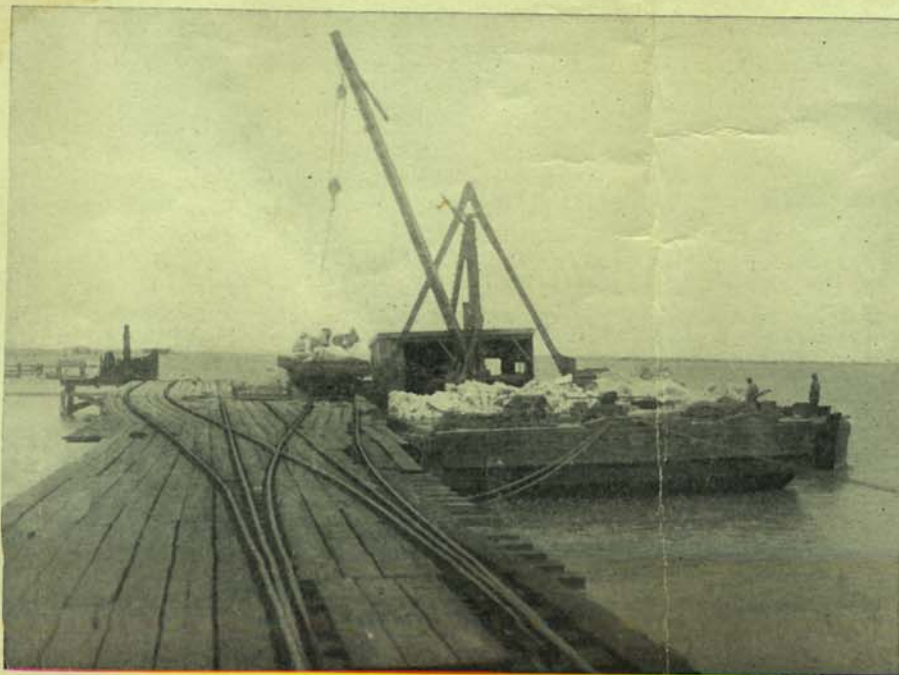
### *The Homeseekers' Mecca*



THE land where you can work out-of-doors every day in the year. No snows, no blizzards. A land that grows the products of the tropical, semi-tropical and temperate zones.

Climate means more than comfort here. It means economy of living, cheaper houses, cheaper clothing, cheaper shelter of stock, less fuel, less loss of time, more constant growth of feed, more ability to produce what we consume. In field or orchard, barn or dairy, every day, if you please, may be a day of productive labor.

Here climate goes with the soil—and it is wisdom to buy it now. Climate is of more concern to the farmer, the truck grower, the orchardist, the vinyardist, than the soil itself, and because it is so, the time will come when he will pay high for Rockport lands in order to have the climate thrown in.



Government Work on the Jetties.



Gibson's Wholesale Fish and Oyster Establishment, Rockport.

The time will come when naked Gulf Coast lands will command \$1500 an acre.

The Earliest Land in the United States must be the most valuable land, because it produces the earliest fruits and vegetables, and has the Longest Growing Season—Three to six weeks earlier and 1500 miles nearer market than our California Cousins. The "Crop" of early fruit and truck lands in the Gulf Coast Country is nearing the "harvest"—and there will never be another crop. It is a pity, but it is a fact. The moral is: Get it now, while there is yet a chance. Get in on the ground floor while the price is still at the lowest and reap the golden harvest of the lucky pioneers.

### *Ideal Health Resort*



ROCKPORT is the ideal health resort, both summer and winter, combining more natural advantages for the worn-out system, weakened by disease or overwork, than any other place on the globe. The climate is unsurpassed, there being no extreme of heat or

cold, moisture or dryness, so distressing to persons suffering with the diseases of the respiratory tract. The prevailing winds coming over long reaches of salt water are free from dust and disagreeable odors. Laden with ozone and iodine they are a source of great benefit in themselves. Most of the days are clear and full of sunshine, enabling persons to spend the days out of doors and engage in recreation of the most invigorating variety.

For all classes of nervous disorders, for the tired mother or the overworked business man, it is indeed the place to rest. There is a soothing influence in the atmosphere inducing pleasant, refreshing sleep. This together with the fish and oyster diet, in itself a tonic for the worn out nervous system, is all that can be desired.

For those who are desirous of spending only a few days or a few weeks, accommodations can be had at the different hotels or numerous good boarding houses at very reasonable rates. Now is the time to spend a few weeks by the sea, and let the system recuperate.

## Railways

**T**HE San Antonio and Aransas Pass Railway has its terminals here. We have direct connection with San Antonio, Waco and Houston. Other railroads coming, the Asherton & Gulf, now under construction, and a North and South line practically an assured fact.

The M. K. & T. railway and other trunk lines have made surveys in this territory and will eventually build into the town, furnishing the best deep water terminals and facilities.

## Rockport, the County Seat

**T**HE town is situated on what is called Live Oak Peninsula, between Aransas and Copano Bays, about six miles from the point on the Aransas Bay side and three miles from the Copano Bay side. The land of the peninsula is a mixture of disintegrated shell and sand, mixed with loam, with an underlying white clay subsoil from four to six feet from the surface and profusely covered with live oak trees, from which it takes its name. The live oaks extend to the water's edge on both shores, and in some places are of immense growth, affording a picturesque combination of forest and sea.

Rockport, is the County Seat of Aransas County, is incorporated and now has a population of about 2200, enjoys good school facilities and has several churches, among them a Methodist, Episcopal, Baptist and Catholic; has several hotels, including the Del Mar, Bayside Inn, Morris and numerous boarding houses.



Train Loads of Rock for the Jetties.

## Pleasure Purposes

**R**OCKPORT is charmingly situated for pleasure purposes. It has a most attractive beach extending all the way to Live Oak Point or "Ocean View," whence at a single glance the spectator may survey as pretty a range of subdued scenery as can be witnessed in any part of Texas. It is simply grand, reflecting in exquisite review a chain of lovely bays, fringed by high ridges of woodland and revealing in the distance a comprehensive outline of the Black Jack belt and the well built hamlet of St. Mary's and Lamar. There are other inviting drives also, including the one to Spark's Colony, where the visitor may see as fine pear orchards as there are in the country. Also a beautiful drive over Market street which passes through Tripisville to a point on Puerta Bay, where Andrew Sorenson has recently established a hunting and fishing lodge.



Sportsmen Going After Tarpon.

## Location



BY REFERRING to the within map you will notice Rockport has a most favorable location—the only city on Aransas Bay, and from ten to thirty feet above the highest tides. The site is a magnificent one for a large commercial city, and it is safe to predict, that on completion of the jetties by the United States Government, Rockport will become the great maritime emporium of the South. It is in sight of the

Light House and is on the Intercoastal Canal, that at this point is four miles wide and of such depth to admit to its wharves vessels drawing from 10 to 14 feet of water, which depth will admit 75 per cent of the ships now engaged in commerce in the Gulf of Mexico.

Several small towns in the vicinity of Rockport will spring up, all of which will be tributary to this city, for the reason, which is obvious TO THOSE WHO UNDERSTAND THE SITUATION AND WHO THINK that Rockport is located on the nearest high land to Deep Water, AND IS THE PLACE WHERE A CITY CAN BE BUILT WITH DEEP WATER AT ITS WHARF.



Residence of R. Downing, Secretary and Treasurer Gulf Coast Immigration Co., Rockport, Texas.

## Aransas Bay



ARANSAS Bay is a body of water 26 miles in length by six in width, with an average depth of twelve feet at mean low tide. By reason of its entire freedom from reefs or bars, its smoothness in almost all kinds of weather, and its beautiful, clear, sea-green color, it is unsurpassed for yachting, boating, bathing and fishing. Tarpon, red fish, sea trout, mackerel and other game fish, also oysters and turtle, are caught in abundance in its waters.

## Deep Water



THE Government is now completing the 30-foot channel into our bay harbor at the pass, and has just made a survey for a 25-foot channel along the natural shell embankment and shore line to Rockport. This line is excellent for docks and railroad ter-

minals, and then, too, Rockport has a charter for a railroad following same to and along the front of Harbor Island.

The great importance of this coming port is the fact that it is more than probable that the Government will establish here a naval base, since it is the nearest gateway to all nations south and the Panama Canal, and only a short distance from Fort Sam Houston, San Antonio, Texas, one of the largest Brigadier Posts in the United States.

### *Fishing Industry at Rockport*

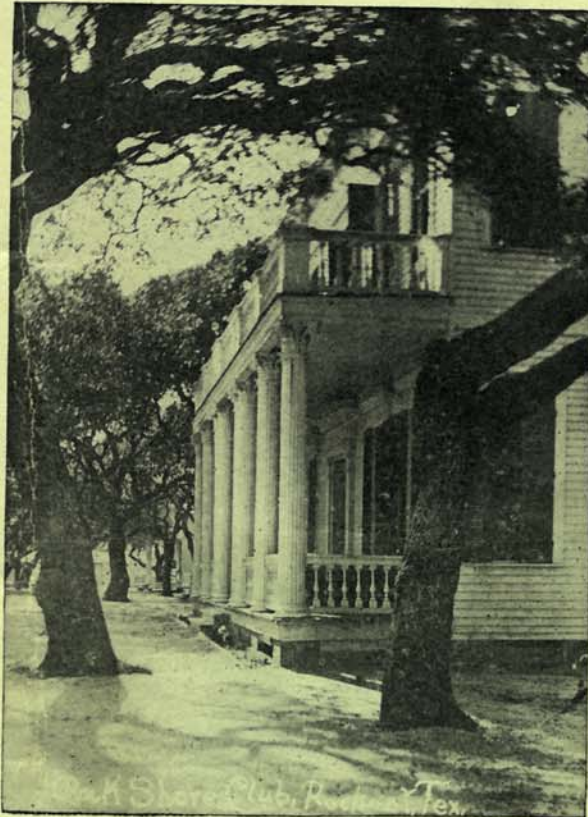


THE fish and oyster business is proving a wonderful factor in the advancement of our commercial growth. There are three large wholesale fish companies here, and 1,250,000 pounds of fish were shipped from this point last season. The oyster business is yet in its infancy, to a certain extent; regardless of this fact, however, \$10,000 worth of oysters were shipped during the past season.

### *The Inter-Coastal Canal*



SIDE from the untold advantages to be derived from deep water in the Pass, Rockport will, upon the completion of the great Intercoastal Canal, now under course of construction along the coast of Texas by the Government, be in direct connection with all inland ports of the United States situated on navigable streams. The sum of \$619,670 was appropriated for this work by Congress during its last session. Upon its completion the coast line of the Canal will extend



Oak Shore Club, Rockport.

from the mouth of the Rio Grande in Texas to Donaldsonville, La. These two wonderful means of transportation by water, in conjunction with those now furnished by the San Antonio & Aransas Pass Railroad, and other railroads that will build into Rockport on account of water transportation, will place this city in the fore rank of the world of commerce.

### *Good Water Plentiful*



RRIGATION is not necessary, but can be had, if desired, at little cost, without a mortgage on your farm. Bear in mind that water in certain parts of Texas is uncertain, yet an absolute necessity. No water means no comfort—no anything. In many places well water cost you from one to two thousand dollars. The Commercial Club, or Civic League, of



"The Stella" at Rockport.

Rockport, advertises to furnish a well with an abundance of good water your lifetime for a ten dollar bill.

### *Sportsman's Paradise*

**W**INTER is the gala-time for hunters, and from every part of the United States they visit this portion of the Texas coast in quest of wild geese, redheads, mallards, bluebills, pintails and the various other feathered game which, from October to February, come here by the millions. There is no other point in the whole country which offers sportsmen a finer field than this, for during the winter Aransas Bay and the inland lakes are fairly alive with as great a variety of game as ever challenged the admiration of the sportsman or tested the skill of the radent nimir.

Tarpon, known as the home of the "Silver Kings" (tarpon) is within pleasant sailing distance of Rock-



U. S. Government Work on South Jetties.



Yachting Party.

port, and rests directly on the gulf. It is built upon the extreme northern end of Mustang Island, fronts the island of St. Joseph, and commands a splendid view not only of the Gulf of Mexico, but also of the Government life-saving station, the light house and the quarantine station on Harbor Island. The waters in the vicinity of Tarpon literally swarm with "Silver Kings," from April to October, and it is within the bounds of truth to say that no other fishing in all the world has attracted anglers from such varied or distant places to toy and struggle with these game fish than this well-named "paradise of sport." Fishermen, and crowds of feminine anglers as well, from England, France, Germany and other foreign countries, have come here to enjoy a bout with these royal denizens of the deep, while every part of the United States has sent its piscatorial champions to contest the honors with these fighting silvery monarchs of the sea. It is probable that more of these finny beauties have been landed at Tarpon than at any similar rendezvous on earth, and it is equally true to say that the individual catches, by ladies as well as gentlemen, have been more exciting and enjoyable than at any other locality in all Christendom.

### *Club and Hunting Lodge*

**T**HE Gulf Coast Immigration Co. will erect commodious club buildings on the beautiful inland lake northwest of Rockport, on the famous shell beach drive, and adjacent to Copano Bay. This club will be equipped with appointments and buildings commensurate with its ultimate purposes—the establishment of a mod-

ern country home for its members, who seek all the conveniences and comforts of a city club, with the extra dividends of health, which life out in the open invariably yields.

Located in the midst of the most wonderful semi-tropical surroundings, where sunshine, flowers and ozone laden breezes play tag the whole year through; where millions of duck and geese, and various other feathered game, hold high carnival through the months of October to February; where fish, both salt and fresh, and oysters, are in abundance, and boating and bathing and yachting and motoring may be indulged in throughout the year. Admission to the club will be one hundred dollars (\$100) subject to an advance at any time in the discretion of the Board of Directors.

Parties purchasing contracts for five lots, or more, in Rockport, will be entitled to free membership in this club and when final payments have been made on said lots, a certificate of membership will be issued entitling said member to all the benefits and privileges of the club.

### *Climate*

**T**HE climate is healthy and salubrious; there is no malaria; no extremes of heat or cold. The maximum temperature the year round does not exceed 88 degrees, and the minimum rarely falls below 60 degrees. There is seldom a winter when the mercury gets as low as 26 above zero, or a summer as high as 93.

The gulf stream, which sweeps nearer to the shore at Rockport than at any other point, tempers the atmosphere, and the cool, refreshing sea breeze so mod-



From the Vineyards Near Rockport.

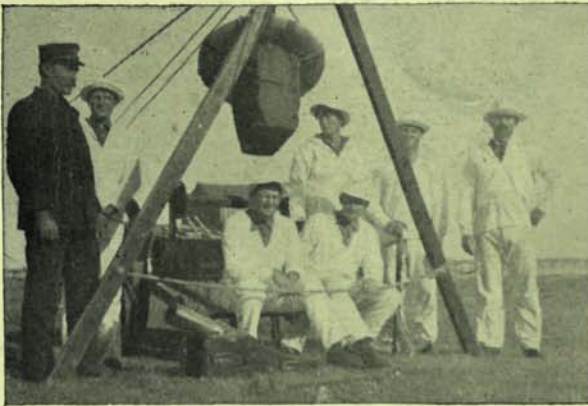
erates the heat of the summer as to make this the most equable and delightful place in the United States for a summer and winter resort.

### *Naval Base and Equipment*

The Secretary of the Navy thinks, the completion of the Panama Canal, the development of trade in the Gulf of Mexico and the whole Carribean region, will call for the maintenance of naval stations and adequate naval repair base in that locality.

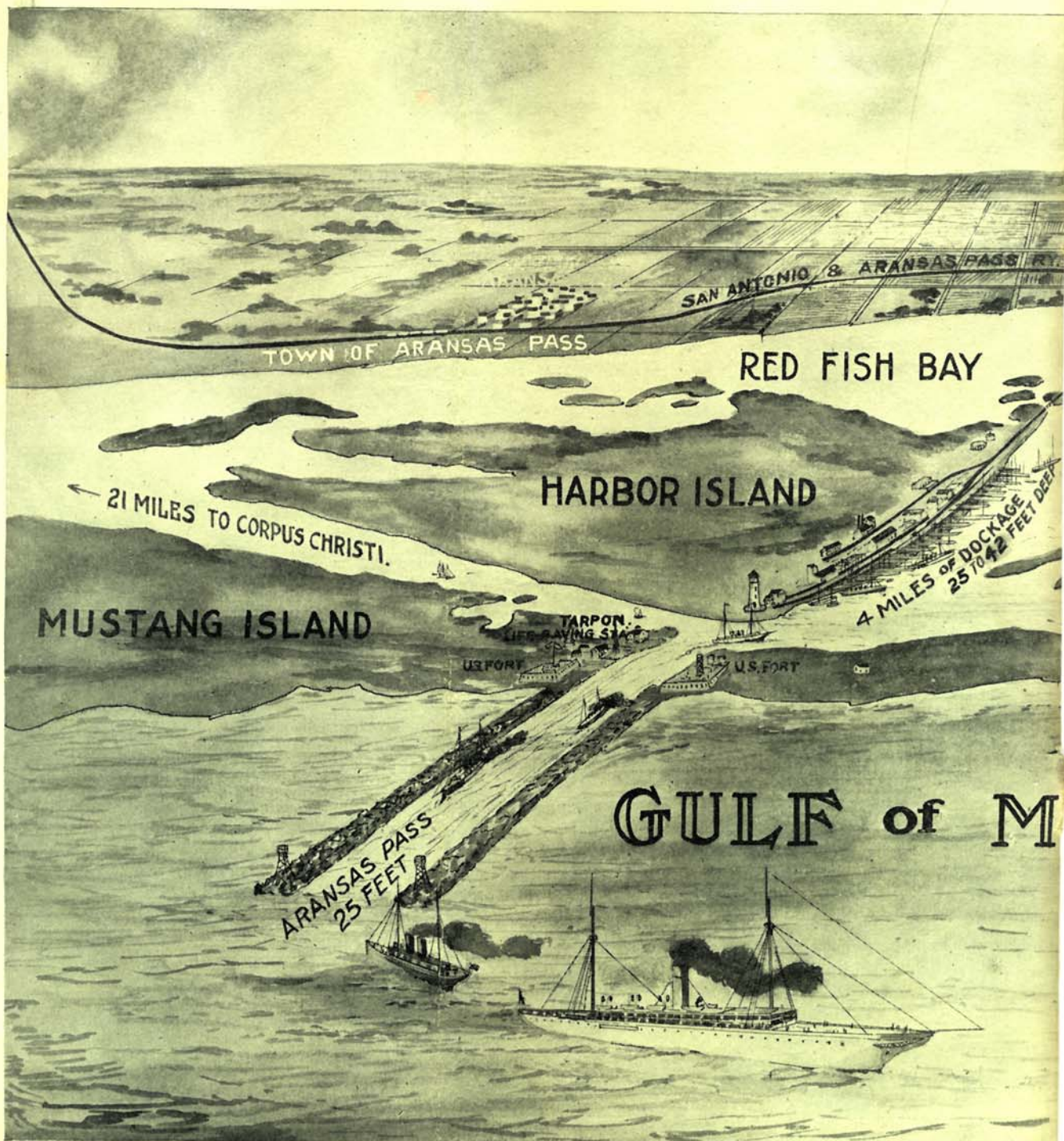
With the opening of the Panama Canal the Carribean Sea will become the scene of tremendous commercial activity—the American Mediterranean—and a considerable part of the naval fleet must always be in those waters.

Damages to vessels which will call for immediate repair may be expected at any time, and it is necessary not only to have naval supply stations and ample facilities for policing those waters but for docking and repairing the big ships as well as the smaller ones.



U. S. Life-Saving Crew.

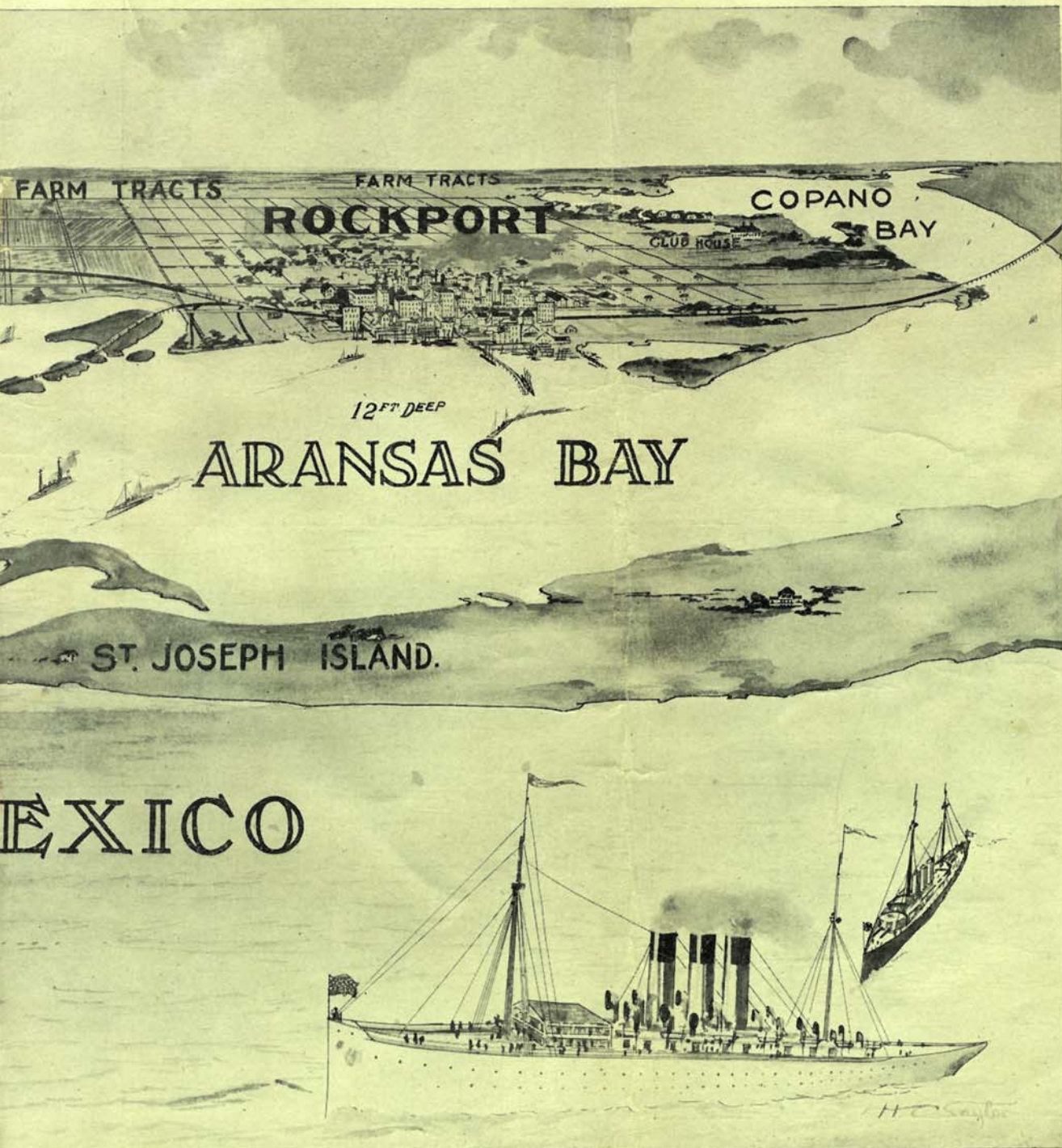
# THE LARGEST LAND-LOCKED



*Birds-eye view of Uncle Sam's new port on the Gulf, showing the line of our terminal*



# HARBOR ON THE GULF COAST

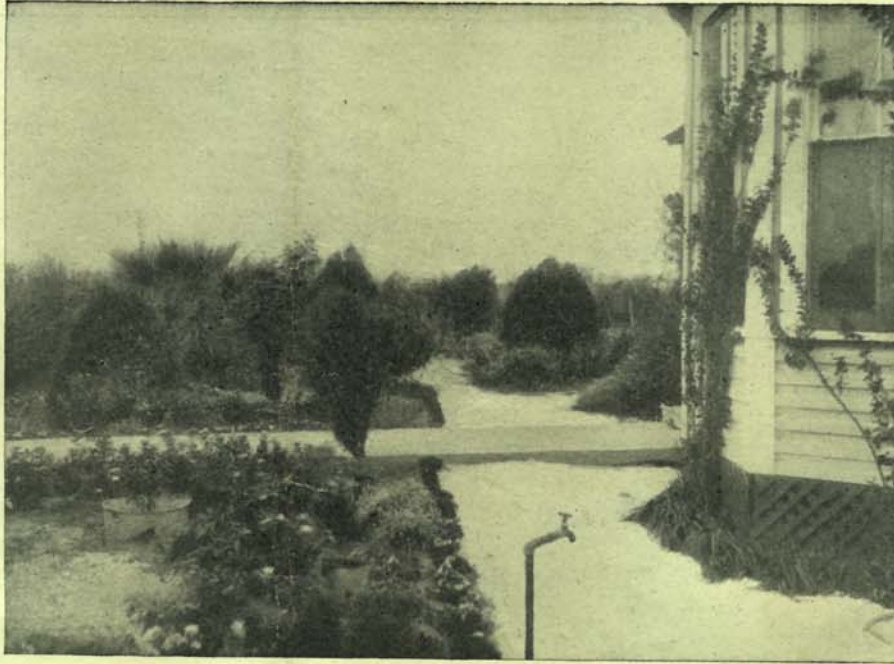


*railroad from Harbor Island to Rockport and North, as it will look when completed.*

With this idea in view it might occur to the Navy Department and to Congress that big drydocks ample for the docking of the largest warships should be established at some port on the Texas Gulf Coast within easy reach in case of need. In the event of any disturbance of the world's peace in which the United States might be or become involved it is more than probable that a main base of operations would be in the Carribean Sea or in the Gulf of Mexico, and the Panama Canal a point of attack or a region of most intense solicitude requiring protection. Vessels injured by shot or shell or otherwise should be able to find facilities for docking and repairing much nearer the scene

than the North Atlantic, which the crippled ones might find difficulty in reaching.

It may be well to add two more big battleships and some smaller craft to the naval equipment, but it is quite as important, as Secretary Meyer insists, that



One Hundred Varieties Fruits and Flowers.

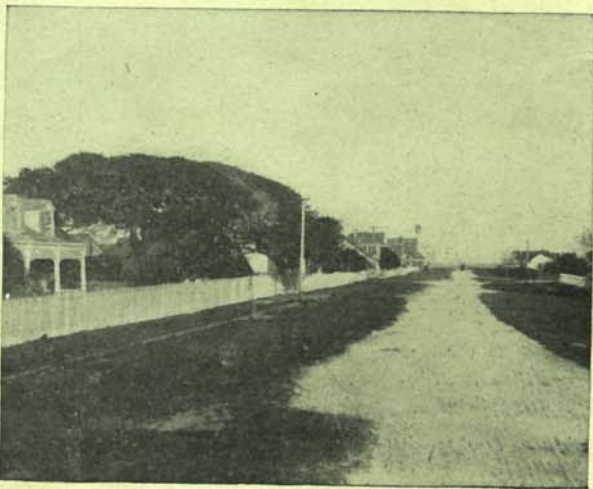
the naval stations should be taken care of and that docking facilities in southern waters should be provided seems equally important, and there is probably no better place for locating them than in what army and navy engineers have declared to be the finest natural harbor on the Gulf Coast, commonly known as Aransas Bay.—Daily Express.

### *Rich Baronet Comes to Shoot Texas Ducks*

Sir Robert Borwick, a capitalist of London, England, arrived in San Antonio last night on a tour of the United States and is stopping at the Menger hotel. He will remain in the city for several days, after which he will depart for Rockport, where he will spend a couple of weeks duck shooting.—S. A. Light & Gazette, Nov. 16, 1909.

### *Truck Farming*

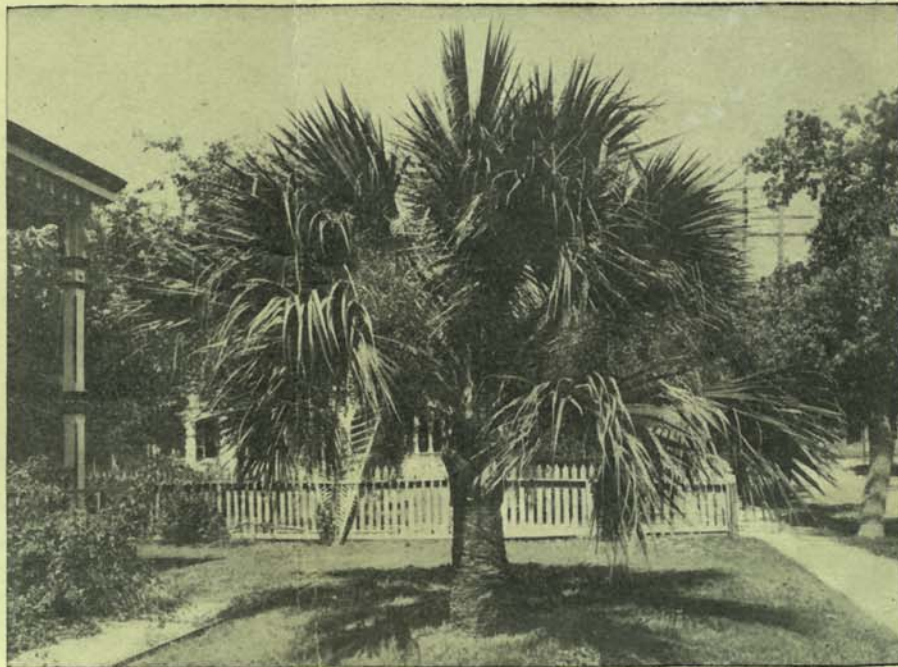
**T**HE soil of Live Oak Peninsula, in and around Rockport, is a deep sandy or shelly loam, rich and easily cultivated, and especially adapted for fruit growing and market gardening. It is the richest land in the world for the growing of mixed vegetables,



Shell Drive Along the Beach, Rockport.

commonly called truck. English peas, sweet potatoes, Irish potatoes, cabbage, corn, snap beans, beets, spinach, watermelons, onions, radishes, cantaloupes, cucumbers, garlic, asparagus, lettuce, tomatoes, peppers, in fact, every known variety of vegetable grows in this section in abundance. The cultivation of celery is now the baby industry in truck farming. The truck industry, already great, is really only in its inception; is growing with every season.

The truck grower will be able to look forward on every New Year's day to twelve months of "open weather"—twelve months in which he may plow and plant and reap. He may take his choice as regards crops. Practically everything that grows anywhere grows here, and grows luxuriantly. This is no idle statement. Here, every plant that flourishes in any part of the earth, with the exception of the few that are peculiar to the tropics and to the extreme altitudes, responds to the soil and sunshine of the Gulf



Semi-Tropical Plants Thrive Here.

Coast—the earliest country on the globe, where the seasons never end.

The following Truck Calendar of Rockport and vicinity will give an idea of the vegetables that reach the Northern markets when the prices are "sky-high;" (Remember, three to six weeks earlier and 1500 miles nearer market than California.)

**DECEMBER**—Tomatoes, Irish potatoes, cauliflower, green corn, spinach, cabbage, lettuce, carrots, mustard, beets, beans.

**JANUARY**—Cauliflower, green onions, cabbage, spinach, radishes, turnips, parsley, lettuce, carrots, peas

**FEBRUARY**—Cauliflower, green onions, cabbage, spinach, radishes, turnips, parsley, lettuce, carrots, beets, peas.

**MARCH**—Cabbage, Irish potatoes, radishes, lettuce, turnips, parsley, carrots, squash, beets, peas.

**APRIL**—Cabbage, Irish potatoes, cucumbers, turnips, carrots, lettuce, squash, onions, beets, beans.

**MAY**—Irish potatoes, cucumbers, cantaloupes, green corn, cabbage, tomatoes, onions, okra, beets, beans.

**JUNE**—Watermelons, cantaloupes, Irish potatoes, cucumbers, green corn, tomatoes, onions, okra, forage crops, hay.



Lighter Rock for the Jetties.

JULY—Watermelons, cantaloupes, egg plants, tomatoes, peppers, okra, corn, forage crops, hay.

AUGUST—Sweet potatoes, watermelons, cantaloupes, peppers, pumpkins, cotton, okra, corn, forage crops, hay.

SEPTEMBER—Sweet potatoes, tomatoes, peppers, pumpkins, cotton, okra, forage crops.

OCTOBER—Sweet potatoes, tomatoes, peppers, okra, beans, cotton, forage crops.

NOVEMBER—Sweet potatoes, radishes, tomatoes, mustard, turnips, okra, pumpkins, squash, beans, forage crops.

### *\$242 Net Profit on One Acre Lettuce*

THE STATE OF TEXAS )  
COUNTY OF ARANSAS }

On this day, personally appeared J. C. Stewart, known to me to be a creditable person, and on his oath, says: I am a farmer, residing in Rockport, Aransas County, Texas. Last year I made off of 1½ acres of beans \$278.00, and \$242.00 off of one

acre of lettuce. This was done without any irrigation.

J. C. STEWART.

Sworn to and subscribed before me, this the 3rd day of December, 1909.

(Seal.)

H. B. BALDWIN,  
Notary Public, Aransas Co., Tex.

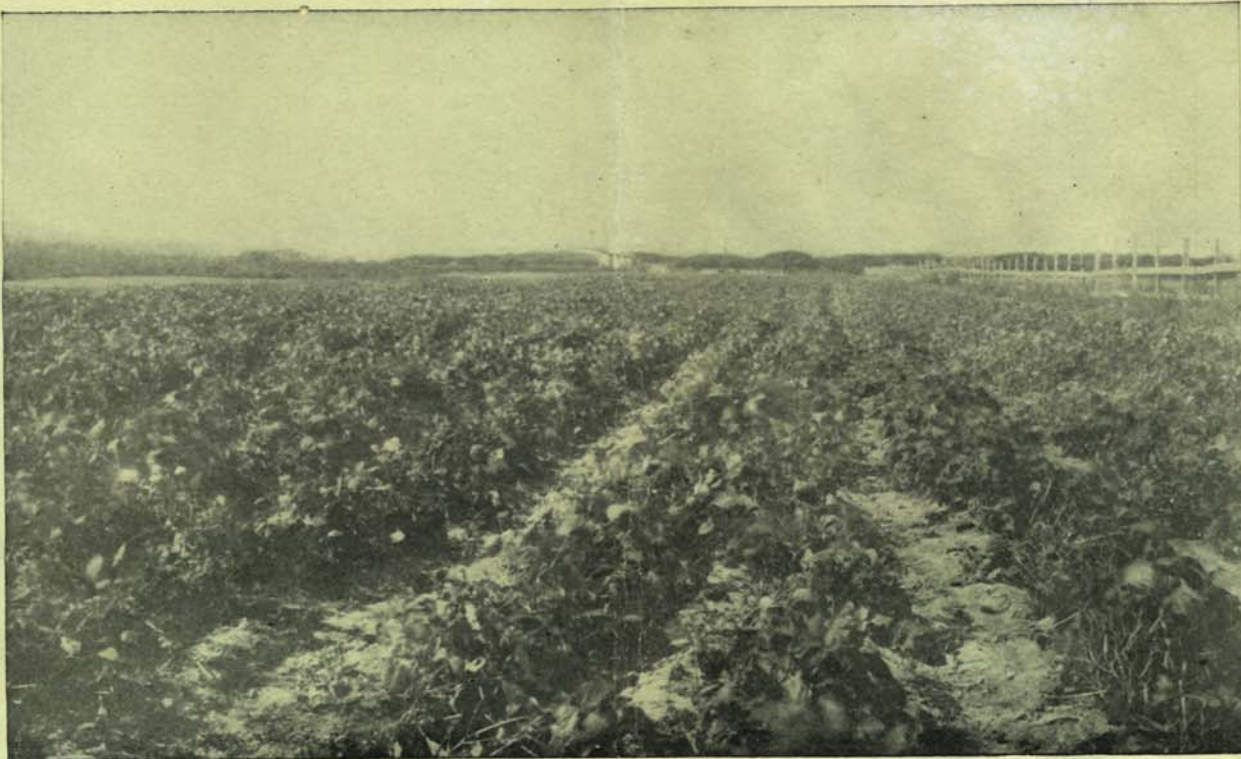
### *Three Crops in One Season*

THE STATE OF TEXAS )  
COUNTY OF ARANSAS }

I, C L Dean, state that I am a resident of Rockport, Aransas County, Texas, and have been for a number of years. That I raise in my garden in town various kinds of vegetables. That I have raised three crops of vegetables in one season. This spring I planted a patch of cabbage. They gave me very fair returns. Then I planted the same ground to Irish potatoes, and after I had dug them I planted the same ground to sweet potatoes. I have just dug the last



Cabbage Yields Large Returns for Rockport Truck-Growers.



"Ruby King" Sweet Peppers, Netting \$600 to \$1000 per Acre

crop and it was fine, and it is now planted in cabbage again.

Subscribed in my presence and sworn to before me by C. L. Dean, this the 29th day of November, 1909.

(Seal)

J. M. HOOPES,

Notary Public, Dallas Co., Texas.

***\$800 off One Acre Sweet Peppers; \$700  
on 3-4 Acre Egg Plant***

THE STATE OF TEXAS }  
COUNTY OF ARANSAS }

Before me, the undersigned authority, on this day, personally appeared W. F. Sparks, a furniture and hardware dealer in Rockport, known to me to be a credible witness, and on his oath deposes and says: I am a citizen of Rockport, Aransas County, Texas, and up to two years ago I was engaged in the trucking business. The last crop I raised was in the spring of 1907. Among other crops I had one acre in sweet peppers off of which I sold \$800 worth of

peppers. I also sold \$700 worth of egg plant off of three-fourths of an acre.

W. F. SPARKS.

Sworn to and subscribed before me, this the 29th day of November, A. D., 1909.

(Seal)

H. B. BALDWIN.

Notary Public, Aransas Co., Tex.

***Ship Vegetables Every Month in the Year***

THE STATE OF TEXAS }  
COUNTY OF ARANSAS }

Before me, the undersigned authority, on this day personally appeared A. L. Bracht, known to me to be a credible witness, and on his oath says: I have been in the Mercantile business here for a number of years. I also engage in the produce business. In the spring of this year I shipped out 19 solid cars of vegetables and fully that much more by express. In the spring of 1908 I shipped 45 cars and also about the same amount of squash, green pepper, egg plant,



Date Palm at Rockport.

okra, beans and various other early vegetables. I do not do all the shipping and think that the Farmer's Union shipped at least half that much more. I shipped a great many vegetables all through the fall and winter. In fact, I ship something every month in the year.

A. L. BRACHT.

Sworn to and subscribed before me, this the 29th day of November, 1909.

(Seal)

H. B. BALDWIN.  
Notary Public, Aransas Co., Tex.

## Our Selling Plan

**Q**UR plan of town building, and settling up a new country, is in line with up-to-date methods employed in other branches of modern business. The old Government plan of lining up settlers and allowing them to race for the land proved too barbarous for this day and age. The plan of drawing, requiring

men to stand in line for days and nights, until they almost became exhausted, waiting for their turn to file their claims, has its drawbacks. The homestead plan of requiring a man to live three to five years on his land is a gamble whether a man will be able to live out or lose the amount he paid to the Government in fees. A drawing, or lottery, is illegal and titles to land obtained by a gamble will not hold in courts of law. Of all the various plans for town building and settling up of new countries, the auction plan is the best that has been devised.

Auction sales are recognized by the Supreme Court as a fair and equitable way to dispose of property. The way in which the buyer and seller have an equal opportunity of obtaining justice and equity. Now, our plan is even better than the old-fashioned auction sale, where the people crowd together indiscriminately and try to outbid each other for the property.

## The Auction Sale

When all of the undivided interests are sold we will announce the date of the opening and auction sale. Nobody but contract holders will be allowed to bid at the auction sale, and being a co-operative affair, conducted by the trustees elected by the contract holders, it can be done harmoniously with good feeling, very little rivalry and no bad effects on the town. There will be plenty of property that will go on a single bid of \$150 and there will be nothing more to pay on this. The money received from lots and land, the Telephone building, residence and other lots, when the bid is more than \$150, will be divided equally among



Beautiful Shell Drive, Rockport.



Railroad on the Jetties.

all the contract holders. The Gulf Coast Immigration Co. will not get one cent of this money, and your dividend will go to equalize any amount you may bid over \$150. Thousands of people will be individually interested and a large number will become permanent citizens at once. The large profit to be made by the rapid building up of the town and the natural increase in the value of lots and land, will go to the contract holders. They will be able to sell to outsiders after they have received their property as a result of the trustees' auction, and the outsider will pay the big price. It can be arranged to hold an independent auction at the termination of the trustees' auction, in which any properties may be resold to outsiders.

### *A Free Trip*

When twenty or more undivided interests are sold in one county, the contract holders may elect one of their number who shall act as club captain and attend the opening and auction sale. He will be vested with power to represent those who fail to attend the opening sale. Round trip transportation will be furnished to club captains free of cost by the Gulf Coast Immigration Co.

### *Contracts for Deeds to Actual Settlers*

If any contract holder desires to come to Rockport to settle at once and improve his property, he can have a contract for deed for such lot or lot and land, as he may improve. No lot or land will be deeded to any individual before the opening sale; and no con-

tract for deed for lot or lot and land will be made to any individual unless he improves the same with an improvement costing not less than \$1000 for each lot, that will be a credit and enhance the value of the entire property. People who accept contracts for deeds to property before the opening sale will forfeit their right to take part in the auction and opening sale.

### *We Sell Undivided Interests*

First, we sell as many undivided interests as there are lots in the town of Rockport owned or controlled by the Gulf Coast Immigration Co., all at the uniform price of \$150, payable \$10 down and \$10 monthly, without interest. This includes business lots in the town right among the business houses, bay-front residence lots and all other residence lots owned or con-



Our Mascot, "No Jonah Here."

trolled by the Gulf Coast Immigration Co. When the undivided interests representing these lots are sold, the entire property will be deeded to three trustees to be selected by the contract holders from among their number.

### *Additional Property*

The Telephone building, also the two-story frame residence located on lot 2, Block 6, shall each be considered as one lot or one undivided interest in this sale. There will also be built twenty California Bungalows scattered over the town and lands and these will be deeded to the trustees and go into the sale the same as unimproved lots.

### *Truck Farm Tracts*

In addition to the lots there are twenty-five hundred (2500) truck farm tracts adjoining Rockport and adjacent thereto, ranging in size from one to twenty acres each, in this sale. These truck farm tracts will go in the sale each in connection with a town lot. The least valuable lots in the town will be sold in conjunction with these farm tracts.



A Lucky Catch, Rockport.

### *Twenty New Residences*

Twenty of the town lots or truck farm tracts will be improved with California Bungalows at a cost of one thousand dollars each, and these homes will be disposed of the same as unimproved lots at the opening and auction sale.



Postoffice Building Rockport, Texas.

### *The Truth About Aransas Harbor*



IF WE draw a line due north from Aransas Pass Harbor, we will find west of that line the greater part of Texas, Oklahoma, Kansas, Nebraska, the two Dakotas, and all of New Mexico, Arizona, Colorado, Utah, Wyoming, Idaho and Montana. A great portion of this territory with a large part of old Mexico is tributary to this harbor, and will seek an outlet to the markets of the world through this port.

A map of the United States designed to show the trend of trade would present five great natural divisions, four of which have recognized and established gathering or concentration



points. The principal part of the trade of the Atlantic Coast finds its outlet in New York; of the Pacific Slope, in San Francisco; of the Great Lake Basin, in Chicago; and of the Mississippi Basin, in New Orleans.

That the reader may realize the relative extent of these five great basins, we submit the following table which shows the approximate size of each:

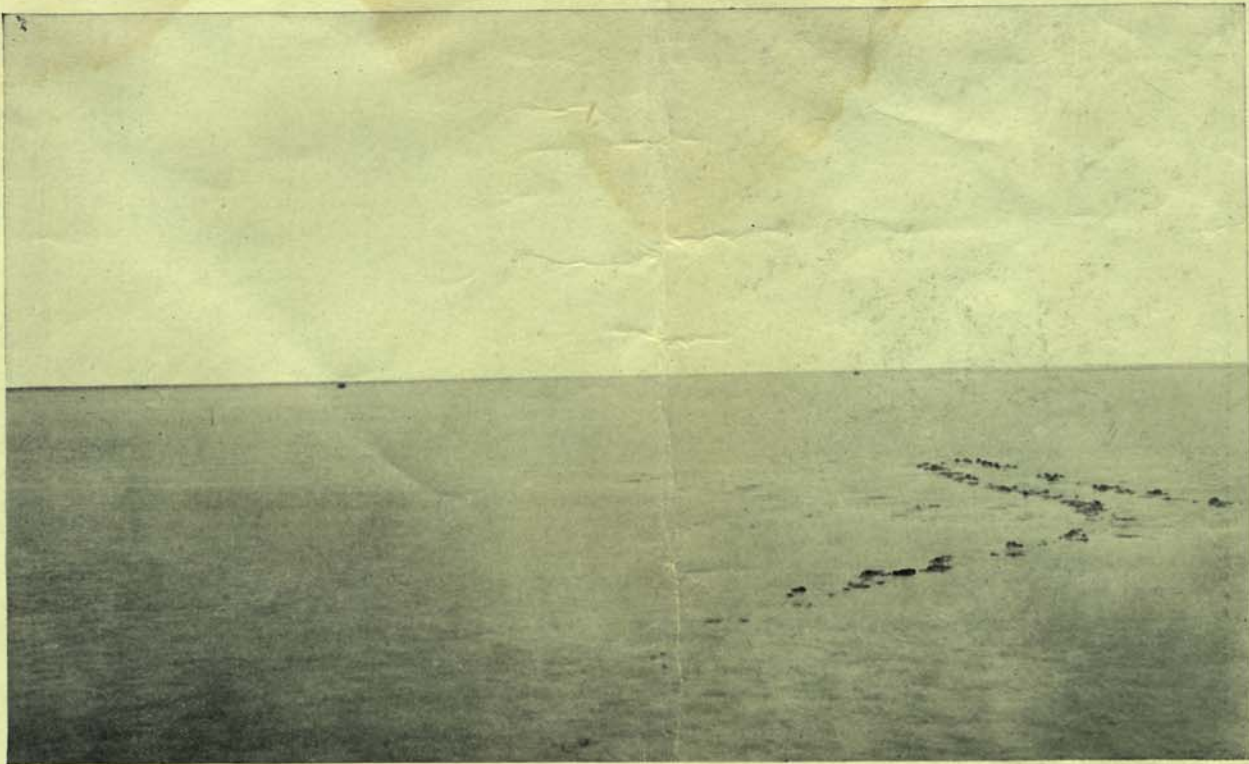
Mississippi River Basin	..300,000 square miles
Great Lake Basin	.....500,000 square miles
Atlantic Slope Basin	.....550,000 square miles
Pacific Slope Basin	.....700,000 square miles
West Gulf Basin	.....1,000,000 square miles

While all the other basins have many other important ports besides the harbors at which their trade is concentrated, the West Gulf Basin can have only three first class ports for the use of its commerce. This is shown by the report of a board of U. S. Engi-



25 Ducks Each, the Day's Limit.

neers, consisting of Colonels Henry M. Robert, C. L. Gillespie and Jarad A. Smith who were appointed under a resolution of Congress to inspect the entire



Beautiful Inland Lake Near Rockport, Where the Club Building Will Be Erected.

Texas Coast, and to determine at what places first class harbors could be secured. After discarding all but three places, they said, "The three points remaining to be considered, Sabine Pass, Aransas Pass, and Galveston entrance are all worthy of improvement. At any one of these points an excellent harbor can be made. Aransas Pass has the advantage of the shortest distance across the bar to deep water in the Gulf, high

ground on Mustang Island South of the Pass and a harbor at present well protected from the waves of the Gulf and Aransas Bay. It is well situated as a commercial port for a large section of our own country as well as for a portion of Mexico. The country tributary to all these ports is rich in resources and is being developed rapidly in population and productions, and the time is near at hand when more than one

good harbor will be required upon this extended Coast. The board, therefore, cannot dismiss the subject without commending the harbors of Sabine and Aransas Pass as being worthy of consideration and of vigorous prosecution of the works of improvement to obtain the results which are expected from the completion of the present projects."

As it is evident from this report, that there are only three places on the Texas Coast at which first class harbors can be obtained, we wish to call attention to the location of these three places.

Sabine Pass is on the line between Louisiana and Texas. Galveston is sixty or seventy miles west of Sabine Pass, while Aransas Pass is about two hundred miles Southwest of Galveston, and about one hundred and fifty miles from the Rio Grande, the line between Texas and Mexico; but we do not find any place at which a first class port can be constructed until we reach Tampico, which is about four hundred miles south of Aransas Pass.

Aransas Pass Harbor is the only land locked harbor



First National Bank Building, Depository of the Gulf Coast Immigration Co.

on the Texas Coast. It is bounded on the South by Mustang Island, on the West by Harbor Island, on the North by Lydia Ann Islands and on the East by Saint Joseph's Island, which lies directly between it and the Gulf of Mexico, and gives the harbor protection from all dangerous winds, ocean storms, and tidal waves which may come from that direction. This harbor is about one mile wide and four miles long. From twenty feet near Lydia Ann Islands, the water

increases in depth until it reaches an average of from thirty to forty feet, which continues down the harbor, out through Aransas Pass until it strikes the sand bar in the Gulf. This bar is being rapidly removed by the jetties now under construction. The inlet between Mustang and St. Joseph's Islands, which connects this harbor with the Gulf is about one thousand feet in width. This inlet is called Aransas Pass.

As the U. S Engineers are disinterested and spend the greater part of their lives in the examination and improvement of harbors, we wish to call attention to some of the reports made by them about the Aransas Pass Harbor.

Col. Mansfield, who was in charge of this district with headquarters at Galveston, in his report for the years 1882 and '83 said: "The importance of improving this harbor (Aransas Pass) on the Western portion of the Gulf Coast, cannot be questioned. A harbor of refuge will be supplied to a large extent of dangerous coast."

A board of U. S. Engineers consisting of Col. Henry M. Robert, Major Wm. T. Rosell and Captain John Biddle, appointed under a resolution of Congress in 1897, to examine the harbor of Aransas, in its report to the Secretary of War, in December of that year said: "The Board, however, is thoroughly satisfied that the importance of this harbor, as shown by the many reports heretofore made, is so great that the general Government will certainly undertake and carry to completion the work necessary for improving Aransas Pass."

As there has never been an adverse report on this harbor, it would seem useless to encumber these



Telephone Building, Main Offices, Gulf Coast Immigration Co., Rockport, Texas.



\$20,000 School Building, Rockport.

pages with more of the engineer's favorable reports; but we will now turn our attention to what other disinterested and distinguished men think of this harbor.

A party interested had a map of this harbor in the office of the president of one of the great railroad systems which is now running into Texas, and asked the President if he would not like to look at it. The President replied that he would not; that he knew all about it; that they had thoroughly examined it; and that it was a fine harbor and had a great future.

Another distinguished President of a great railroad was requested by an Eastern capitalist to personally examine this harbor and to report to him what he thought of it. After giving the harbor a thorough examination by sounding, etc., the President sent to the capitalist the following

telegram: "I have examined the harbor at Aransas Pass. It is finished by nature and is a first class harbor."

We will now examine the opinions of those to whose influence we are indebted for the money to improve this harbor.

Congressman George F Burgess, the member of the Rivers and Harbors Committee from Texas, and who has the distribution among the Texas projects of the money allowed to the State of Texas for the improvement of those projects, in a speech in Congress in February, 1907, said: "In my judgment, this appropriation for Aransas Pass takes this port out of the domain of experiment and commits the Government to the making of a deep-water port there, and hence of necessity will attract the building of railroads to it and the ultimate establishment of steamship lines to European ports, thus affording another great competitive system of transportation, as against Galveston, Sabine Pass, and New Orleans, and co-



\$25,000 Brick and Stone Courthouse, Rockport.

operating with them competitively against all other ports to the immense benefit of a large territory with increasing population, engaged almost exclusively in the production of export products. No appropriation in this bill is more uniformly and emphatically sustained by the reports of the engineers of the United States, local, district, and chief, as well as every board ever called upon to report upon it. With absolute unanimity all these officers and all these boards have said that Aransas Pass is the ideal place on the Gulf of Mexico for the creation of a great port."

In a letter written by Congressman Burgess on November 30, 1908, he says: "Those who are familiar with the reports of the engineers and boards touching Aransas Pass, or the actual physical conditions there, cannot escape the conclusion that it is one of the most desirable points, naturally, on the whole Gulf of Mexico, for the establishment of a deep-water port. Since the adoption by Congress in the last Rivers and Harbors Bill of the double jetty plan, approved by all the Government engineers, and the appropriation thereupon, I have not the slightest doubt of the final establishment of a deep water port there. It is only a question of time which will be determined, naturally, by the amount and frequency of appropriations necessary to secure the desired result.



Bathing Scene, Rockport.

"Few people even in our own State, realize that a north line from Aransas Pass would run close to Waco and Dallas, and would penetrate the heart of the cotton and corn country lying north of the port, would ultimately force a connection with the M. K. & T., and other great lines running north and tapping the great wheat and cotton sections.

These opinions could be continued almost indefinitely, but we think it useless, as every disinterested person who examines this harbor will concur in these opinions.

With the many strong and responsible persons who formerly purchased property, and who are still vitally interested here, co-operating with the active, enterprising men who are becoming interested, united with the natural advantages, there is no earthly power that can defeat the building of a splendid city at this place.

We need you with your money, enterprise and energy to aid in the building of a magnificent city on this ideal location, which will result from the development of the next deep water harbor on the Texas Coast.

Come without delay and examine for yourselves.



Del Mar Hotel at Rockport.

## Read This and Think



READ carefully the facts contained in this booklet, showing what Rockport NOW IS and HAS; consider the deep water harbor, the railroad facilities, the ideal climate, fishing, boating, bathing, hunting, oysters, and the fine truck farming district adjacent, the energetic character of the citizenship, the wealth of the people and a hundred other facts that trend to her future greatness. The investment is absolutely safe; the returns are certain, better than watered stocks and bonds on doubtful security; the returns are greater than the highest rates of interest many times over. You will hardly miss the amount from your earnings, and will find in a twelve-month that you have saved more money than you ever have before, and missed it less, and all the while your money is out day and night, working for you in the hustling city of Rockport.

A great financier has said that \$100,000 properly invested, is equal in its earnings to the savings of a laborer working constantly. Think on it, and put the equal, and more of a man to work for yourself with-



New Two-Story Frame Residence, Lot 2, Block 6.

out delay. Our President of the United States has recently said that real estate is the basis of all wealth; there is nothing safer or more conservative; there is nothing that will yield more gracious returns.



Residence of Chas. T. Johnson, President First National Bank of Rockport.

CK DODD

CHAS. G. JOHNSON, PRES.      A. L. BRUMLEY, VICE PRES.      THOS. E. MATHIS, CASHIER  
3448.

**THE FIRST NATIONAL BANK**  
ROCKPORT, TEXAS

Rockport, Texas. Jan. 10th, 1910.

THIS IS TO CERTIFY:

That warranty deeds and abstracts showing perfect title to the lots and land now being sold by the Gulf Coast Immigration Co., of Rockport, Texas, are held by me, in trust, to be delivered to the three trustees who shall be selected at the time of the Auction sale of said lots and land.

Rockport is destined to become one of the largest sea-ports and commercial centers on the Gulf Coast, and I consider an investment made here now, will be safe, and show very large returns in the very near future

*Chas. G. Johnson* Pres.

*Aunt Carrie's father*

**GULF COAST IMMIGRATION CO. (Inc.) Rockport, Texas**  
Sales Office: 627-628-629 MOORE BUILDING, SAN ANTONIO, TEXAS

# UNCLE SAM'S NEW SEAPORT AND

MILLER, YOUNG & PACKARD,  
GENERAL AGENTS,  
4 WEST 10th, VICTOR BLDG.

