

In the past fiscal year, Zenkoren's used 35.5 per cent, or 1.1 million tons of the yellow corn imported into Japan, and 40.2 per cent, or nearly one million out of the 2.415 million tons of grain sorghum imported by Japan.

And in addition to feeds, the cooperative distributed 70 per cent of all the chemical fertilizers used in Japan last year and handled almost 50 per cent of the agricultural chemicals currently being used by Japanese farmers. It also supplies its members with farm machinery, fuel and oil, green house material, textiles, electric appliances and farm home necessities.

60,000 FARM FAMILIES

Producers Grain Corporation counts 60,000 farm families in its membership, living in Texas, New Mexico, Oklahoma, Kansas and Colorado.

Since it was organized in 1938, with 29 country elevators as initial members, PGC terminal elevator storage has grown to more than 33.476 million bushels. Its 119 member elevators have more than 90 million bushels of storage. The Producers Grain Port Terminal Elevator here has a capacity of more than 6.98 million bushels and is the largest terminal elevator owned by a farm cooperative on the Gulf Coast.

The PGC board of directors will be in Corpus Christi Wednesday for a board meeting at the elevator at 10 a.m. and a PGC advisory board meeting, which will include representatives of each of its member country elevators, will be in the Driscoll Hotel Thursday at 10 a.m.

In addition to Zenkoren and PGC officials, the reception and banquet Friday will include officials of the Mitsui Company, another huge and widely diversified Japanese firm, which holds the contract to build Zenkoren's new grain ships, and officials of the U.S. Department of Agriculture and the Texas Department of Agriculture.

EXHIBIT G

REYNOLDS METALS CO.,
Corpus Christi, Tex., May 1, 1968.

Subject: Deepening North Shore Channel to La Quinta, Part of the Port Aransas/Corpus Christi Waterway.

NUECES COUNTY NAVIGATION DISTRICT,
Corpus Christi, Tex.

GENTLEMEN: In accordance with your request, I am enclosing herewith detailed information about vessels used or scheduled to use the North Shore Channel to La Quinta. Of the vessels listed, the 47,000 tonner is under construction in the Howaldtswerke-Deutsche Werft yard in Hamburg, Germany. Contract calls for delivery on November 15, 1969, with heavy penalties for later delivery. I have enclosed a News Release furnished by Reynolds Metals Company to the press, and which appeared in newspapers throughout the United States at about the same time, announcing the construction contract for the 47,000 ton vessel.

Bids were received on the 27,000 ton vessel simultaneously with quotations on the larger vessel. However, changes in specifications are being made and various companies are expected to requote within the next two months. We are requesting delivery of the 27,000 ton vessel in mid-1970.

The remaining vessels are all operating either continuously or occasionally to the Sherwin Plant on the North Shore Channel to La Quinta.

You will note the drafts given are those applicable under the new International Loadline Regulations, effective in July of this year. At the present time the S.S. J. LOUIS and S.S. RICHARD are operating on a loaded draft of about 35-feet, with a deadweight of about 32,250 tons. You will, also, note that we have shown a maximum draft of 42-feet on the 47,000 ton vessel. However, vessel will not be able to load a full cargo of bauxite on this draft due to cubic limitations in the cargo holds. If the density of the bauxite should increase, the quantity of bauxite lifted would increase likewise.

Bauxite requirements annually, with the present capacity of the Sherwin Plant, is about 3,200,000 long tons. The present projection of the Company calls for this usage annually through the year 1972. Increases in capacity of the Plant have developed on the basis of units that consume between 600,000 and 700,000 tons of bauxite annually. With a continual expansion in the aluminum industry,