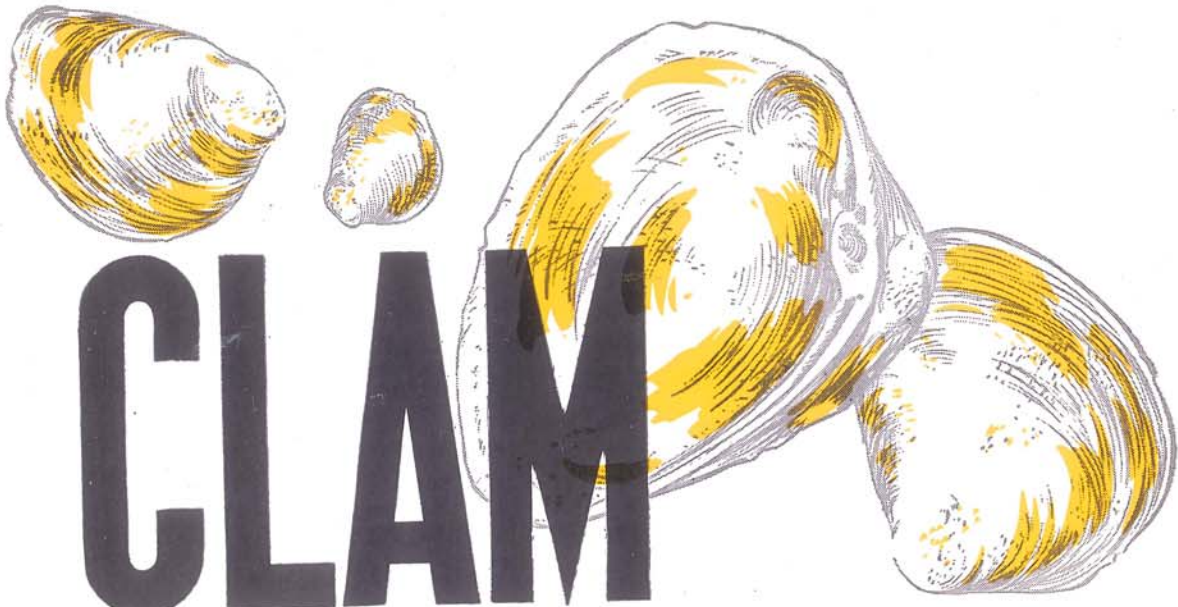


THE JEFFERSON PARISH YEARLY

Review

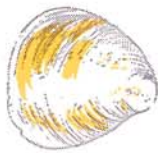
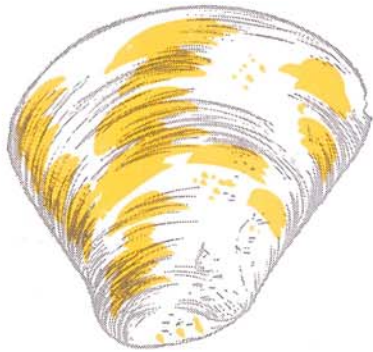
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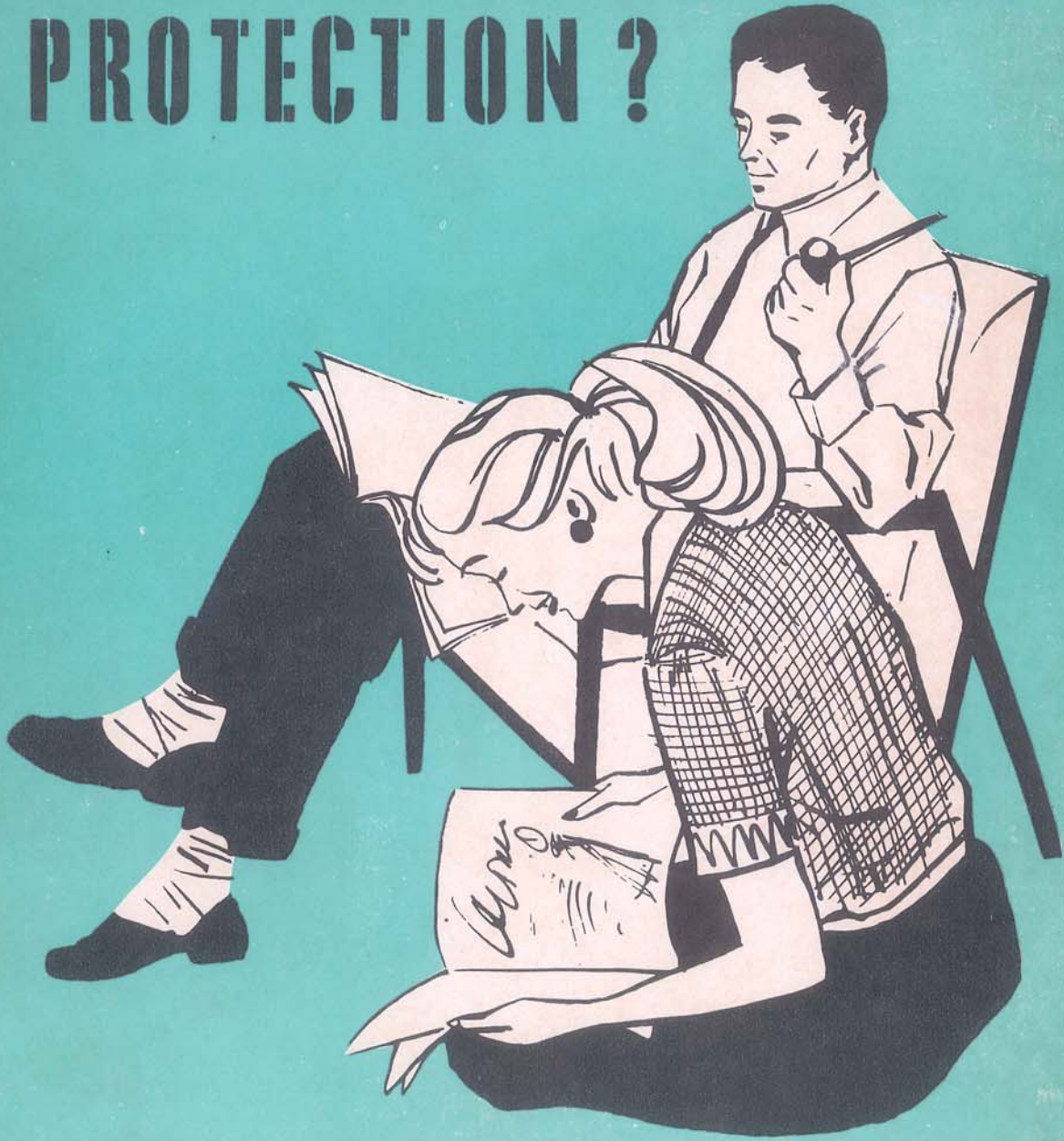
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Review

Published with the approval and cooperation of the President and Council of Jefferson Parish, Louisiana

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Our sincere thanks to the writers, photographers, artists, engravers, printers and all those many people both inside and outside the parish who provided information and assistance during the long months of preparation of this 1960 Jefferson Parish Yearly Review.



COVER: The new Freeport Sulphur Offshore Drilling Platform, built by J. Ray McDermott & Co., Inc., seven miles out in the Gulf of Mexico off the coast of Grand Isle, which began production in June, 1960.

• Photo by the Photo Mart, courtesy of J. Ray McDermott & Co., Inc.

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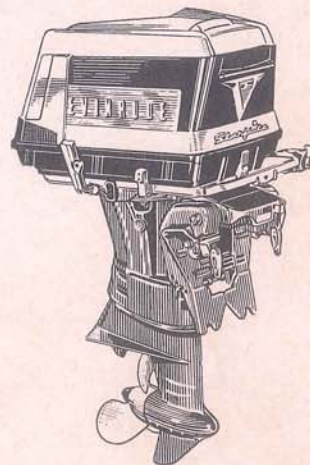
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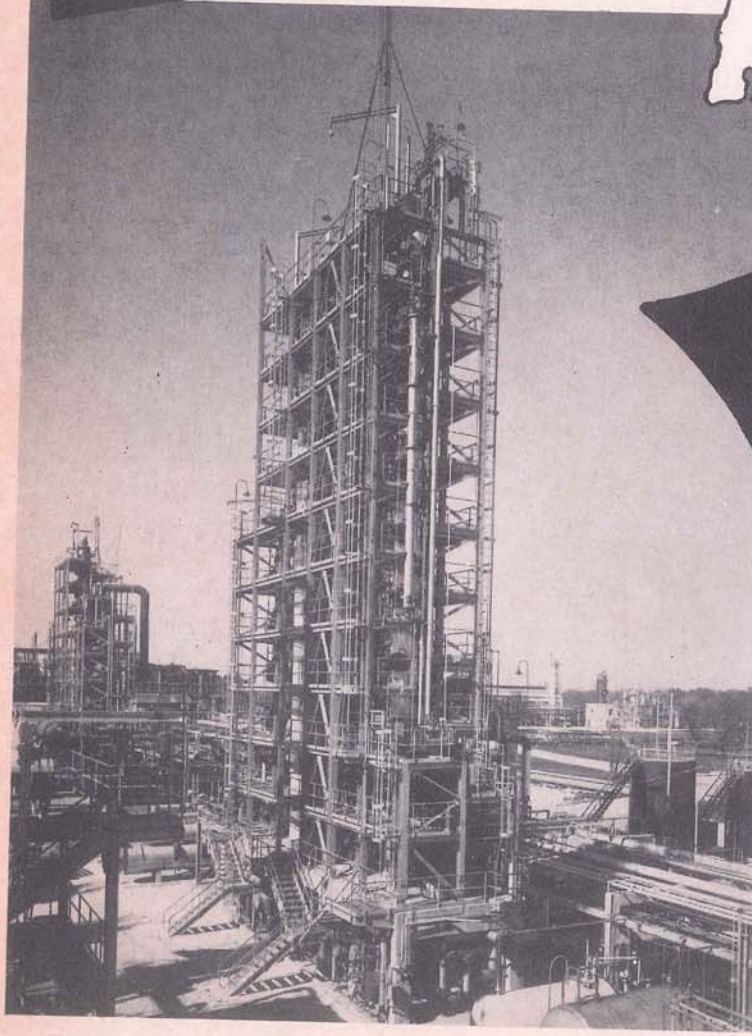
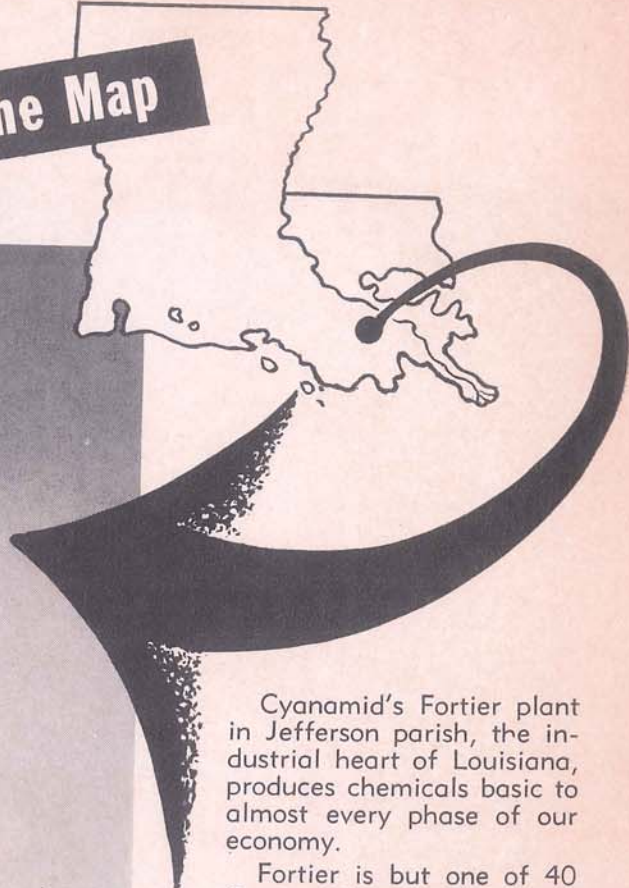
Introduction



In the following pages of our 26th Annual Review it will be our pleasure to present the Louisiana parish, occupying area on both sides of the river from Lake Pontchartrain to the Gulf of Mexico, that is the strong right arm of the Port of New Orleans and whose West Bank business section is only ten minutes over the new Mississippi River Bridge from downtown New Orleans . . . the parish that has more than doubled its population in the last ten years (from 103,873 in 1950 to 207,301 in 1960) . . . the parish with nearly three industrial plants for every mile of its length (possessing five of the largest manufacturers of their kind in the world and having just this year added the offshore mining of sulphur) that is recognized as one of the most concentrated and the fastest growing industrial and residential areas of the South . . . the parish that possesses for the development of its commerce and industry every means of transportation known to modern man . . . the parish whose public school system is rated among the top three of the state . . . the parish that, paradoxically, along with its booming factories and movement of raw and finished products, offers its visitors and residents one of the top ten sport fishing waters of the world and one of the safest saltwater surf bathing beaches in the nation.

The Editors.

A Significant Dot on the Map



At Cyanamid's Fortier plant in Jefferson parish, crude acrylonitrile is purified in these columns to meet specifications of extremely close tolerance.

AMERICAN CYANAMID COMPANY
FORTIER PLANT
JEFFERSON PARISH, LOUISIANA



Cyanamid's Fortier plant in Jefferson parish, the industrial heart of Louisiana, produces chemicals basic to almost every phase of our economy.

Fortier is but one of 40 Cyanamid manufacturing plants, which make nearly 6000 products for industry, the medical profession, the farm and the home

This is significant.

But the significance of **this** plant can be measured in other ways too—in terms of its contribution to the community.

Cyanamid pays annual wages of over \$5 million to its 730 employees at Fortier. The plant spends \$4.3 million yearly for supplies and services from other business firms in the community.

Parish and state taxes, and costs of fuel, power, raw materials, and other services, all purchased locally, total an additional \$3 million each year.

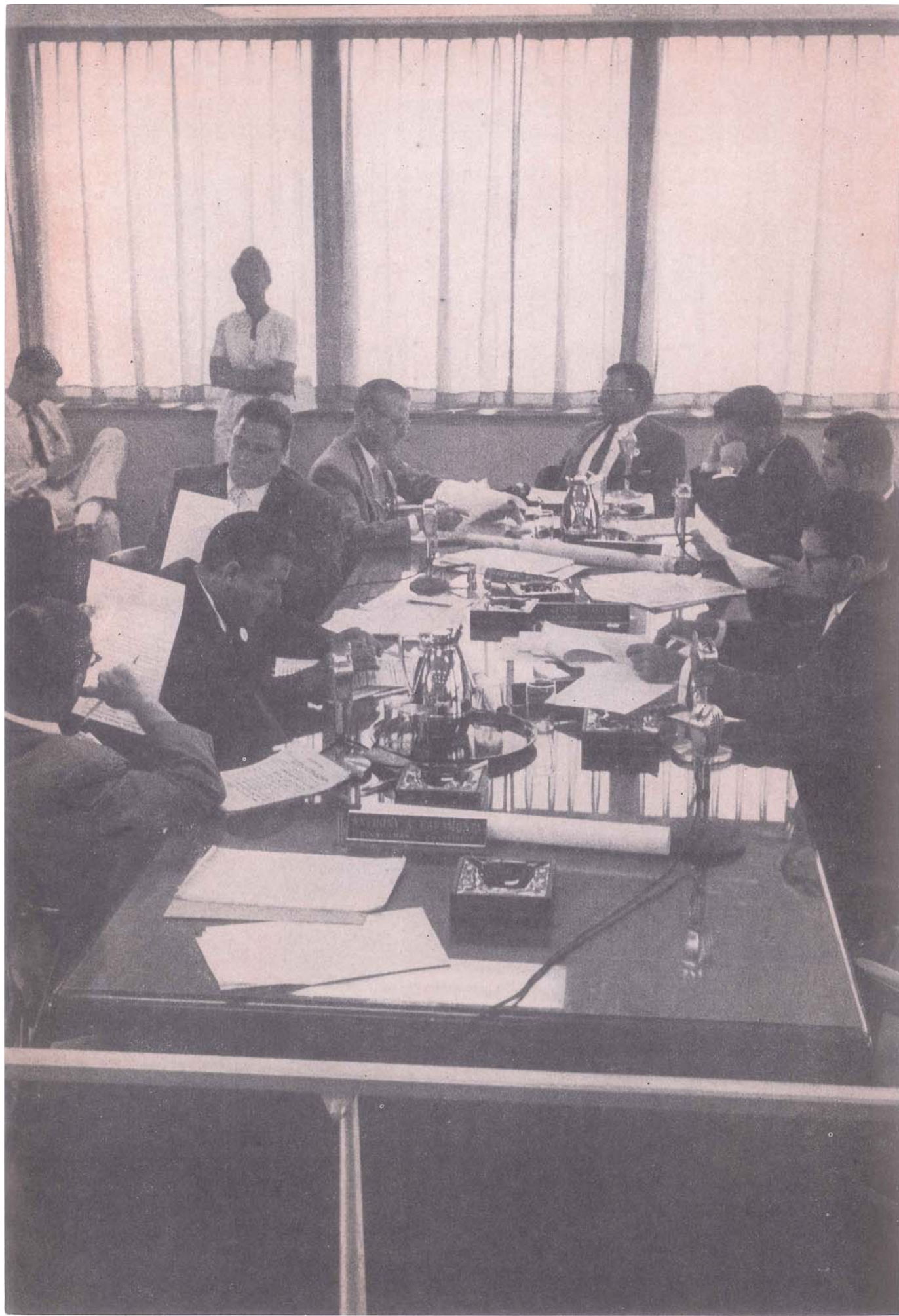
The Fortier plant's impression on the economy of the community is substantial. These factors and more measure the significance of this dot on the map.



REPORT

of the Parish

JEFFERSON PARISH, LA. 1980



JEFFERSON ON THE JOB

Being a Resume of the Recent Accomplishments of the Parish, the Projects Now in Progress and the Plans of the New President-Council

Jefferson was created as a parish in 1825 and for the first 133 years of its existence was headed by the Police Jury form of government.

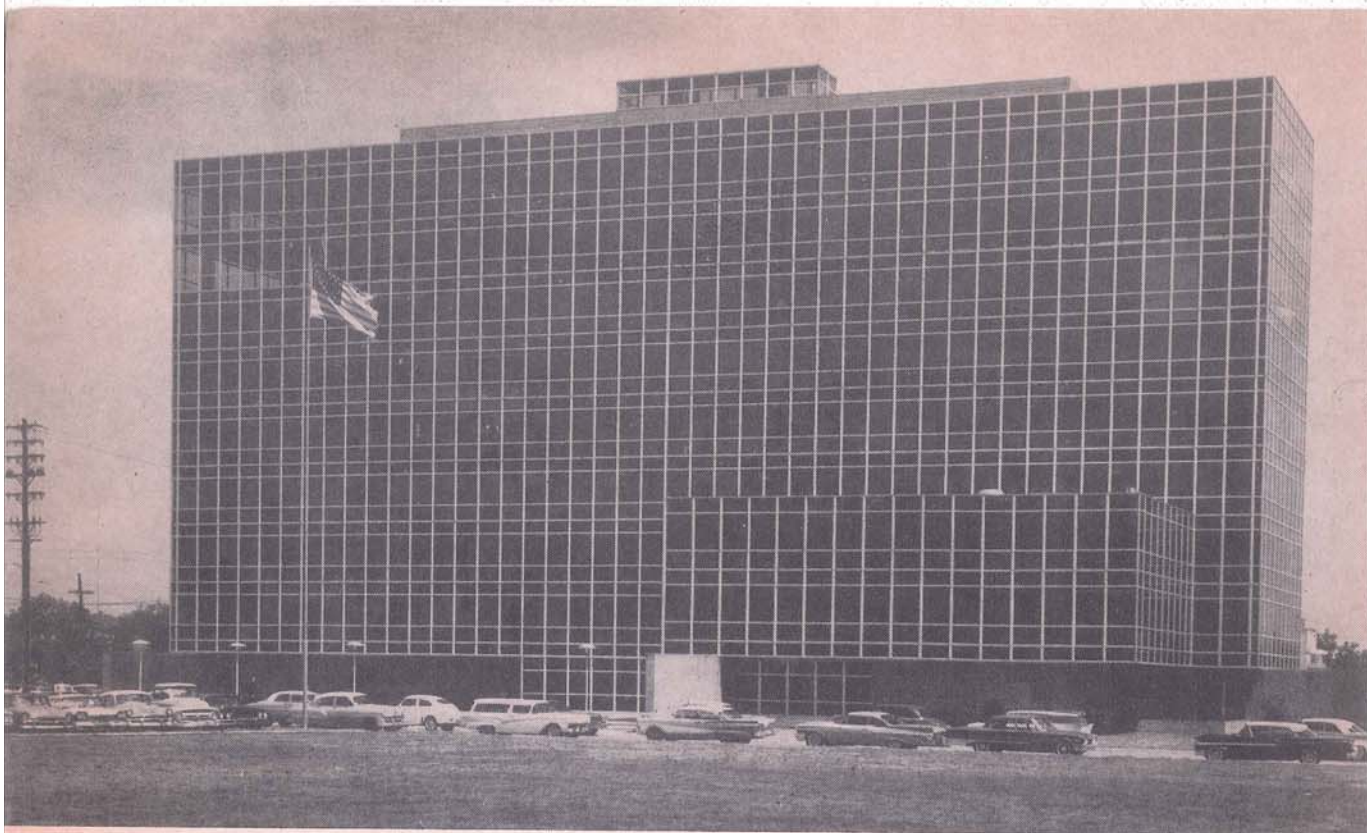
But in the early Fifties it became apparent to the leaders and officials of Jefferson — by then recognized as the fastest growing parish in Louisiana — that the accumulated array of more than 30 different districts required under the Police Jury system and governed by their own boards must be streamlined, coordinated and concentrated for a more efficient and economical handling of the responsibilities of parish government that were increasing both in diversity and magnitude every year.

The solution of this problem was finally formulated and presented to the voters of Jefferson, and on March 10, 1958, by the will of the people, the new Jefferson Parish President-Council form of government took office. Immediately this compact body of 8 men began to consolidate the management, indebtedness and tax structure of the more than 30 previous autonomous districts just mentioned under the jurisdiction of nine newly created departments directly responsible to the President-Council plus an overall Advisory Board comprised of a representative from each of the eleven wards appointed by the Parish President.



JEFFERSON PARISH PRESIDENT-COUNCIL

Parish President, M. Dan Hogan. Parish Council: Cullen C. Schouest, Chairman; Frederick J. R. Heebe, Vice Chairman; Donald T. Gillen, Beauregard H. Miller, Jr., Anthony A. Caramonta, George J. Ackel, Vial J. Blanke.



Recent view of the Jefferson Parish government headquarters at Gretna — the first all glass building in the Deep South and the tallest building on the West Bank of the Mississippi south of St. Louis. To the left foreground out of the picture is the large parking area which, as can be seen, has spilled over into the areaway in front of the Court House with the cars of people on parish business bent.

The only exceptions to the authority of the President-Council and its nine departments are the office of Sheriff and Tax Collector, the Tax Assessor, the Clerk of the District Court, Coroner, the School Board and the incorporated municipalities—none of which by the ruling of the charter are the responsibility of the Council or Parish President.

For your information and reference the function and location of each of the nine new Jefferson Parish Departments are listed as follows:

1. THE JEFFERSON PARISH FINANCE DEPARTMENT

In charge of Purchasing, Accounting and the Parish Budget, with headquarters in the Court House, Gretna.

2. THE JEFFERSON PARISH LEGAL DEPARTMENT

Which handles all the Parish legal affairs, representing it in Court and establishing the legality of all its ordinances and actions — with staff headquarters in the Court House, Gretna.

3. THE JEFFERSON PARISH PLANNING DEPARTMENT

Its function is to plan and prepare for the social, economic and physical devel-

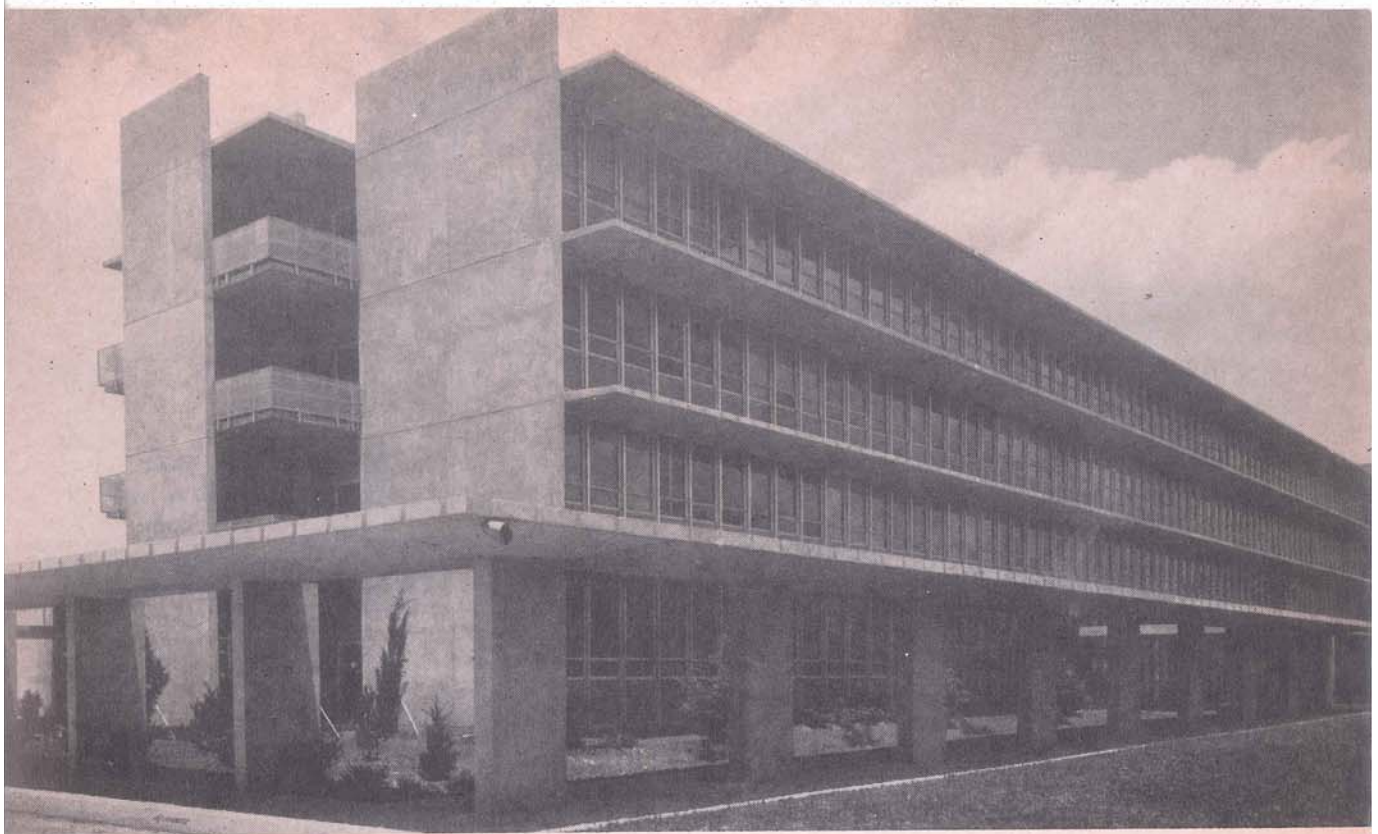
opment of the Parish, including Zoning Controls. It is supported by a 5-member Planning Advisory Board composed of one appointed member appointed by the council from each council district and one appointed by the Parish President and a 5-member Zoning Appeals Board composed of one appointed member from each district and one appointed by the Parish President. Its headquarters in the East Bank Office Building.

4. THE JEFFERSON PARISH DEPARTMENT OF PERSONNEL

It is headed by a 3-member Personnel Board, named respectively by the Presidents of Loyola and Tulane Universities and the Parish President to which the Director of the Department is responsible. It handles the job classification, wage scale and all matters of policy relating to parish employees. It is headquartered in the East Bank Office Building.

5. THE JEFFERSON PARISH WATER DEPARTMENT

Under its jurisdiction are Water Districts One, Two, Three, Five, Six and Seven. The office of the Director is at 3600 Jefferson Highway, East Jefferson Waterworks District No. 1.



Showing the front of the new West Jefferson General Hospital at Marrero, facing vacant land south with its back to the West Bank Expressway. The reason for this arrangement can be quickly visualized. Now occupying only ten of the twenty acres it acquired from Hope Haven at a cost of \$156,290 the vacant area at its front provides the space for future expansion around a central quadrangle.

6. THE JEFFERSON PARISH SAFETY DEPARTMENT

Under its jurisdiction are the Division of Regulatory Inspectors, Division of Street Lighting, Division of Fire Fighting and Traffic Engineering Division, plus the newly 1960 created Taxicab Division. Its headquarters is in the East Bank Office Building.

7. THE JEFFERSON PARISH DEPARTMENT OF ROADS AND BRIDGES

Its name is explanatory of its function and its headquarters is located in the Court House, Gretna.

8. THE JEFFERSON PARISH RECREATION DEPARTMENT

This Department is in charge of all parish playgrounds and libraries and the office of its Director is at 1521 Palm Street, Metairie.

9. THE JEFFERSON PARISH SANITATION DEPARTMENT

Under its jurisdiction are all parish problems and projects involving drainage, sewerage and garbage disposal. The office of its Director is at 643 Helois Avenue, Metairie.

In addition to these nine basic departments the office of the Jefferson Parish

Advisory Board is in the East Bank Office Building and the recently re-activated Office of Civil Defense is at 519 Huey P. Long Avenue in Gretna.

In April of this year a recommendation was made to the Parish Council to establish, in addition to the nine present departments, a Research and Budget Analysis Staff. This staff shall have the duty of examining the budgets submitted to the Parish Council; of investigating the items contained therein and of reporting to the Parish Council with recommendations regarding such budgets.

The Research and Budget Analysis Staff shall also be empowered to conduct such research and investigations into administrative or executive departments, or Parish affairs generally, as the Council may direct. A Research Director, qualified by special training and experience in the fields of public finance and management research, shall serve as Chief of the Research and Budget Analysis Staff and shall be responsible solely to the Parish Council.

In opening this 1960 Report of the Parish of Jefferson it is a dramatic coincidence that three of the year's top priority projects all involve water, of which, incidentally Jefferson boasts every type known to man—Mississippi



Officiating at the ground breaking ceremonies of the new Barataria Bay Waterway at Bayou Rigaud in May, following which the contractor began construction, were left to right: M. Daniel Hogan, Jefferson Parish President; Congressman Hale Boggs (looking through the transit) and George M. Cookson, District Engineer of the U. S. Corps of Engineers. Congressman Boggs sponsored and fathered through Congress this boat and barge canal for Jefferson Parish, 12 feet deep and 125 feet wide, from the Intracoastal Waterway at a point near Barataria to the Gulf of Mexico and to cost nearly \$2 million. It was approved by the U. S. Corps of Engineers in 1958 and the money appropriated by Congress in 1959 and 1960.

River, Gulf of Mexico, bays, lakes, bayous, canals and wells.

These three projects are expanded drainage to control it, a new waterworks district to distribute more of it for consumption and fire protection, and the new boat and barge canal to harness it for commerce. We will discuss the drainage project first.

FIVE MILLION DOLLARS FOR IMPROVED PARISH DRAINAGE

Spurred by the rains of the May 1959 tropical hurricane "Arlene" which overtaxed the drainage facilities of East Jefferson and caused considerable flooding the Parish Council prepared and pre-

sented to the people a total \$5 million Bond Issue to immediately expand and improve Jefferson's drainage system—to place it in a position to handle a 10 to 12 inch rainfall in 24 hours.

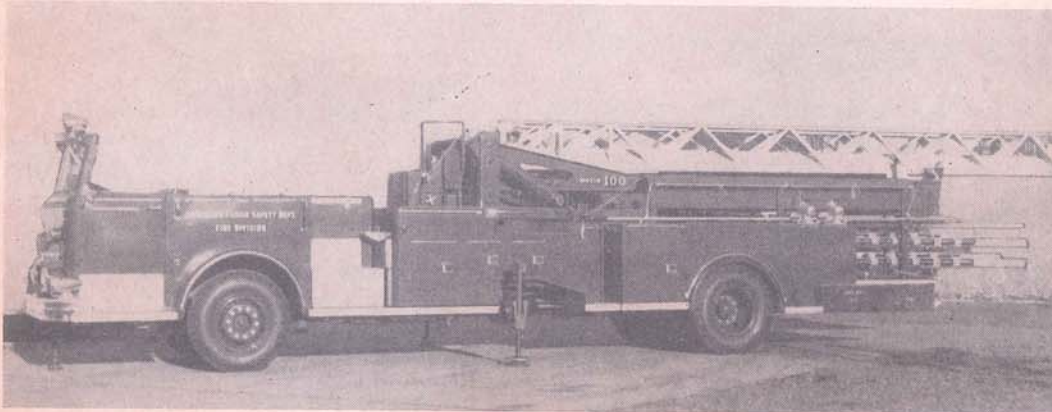
The Bond Issue was approved by the voters and on February 5, 1960, \$3 million of the bonds were sold to Chicago and local investors. The Jefferson Parish Sanitation Department at the same time reported that the additional \$2 million would be sold within 9 to 10 months as needed to finance drainage improvements on the East and West Banks of Jefferson.

THE EAST BANK DRAINAGE PROBLEM AND PROJECT

The East Bank of Jefferson is a 32,000 acre area shaped like a saucer, the upper end of which is encircled by the Mississippi River Levee, the Pontchartrain Protection Levee and the Orleans and St. Charles-Jefferson Parishes Protection Levees. Not a drop of rainwater flows off naturally. A rainfall of one inch means that nine billion gallons of water must be collected in drainage canals and pumped into Lake Pontchartrain.

Way back in 1924, when East Jefferson was almost entirely a rural area, four drainage pumping stations were constructed on a canal system to drain the area. Commensurate with the small amount of then developed property their pumping capacity was sufficient.

What this means is that the one time rural area of East Jefferson which now has at least 75% of its acreage developed into valuable residential and commercial property, with the certainty that it will reach 95% development within the next few years, is dependent upon a



Pictured above is the new \$38,000 100-foot aerial ladder equipment added to the Fire Fighting Division at Fire District No. 2 in Metairie and put into operation about November of 1959.

drainage system that has been increased only 20% in 36 years.

The analysis of the East Bank drainage problem, with consideration of how the present available Bond Issue money can be most advantageously used (as complete drainage protection for this entire area can only be accomplished over a period of years and will require funds far greater than presently available) indicates that the greatest present need is for increased rate of flow on the present canal and major channel system.

It is anticipated that the present \$3 million Bond Issue will provide funds for increasing the capacity of the existing pump stations from a present total of 2230 c.f.s. to 4630 c.f.s., involving an expenditure of \$1,400,000; also add one additional pump station at a cost of \$350,000; increase the canal system capacity to convey the above quantities to the stations at a cost of \$300,000; and generally relieve those areas where local conditions retard run off to major channels, involving an expenditure of \$950,000. When these drainage improvements are completed the immediate flood water problem of the East Bank will be solved.

WEST BANK DRAINAGE

When the West Bank Drainage Plans are completed, which will call upon the \$2 million Bond Issue for construction, and the voters' approval of a 5-mill maintenance tax over a ten year period, there will be no built up area on the West Bank which will not be fully protected against back waters.

The plans call for the increase of the height of all back levees both present and those to be extended, to a minimum of 13 inches above the highest re-



A 15-acre tract of land valued at \$250,000 has been donated to Jefferson Parish for the construction of a memorial hospital in East Jefferson, by Harry J. Spiro, right. The property is located immediately adjacent to Bissonet Plaza and is bounded by Elmwood Parkway, West Metairie avenue, 19th Street and Wade Drive. Sewerage, paved streets, sub-surface drainage and other utilities already bordering the property. In presenting the land to the parish, Spiro requested that it be used as a memorial to his late father, Harry Spiro. Jefferson Parish Council Chairman Cullen C. Schouest, who accepted on behalf of the parish, said that the \$250,000 grant was the largest ever made to the parish, and it is an immense step toward the construction of a major hospital so necessary to the spiraling growth of East Jefferson.

corded tide in the area; the widening and deepening of all existing canals, laterals and culverts; and all existing and new pumping facilities will be designed to take the run-off from a heavy rainfall in 24 hours.

Both the East and West Bank Bond Issues, plus the requested maintenance tax for the West Bank, will be covered by the Homestead Exemption.

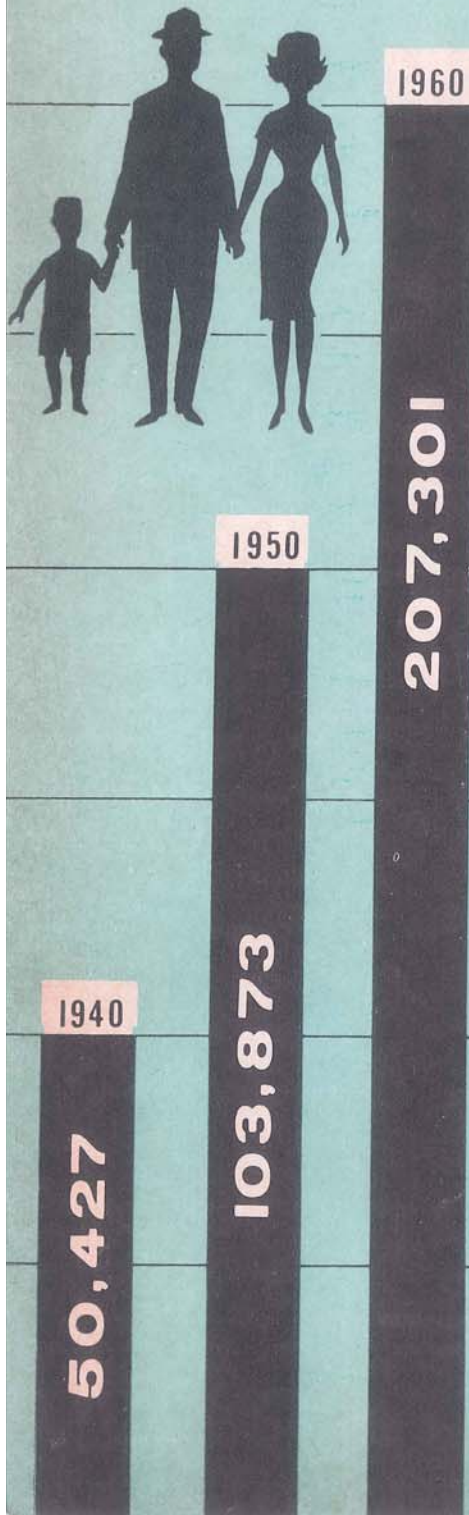
WATER IS WONDERFUL.

It comes in oceans, rivers, lakes, wells, drops, buckets, pitchers and glasses. It quenches thirst, cooks food, puts out



One of 650 new eye-catching reflective Jefferson Parish school signs by Metairie Grammar School. Standardized throughout all school areas, Jefferson is the first parish in Louisiana to use these easy to see signs.

Jefferson's Amazing Population Growth



fires, makes coffee, and brushes teeth. It spins mills, runs electro-plants, cools motors and powers factories. It spawns fish, sprinkles lawns, floats boats, washes children and grows flowers. And while Jefferson Parish is preparing to spend \$5 million in the immediate future to control its caprices, it is spending another \$675,000 to pipe it into Jefferson's expanding suburbs south and west of Gretna.

WATERWORKS DISTRICT No. 7

In December of 1959 the Jefferson Parish Water Department allocated \$675,000 from revenue to construct about 6 miles of water main (actually 35,705 feet) from waterworks District No. 2 to the brand new suburbs of Gretna, officially known as Waterworks District No. 7. Work began in January and was completed in April.

It extends south of the city limits of Gretna to the Plaquemines Parish Line and from Algiers to Waterworks District No. 3. It will provide water for the lawns, homes, and fire protection of that vast new Greater Gretna which includes the new subdivisions of Meadow Brook, Timber Lane Estates and Terrytown. It is estimated that 10,000 new homes will shortly spring up in these three Jefferson subdivisions alone. A million and a half gallon storage reservoir, located to the left of the Belle Chasse Highway adjacent to Terrytown, is included in the above cost and construction.

JEFFERSON PARISH WATER DEPARTMENT

While on the subject of water for consumption we will report also on the progress and projects of the other Water Districts (1, 2, 3, 5 and 6) of the Jefferson Parish Water Department.

In 1958 East Jefferson Waterworks District No. 1 added 2338 new customers. In 1959 it added almost 25% more, or 2911 to a present total of 33,000 customers. On the West Bank Water Districts 2, 3, 5, 6 and the cities of Gretna and Westwego showed an increase of more than 1,000 new customers.

The new \$2,750,000 ten million gallon plant office building and five million gallon storage tank of Waterworks District No. 2 (which serves Districts No. 2, 3, 6 and the new No. 7) was dedicated in September of 1959.

East Jefferson Waterworks District No. 1 continued to lay new water mains to serve new customers. In 1959 this

amounted to 23.02 miles of pipe into the new subdivisions. For fire protection 215 new fire hydrants were added in the District in 1959. The East Bank of Jefferson is now served with an imposing total of 3935 fire hydrants conveniently and strategically located.

Waterworks District No. 3 began service to the new West Bank General Hospital and Waterworks District No. 5 began work on a survey to lay a pipeline from the upper limits of Ward 4 to the St. Charles Parish Line at an estimated cost of \$1,300,000.

THE LONG PLANNED BARATARIA BAY WATERWAY GETS THE GREEN LIGHT

And now we come to water for commerce—in this case the long and impatiently awaited Barataria Bay Waterway, one of the most important single improvements ever made to Jefferson's facilities for transportation.

This project was started way back in 1949 when parish leaders, realizing even then that the rapidly expanding oil industry and the water borne commerce of Jefferson Parish sorely needed a barge and boat channel direct to the Gulf of Mexico from the Intracoastal Waterway, presented the plan of a boat and barge canal 12 feet deep and 125 feet wide in a public hearing at Westwego.

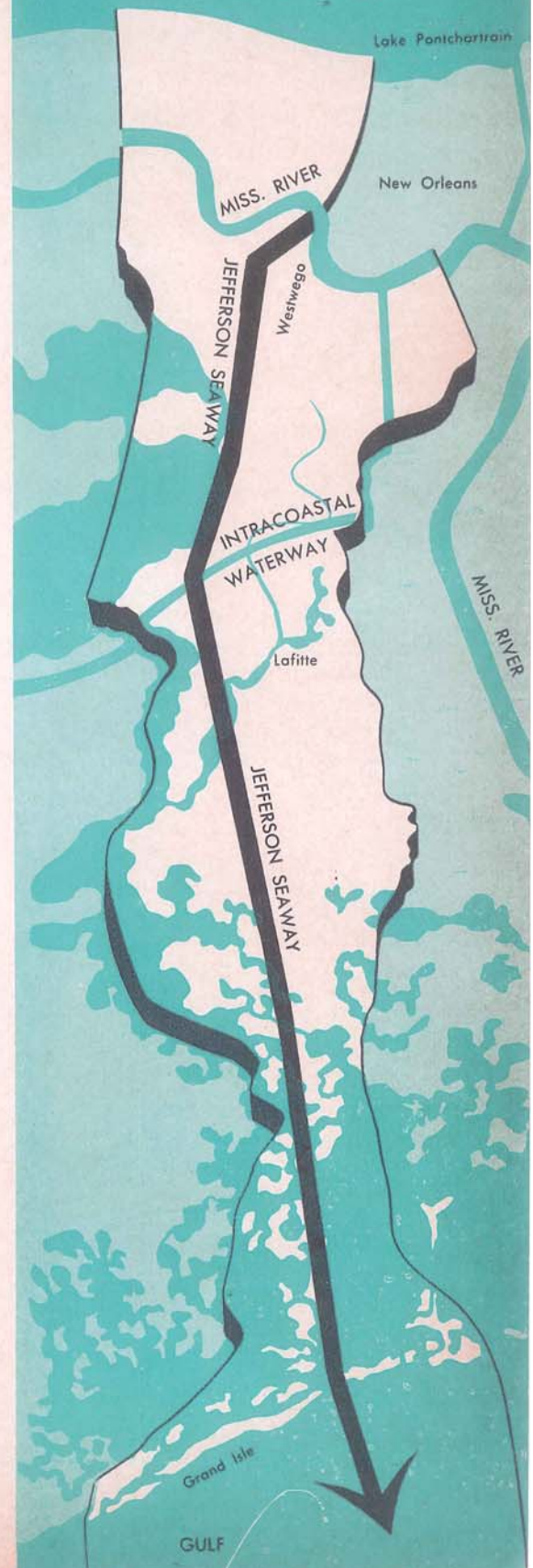
This vitally needed Barataria Bay Waterway was backed in Congress by Congressman Hale Boggs, and through his untiring and increasing efforts the economic feasibility of the project was finally recognized, was approved and \$1,600,000 appropriated for its construction by the U. S. Army Corps of Engineers, even over President Eisenhower's veto, in August of 1959. (Additional money for this project was included in the 1960 appropriation.)

After ten long years of planning and fighting the project was ready to start—in fact it had to be underway by June 10, 1960, in order to secure the Federal appropriation set up for it. In the meantime the government had to receive certain assurances from the state and parish before the U. S. Engineers could ask for bids on the actual construction.

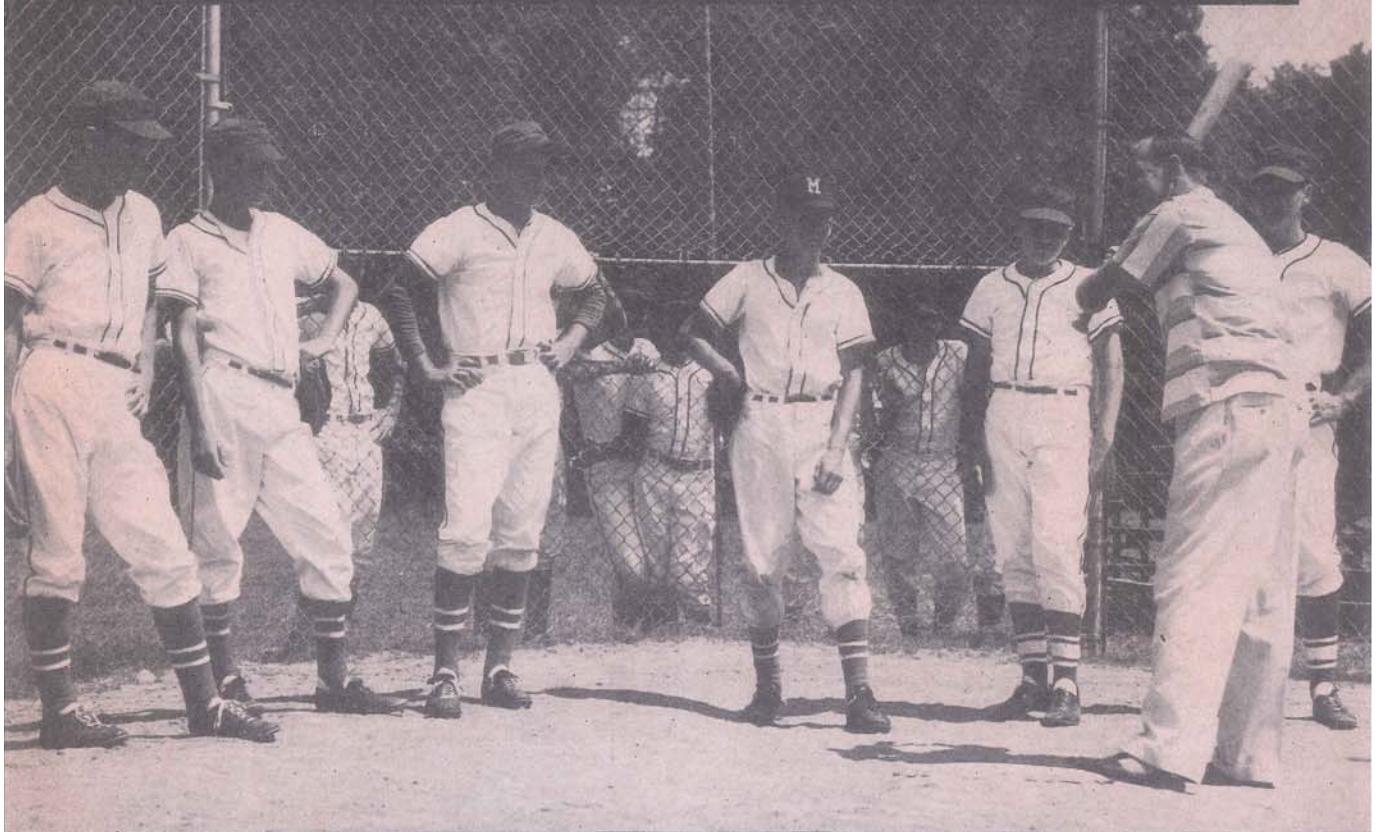
The Waterway was at first bitterly opposed by the oyster bed leasees along its route, as it was very obvious that the dredging of a 12 foot channel would destroy some of the oyster beds. In the negotiations with the oyster bed leasees a total of about 13, the route was altered several times to avoid as much damage

Proposed Jefferson Seaway

THE PLANNED SAFER, SHORTER, CHEAPER TIDEWATER CHANNEL FROM THE PORT OF NEW ORLEANS TO THE GULF



RECREATION



- Top: A Jefferson recreation supervisor is shown giving batting instructions to members of one of the many teams competing in the summer sports program.

- Left: Top, some of our senior citizens enjoy "dancing in round" one of the activities of the Golden Age Club. Bottom, the Annual Golden Age Mardi Gras Ball.

- Bottom: Construction work taking place on the new Bunche Playground in Kenner, one of many playgrounds now in the construction or planning stages.



as possible, and many meetings held with their association to arrive at fair damage settlements to all concerned.

Working hard on this project—one of the greatest opportunities in the history of the parish—were the Harvey Canal Industrial Association, whose members were well aware of the stimulus the Waterway would be to Canal business, and the West Bank Council of the Chamber of Commerce of the New Orleans Area. These two organizations lent their support to the ironing out of the snarls and details before the deadline of June 10.

The Jefferson Parish President-Council in the meantime were studying the project thoroughly before committing the people of the parish to the necessary assurances required by the government. But finally, after the State of Louisiana had assured the Council that the state would pay for the damages to the oyster beds along the right of way, which were all leased from the state, the Council passed a Resolution on February 18, 1960 to provide without cost to the United States all lands, easements, rights of way and spoil disposal areas necessary for the construction of the Barataria Bay Waterway and for subsequent maintenance when and as required, to accomplish and maintain without cost to the U. S. all alterations to pipelines, cables and other facilities necessary for the construction of the project; and to hold and save the United States free from damages due to construction and maintenance.

Contained entirely within the limits of Jefferson Parish, to be built with Federal funds and requiring no Parish or State Bond Issues, this Barataria Bay Waterway will be constructed and completed by the Engineers in several stages. It will provide a channel 12 feet deep and 125 feet wide from the Intra-coastal Waterway at Barataria to Grand Isle, following the present route (now in use) to Bayou St. Denis, thence by a new channel along the western shore of Barataria Bay and through Barataria Pass to the 12 foot contour in the Gulf of Mexico, with an extension of the project to include a channel of the same dimensions in Bayou Rigaud extending from Barataria Pass westerly along the north side of Grand Isle for a distance of 3.2 miles.

The final approval and the beginning of construction of this long fought for added artery of commerce (the ground breaking ceremonies for the first phase of which took place at Grand Isle early

in May) is undoubtedly the biggest headline news of the year in Jefferson Parish.

EXTENSIVE SEWERAGE IMPROVEMENTS PLANNED

In November of 1959, based on the recommendation of the Director of the Jefferson Parish Department of Sanitation and upon instructions of the Jefferson Parish Council by its motion of September 24, 1959, an engineering report was prepared on the repairs needed for Sewerage District No. 1 and the extension of the system to additional portions of Sub District No. 1. The fact that the gradually deteriorating present system is 20 years old and that the area is being rapidly developed and populated points toward the immediate need of a rehabilitation program of major proportions.

To prevent the silting of sewer lines and the entrance of excessive infiltration of water in the system, it will be necessary to relay bad lines at higher elevation and to install additional lift stations. Portions of Sewerage District No. 1 have developed to such an extent that central sewerage collection and disposal facilities are highly desirable. The report estimates that these necessary sewerage improvements to this East Jefferson area will cost around \$1,300,000 of which the method of financing still has to be worked out.

Another engineering report in November 1959, was also submitted on Sewerage District No. 5, in which the recent and rapid increase in population has created a pressing need for a sanitary sewerage system. This District consists of that unincorporated portion of the Ninth Ward of Jefferson Parish located north of the Airline Highway. It has a present population of around 9,000 with an estimated ultimate population of 17,000. Septic tanks now serve more than 90% of this District's population.

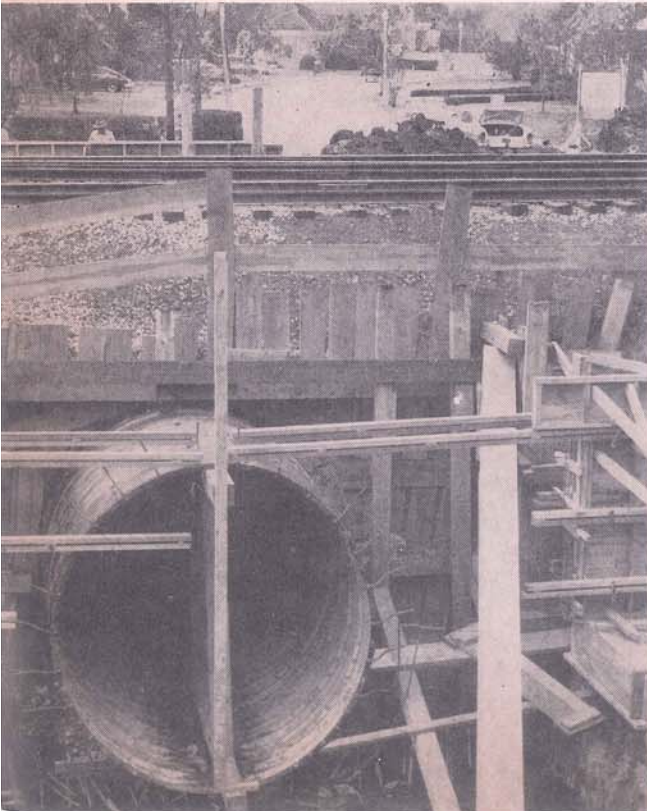
The report recommends the proper collection of all sanitary wastes produced in this District and a biological treatment plant designed for the ultimate population.

Wastes entering this collection system will be directed to a pumping station located at the intersection of Canal No. 4 and the Soniat Canal, from which point they will be transmitted by force main and gravity sewer to the site of the West Napoleon Avenue Sewerage Treatment Plant. Additional capacity of two million gallons per day will be



The newly expanded Jefferson Plaza branch attracts readers of all ages—as evidenced by the young man posing proudly with the book selected through the assistance of the librarians.

The new pedestrian tunnel under the Southern Railroad tracks connecting the dead end of Magnolia Avenue with the Metairie Playground, as it looked under construction, showing the huge pipe big enough in diameter to surround an automobile. It was formally dedicated on March 31, 1960, and will safely serve thousands of children and adults to and from this popular playground. It cost \$43,000 of which the railroad paid 15%.



provided at this plant by the addition of a high rate trickling filter installation. The maximum use will be made of existing plant facilities. The total cost of this proposed program is estimated at \$2,402,000.

Plans are now being formulated for the establishment of a complete sewerage system in the area of the Harvey Canal on the West Bank, and for the necessary plant and sewer lines in the recently established sewerage district in the Lynn Park area of the Ninth Ward.

GARBAGE DISPOSAL REGULATIONS ADOPTED

Following through on the system of regular weekly trash collection inaugurated in East Jefferson in June of 1959, and the extension of garbage pick-up, the Council on February 29, 1960, in a move to keep the highways and streets of Jefferson clean of litter, adopted new strict garbage and trash regulations that carry fines or jail or both. The major features of the regulations provide that containers for garbage must be of galvanized steel or other approved materials and must have tight fitting covers; that these garbage containers must be kept covered at all times; and that the dumping of any garbage or trash on lots or any open area is a misdemeanor and subject to a fine not to exceed \$50 or a jail sentence not to exceed 30 days or both.

PARISH PERSONNEL RULES AND CLASSIFICATION PLAN ADOPTED

The Personnel Rules worked out under the jurisdiction of the Jefferson Parish Department of Personnel, which was approved by the Council on June 4, 1959, now affects all employees of the parish general government.

These Rules in general cover the condition of work, annual vacations, sick leaves, disciplinary actions, layoff procedures and prohibition against political activities on the part of parish employees.

The Civil Service or Classification Plan, which involved the study of approximately 1200 individual parish general government positions, was, after two public hearings in February 1960 (one on the West Bank and one on the East Bank) declared adopted by the Personnel Board. Its constitutionality has been legally established.

The Jefferson Parish Classification Plan is broken down into about 160 different jobs of work and the qualifications for each job definitely specified.

Each job carries a specific salary range and pay plan.

Notices were sent to all employees stating to which classification each had been assigned, following which they could lodge an appeal if they felt they were mis-classified.

This new parish system of scientifically selecting new personnel for job openings according to the Classification Plan specifications were dramatically launched in January when the position of Assistant Director of the Department of Personnel was advertised, minimum qualifications stated in the ad and applications requested.

Out of 16 applications the three top qualifying were selected and the position awarded on the basis of a written examination conducted for the three finalists.

CONSTRUCTION CONTINUES TO BOOM IN JEFFERSON

The figures of the Regulatory Inspection Division of the Jefferson Parish Department of Safety reveal that during the year 1959, January through December, the following building construction to the estimated value of over \$58 million took place in the unincorporated areas of Jefferson Parish—entirely over and above all construction in the several and separate municipalities. (note how largely the construction of one family homes has increased):

3237 one family residences to a total value of \$41,238,324 (This was 1040 more than built in 1958, an increase of approximately 50%)

80 two family residences totaling \$578,300

13 three and four family and 4 five or more family units totaling a quarter of a million dollars.

3 motels and 7 amusement and recreational buildings totaling \$785,500

7 churches and other religious buildings totaling \$511,565

14 industrial buildings totaling \$546,500

560 residential garages and carports totaling \$367,045

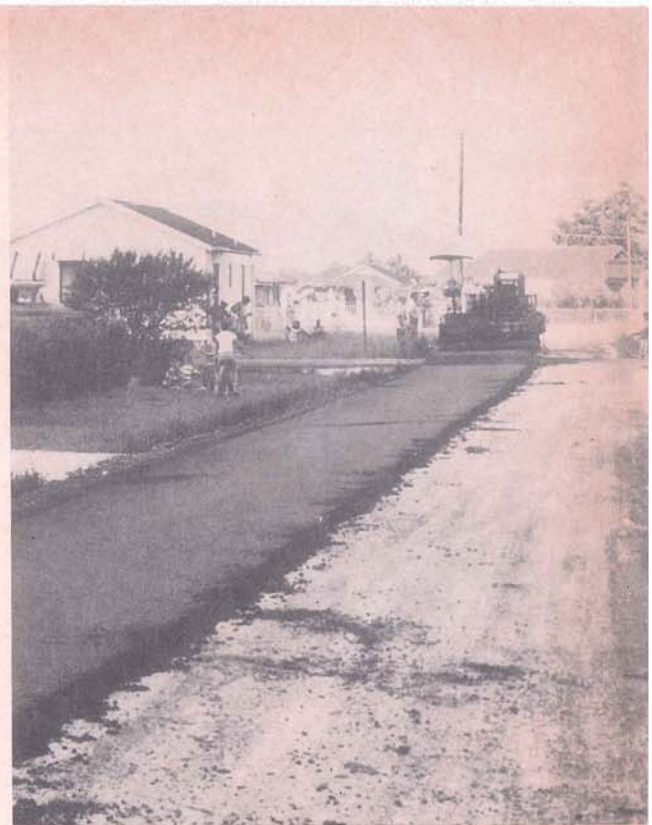
10 gasoline and service stations and one hospital totaling \$193,000

31 office, bank and other professional buildings totaling \$859,950

5 public work and utility buildings totaling \$436,700

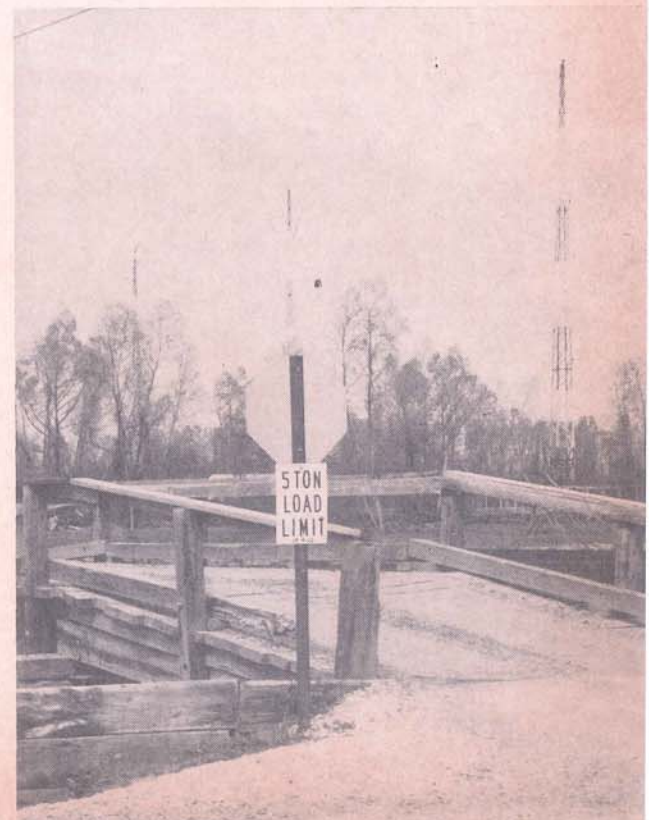
4 school and other educational buildings to a total of \$1,146,700

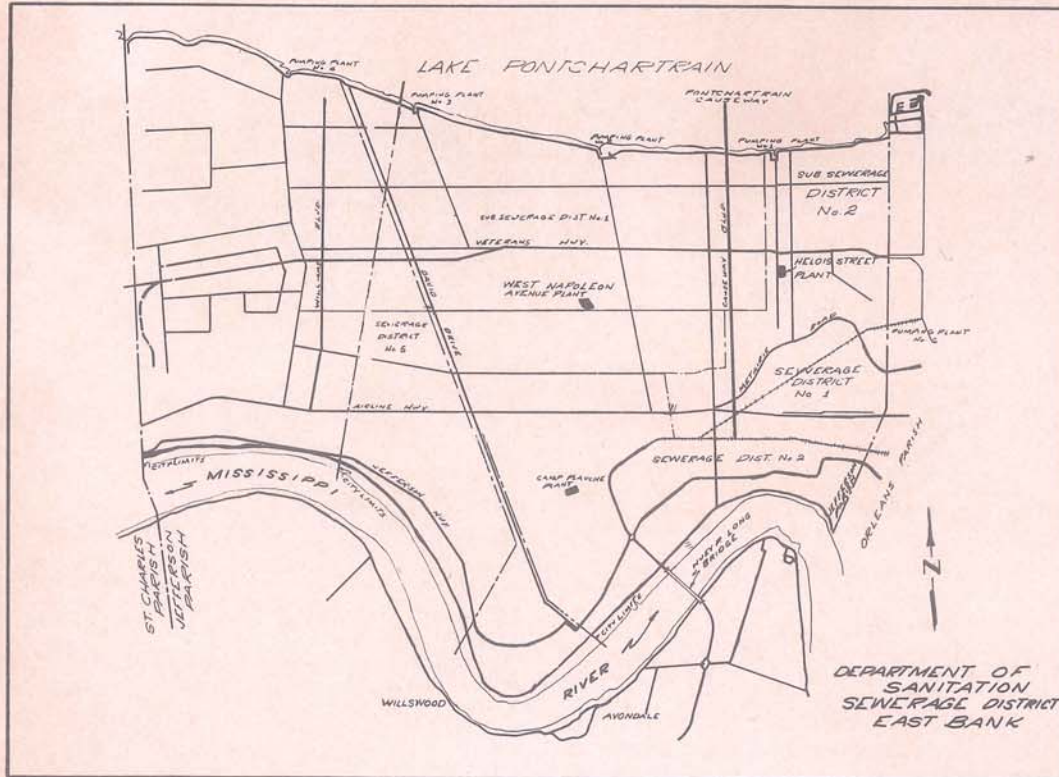
88 store buildings to a total of \$4,930,332 (this was an increase of 13 over 1958)



Industry Street at Bridge City being completely black-topped under the Jefferson Parish Department of Roads and Bridges program in which the property owner pays only for the asphalt, the work being done with Parish labor and equipment.

Parish bridges like this old wooden bridge (photo taken March 9, 1960) over Canal #5 at Elise Street will be replaced by pre-cast concrete vehicular bridge supports on treated timber pilings costing around \$20,000 each under the new bridge program of the Jefferson Parish Department of Roads and Bridges.





35 non-residential buildings and other structures (other than buildings) to a total of \$166,435.

2644 additions and alterations to residences, 171 additions and alterations to commercial buildings, and 109 installations to a total of \$6,775,605.

In the number of permits in 1959, with its 6987 permits issued, shows a huge increase of 673 over 1958's total of 6314. The total estimated value of all incorporated area construction is a little smaller than the previous year (1959—\$58,358,356 as compared to 1958 with \$59,714,533). The strange difference is explained in the industrial building category. In 1958 there were 18 industrial buildings constructed to the total of \$4,521,750 while the 14 industrial buildings constructed in 1959 had an estimated total of only \$546,500.)

STATE DEPARTMENT OF HIGHWAYS CONSTRUCTION IN JEFFERSON

It is logical to follow the preceding report of the 1959 new construction in the unincorporated area of Jefferson Parish with the following resume of the construction work within the parish by the Louisiana Department of Highways.

Between March 1959 and March 1960

the Highway Department of the state spent \$9,775,331 in Jefferson Parish. Below is the list of new construction jobs covered by that nearly \$10 million figure.

ACTIVE (as of March 1, 1960)

New Steel Bridge at Caminada Bay to connect Grand Isle with mainland (Old Wooden bridge to remain as fishing pier)—\$1,088,558

New Overpass under Huey P. Long Bridge at East Bank Traffic Circle — \$709,098

Adding two additional lanes to Jefferson Highway from Huey P. Long Bridge to Williams Boulevard at Kenner—\$873,321

New concrete pavement Victory Drive Extension—\$270,375

New Underpass Airline Highway (Shrewsbury)—\$2,276,866

New two 2-lane concrete and two 2-lane bituminous service roads from Marerro to Avondale connecting with U. S. 90—\$2,637,734, which will complete the West Bank Expressway

New asphalt pavement Veterans Memorial Highway—\$261,789

COMPLETED (As of March 1, 1960)

New concrete pavement to Gretna

from Mississippi River Bridge—\$604,983

Reconditioning of asphalt pavement Leeville to Grand Isle—\$174,502

Widening and asphalt overlay of Jefferson Highway from Causeway Boulevard to Huey P. Long Bridge—\$459,664

Reconditioning of Asphalt Pavement Wagner Bridge at Lafitte—\$71,753

Flashing signals at Little Farms —\$10,306

Reconditioning asphalt pavement at Ludwig and Humble Lanes, Grand Isle—\$12,347

Reconditioning asphalt pavement from Bayou Villars south—\$21,072

New asphalt pavement River Road, Harahan to Huey P. Long Bridge—\$67,052

New concrete pavement Stumpf Boulevard Extension (Gretna)—\$215,911

Reconditioning aggregate surfacing public roads in Jefferson—\$20,000

MORE SAFETY DEPARTMENT DATA

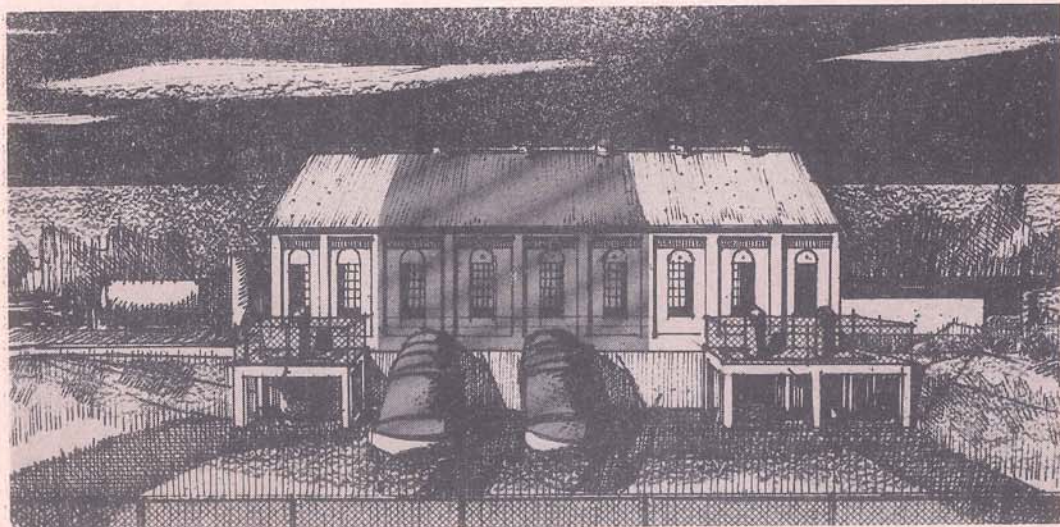
In the early months of 1960 the reorganization and consolidation of Jefferson Fire Districts 1, 2, 3 and 4 under the Safety Department, which began early in 1959, was completed, and there is now an overall increased flexibility to answer and control emergencies of any nature. The new fire alarm telephone boxes now installed throughout the Metairie area contribute greatly to Jefferson's added efficiency in the handling of fires.

During the past year, to give a little clearer conception of Jefferson's fire protection system, the Fire Division answered 167 house fire calls; 62 automobile fires; 240 trash fires; 82 emergency ambulance calls; and 150 of the inevitable false alarms.

During 1959 the Fire Division of the Safety Department acquired two new 750 GPM pumpers at the approximate cost of \$18,000 each, and at the same time, one new 100 foot aerial ladder truck costing around \$38,000—all of which were put in operation around the end of the year.

Three new 1960 station wagons were also outfitted as emergency units—and in their new capacity have answered around 150 emergency calls during the first few months of the year and were directly responsible for the saving of quite a few lives during their short period of operating existence.

In the Road Lighting Division of the Safety Department numerous street lighting improvements have taken place, such as the increase of all street lights from 100 watt bulbs to 200 watt bulbs throughout the 8th Road Lighting District, comprising all of the Ninth Ward and part of the Seventh. Many new subdivisions have come into being in the parish, and with them all new underground lighting systems have been inspected and accepted for maintenance and upkeep. Several old underground systems have been found defective and a goodly sum has been expended in renovating these old systems and bringing



Architect's sketch of past and proposed additions to a Jefferson Parish Pumping Station on the Lake Front. The original 1926 station is indicated by the shaded area in the middle and the first 1953 addition by the white area to the left. The planned 1960 addition, to help modernize Jefferson's East Bank drainage system, is indicated by the white area to the right.



A before and after picture in Jefferson Parish, showing an East Bank School yard with its trash cans overflowing and spilled before the new sanitary garbage containers were added under a garbage collection and handling program of the Jefferson Parish Sanitary Department that got under way the latter part of 1959.

them up to par with the modern installations. The residents' tax dollar is being stretched to almost the breaking point in an all out effort to maintain and keep our streets well lighted.

In line with street and road lighting the Sign and Signal Shop Section of the Traffic Engineering Division of the Safety Department produces a variety of 35 different regulatory warning and restrictive traffic signs, plus numerous miscellaneous type traffic signs.

Since January 1960 the Sign Shop has made and installed 580 new school zone signs as recommended by the National Institute of Traffic Engineers for the maximum protection of school children in Jefferson. These signs are unique, both in color and legend. The background of the face of the $\frac{1}{4}$ inch thick tempered masonite sign is of a new orange-yellow reflective material which has a fluorescent appearance in the daytime. Jefferson Parish is the

first parish in Louisiana to use this material on all of its school zone signs.

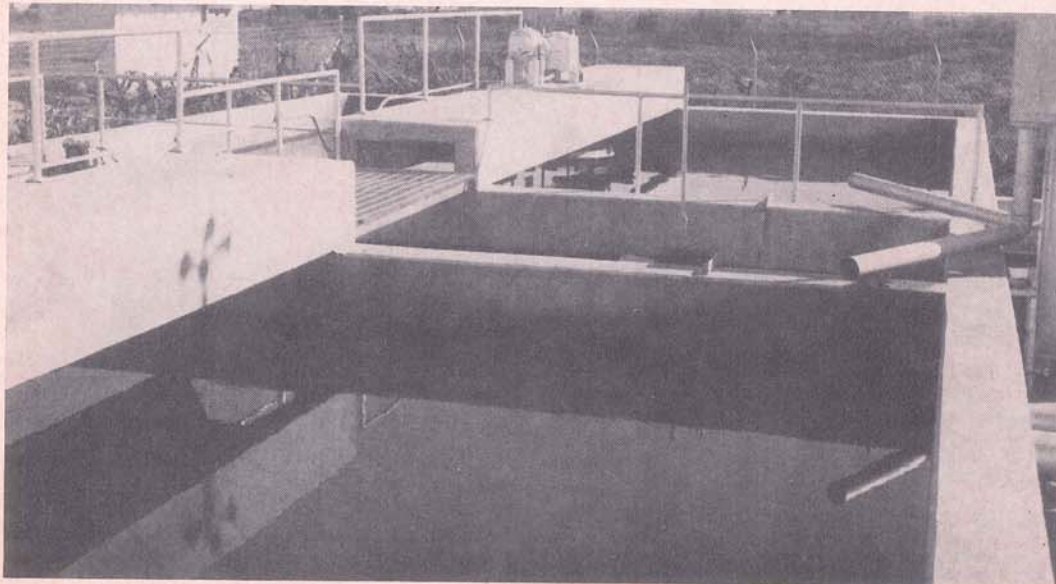
These signs coupled with the painted cross walk lines and the word SCHOOL at all schools in Jefferson assures the utmost in safety for all children.

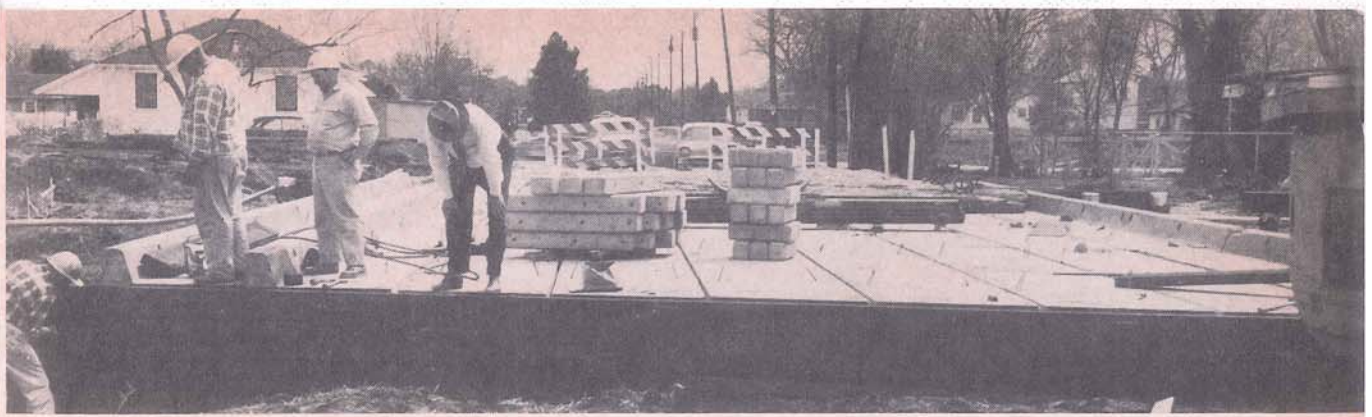
The Sign Shop continues with the replacement of the street identification signs which are installed at all intersections on the utility poles. In addition to these improvement are now baked Scotchlite on aluminum stop signs, new reflective speed signs, new miscellaneous traffic signs, new reflective street identifications with new channel iron posts for these reflective signs.

NEW TAXICAB DIVISION

During the latter part of the year 1959 an ordinance regulating Taxicabs and Taxicab drivers and owners, as well as livery, limosine and sightseeing vehicles in the unincorporated areas of

The recent sewerage plant installed in the Westgate Subdiviison on the East Bank by the owners at a cost for treatment plant and sewer lines totaling \$150,000—and accepted by the parish.





Construction picture taken March 9, 1960 of the new bridge over Canal #5 at Houma Boulevard; one of the many new improvements now being undertaken that is enabling Jefferson Parish to keep pace with the needs of its tremendous expansion.

Jefferson Parish was enacted by the Council and has been put into operation as a Division of the Safety Department. It is the duty of this new Division to see that all applications to own or operate taxicabs or livery vehicles, etc., in the parish conform to all the requirements established by this ordinance. A thorough screening and licensing of these drivers is now in process and in due time all approved will have been issued their permits and Certificates of Public Necessity and Convenience.

NEW ROADS AND BRIDGES

The three new parish pre-cast concrete vehicular bridges supported by treated timber piles, reported by the Department of Roads and Bridges as under construction when this report was written, will probably be completed when

this is read. One is over Canal #5 at Houma Boulevard, one over Canal #5 at Elise Etreet, and one over Soniat Canal at Lynette Drive and Amanda Street. All are of the same general specifications and will cost approximately \$20,000 apiece.

Plans are in the making for a similar bridge on the West Bank at Whitney Avenue and Romain Street. Also, the parish is removing the bridge at Ames Boulevard and Acres Road and replacing with two 72" culverts and fill over. Also, an installation is by now completed of 30" and 36" concrete pipe to inclose the ditch on Seventh Avenue in Harvey from Third Street to Fifth Street.

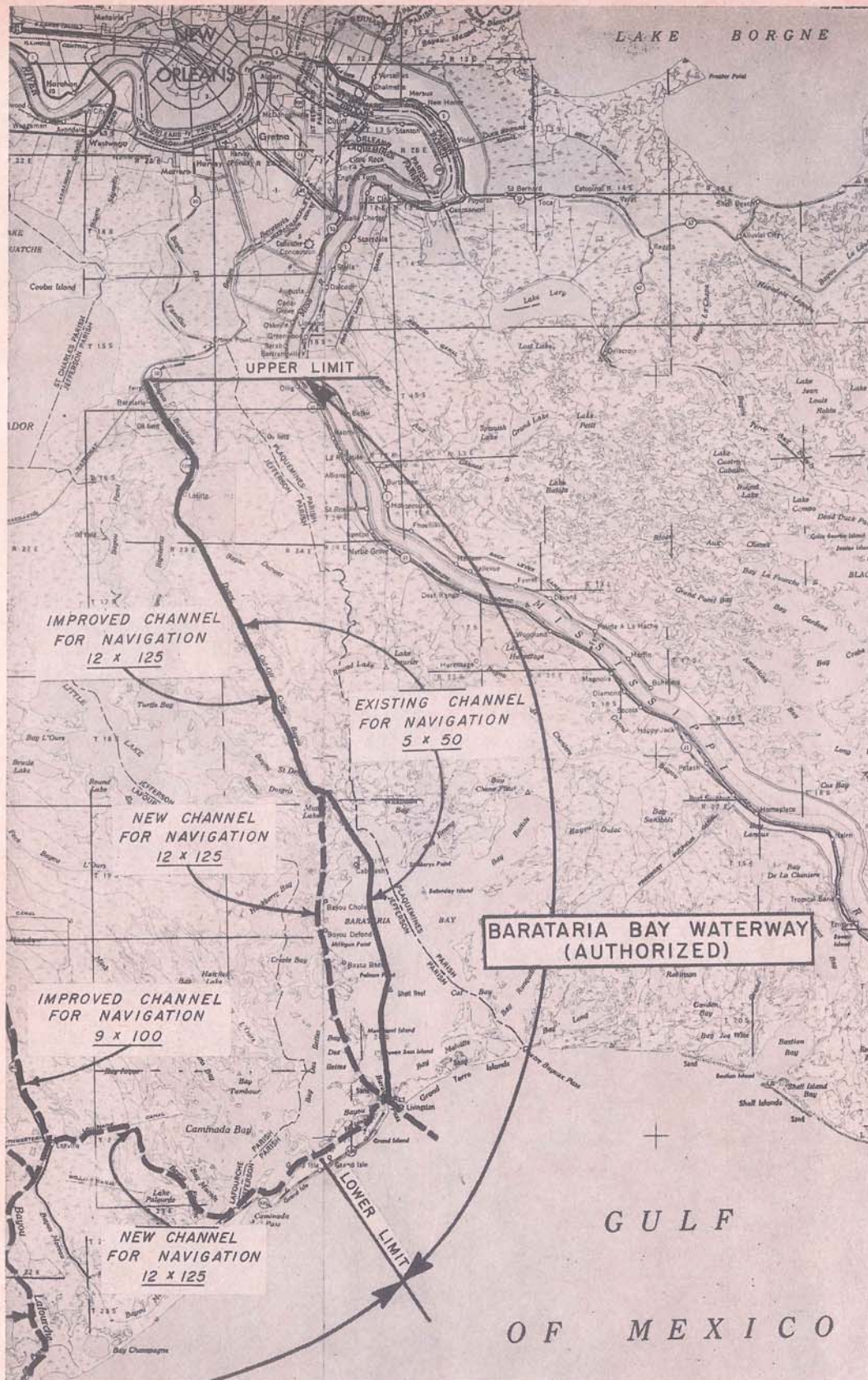
The Department also reports that up to January 1, 1960, twenty miles of parish streets had been blacktopped with

The Airline-Causeway Interchange was completed this Spring with the opening of the Airline Highway Underpass enabling traffic to follow rapidly along this busy thoroughfare.



The new Overpass at the Huey P. Long Bridge Circle which permits through traffic from Harahan to New Orleans to continue straight without entering circle traffic.





The first construction phase of the Jefferson Parish long awaited Barataria Bay Waterway for boats and barges began at Bayou Riguard on May 26 with Brown and Root as contractors, involving an expenditure of \$179,020 with \$50,000 allocated for labor and \$75,000 for purchases of materials. This work phase will provide employment for about 30 people and is scheduled for completion in 225 days or approximately December of 1960. Future construction phases will be Bayou Rigolettes to Bayou St. Denis and Bayou St. Denis to Barataria. The total cost of the project is estimated at \$1,710,000 and is scheduled for completion in June of 1961.

parish equipment doing the work and the property owners advancing only the cost of the asphalt. Of this program 14 miles were completed on the East Bank and 6 miles on the West Bank.

One of the most dramatic accomplishments of the Department of Roads and Bridges this last year was the pedestrian Southern Railroad track underpass connecting Magnolia Avenue with Metairie Playground. Costing \$43,000 (of which the railroad paid 15%) its safety value in eliminating the railroad hazard for users of the playground cannot be computed.

ALL WORK AND NO PLAY WOULD MAKE JEFFERSON A DULL PARISH

Mentioning the Metairie Playground leads directly to Jefferson's recreation facilities and program for all ages, supervised by the Jefferson Parish Recreation Department.

In baseball the national Babe Ruth program can boast two 6 team leagues in the parish—one on each bank—designed for boys 13 to 15 years old. Another league provides playing opportunities for non-Babe Ruth players who are 13 and 14 with 42 teams participating. 82 teams of eleven and twelve year olders participate in the Little Boys League, in which Jefferson Parish captured the Dixie World Series title in 1960. Minor league play is geared for youngsters nine and ten years old with 78 teams in action. There is also a Tots League in which children under nine participate.

Ladies Day is practically every day

because a well organized girls' softball schedule is played in both junior (12 to 14 years) and senior (15 to 16 years) divisions, and another league for ladies over 16 has recently been organized. Men's softball has also proven popular in a league in which there is intense competition.

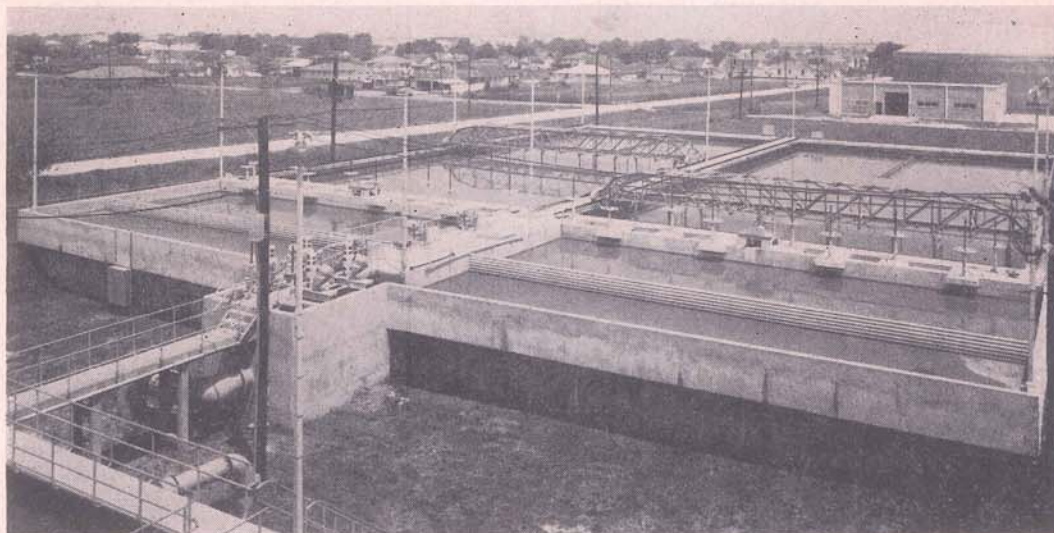
Visitors to any of the department's playgrounds in the summer will find many children assembling toy boats, making paper hats, playing games, or taking part in the Starlet Sunbeam or Tots Summer programs.

Contrasted with the uninhibited delights of the children's programs are the year round activities of the Golden Agers, those people who must be 60 or more and parish residents. They may not be as noisy but they have as much fun. This popular program was instituted in January of 1958. Weekly meetings are held at Metairie and Jefferson Playgrounds, and recently another Club was formed at the Little Farms Community Center.

Carnival balls, excursions both to the city and out of state, square dancing, and trips to industrial plants are only a few of the activities participated in by the Golden Agers.

Toe dancing, tumbling, ballet, skating—at nominal fees—are all taught enthusiastic youngsters during the school year classes at the various playgrounds. The skating program is climaxed in the Spring with an annual show, and the polished performances of the young skaters draw thousands to the Jefferson and Delta Playgrounds.

Continued on Page 124



The sedimentation basins of the new \$2,750,000 Water Works District No. 2 plant at Marrero—serving Districts No. 2, 3, 6 and the newly activated District No. 7



INDUST

J E F F E R



EDITOR'S NOTE

Way back in 1887, still in the day of the blacksmith shop and over a decade before the Machine Age transformed the face of America, Jefferson Parish deliberately decided to dedicate its future to industry, even though at that time from end to end it was over 98% agricultural.

In that year its governing body passed a formal resolution inviting industry to investigate its assets and pledged itself to offer every possible inducement to prospective manufacturing plants.

Today Jefferson Parish is over 98% industrial and less than 2% agricultural, with more than four industrial enterprises for every mile of its length.

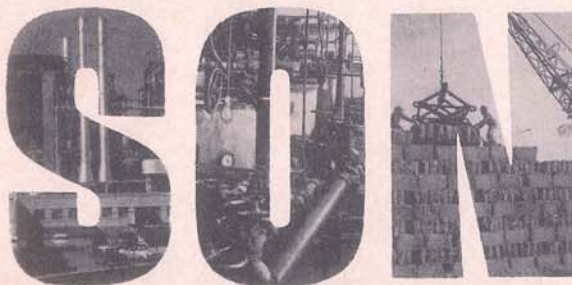
In the following article author Dabney outlines the progress of its industrialization and presents the many factors that have made it possible for Jefferson Parish to attain its present recognition as the most concentrated and fastest growing industrial area in the Deep South.

By Thomas Ewing Dabney

It is Industry's answer to prayer, is Jefferson Parish (county), a land flowing with milk and honey and with everything advantageous to life, if one's enthusiasm may combine Scriptural with Shakespearean quotation.

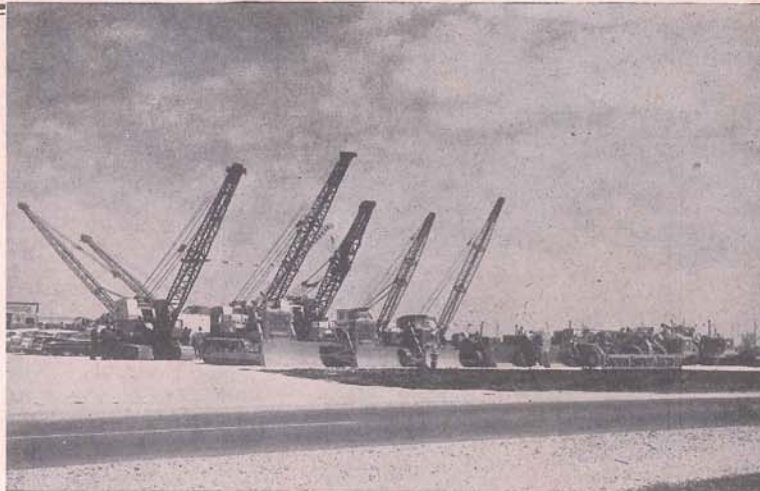
Straddling the Mississippi River alongside New Orleans, it stretches for 60 miles from Lake Pontchartran on the north to the Gulf of Mexico on the South, and from its 400-odd square miles of water and land bounty have already sprung some 200 manufacturing plants to spearhead industry's advance in force, now building up.

Bienville planned for a trading center when he founded New Orleans in 1718 on the great river, a hundred miles above its mouth. In this protected harbor he envisioned ships unloading their cargoes from overseas and taking on the raw products of the Mississippi Valley, that mid-continental stretch of a million square miles between the Appalachian and Rocky mountains and reaching all the way to Canada, with 14,000 miles of navigable riverways waiting to float down their wealth to the Mississippi marketplace. In our own days we have



The following Jefferson Parish Industries are depicted in the title at the left: J—Avondale Marine Ways. E—Wesson Oil. F—United Gas Pipe Line. F—United Gas Pipe Line. E—Continental Grain. R—American Cyanamid. S—Louisiana Power and Light. O—Penick and Ford. N—Celotex.

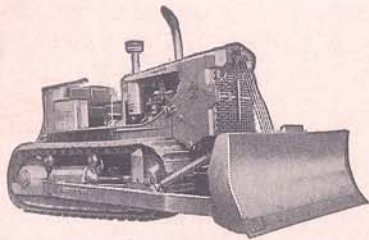
Views of our Display
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Shreveport: 2601 E. Texas St. • P. O. Box 5055
Phone: 3-1532 • Bossier City, La.



Aerial and riverfront view of the Continental Grain Company's facilities near Westwego which were completed early in 1960—showing the storage silos, the head house and conveyor belt system extending in a gallery over the river road and levee to barge unloading and ship loading facilities on the river. Continental's storage capacity can handle over 3 million bushels of grain.

seen the water routes extended a thousand miles from Florida to Mexico through Jefferson Parish. New Orleans has become the nation's second port and its most efficient port, with the fastest turn-around for ships in the United States. Jefferson Parish has contributed to that development, contributed impressively. With a waterfront, present and planned, principally devoted to industrial expansion and with more than twice the area of New Orleans, Jefferson Parish is topping this high achieving with developments far beyond Bienville's imagining.

The physical advantages which have brought increasing growth to life and everything that supports life in this international crossroads offer irresistible inducements to the growth of industry.

Natural gas has opened the world's cheapest source of power to Jefferson's use; and its generating plant at Nine Mile Point, interchanging with three plants in New Orleans and interconnected with other systems in Louisiana, Arkansas and Mississippi, assure a supply of electricity that is keeping well ahead of the mounting demands.

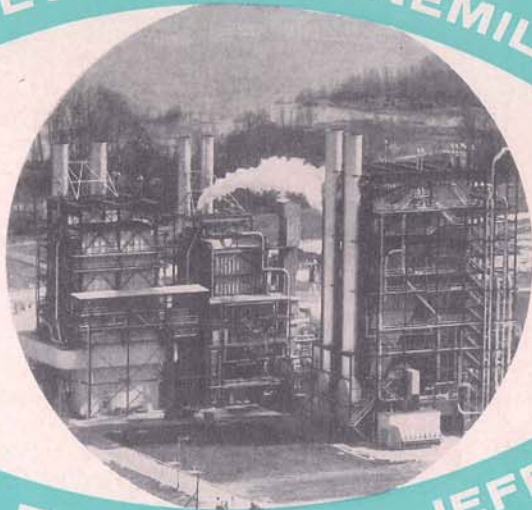
A mild climate permits year-round operation. The sun shines most of the year in this semi-tropical land, and the surrounding bodies of water prevent extremes of temperature, holding the monthly average from 55.1 degrees in January to 82.7 degrees in July. The coldest January occurred in 1940, an average of 43 degrees; and the warmest in 1950, 67.2; the warmest July in 1932, 85.2 degrees, and the coolest in 1894, 79.3 degrees. During the warmest summer of record, 1951, the June to August

temperature averaged 84.7 degrees; during the coldest winter, 1885-86, the December-February temperature averaged 50.9 degrees. The thermometer has risen to 100 degrees or higher only 16 times since 1874; it goes as high as 95 degrees about five days a year. Only 23 times during 76 years has the temperature fallen as low as 24, and only 12 times has it failed to rise above 32 in the daytime. January 23-29, 1940 saw the longest continued period of 32 degree temperature or lower. Snow in measurable volume has fallen only twice during this century, 0.1 inch on January 22, 1935, and 1.3 inches on February 12, 1958. The rainfall averages 60.51 inches a year, the monthly averages running from 3.35 inches in October to 6.85 inches in July. Tornadoes are rare in this area, and though it is in the hurricane belt, only three such visitations have struck here during the present century—September 29, 1915; September 19, 1947; and September 3-4, 1948. The sensationally publicized Flossy, September 23-24, 1956 passed 160 miles to the Southwest of New Orleans.

The river furnishes ample accommodation for the movement of ships. Half a mile wide, with channel depths of 150 feet in midstream and 35 feet at wharfside, ninety percent of the world's shipping could safely maneuver here.

Co-ordinated rail, water, truck and air services give quick and economical dispatch to all movement to and from this area. With more than 50,000 miles of Class 1 track fanning through the United States, eight major trunk-line railroads focus an enormous movement into this center. Some operate supplemental truck lines, others carry trucks

THE VIEW FROM NINEMILE POINT



A FINE FUTURE FOR JEFFERSON

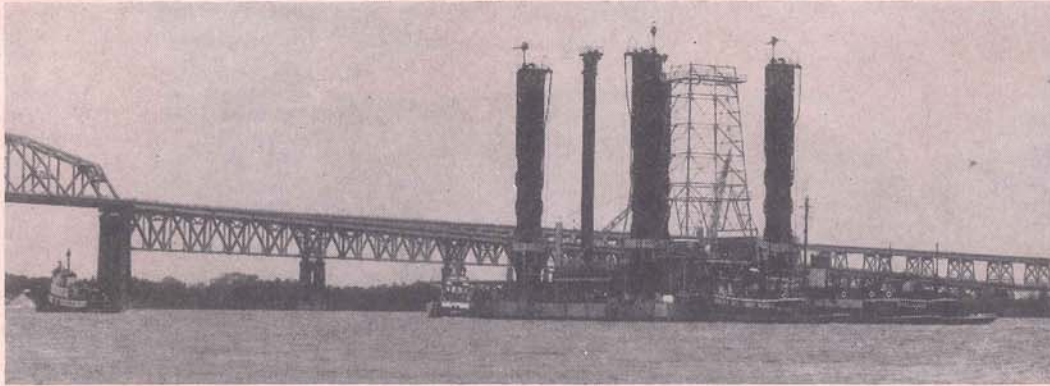
**LOOK
AHEAD.**

There's the river, the mighty Mississippi, bringing abundant water and cheap transportation to the thriving industries of Jefferson Parish. And here's LP&L's ultra-modern Ninemile Point steam-electric generating plant, bringing ample, low-cost, dependable power for industry and commerce, power for Jefferson's rapidly rising numbers of fine new homes.

For years, LP&L has been investing in the great future of Jefferson Parish, making sure that there will always be all the power needed for continued growth.

Louisiana Power & Light Company

"Helping Build Louisiana"



The S-66 Offshore Drilling Barge, recently built by Avondale Marine Ways for California Company, moving under tow upside down past the Huey P. Long Bridge to its testing location about 25 miles off Grand Isle. Designed for drilling in 100 feet of water, it consists primarily of a 217' x 117' x 14' barge beneath which is a pontoon measuring 184' x 117' x 8'.

piggy-back. Nearly a hundred common and contract carriers give motor freight services. Twenty common carriers and 50 or so contract barge lines move large tonnages on the water transportation routes. Some 4,000 ships a year enter this port area.

New Orleans built its municipal airport in Jefferson Parish—the famous Moisant in Kenner, on the east side of the river. An \$18 million improvement program opened jet services there this year. A dozen certified air lines with nearly 200 operations a day connect Moisant with many parts of this hemisphere and with the international services to all parts of the world. For private and corporate plane use, the New Orleans Airport on Lake Pontchartrain five miles from the Mississippi River, ranks with the best in the nation. Land-based planes and seaplanes operate from this field, which is maintained by the Orleans Parish Levee Board, a state agency. Military airplanes center their activities upon the \$50 million Alvin Callender Field on the west side of the river, just 6 miles south of Gretna, the capital city of Jefferson.

Especially designed ocean vessels carry loaded freight cars and highway trailers between New Orleans and Eastern ports at charges well below the all-rail or all-highway rates, another advantage for business and industry in this area.

The Mississippi Valley to which Jefferson Parish and New Orleans form the gateway, contains about half of this country's population, produces nearly half of its manufactures and accounts for more than one-third of its retail sales. Favorable freight-rate structures to these domestic markets notably decrease distribution costs.

Nearly half the population and two-thirds of the buying power and retail sales of nine Southern states lie within 72 hours shipping time of this area. These states are Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee and Texas. The metropolitan areas of their principal cities—the most profitable markets—contain 66.4 percent of the state populations. These metropolitan areas contain a total population of 16.3 million, as compared with 31.2 million for the states. These figures are for 1958. The estimated buying incomes of these states are \$1300 per capita; of the metropolitan centers, \$1600.

In 1957 the estimated population within a hundred-mile radius of Jefferson Parish totaled two million; within two hundred miles, 4.3 million; within

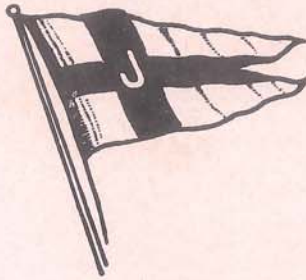
Thomas Ewing Dabney, whose articles have periodically appeared in the REVIEW for the last 25 years, has been during his active and varied career a foreign diplomat, a farmer, a reporter, newspaper editor and owner, feature writer for many magazines and author of several books, including the classic "100 Years Great," the history of the "Times-Picayune" Newspaper. Since 1950 he has been associated with the New Orleans Public Service Inc., engaged in writing and research. His sidelights on the history of the New Orleans area appearing in the "Riders Digest" have won him many fans. He has known and written about Jefferson Parish since the days when its West Bank communities were only a few dusty (or muddy) blocks in size and its East Bank development was in its doubtful beginnings.

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IN

JEFFERSON PARISH



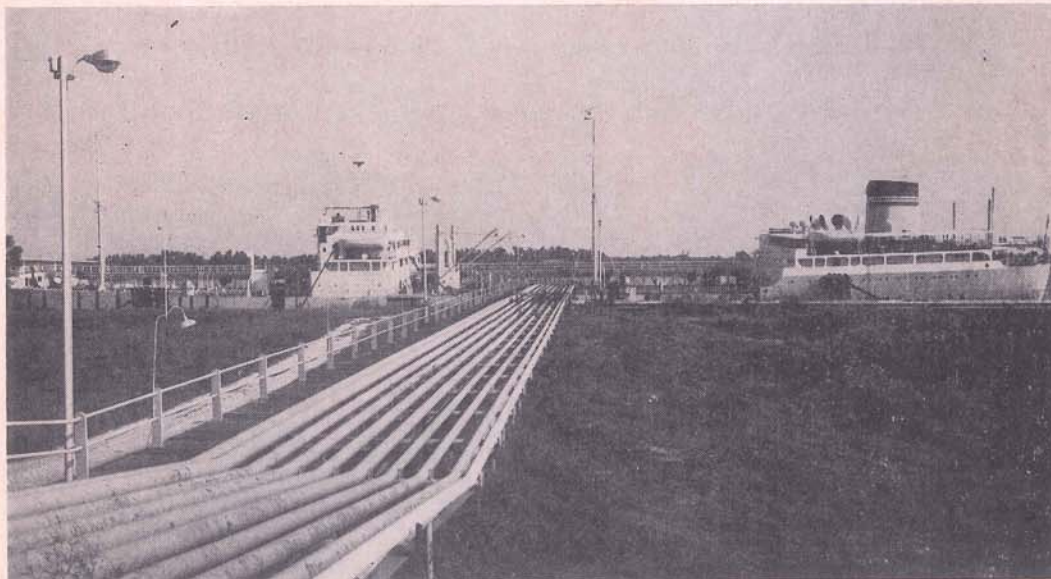
An all aluminum 50 foot crewboat operating in the Gulf of Mexico off the Louisiana Coast, built to the order of the George Engine Company in a Louisiana shipyard, and powered by a pair of General Motors Series 71 V-8 engines which give it a speed in excess of 30 miles per hour. The George Engine Company on the Harvey Canal is the world's largest distributor of General Motors marine diesel engines.

three hundred miles, 8.4 million. Per capita buying incomes ranged from \$4500 (300 miles) to \$4900 (100 miles).

Twelve banks with deposits of nearly \$1.2 billion, and 32 homestead and building association with assets of \$385 million, indicate the financial strength of this area.

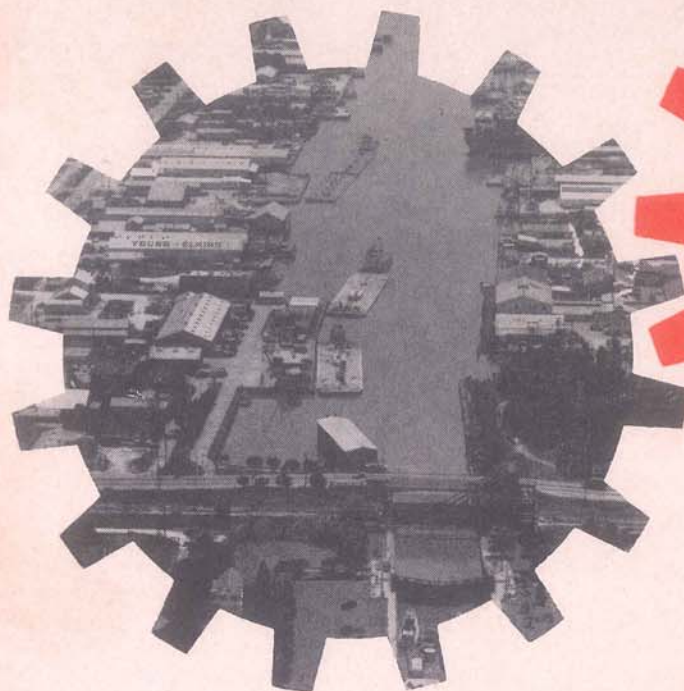
Trade schools and the higher education of universities center here. Gretna, the seat of Jefferson Parish, has an excellent trade school for white boys, and the New Orleans Area Vocational and Technical School has opened extensive

training courses for negroes. In New Orleans Isaac Delgado Central Trades School for men and boys, and the Rabouin School for girls are lifting the youth of this area to increasing skills. In Tulane, Loyola, Dillard and Xavier universities, and Dominican and Newcomb colleges, thousands of white and colored students, men and women, are seeking the higher training of the arts and sciences. Louisiana State University has opened a Commuters College on the New Orleans lakefront, and by 1962 expects to expand this into a full four-



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JEFFERSON PARISH

*Geared for industry . . . Located
in the heart of the ever-expanding
industrial South.*



Loading shells at the Harvey Canal yard of Ayers Materials Company into trucks for delivery for use on roadways, parking areas and drilling sites. Shells are also loaded for barge or rail shipment.

year curriculum. The medical schools of Tulane University and Louisiana State University both in New Orleans are ranked among the nation's best. Students have access to one of the finest and largest Charity Hospitals in the United States.

Water is as necessary to industry as it is to life itself. Industrial consumption in some cases exceeds the total take of cities as large as Cleveland. This section's water resources approach the limitless. The principal source of supply is the Mississippi River which has an annual flow of more than 100 trillion gallons a year. Present withdrawals from this stream in the New Orleans area total, for all purposes, about 1400 million gallons a day, less than one-half of one percent of the recorded average flow of the Mississippi River here. The mineral content of this water makes it suitable for cooling, condensing and boiler purposes. Treatment for potable purposes runs low in cost. Industries which use river water report that pumping costs average half a cent to three-quarters of a cent per 1000 gallons, and treatment per 1000 gallons runs from three to 25 cents.

Ground water is found at several depths, between 200 and 700 feet, water of the soft bicarbonate type, useable for cooling or boiler purposes. Salt water is tapped at the 1200 foot depth.

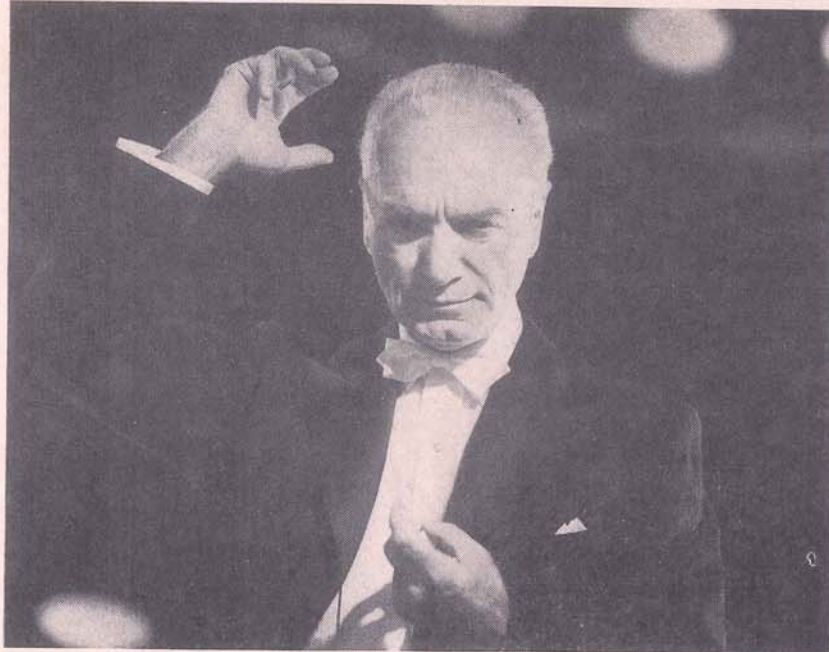
Louisiana is the second largest producer of natural gas and sulphur in the United States, the second largest producer of oil, and led the nation in locating new crude oil reserves in 1959, and is the fourth largest producer of salt. Most of this production lies within 100

miles of Jefferson Parish's riverfront, and can be delivered at plantside by barge or pipeline.

The state's proved reserves increased 186.4 million barrels to 4,044 billion barrels, a new high, more than 15 percent of the nation's crude oil reserves.

Mineral production is being pushed far into the Gulf of Mexico, out of sight of Jefferson Parish's shore line, where deep-probing drills are revealing new sources of oil and gas and sulphur. According to estimates by the U. S. Geological Survey, the reserves of oil and gas in the tidelands area, Louisiana to Texas, should equal one-third of the nation's total offshore reserves. Jefferson Parish's share in this bonanza lies in the submerged lands of Grand Isle, Grand Terre and Cheniere Caminada. In 1958 Jefferson's offshore production of crude oil and condensate increased 6.59 and 104.4 percent, respectively; offshore production of natural gas increased 63.9 percent.

Louisiana in 1958 produced more than two million tons of sulphur. This mineral is of increasing importance to today's economy, essential in the production of steel, rubber, plastics, paint, glass, batteries, lubricants, gasoline and many other products. Ninety-five percent of Louisiana's sulphur production come from the 100-mile radius indicated. Now a new source of sulphur has been discovered beneath the ocean. It is about seven miles beyond Grand Isle. A \$30 million industrial "island" is in operation there for tapping into this huge deposit by the Frasch molten process, and a seven-mile pipeline has been laid to carry the sulphur, liquified by



Alexander Hilsberg, New Orleans Symphony

What makes a great conductor? - **CONFIDENCE!**

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the heat-mining process, to Grand Isle for shipment in "thermos bottle" barges to Port Sulphur, on the Mississippi River 25 miles away. The pipeline is buried three feet deep in the ocean floor. It consists of a six-inch line inside a 7½ inch line, with 320 degree water being forced through this water jacket. The estimated capacity of this pipeline is 4500 tons of sulphur a day.

Louisiana in 1958 produced 3.8 million tons of salt, 99 percent pure. This came from only seven of the 100-odd known salt domes in South Louisiana.

Add lime to oil, gas and sulphur and you have the basic raw materials for chemical, petrochemical and petroleum-refining industries. Jefferson Parish has an almost inexhaustible supply of this lime in the oyster and clam shells which are dredged, millions of tons a year, from its bayous and bays. These shells are almost pure calcium carbonate.

Louisiana also has large timber and agricultural resources which invite manufacturing elaboration. It stands first in the production of sugar cane, sugar and sweet potatoes, and has a heavy production of rice, cotton, soy beans, tung nuts, pecans and strawberries. Its livestock and dairy industries are expanding steadily. These resources, added to the hundreds of commodities imported from the far-spreading Mississippi Valley and the production centers of the world, open hundreds of manufacturing possibilities, large and small, in this transportation, business and industrial crossroads.

Manufacturing here has already revealed the strength of diversification. Today's principal-product categories are organic and inorganic chemicals, petroleum and petroleum derivatives, natural gas derivatives, alumina and aluminum, foodstuffs, cements, steel products, lumber, corrugated paper board, denims and tickings, paint, wallboard, etc. The petrochemical production in this area developed as a by-products operation of the petroleum refineries, using for the most part waste refinery gases as raw materials. Millions of dollars of chemical and petro-chemical plants have been built in Jefferson Parish.

In its oldest landmark you get a realizing sense of the development of Jefferson Parish and its rise to industrial leadership. The Harvey Canal began as a drainage ditch a hundred years before this wilderness became a parish. Axes and shovels and heart-breaking toil widened and deepened this to a

channel through which fishermen and hunters could drive their small boats to the New Orleans river front; Lafitte's smugglers used this canal in their illicit traffic, their headquarters being on the coast, at Grand Isle and Grand Terre. Widened to 34 feet, this later opened a steamboat route to the city's fashionable seaside resorts of the past century. A brick and wooden lock, 160x30x7 feet, in 1907 opened Harvey Canal to the Mississippi River; a quarter of a century later the United States Government built in its place today's steel and concrete lock, 425x75x12 feet, that Harvey Canal might better serve the intracoastal waterway system which already reaches from Florida to Mexico. The waterways system of the Mississippi River connecting with the Gulf intracoastal system in Jefferson now provides direct bargeline service to 19 states. More than 172 million tons of cargo moved in inland traffic, during 1958, on the Mississippi River system; more than 46 million tons moved over the Gulf intracoastal system. Services like this not only feed industry, they evoke new development.

Jefferson Parish had a population of only 40,000 when the Harvey Canal lock was dedicated on March 26, 1934. A few shabby houses then relieved the monotony of the riverfront, and only the most exuberant optimism dared hope that a million tons of cargo a year might in the indefinite future move between the river and the canal. Already the annual total has passed the five-million mark, and some 200 service and industrial establishments evoked by petroleum developments in Jefferson Parish and South Louisiana now solidly line the banks of the Harvey Canal for several miles; behind them homes and business enterprises spread their carpet of wealth where yesterday's boys and girls fished, hunted and picnicked. The annual payroll in this part of Jefferson now passes \$50 million, an outward and visible sign of the parish's economic increase.

Oil, a few weeks after Spindletop gushed in Texas, began to stir exciting hopes in Louisiana. This was in 1902 but years passed before the state felt the magnitude of the discovery. Jefferson Parish revealed its first oil field in 1935. It was near Lafitte, and the discovery well was the deepest ever drilled in the United States up to that time.

That same year the \$13 million Huey P. Long railroad-highway bridge open-

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HARVEY, LA.

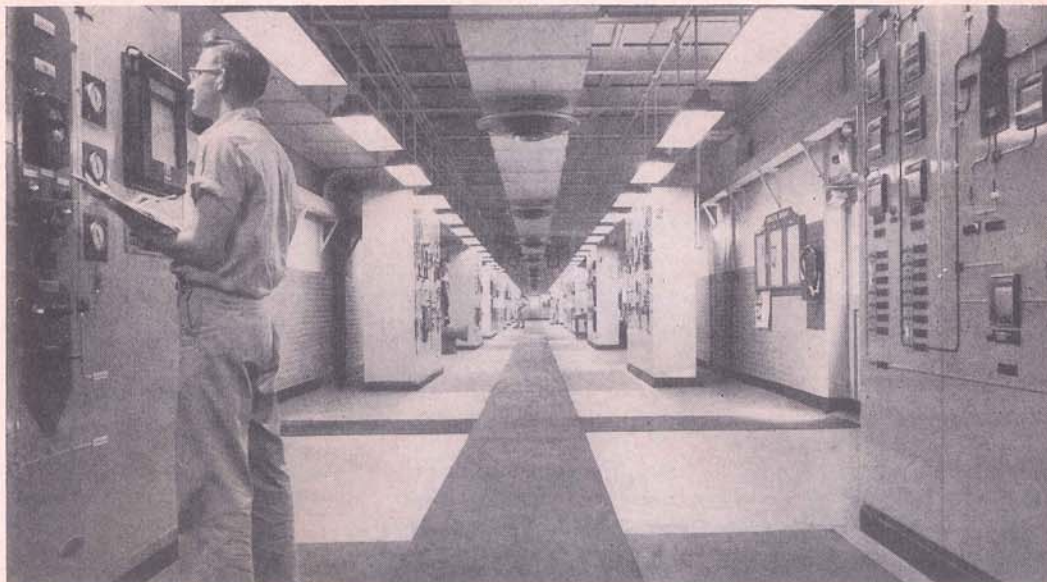


At the Jefferson Parish plant of the Rheem Manufacturing Company, the world's largest producer of steel containers, already lithographed 5-gallon pails for Esso, are shown coming off the production line to where handles are hooked on and pails ascend power conveyor to box car for shipping.

ed, in Jefferson Parish, the first Mississippi River crossing south of Memphis. Besides pioneering new accomplishments for engineering, this pointed to new economic expansions.

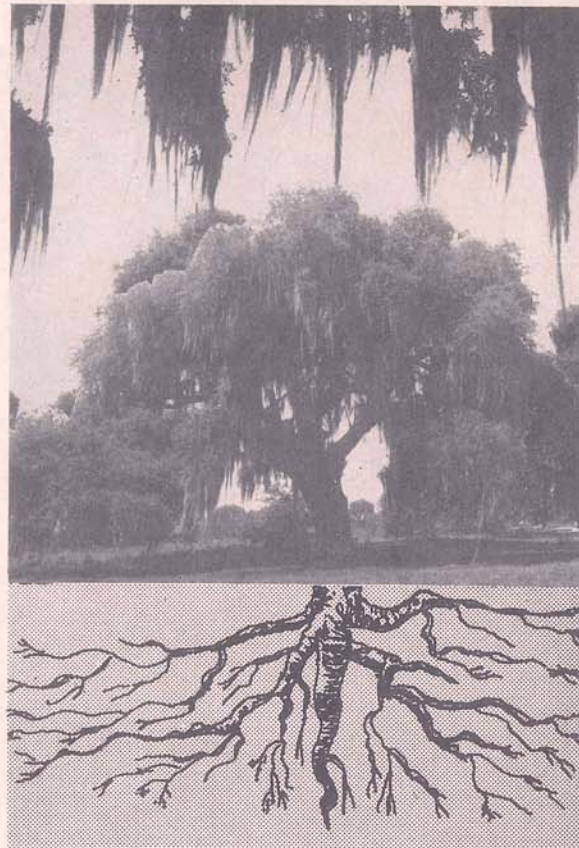
Jefferson Parish's response to water transportation possibilities symbolized by the Harvey lock, to land-development possibilities symbolized by the river bridge, and to industrial possibilities symbolized by oil, quickened creative tinkering in this area and helped to build

up the spirit of enterprise which in 1956 threw the \$50 million Causeway across Lake Pontchartrain to open a new highway route into Jefferson Parish, and in 1958 built the \$100 million bridge across the Mississippi River uniting the business district of New Orleans with west-bank Jefferson Parish's industrial might. One of the bridge approaches reaches into Gretna, Jefferson's seat of government and a city of more than 20,000, which faces New Orleans only



The operation of the burners at the acetylene production unit of American Cyanamid Company's Fortier plant in Jefferson Parish is controlled in this room. Acetylene and hydrogen cyanide are together reacted to produce acrylonitrile, the plant's principal product. American Cyanamid is the sixth largest chemical company in the U. S. Its now \$110 million Jefferson Parish plant was established in 1952.

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THE
SPREAD
OF A
MIGHTY
OAK**



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Every day of every year natural gas is at work making your life more enjoyable. It is used in the production of clothing, automobiles, building materials, furniture and even yo-yo's, zippers and zylophones. There are more than 26,000 uses for natural gas - - serving American homes, businesses and industry in more ways than meet the eye.


LOUISIANA **GAS SERVICE** COMPANY



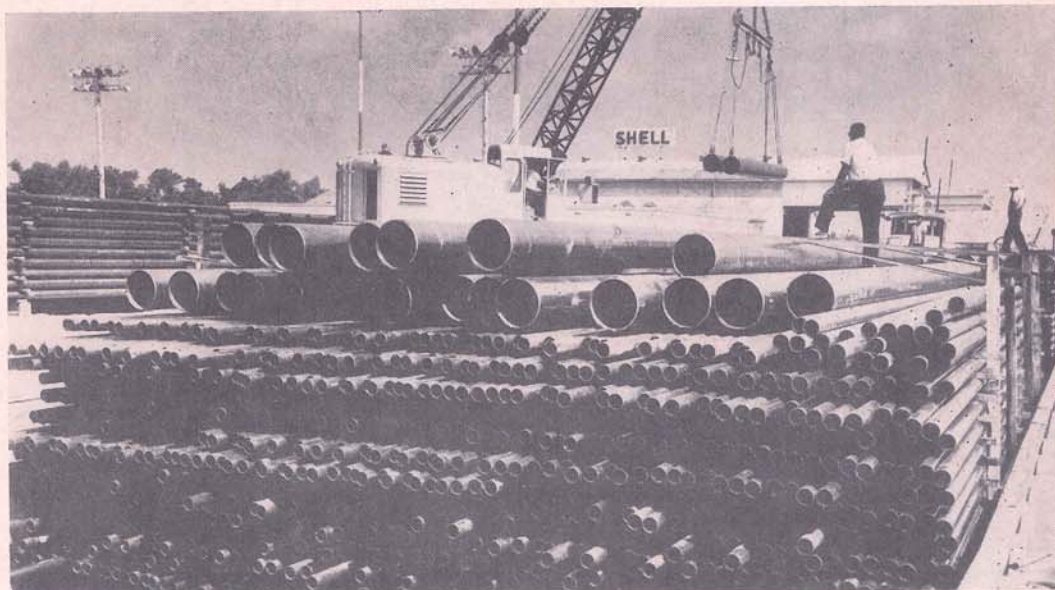
For serving Jefferson's surging industry the Louisiana Power and Light Company's Nine Mile Point Steam-Electric Generating Station located on the Mississippi River near Westwego and shown here has a capability of 319,000 kilowatts. The company also has eight major 115,000 volt substations in the parish and two others under construction, plus eleven 115,000 volt transmission lines.

half a mile away.

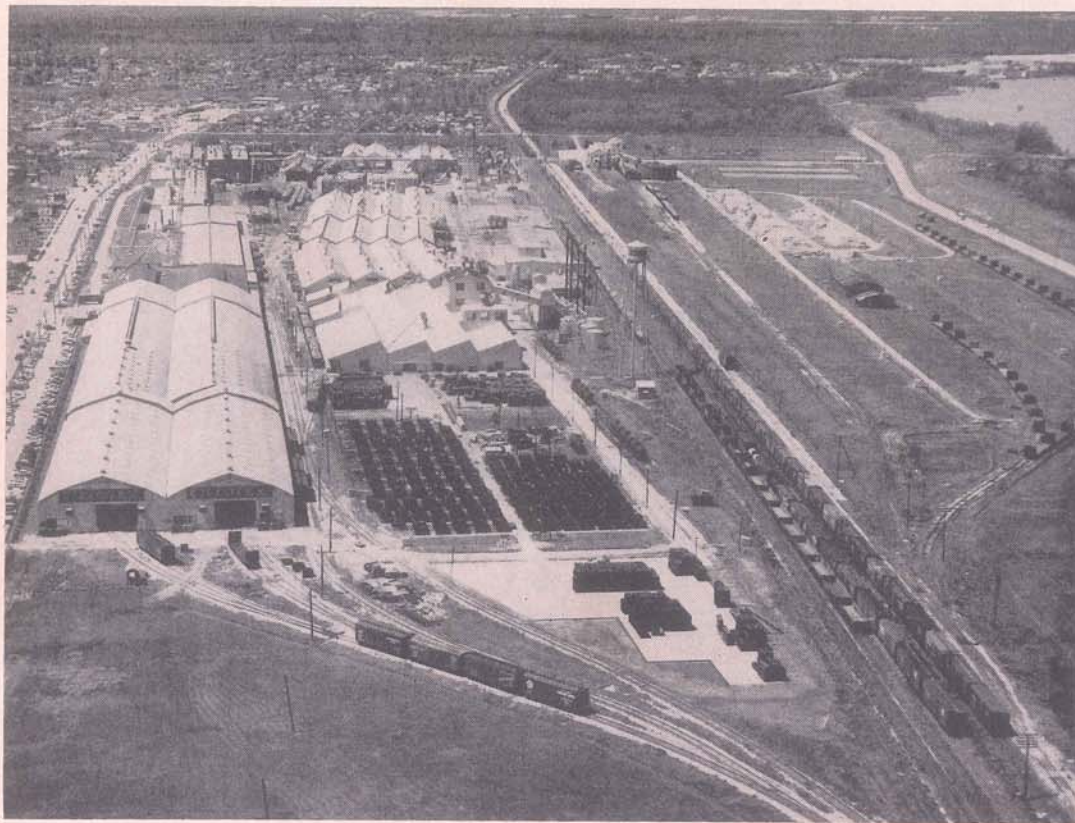
Twenty producing oil fields have already followed the Lafitte bellwether and made petroleum the largest industry in Jefferson Parish. Related industries have pressed hard on its heels, and the industries that follow as the night the day when labor, raw-materials, power and transportation conditions are right, when the business climate is favorable and the tax structure equitable, have opened new and expanding

fields of manufacture in this, the fastest growing industrial area in the Deep South.

Already Jefferson Parish has five of the largest manufacturing plants of their kind in the world. These are the Celotex Corporation of Marrero, which makes building products from bagasse, the fiber of the sugar cane after the juice is pressed out; Penick and Ford, Ltd., Inc. of Harvey, canner of cane syrup and molasses; Wesson Oil and



Supervisor D. L. Bryant of Shell Oil Company watches the unloading of the largest single barge load of pipe ever received at Shell's Harvey Terminal. The pipe, ranging from 4½" diameter to 20" diameter weighed 1370 tons and came by water from Manaca, Pennsylvania.



AIR VIEW OF PLANT AT MARRERO, LA.

The largest insulating board plant in
the world. The Celotex Corporation's
plant located at Marrero.

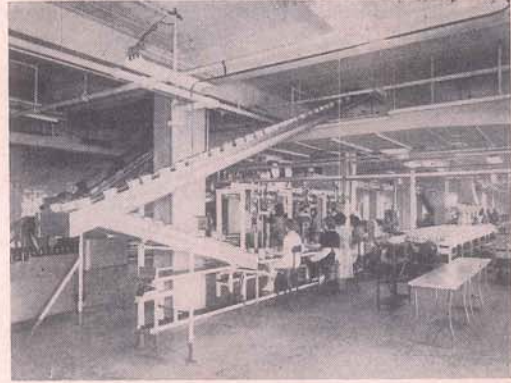
CELOTEX

The Celotex Corporation

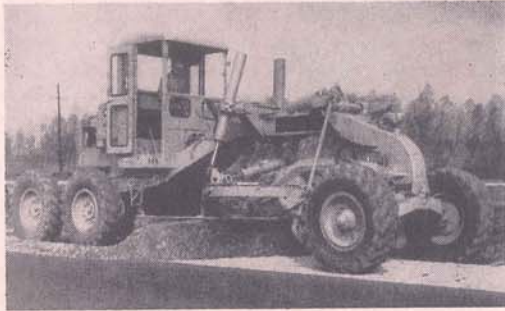
MARRERO, LOUISIANA



Located in Jefferson Parish is the only LTL refrigerated truck service on a regular schedule in the New Orleans area, Frozen Food Express of 3900 Airline Highway. Serving Jefferson's industries, a good example being the regular transportation of frozen seafood products of Ed Martin Seafood Company from the plant in Westwego to markets in California.



One of the operations—filling the Snowdrift cans—of the Gretna plant of the Wesson Oil & Snowdrift Company (formerly the Southern Cotton Oil Company)—the world's largest producer of cottonseed oil products and the first company in the U. S. to produce cottonseed oil as a cooking oil. The Wesson Oil & Snowdrift Co. is a leading Jefferson industry.



Picture of a new Jefferson Parish owned grader at work on the Veterans Highway. Modern machinery and methods are helping the Parish progress rapidly and economically.



Shown above is one of the Continental Oil Company's Distribution Terminals in Jefferson Parish which supplies oil, gasoline and accessories to the service station outlets.



These picturesque shrimp boats at Grand Isle are symbolic of one of Jefferson's oldest and still important industries—trawling for shrimp. As further proof of this, in Jefferson at Harvey is located the Southern Shell Fish Company, the largest packers of shrimp and oysters in the world.

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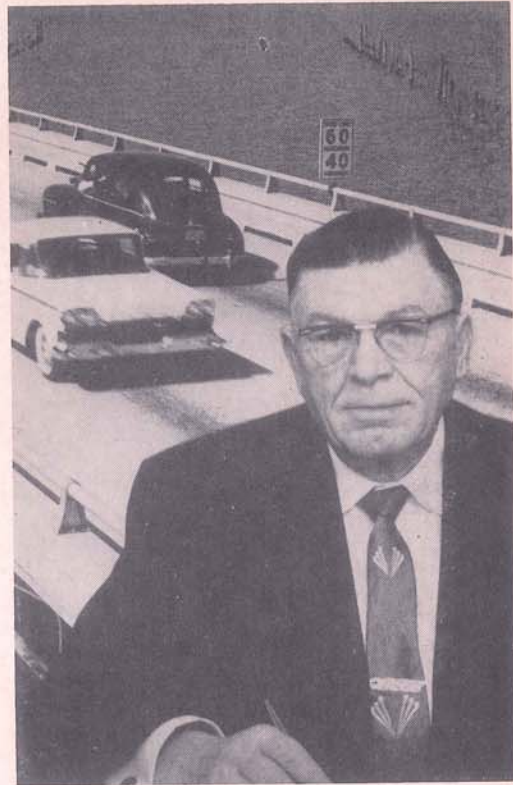
LOUISVILLE, MISS., JACKSON, TENN., PENSACOLA, FLA.,
SLIDELL, LA. and WINNFIELD, LA.



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Here is a complete community being developed by Waguespack Pratt, Inc. in Marrero: No. 1. Marrero Industrial Sites for industry. No. 2. Marrero Residential sites and No. 3. Marrero Shopping, a new shopping center now under construction. This is the first completely planned community in this area that offers industrial, residential and shopping center facilities.



Pictured above is John J. Holtgreve, Chairman of the Greater New Orleans Expressway Commission who passed away on July 17th. A former president of the Jefferson Parish Police Jury, Mr. Holtgreve became a member of the Expressway Commission upon its organization and then acted as general manager of the "World's Longest Bridge."



At work above is an Allis-Chalmers Bulldozer supplied by Southern Equipment and Tractor Company on Veterans Memorial Highway, whose machines and service facilities are playing a substantial part in Jefferson's growth, providing equipment from offshore drilling to the paving of new streets.

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INC.

LARGEST REAL ESTATE FIRM IN
JEFFERSON PARISH



Setting the muskrat trap, a phase of an historic bayou-land winter industry still followed by hundreds of Jefferson's trappers and which still contributes heavily to Louisiana's annual fur crop.



An aerial view showing the heavy concentration of industries and warehouses on both sides of Jefferson's Harvey Canal—most of them serving Jefferson's growing oil industry.

Snowdrift Company of Gretna, cottonseed oil products; Southern Shell Fish Company of Harvey, which supplies a high percentage of all the canned sea foods consumed in the United States; and the Freiberg Mahogany Company, manufacturer of mahogany lumber and veneer, with a pond capacity of six million board feet in logs, imported from Central America.

With many millions of dollars already invested there, Celotex Corporation entered 1960 with a \$712,000 addition to its plant.

Avondale Marine Ways Inc., opened in 1938 as a small shipyard, has expanded spectacularly and now builds cargo vessels, destroyer escorts, dredges, towboats, barges, offshore drilling rigs which stand as high as a 21-story building, and missile destroyers. It has a drydock and plant on Harvey Canal for quick repair work; operates a vulcanizing plant for the application of Perma-bond coverings and linings; and in its Avoncraft division applies porcelain enamel to thin gauge steel for architectural and industrial users. Avondale is increasing its equipment for further expansion. It has a \$15 million payroll and gives employment to 3500.

American Cyanamid Company in South Kenner, with an industrial investment of \$110 million, recently complet-

ed a \$600,000 expansion. Using natural gas and sulphur, it makes acetylene, acrylonitrile, ammonia, monomethystyrene, hydrogen cyanamide and other products used in the manufacture of synthetic fibers, plant foods, rubber products etc.

Other chemical developments include the Carrtone Laboratories in Metairie which make pharmaceuticals from alcohol, sugar, oyster shells and sulphas; John Stumpf's Son of Gretna, manufacturer of insecticides and sanitary supplies; and the Southern Solvents and Chemical Corporation in Southport.

In Westwego the Continental Grain Company is expanding its elevator to a capacity of three million bushels, supplementing similar operations on the New Orleans side of the river; in Harvey the Continental Can Company is making an impressive expansion; Johns-Manville Products Corporation in Marrero is increasing its production of plastic floor and tile products; on the east side of the river the Plymouth Cordage Company, which makes ropes and rope products from imported crude fibers, and the Rheem Manufacturing Company which has steadily expanded its output of steel cantainers, illustrate the diversity of Jefferson Parish's industrial growth.

Under the industrial magic of less

Intracoastal Terminal, Inc.

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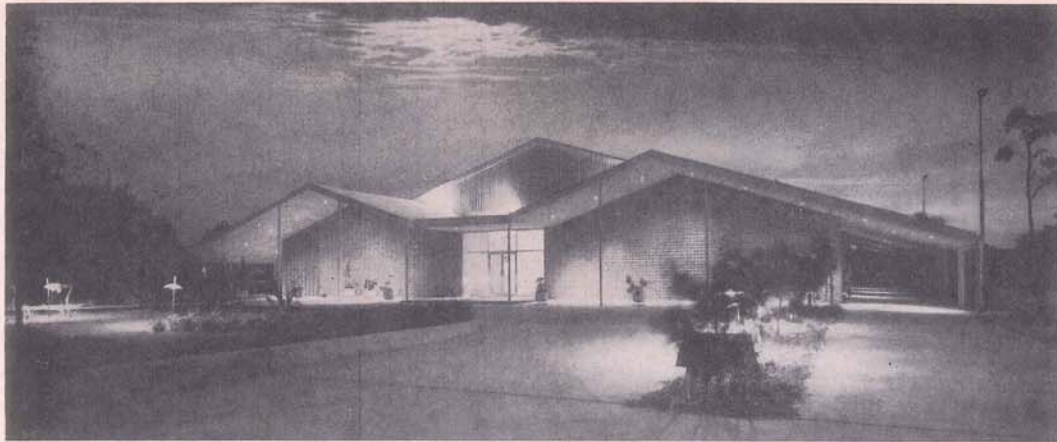
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PIPE: CLEANING
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INSPECTION

THREADING
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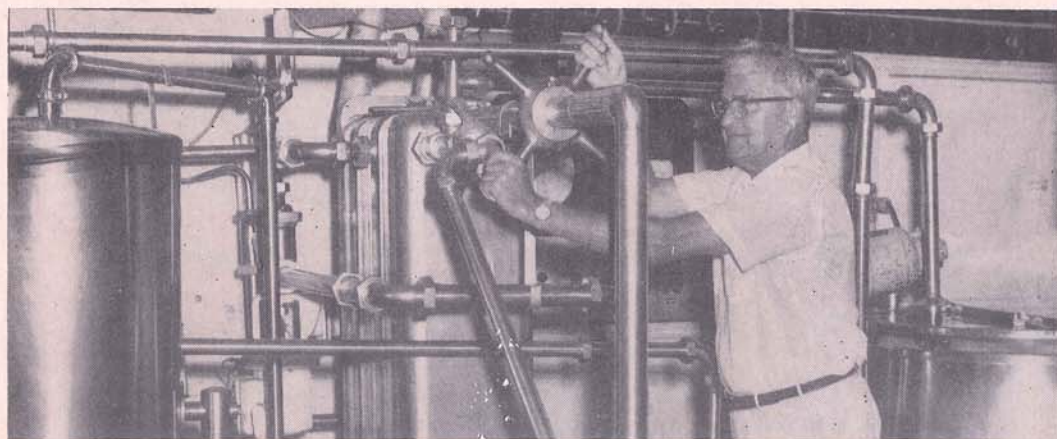
Fast becoming an East Bank landmark day and night is the magnificent Tharp-Sontheimer-Tharp Jefferson Funeral Home. The contemporary building, designed by award-winning architects Curtis & Davis, is beautifully lighted and landscaped. Set in a square of ground at 1600 North Causeway Blvd., the home is completely surrounded by off-street parking facilities.

than a quarter of a century, the population of Jefferson Parish has grown from 40,000 to 207,891 of which 132,672 are on the east side of the Mississippi, and 75,219 on the west side.

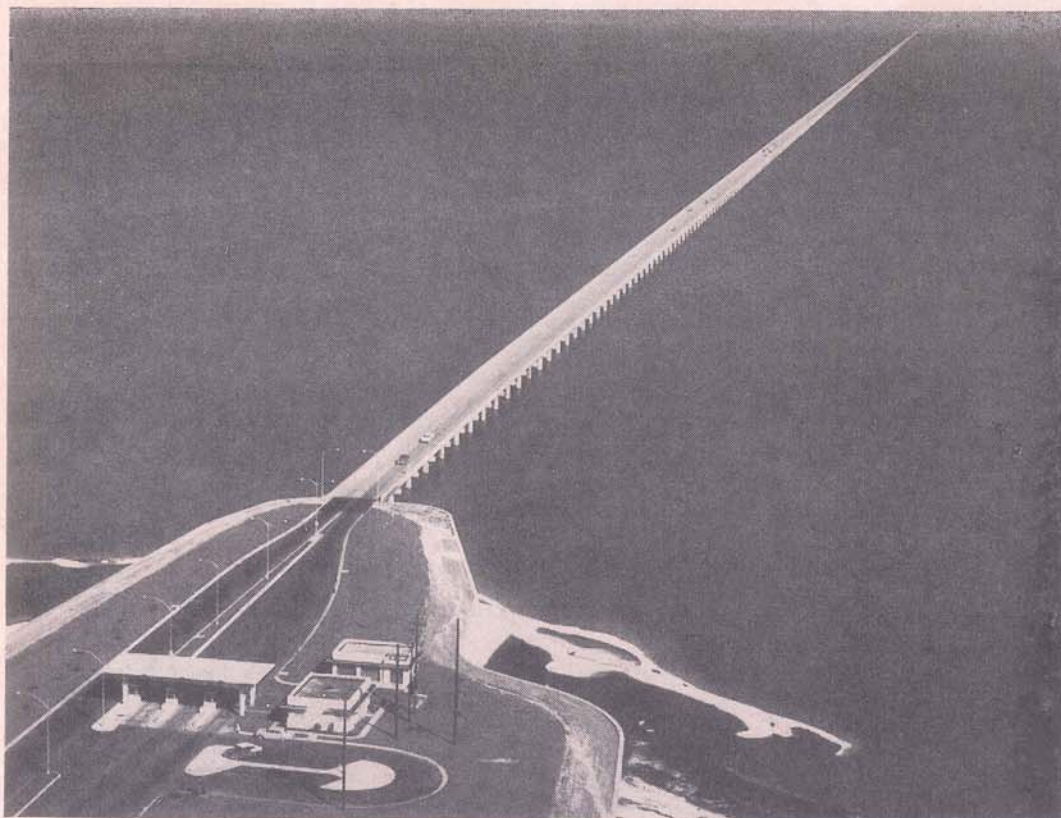
Doubling in the past 10 years, the population of Gretna is 21,884 and is opening new growth; that of Kenner shows a three-fold increase to 16,954; Westwego has 9,708 and Harahan 9,262. These were just wide places in the road a quarter of a century ago—in the boyhood of men now serving their industries and pushing enterprise through new horizons.

In the Gretna Area the West-Side Shopping Center, a \$32 million development projected upon a 30-acre area, and the huge Terrytown housing development nearby, both recently opened, emphasize the conomic stirring in Jeffer-

son. So does the still larger and even more recently unveiled Lakeside Shopping Center (the largest in the South) in the lakefront area adjoining New Orleans, a 60-acre retail center built around a landscaped mall near the Causeway to serve East Side Jefferson, uptown New Orleans and the Florida parishes on the north side of the lake. So do the other retail concentrations, the public buildings and facilities, the hospitals, and the multiplying subdivisions on both sides of the river; so do the two elementary schools built in Gretna last year, \$365,000 of construction financed by sales-tax revenue, and the \$10 million bond issue which the people of Jefferson Parish voted last year to build a dozen new schools. This, by the way, is the largest bond issue the Parish ever voted for such a purpose; it nearly



A. J. Meibaum in the plant of the Meibaum Brothers Sanitary Dairy at 692 Jefferson Heights, well over a half century in business and the oldest operating dairy in Jefferson Parish. The dairy business in Jefferson is in itself a dramatic illustration of the sensational parish switch from agriculture to industry. Three years ago there were 75 dairies operating in Jefferson. Today there are only 15 dairy farms and 20 milk pasteurization plants in the parish. The number of dairy cattle still surviving the crowding of industry is estimated at 1500 head, the largest herd owned by Trippe Brothers of Westwego.



LAKE PONTCHARTRAIN CAUSEWAY

The World's Longest Bridge begins in Jefferson Parish

The 24-mile-long Lake Pontchartrain Causeway is a magnificent symbol of the continuing progress of Jefferson Parish. The Causeway serves as a direct north-south thruway for local, tourist and commercial traffic. It connects busy, boom-

ing Jefferson Parish with St. Tammany Parish's famed Ozone Belt vacationland north of Lake Pontchartrain. Millions of vehicles have crossed the world's longest bridge since it was opened to traffic on August 30, 1956.

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Member



MALCOLM T. STEEN, SR.
General Manager

doubles all preceding issues. Jefferson's school population, more than 40,000 last year, is growing at the rate of 10 percent a year.

With increasing industrial development, the population of Jefferson Parish may increase more rapidly than it has done in past years. That development should come principally to the west bank, which has more open territory. It will come with a rush when Jefferson Parish pushes its tidewater channel to the sea near Grand Isle, less than 50 miles away, to open a new, shorter and safer route for ocean vessels bound for this industrial and commercial port, and to provide new sites for manufacturing enterprises served by fixed-level transportation facilities.

More than a hundred years ago forward-looking leaders recognized the practicality of such a ship route from Westwego to the Gulf of Mexico. Incorporated in 1956 by Jefferson Parish and Westwego, the Jefferson Parish Industrial Seaway Commission has adopted the route shown on the map of 1849. The board of engineers for Rivers and Harbors of the United States in 1930 approved such a route through Jefferson Parish, and the increase of foreign trade, especially with Latin America, say those who are pushing the development, makes it even more necessary now

than it was then. Moreover, Jefferson Parish foresees the need for more industrial sites than its riverfront will accommodate. Houston's success with its tidewater harbor, and the development which the industrial Waterway brought to New Orleans suggest similar possibilities for the west bank.

From a port area connecting with the river near Westwego, the proposed Seaway would run to the 40-foot contour in the Gulf of Mexico about 50 miles away. It would be 500 feet wide at the bottom, 700 feet wide at the top and 40 feet deep. By the present route the highway distance from the river to Grand Isle, with its industrial and recreational developments, is more than 100 miles. A highway along the ship canal would cut that distance in half. Both sides of the new waterway would be available for development, but the principal industrial and commercial development would be in the harbor area near the river.

Added to what it has, such expansive creation would open economic possibilities which we today envision as imperfectly as the optimist who saw the possibility of the Harvey Canal's million-ton movement through Jefferson Parish, this land flowing with milk and honey, with everything advantageous for life.



J. Ray McDermott & Company, Inc., with operating headquarters in Jefferson Parish, have recently put into operation its Marine Division complete with facilities for new construction, repair and overhaul of tugs, towboats, barges, etc. The photograph shows two vessels undergoing repairs on the McDermott Drydock at the Bayou Boeuf yards.



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TRANSPORTATION



MODERN TRANSPORTATION FACILITIES PROMOTE THE GROWTH OF COMMERCE AND INDUSTRY AND POPULATION IN JEFFERSON PARISH.

By E. S. Pennebaker

E. S. Pennebaker, author of this article and a recognized authority in the field of transportation, is consultant of the Texas Pacific-Missouri Pacific Terminal Railway of New Orleans. Who's Who in the South and Southwest traces his long railroad career from the Engineering Department of the Mobile and Ohio R.R. to his years as Manager of the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans from 1932 to 1959, during which eventful quarter century he took an active part in the growth and progress of Jefferson Parish.

Adequate, efficient and economical transportation facilities are vitally essential to promote and accelerate the growth of Commerce and Industry and Population in any area possessing valuable natural resources, a dependable supply of good water, and an industrious and progressive people determined to encourage the profitable development of such resources and their utilization in domestic and World Markets.

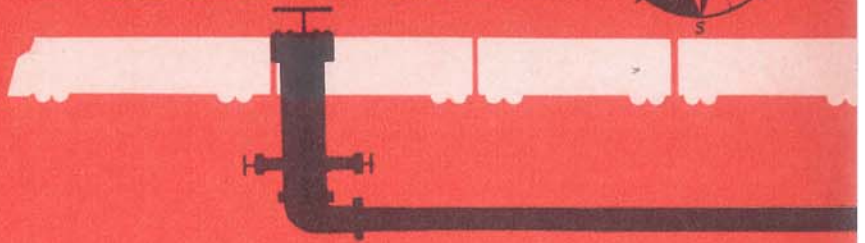
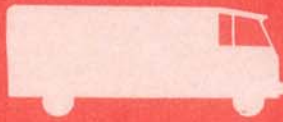
When such an area is strategically located, as is Jefferson Parish, conveniently accessible via every known type of modern commercial transportation,—railroad train, highway motor carrier (automobile, truck and bus), inland and intracoastal waterway barge line, intrastate and interstate gas and liquid crude and refined petroleum pipe transmission line, and local, national and international propeller type or jet propelled airline carrier, to live consumer markets located not only in the United

States and on the American continents, but all over the civilized World, it is indeed fortunate.

In this year 1960, nearly 250 years after the establishment of the first settlements of civilized man in the Lower Mississippi Valley area, (1) in New Orleans on the East Bank of the River in 1718, and (2) on the West Bank, near the site of the present thriving City of Westwego in 1719, the people of Jefferson Parish (a governmental unit created by our Louisiana State Legislature in February 1825), are today the beneficiaries of a system of modern transportation facilities which few Parishes or Counties of comparable area and population have been able to develop, in spite of tremendous handicaps, out of the primeval forests and swampy terrain originally existing on both banks of the great river in this area.

To appreciate fully this remarkable accomplishment, every person interested should read "The Story of Louisiana's Horn of Plenty — John Law Wasn't So Wrong" by Hodding Carter, editor of the Greenville, Mississippi Delta Democrat Times, native of Louisiana, graduate of Tulane University, and a Pulitzer Prize Winner of a few years ago. This little book sponsored, published and copyrighted in 1952 by Esso Standard Oil Company of Baton Rouge, Louisiana, is dedicated to the people of

IN JEFFERSON



Louisiana, and is a most thrilling account of the growth and progress of Louisiana since the establishment of those early settlements in the New Orleans Area during the life spans of Iberville, Bienville and John Law. In it Mr. Carter describes vividly the many vicissitudes which beset the early settlers of Louisiana Territory, including Jefferson Parish, and how they were victimized by the brilliant, adventurous and unscrupulous speculator and promoter, John Law, the perpetrator of one of the greatest frauds of all time, known in history as the "Mississippi Bubble". John Law was the Scotch friend of King Louis XV of France, and through his hypnotizing influence over that gullible King, lured thousands of Europeans to France's Louisiana Territory, where most of them lost all the wealth that they possessed and many of them their lives in that New World will-o'-the-wisp venture.

The development of Transportation facilities in Jefferson Parish followed the pattern generally of that in the Lower Mississippi Valley and elsewhere in similar areas in what is now our continental United States of America, before the invention of the steam engine and its commercial application to the propulsion of water borne vessels and railroad trains in the early years of the 19th century.

Before the arrival of the wood-fired, self-propelled river steamboat "City of New Orleans" at New Orleans, from Pittsburg, Pennsylvania on Jan. 10, 1812, transportation in what is now Jefferson Parish and in the New Orleans Area, as we know it, was primari-

ly water-borne, — by skiff, pirogue, canal or flat boat and other similar craft propelled by man-power with oars, paddles or poles, on the rivers, bayous, canals, ditches, swamps and lakes of this watery region.

When larger vessels propelled by the winds could be advantageously used, transportation was by sail-rigged and rudder-equipped craft navigating in the deeper and wider rivers and bayous, in Lake Pontchartrain, Lake Cataouatche, Lake Salvador, Barataria Bay and the coastal waters of the Gulf of Mexico between the Mississippi's Southwest Pass and the Gulf outlet of Bayou Lafourche beyond the western boundary of Jefferson Parish.

The inauguration of the use of steamboats and other steam-propelled river craft on the Mississippi River and its tributaries and connecting waters in the early 1800s provided the first great impetus of growth to Jefferson Parish and the Port of New Orleans, following the purchase of Louisiana Territory from France by the Infant United States of America in 1803. This purchase, for the sum of \$15,000,000, is reputed to be the most profitable real estate deal in our Nation's history, in that at a cost of about 4c per acre, it opened up for American agricultural, industrial and commercial development, over 375 million acres of virgin territory in the fabulously rich Mississippi Valley.

Thomas Jefferson, of Virginia, third President of the United States, whose name was given to Jefferson Parish, was one of the originators and one of the principal advocates of this purchase. Fortunately, he was able to convince the

Congress at that time of the tremendous potentialities of this investment, long since thoroughly substantiated.

The steamboat dominated commercial transportation in the Mississippi Valley from 1812 until about 1890 when the American Railroads, after many vicissitudes and the investment of millions of dollars of private capital plus Federal and State grants and some contributions from locally benefitted communities, had completed, equipped and placed in operation over 200,000 miles of railroad lines in the Mid-Continent Area and throughout the entire United States. Then the railroad by virtue of its faster and more dependable service and its ability to cover more thoroughly the general transportation needs of the American people, replaced the steamboat and the steam-propelled towboat and barge as the Number One Carrier of commercial cargo in the Mississippi Valley and throughout the Nation.

It might be well to remember, here, that there was not yet in existence in 1812, nor in fact in 1890, nor until after 1932, any semblance of a system of improved roads and highways. Also the internal combustion engine and the electric motor which have revolutionized transportation by water, land, pipe line and air, within the past 75 years, only a normal lifetime today, were not, until the turn of the present century, univer-

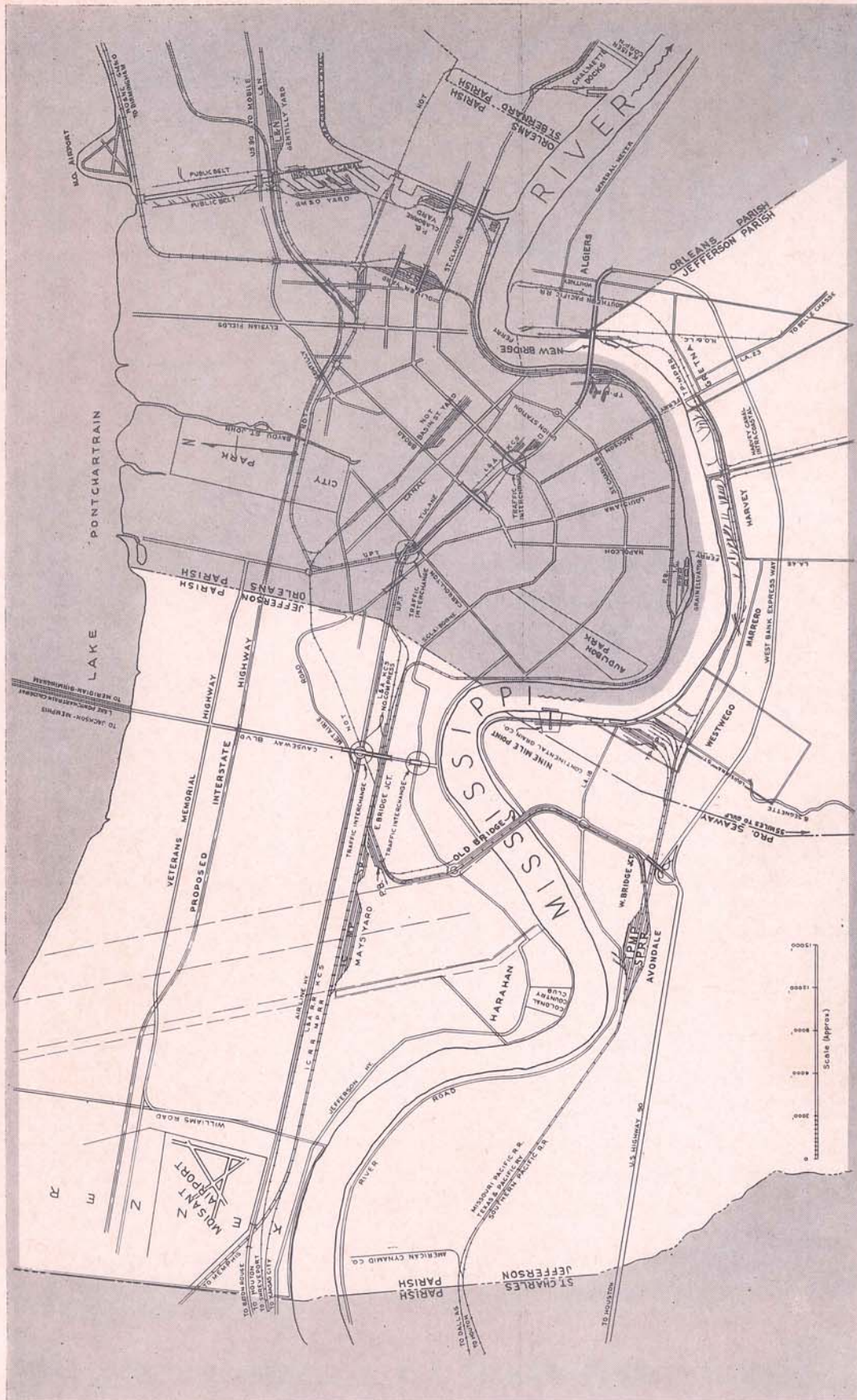
sally recognized as competitive power propulsion threats in the transportation, agricultural, industrial and commercial fields in our country.

In the early 1800s when the steamboat and other steam-propelled waterborne craft commenced to be utilized for movement of passengers and commercial cargo in barges, flat boats, logs in timber rafts, and for berthing and moving sailing ships at wharves and docks in the Port of New Orleans and elsewhere on the lower Mississippi and connecting waters, transportation on land in the lower Mississippi Valley on both banks of the river within a radius of 100 miles from the City of New Orleans and the small settlements of French, Spanish and American families living in what is now Jefferson Parish, was restricted to a few dirt and timber corduroy roads and trails on higher ground where oxen, horse and mule-drawn carts and wagons could be used, or to trails which could be traversed only on horse or mule back or on one's own legs,—in good weather.

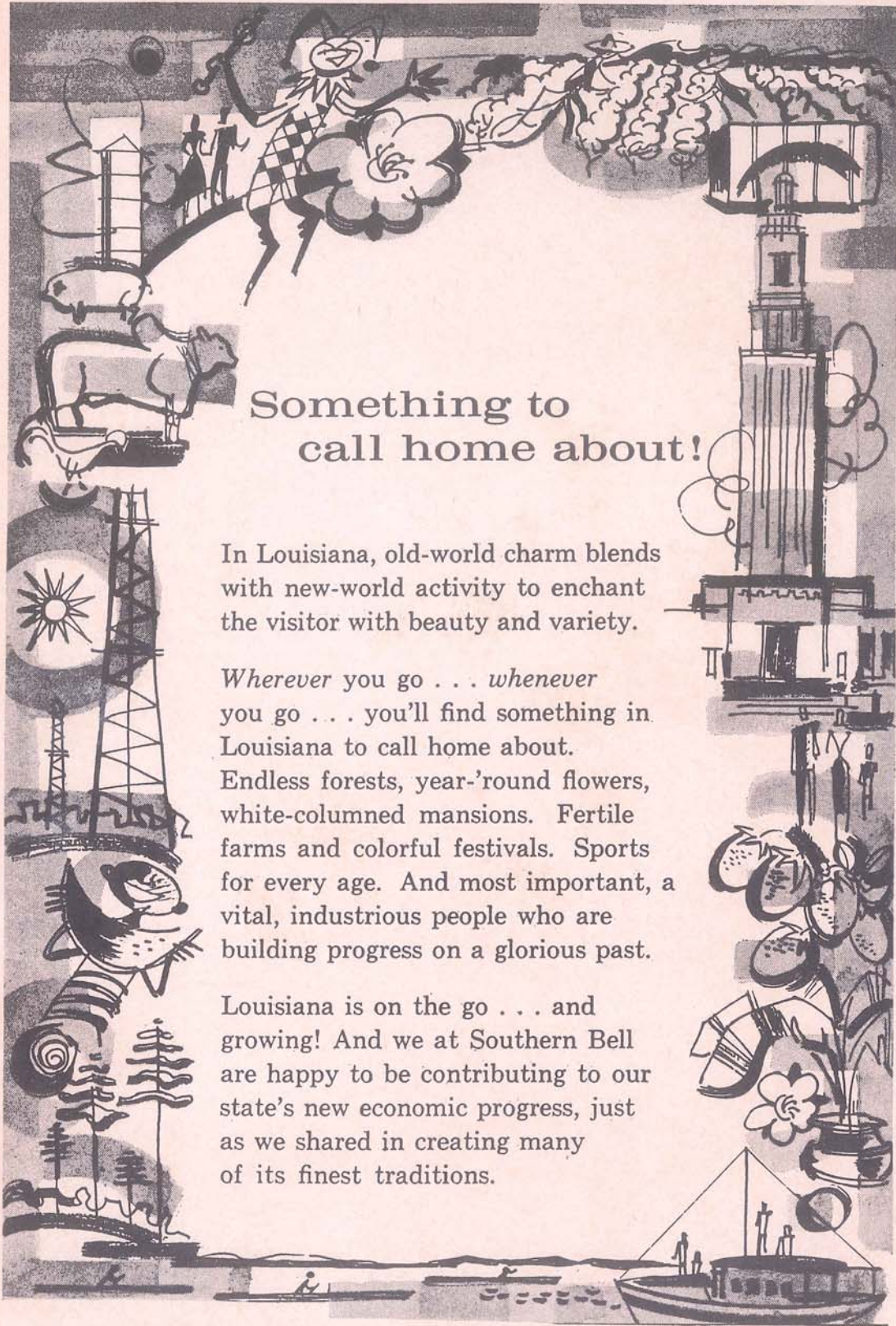
Most of such roads and trails were located adjacent to the banks of rivers and bayous which had been built up by overflow silt deposits during annual flood periods, or adjacent to low levees that some plantation owners had constructed to protect their cultivated lands and their homes from normal flood-



A comprehensive aerial view of the Florida to Mexico Intracoastal Waterway on its way through the heart of Jefferson Parish. In the left foreground is Little Bayou Barataria. The stream left to right is Bayou Villars and from the top to the bottom, is the Intracoastal Waterway itself.



The location and transportation facilities available make Jefferson Parish most attractive to industry.



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Louisiana is on the go . . . and growing! And we at Southern Bell are happy to be contributing to our state's new economic progress, just as we shared in creating many of its finest traditions.

Southern Bell in Louisiana



One of the helicopters of General Air Transport of Kenner, Louisiana, shown just prior to take-off to publicize the 1959 March of Dimes campaign. Shown are Jack Morse, President of the Jefferson Parish Chapter of the National Foundation for Infantile Paralysis, the March of Dimes Poster Girl and pilot Allan F. Holmgren, Vice President of Operations of General Air Transport. This company's helicopters serve Jefferson industries in executive transportation, air taxi service, aerial photography, land surveys, power and pipe line patrol and construction, offshore transportation and other specialized services.

waters carried down the great river to the sea.

Except for the few roads and trails built from the plantation country to steamboat landings established along the river banks where passengers, agricultural and forest products, cattle, supplies and other commodities could be loaded aboard and discharged from steamboats and other water-borne craft, there were practically no facilities for commercial transportation on land until the completion of the first railroads in the last half of the 19 Century, connecting the New Orleans and Jefferson Parish Areas with other portions of the Louisiana Territory and with the then other agriculturally, commercially and industrially developed areas of the United States.

I—RAILROADS

Although the old 5 mile long Pont-

chartrain Railroad, connecting the east bank of the Mississippi River at the foot of Elysian Fields Avenue in New Orleans, with the lake port community of old Milneburg on the south shore of Lake Pontchartrain, completed and opened for transportation of commercial cargo and passengers in September 1832, was the first steam propelled railroad placed in service in the New Orleans Area, and the second in the United States, it was not until 1854 that the first steam railroads were available for transportation service in Jefferson Parish and adjacent portions of the lower Mississippi Valley.

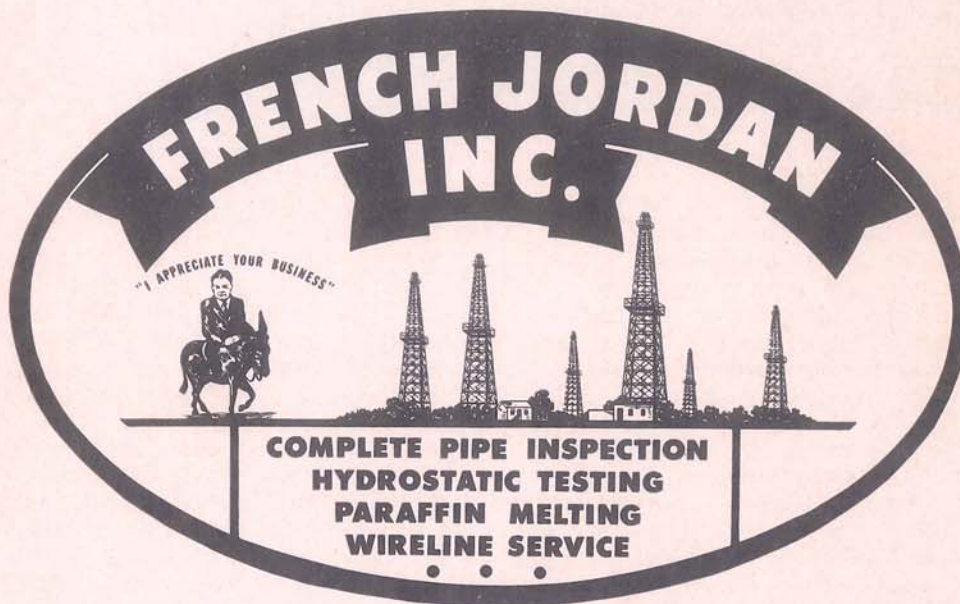
1. Illinois Central System

In August, 1854 a line of railroad known as the New Orleans, Jackson and Great Northern, projected to be built from New Orleans to Jackson, Miss., was completed and opened for transpor-

In the Mays Yard of the Illinois Central at Harahan, which contains 21 classification tracks ranging in capacity from 70 to 120 cars. Shown here is the Diesel Shop at the right and Storehouse primarily used for diesel locomotive parts. This building also houses the New Orleans District storekeepers' office.



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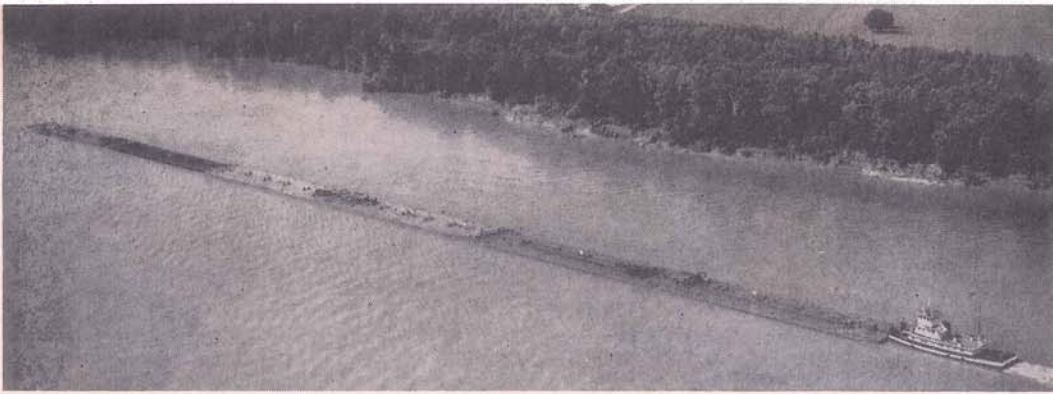
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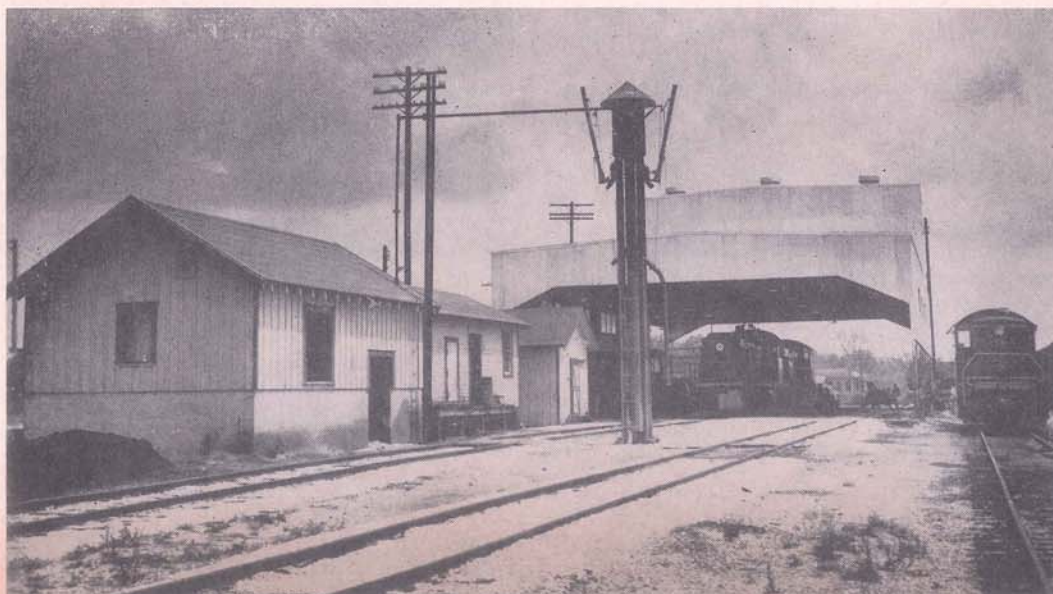


Shown here is the twin screw DIXIE STAR of Dixie Carriers, Inc., headed upstream on the Mississippi River just after leaving the Harvey Locks. Her tow consists of six barges carrying 96,000 barrels or 4,032,000 gallons of gasoline destined for the Pittsburgh area.

tation from New Orleans to the Mississippi State Line at Osyka, 88 miles. Four years later, it was extended northward and opened for traffic to Jackson and to Canton, Miss., 206 miles north of New Orleans, where it connected with the Mississippi Central Railroad. It is now the southern portion of the Illinois Central RR and traverses Jefferson Parish between the Orleans line at Protection Levee and the St. Charles Parish Line, just west of Moisant Airport, a distance of about $9\frac{1}{2}$ miles on the east bank of the River, south of Lake Pontchartrain, serving several productive industrial plants and distribution warehouses. Among these are the New Orleans Compress Company, Armour Agricultural Chemical Company, Jahncke Service, Inc. (concrete pipe plant), A&P Food Stores, Sears Roebuck & Company, the Consolidated Companies, Continental Can Company, Shippers' Compress Warehouse, American Creosote Works, Inc., and Nash-Mullikin Materials, Inc. In the old Harahan Yard Area, between the East

Bank Levee and the southbound Illinois Central main line, extending south of the bustling little City of Harahan to the New Orleans Public Belt's Mississippi River (Huey P. Long) Bridge, the Illinois Central has developed a valuable Industrial District in which are now located among other, Chevrolet Motor Division—General Motors Corp., Freiburg Mahogany Co., Freiburg Mahogany International, Inc., Kieckhefer-Eddy Co., Div. of the Weyerhaeuser Timber Company, Nutrition Products, Inc., H. W. Lay & Co., Inc., Nat Buring Packing Co. of Louisiana, Hill-Behan Lumber Co., and in Kenner the Ipiq Plywood Co. and the Ipiq Door Co. In the area between Shrewsbury and the western limits of the thriving little City of Harahan, is located Mays Yard, the Illinois Central's extensive New Orleans Freight Train Terminal, where all of its trains are received, switched and forwarded outbound to the North via its own lines or through interchange with other railroads for movement to the Southeast and Southwest and to indus-

The efficient and economical diesel maintenance and repair shop of the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans at Avondale. Built in 1950 under the direction of E. S. Pennebaker almost everything from steel columns which support the roof to mechanical devices used for tests and repairs, was built on the spot of materials at hand to meet specific needs of the shop. A number of improvements have been made over the past ten years to make it an even more efficient facility capable of making the heaviest kind of repairs to yard and road diesels with a minimum of shop force.



trial plants, commercial warehouses, team tracks, wharves and docks served by coastwise steamships, inland waterway carriers, and by other steamships handling freight and passengers for and from ports all over the World. Today the Illinois Central System operates 6500 miles of railroad in 14 States in the Mississippi Valley and Mid-Continent Area, and serves directly the Gulf Ports of New Orleans and Gulfport, Mississippi, as well as modern wharves and docks at Chicago on Lake Michigan, handling steamship traffic moving between Chicago and foreign ports via the Great Lakes and St. Lawrence Seaway.

2. Southern Pacific System

In Nov. 1854, a line of railroad, known as the New Orleans-Opelousas and Great Western Railroad, projected to extend westward from Algiers (West Bank New Orleans), to the Sabine River (Louisiana-Texas State Line), was completed and placed in service to what is now Raceland on Bayou Lafourche, 52 miles. About 3 years later the new railroad was completed and opened for traffic to Berwick's Bay (Morgan City) 80 miles, where it connected with a line of steamships operating westward to Galveston and Matagorda Bay, Texas, and with steamboats serving the populated areas adjacent to Bayou Teche in South Louisiana. This line is now the eastern portion of the Texas and New Orleans Railroad (Southern Pacific System), which provides through railroad passenger and freight service between New Orleans and Portland, Oregon, via Houston and El Paso, Texas, Phoenix, Arizona, Los Angeles and San Francisco and other California and Oregon cities. It traverses the West Bank of Jefferson Parish for about 15 miles between the Orleans Parish Line in the vicinity of the West Bank Approach of the new Mississippi River bridge, adjacent to the McDonoughville section of the City of Gretna, and the St. Charles Parish Line, in the vicinity of the Fortier Plant of the American Cyanamid Company, about 7 miles west of the end of the West Bank approach of the Public Belt's Mississippi River Bridge at West Bridge Junction. On this line are now located and served, several well known productive industrial concerns. Among these are Publickers Chemicals Inc., Gulf Refining Company, and Wesson Oil & Snowdrift Co., Inc., in and adjacent to Gretna; also, along the Harvey (Intracoastal) Canal, Texaco, Inc., Gulf Refining Co., Mayronne Drilling Mud

and Chemical Company, California Co., Harvey Lumber & Supply Co., Intracoastal Terminal, Inc., (oil well pipe and fittings), the Halliburton Oil Well Cementing Co., Evans Cooperage Co., specializing in the barrelling of liquid petroleum and vegetable oil products, J. Ray McDermott & Co., Inc., efficient builders of Tideland drilling platforms and rigs, Ayers Material Co., H. C. Price & Co., Pipeline Service Co., Esso Standard Oil Co., Shamrock Pipe Service, Inc., Deltide Fishing and Rental Tools, Inc., Dixie Carriers, Inc., Southern Shell Fish Co., Chas. E. Spahr, distributors for American Oil Company, Avondale Marine Ways (Marine Repairs), Freeport Sulphur Co., (sulphur products), Shell Oil Co., Superior Oil Co., and Humble Oil & Refining Co. In addition, on the West Bank of the Mississippi upstream from the Harvey Canal, this railroad serves Swith & Co., three plants, Continental Can Co., and Penick & Ford Ltd., Inc., at Harvey; Texaco, Inc., Hess Terminal Co., Allied Chemical Corp., Johns-Manville Products Co., and the Celotex Corp., at Marrero; Avondale Marine Ways, Inc., and its Avoncraft Division at Avondale; and the American Cyanamid Co., outstanding producer of industrial chemicals and fertilizers, located near the St. Charles Parish Line at South Kenner. The Southern Pacific System comprises nearly 14,000 miles of railroad serving portions of 12 States and the principal American ports on the Gulf of Mexico West of the Mississippi, as well as the principal West Coast American Ports in California and Oregon.

3. Texas & Pacific and Missouri Pacific System

The third railroad to be placed in service in Jefferson Parish was initially the New Orleans, Mobile and Texas Railroad on the West Bank of the river. It had commenced construction in December, 1870, westward from a point on the river, now in the City of Westwego, just upstream from the old river lock of the Barataria and Lafourche Canal (dating back prior to 1800, and now better known as the Company Canal,) to Bayou Goula, located on the West Bank about 72 miles upriver. This pioneer railroad was projected to be continued westward from Bayou Goula ultimately either via Alexandria through the lower Louisiana area west of the Atchafalaya and south of Red River and Shreveport in northwest Louisiana to connection with the Fed-

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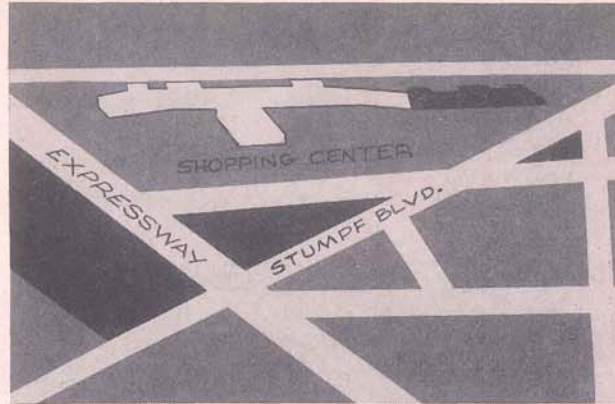
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A beautiful model that offers you more for your money with 1650 square feet of living area and featuring an all-electric kitchen with dining room opening to the patio, four bedrooms 2 large baths, garage and utility room, front porch, and extra closet and storage areas. A most exciting home value!



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Here's the ultimate in spacious living. 1725 square feet 2½ baths, paneled den, large garage and laundry room, 13' x 29' living room opening on patio, large electric kitchen and many, many extra features. Dollar for dollar the Parkwood offers the most outstanding home value ever offered at this price.



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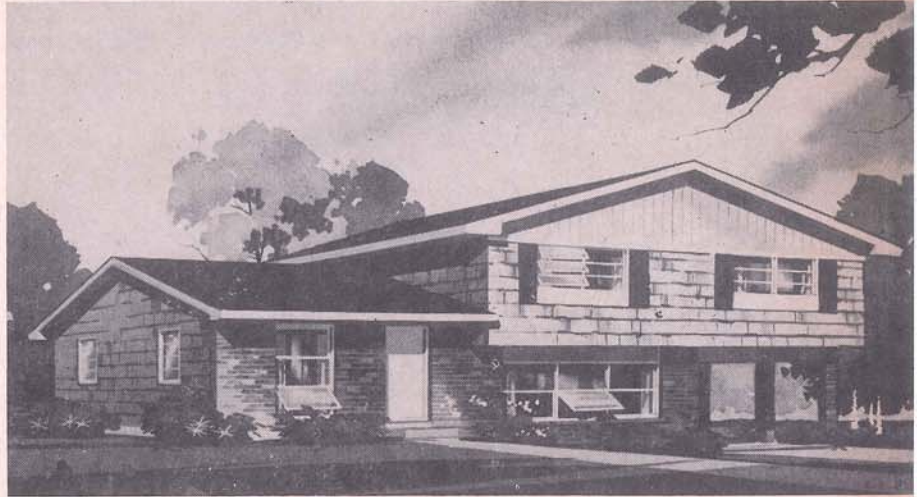
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A picture of the March 6, 1960 opening day of Terrytown, the new West Bank Subdivision near the west approach of the Mississippi River Bridge. Located on an 850 acre site, only 7 minutes from Canal Street, it is planned to contain 6,000 new air-conditioned homes. Every street is concrete with parkway lighting. Terrytown has a central sewerage system with sewer lines connecting with each new house, and sites have been set aside for schools, churches, parks and shopping areas.

Here is one of the lovely "Sunrise Homes" now being built by Charles Kornman in Airline Park, one of Jefferson's finest planned communities, complete with medical centers, shopping centers, schools, churches, paved streets and public sewerage. These beautiful models feature split-level, ranch, and two-story styling and contain the latest conveniences for modern living.



Golden Shores, a new 431 acre suburban residential community, is now being developed just across the Lake Pontchartrain Causeway. Large homesites in a lovely pastoral setting, complete offsite improvements and a million dollar resort area are being offered by developer L. P. Smith and his associates. Eventually, Golden Shores will become a community of 3500 homes.

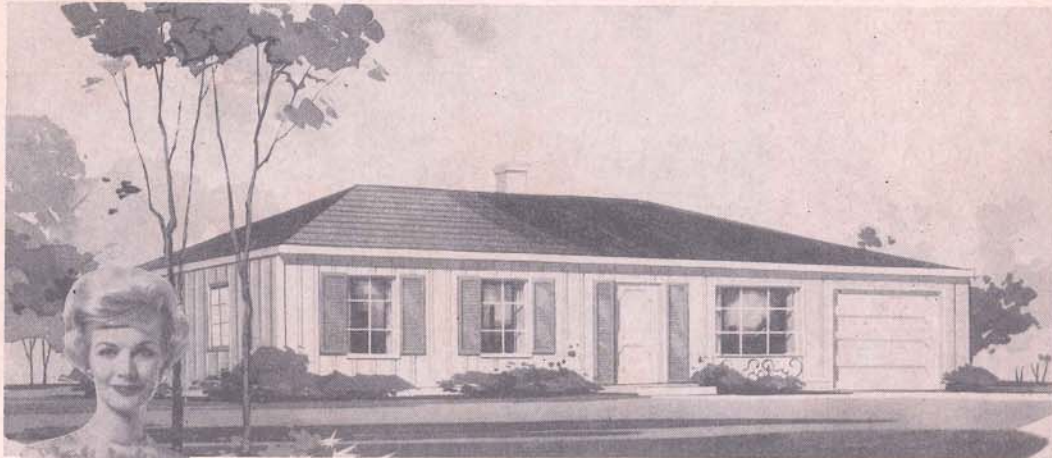
Here is a view of one of the lovely interiors of Avondale Homes, Jefferson's newest completely planned community now under construction on the site of the historic 40-acre Avondale Plantation. Complete with all offsite improvements, Avondale is building over 3,000 National Homes and the community will contain schools, churches, parks and a complete shopping center.



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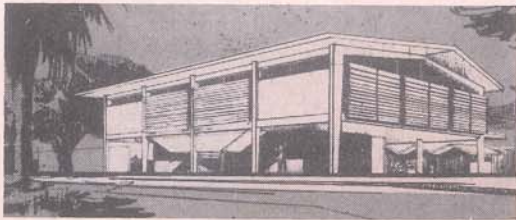
Home Building and Developing in Jefferson Parish

The Parish of Jefferson is vitally interested in maintaining the highest level of home building to keep pace with the demands of our ever increasing population. The importance of this aim was brought out in the following words, quoted from an article by Senator John F. Kennedy, in the NAHB Journal of Home Building:

We hear considerable discussion about our national goals. Some goals seem rather vague—some seem rather far off. But one goal, stated in eloquent terms in the National Housing Act of 1949, is not vague and need not be far off. It is "a decent home in a suitable environment for every American family."

The demand for more and better housing for the American people will continue to rise sharply in the years ahead. Certainly we as a nation are not going to be satisfied with a situation that leaves us with seven million dilapidated city homes in need of replacement, some five million homes without plumbing, and some 13 million homes which can be classified as "substandard." The passage of each year brings with it additions to the list of obsolete, unsafe or inadequate dwelling units. The National Real Estate Boards Association has estimated our needs to be approximately 1,500,000 homes every year for many years to come.

But even these estimates do not take into account the fantastic growth of our population. Our population will double in 50 years. By 1975, we must find housing for 50 million more people. The strain which this will place upon our cities and available housing and the demands it will make upon our building and real estate industries will be unlike anything we have previously seen.



Here is the beautiful new country club constructed at Beverly Hills, a development of Family Real Estate in Jefferson Parish. This company has been instrumental in the development of parish real estate.



This is another beautiful home in Airline Park built by David Goldstein of Royal Homes, Inc. Today Jefferson Parish is noted as the location of the finest subdivisions in the Greater New Orleans Area.



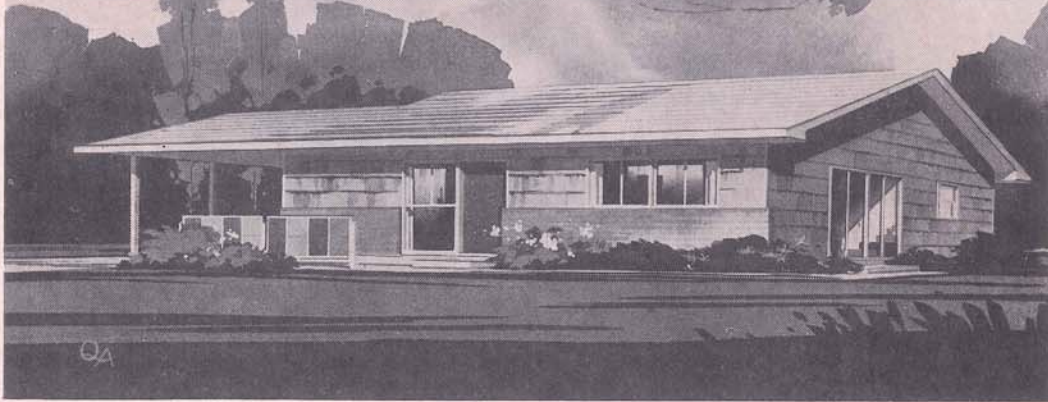
WILLOWDALE is one of East Jefferson's newer communities on the river side of Veterans Memorial Highway. Well conceived, well planned, and well laid out, Willowdale will eventually be a community of 900 homes.



Pictured above is the site of the Live Oak Manor Subdivision in Waggaman. This fall 300 homes will be completed here, with a future of 2,000 homes. Mercury Construction Co., Inc., are developers.

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Continued from Page 64

erally chartered Texas and Pacific Railway whose eastern terminus was then at or near Marshall, Texas, or via Opelousas across the Atchafalaya and intervening swamps to a connection with the Southern Pacific System at Houston or Beaumont, west of the Sabine River, The Louisiana-Texas State line. This railroad was eventually acquired in the 1870s by the New Orleans Pacific Railway Company, a corporation created by Act of the Louisiana State Legislature in 1875. Subsequently the New Orleans Pacific was acquired by The Texas and Pacific Railway and, directed by its Chief Engineer, former Union Army General Grenville M. Dodge, a famous Union Pacific railroad builder, constructed eastward from Marshall, Texas to Bayou Goula and New Orleans (utilizing the completed section of the old New Orleans, Mobile and Texas Railroad, Bayou Goula to Westwego, and building thence eastward 8 miles down the West Bank through lower Jefferson Parish to Goulsboro, near the Orleans Parish line, where car ferry facilities were provided to transfer its cars to the new eastern terminus located on the East Bank River Front at foot of Thalia St., New Orleans, in 1892). The lower 16 miles of this railroad is now operated by the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans, which handles all of the traffic of the Texas and Pacific and Missouri Pacific Systems moving to, from and through the New Orleans Area, including Jefferson Parish and the Port of New Orleans. These two trunk line Railroads own the Terminal, jointly and equally, and operate their road freight trains over its tracks into the Terminal's East Bank Freight Train Terminal via New Orleans Public Belt Bridge and East Bank River front-tracks. Also their passenger trains are operated into New Orleans through Jefferson Parish (East Bank) via the Belt River Bridge and tracks and Illinois Central and New Orleans Union Terminal tracks, to the New Orleans Union Passenger Terminal Station located at Loyola Avenue and Earhart Boulevard in the heart of the City. On the West Bank Terminal tracks, extending downstream 16 miles from the St. Charles Parish Line, are located many productive industries, all but two or three of which were established in this area subsequent to 1915, most of them since 1920 following World War I, and following the close of World War II in 1945.



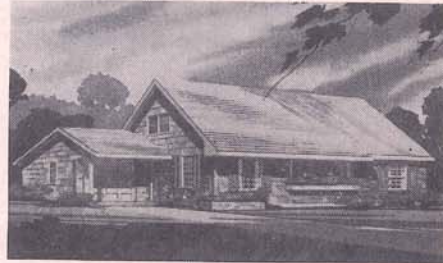
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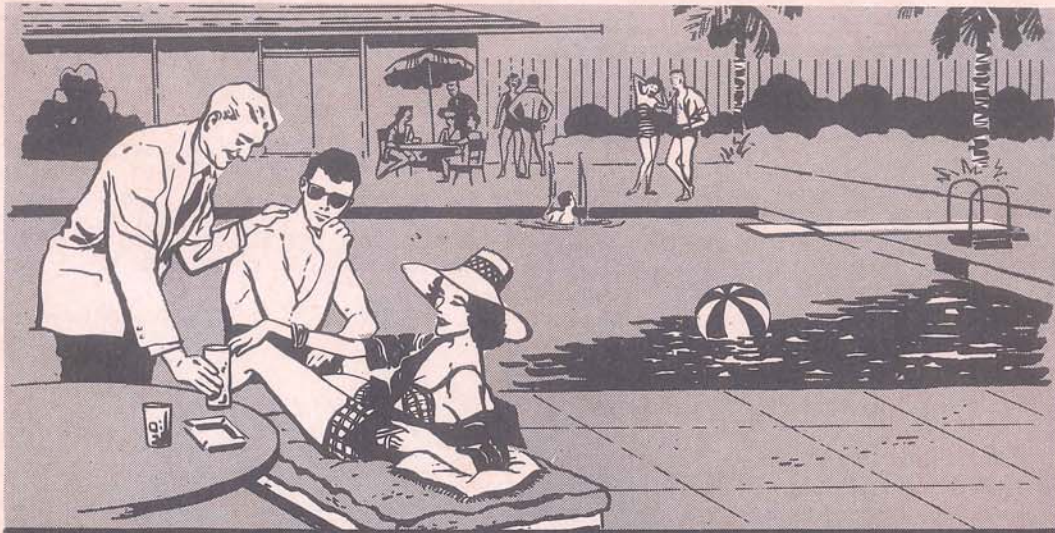
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Among these, in addition to the Terminal's Westwego Import and Export Wharves (built during the period 1900 to 1920, and partially rebuilt after a severe windstorm in 1952), and the modern fireproof Perry St. Wharf of the Board of Commissioners of the Port of New Orleans, located on the river in front of Terminal's old Gouldsboro Yard just upstream from the new Mississippi River Bridge and the Orleans Parish line in Jefferson Parish, are the following industrial warehouse developments:

Along the river in the City of Gretna and upstream to the Harvey (Intracoastal) Canal.

1. Triple E, Inc.—Storage Warehouse.
2. Louisiana Industries Inc.—Cement, sand, gravel and building materials.
3. Bert Weaver Materials, Inc.—gravel and shells.
4. Shell Oil Co.—Distributors of Petroleum Products.
5. The Slumber Shop—Mattresses and rubber products.
6. Publicker Chemicals, Inc.—Molasses and Alcohol.
7. Gulf Refining Co.—Petroleum Products Storage and Distribution.
8. Wesson Oil & Snowdrift Co., Inc.—Cooking and Salad oils and Shortenings.
9. Continental Oil Co.—Refined Petroleum Products.
10. Rathborne Land & Lumber Co.

Along the river upstream from Harvey (Intracoastal) Canal to the Barataria and Lafitte Highway.

1. The Hyrill Co.—Oil Well equipment.
2. Swift & Co.—Shortenings, fertilizers and adhesives.
3. Commercial Solvents Co.—Molasses and Industrial Alcohol
4. Stauffer Chemical Co.— Sulphur Products.
5. Penick & Ford, Ltd., Inc.—Molasses and Syrups.
6. Continental Can Co.— Metal Containers—cans.
7. Mayronne Lumber & Supply Co.— Building Materials.

Along the river upstream from the Barataria-Lafitte Highway to the Company Canal (Westwego)

1. Texaco, Inc.—Petroleum Products.
2. Hess Terminal Corporation—Tank Storage and Marine Terminal.
3. Clarks Refinery — Petroleum Products.
4. Johns-Manville Products Corp. Roofing & Tansite Pipe.
5. The Celotex Corp—Wall Board and Insulating Products.



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Air freight is constantly growing in importance at Jefferson's Moisant International Airport. Shown here is a Delta Air Freighter unloading a cargo of foreign cars. This one airline which serves thirteen cities in ten states with a fleet of 5 Super D-46 all cargo aircraft, has a regular all cargo schedule from New Orleans to Houston, Dallas, Atlanta, Philadelphia and New York with connections to all parts of the country. In a recent representative month Delta carried 23,053 individual shipments weighing over 3½ million pounds.

6. U. S. Industrial Chemicals Co. — Div. of National Distiller and Chemicals Corp.—Molasses Terminal.

7. Pendleton Terminals, Inc. — Storage Warehouses.

8. Gulf States Asphalt Co.

Along the river between Company Canal (Westwego) and the Public Belt Mississippi River Bridge.

1. National Gypsum Co.—Asbestos—Wall Board.

2. Westwego Salvage Co.—Scrap and SH Metal.

3. Tidewater Oil Co. — Petroleum Storage.

4. General Gas Co.—Compressed and liquified gas.

5. American Liberty Tank Terminals, Ltd.—Tank storage terminal.

6. North American Trading and Import Co.—Div. of Publicker Chemicals, Inc.—Molasses and Alcohol Products.

7. Sinclair Refining Co. — Petroleum Products.

8. Ayers Material Co.—Clam and reef shells, rip rap rock, etc.

9. Continental Grain Co. — 3,000,000 bu. grain elevator and marine terminal.

10. Louisiana Power & Light Co. Nine

Mile Point Generating Station.

Along the river between the Public Belt Bridge and St. Charles Parish Line.

1. American Liberty Tank Terminals, Ltd. — Tank Storage and Marine Terminal.

2. American Cyanamid Co.—Chemicals and Fertilizers.

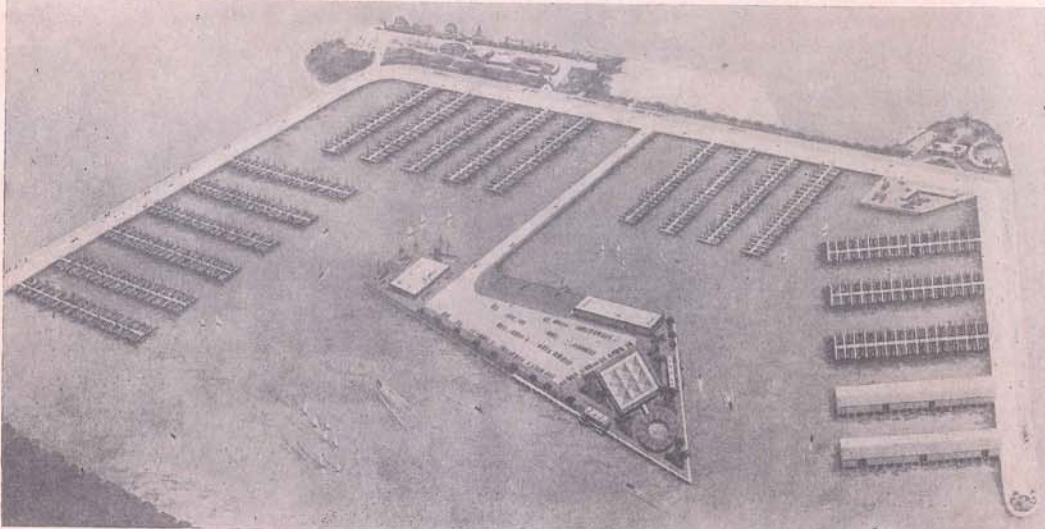
The TP-MP Terminal and the Texas and Pacific and Missouri Pacific Systems operate over 11,000 miles of railroad serving the Ports of New Orleans and Lake Charles, Louisiana, and the Ports of Beaumont, Houston, Galveston, Corpus Christi and Brownsville, Texas, as well as portions of 11 States in the Mississippi Valley and Mid-Continent Area. The Terminal's Avondale Yard is located at Avondale, directly adjacent and north of the Southern Pacific's Avondale Freight Train Terminal, and provides facilities for the setting out and picking up and switching classification of its West Bank Industrial traffic and interchange traffic with Southern Pacific, also for certain interchange traffic with the Illinois Central, Southern Railway and Public Belt on the East Bank across the Huey P. Long Bridge in the vicinity of East Bridge Junction and Shrewsbury Road.



An important facet of the broad transportation story of Jefferson Parish is the pipelines which criss-cross the area to move large volumes of natural gas to markets. United Gas Pipe Line Company, transmission subsidiary of United Gas, owns and operates the lines which traverse Jefferson, and while the pipe lines emerge from underground at only scattered points, they are moving natural gas day and night. Shown here is an overhead pipeline bridge which supports two 24 inch pipe lines over a highway. The lines continue (background) to make an under water crossing of the Mississippi.

opening soon!

Metairie Marina



Burk, Le Breton and Lamantia, Architects and Engineers, Inc.

Elaborate \$5,000,000 Project Now Underway

It's not a dream any longer! The Metairie Marina will be constructed in Lake Pontchartrain near the terminus of Bonabel Boulevard in Metairie. As planned at present the marina will be a luxury development extending more than a mile out from the Jefferson parish shoreline. More than 1500 slips, equipped with utilities and services are planned. This facility will attract tourists as well as boaters, and also provide added incentive for coastal traffic in pleasure boats to stop in New Orleans.

Marine sports, including competitive regattas, will be

emphasized at the installation and the marina will feature a service island with restaurant and lounge, offices and meeting rooms. Boat slips will radiate from a four-lane boulevard which will be an extension of Bonabel blvd, accessible from Veterans Highway and Metairie Road.

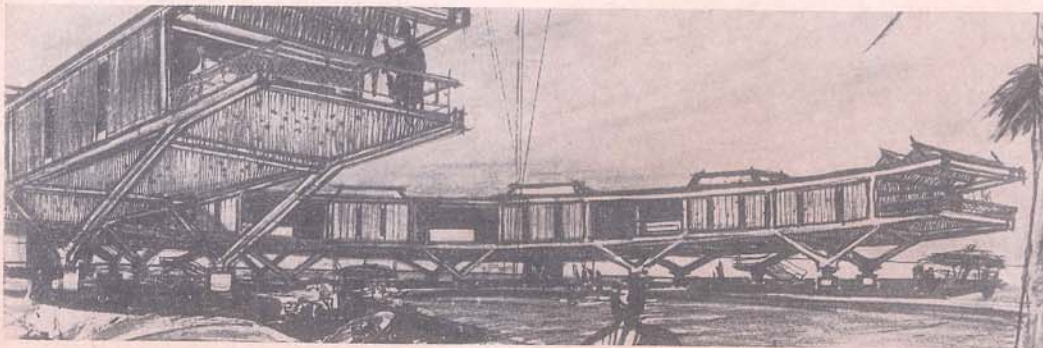
Long range plans, call for a half-mile of sand beach for swimmers, a yachting club, an amusement park and a motel. The developers are proud to bring to Jefferson Parish this long needed and awaited marina and cordially invite your cooperation.

Metairie Marina

2345 Metairie Road



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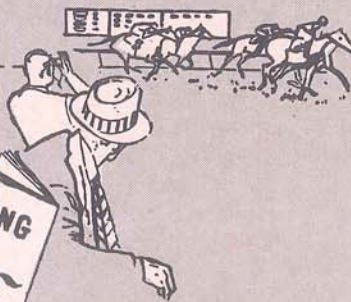


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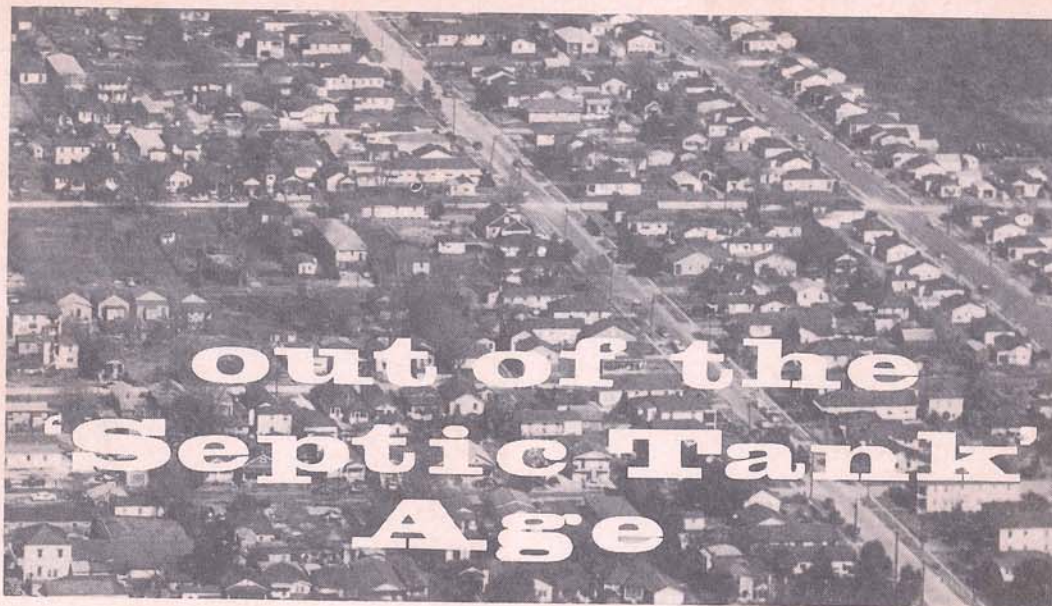
4. Kansas City Southern - Louisiana & Arkansas Railway System

In the 1890s the Louisiana Railway & Navigation Company completed a railroad through Jefferson Parish from New Orleans to Baton Rouge via a long river car ferry crossing through the Mississippi and Old Rivers, between Angola on the East Bank upstream from Baton Rouge, and Naples, a former community on the west bank of the Atchafalaya River, just below the debouchement of the Red and Old Rivers into the Atchafalaya, thence northwestward through Alexandria, Coushatta and the area north of and paralleling Red River, to the City of Shreveport. In the 1920s, the LR&N merged with the Louisiana & Arkansas Ry., and acquired the railroad of the Missouri, Kansas & Texas RR, of Texas, from the Texas State line west of Shreveport extending its own operations further westward to Greenville, Texas, and later to Fort Worth and Dallas, where it effected interchange connections with the principal Texas and transcontinental railroads. Later, in 1939, these properties were acquired by the Kansas City Southern System, which thereby secured access to the Port of New Orleans and to the thriving cities of North Central Texas. This railroad traverses about 9 miles of Jefferson Parish (East Bank) and its efficient Freight Train Terminal and Mechanical Facilities are located in Jefferson Parish adjacent to and paralleling the Airline Highway on the south, between the Orleans Parish line and LaBarre Road, in the Eastern Metairie area, north of the main tracks of the Illinois Central and New Orleans Public Belt. On KCS-L&A tracks in East Jefferson are located several thriving industries. Among these are the International Lubricant Corp., New Orleans Cold Storage & Warehouse Co., Bacon Lumber Co., Bert Weaver Materials, Inc., and the Delta Petroleum Co., Inc.

5. New Orleans Terminal Co. (Southern Railway System)

In 1895, the New Orleans & Northeastern Railroad Company (Southern Railway System), in conjunction with the New Orleans Texas & Mexico Railway Company, an affiliate of the St. Louis & San Francisco Ry. System, then controlling a line of railroad between West Baton Rouge and Houston, with trackage rights via the Yazoo & Mississippi Valley RR (former subsidiary of the Illinois Central System) to New Or-

leans, constructed a railroad eastward through what is now the Metairie Area of East Jefferson Parish, from a connection with the Illinois Central System near Shrewsbury Road, to Chalmette in St. Bernard Parish, where Import and Export Terminals were established at Chalmette Slip below the present location of the Industrial Canal, the American Sugar Refinery and the Arabi Stock Yards. This line crossed the Orleans Parish line at the Metairie Relief Canal, and diverging from it at a point just west of the crossing of the Old Basin Canal (long since abandoned and filled in) these railroads constructed a branch along the west bank of this old canal paralleling St. Louis Street to a Passenger Station (the old Terminal station, located at Canal and Basin Streets) now Loyola, and to extensive freight station and warehouse terminal facilities located between Easin and S. Claiborne Streets. In the depression of 1907, the Frisco joint owner of this railroad known then as now as the New Orleans Terminal Company, was unable to pay its half of the fixed charges due on the bond issue floated originally to secure construction funds, and the Southern Railway System took over the property and still owns and operates it, providing trackage contract rights thereover to the Southern Pacific System and Louisville and Nashville System. The principal and vital value of this terminal railroad property today is that it provides the only available direct rail connection for the heavy volume of railroad traffic moving through the New Orleans Gateway between the Southwestern and Southeastern States, respectively. There is practically no industrial development along this connecting railroad in East Jefferson, but because the area adjacent to it, vacant and unoccupied when the line was built nearly 70 years ago, is today practically fully developed and occupied residentially with many fine homes, there has been a continued bitter fight by citizens in this Metairie Area to compel the New Orleans Terminal Company to abandon its use and remove its rail traffic movements elsewhere, presumably at its own cost and expense, obviously an unjust and illegal demand. It is sincerely hoped that eventually a solution of this controversial problem can be worked out to the satisfaction of all concerned, possibly by the construction of a grade separation at Metairie Road and at one or two other street crossings between Airline Highway and Metairie Road, on an equitable division



Due to the perseverance and farsightedness of the Jefferson Parish President & Council and public officials such as **Ray L. Condon, Jr.**, Director of Jefferson's Department of Sanitation, and **John E. Trygg**, Director, Division of Public Health Engineering, Louisiana State Board of Health, major new subdivision developments in Jefferson are now being built with complete "municipal type" underground sewage collection systems and modern treatment plants.

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Clement Betpouey, Jr.—Contractor

WESTGATE SUBDIVISION

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Adloe Orr, Jr. & Assoc.—Engineers
Clement Betpouey, Jr.—Contractor

TERRYTOWN SUBDIVISION

Guardian Construction Co.—Developer
deLaureal & Moses, Inc.—Engineers

WESTGATE SCHOOL

A. George Ducorbier, Jr.—Architect
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COLONIAL COUNTRY CLUB

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Walter Ashton Engineer
Hebert Industries—Contractors

LIVEOAK MANOR SUBDIVISION

James J. Culotta—Developer
Albert Switzer & Assoc.—Engineers
George C. Cox, Inc.—Contractor

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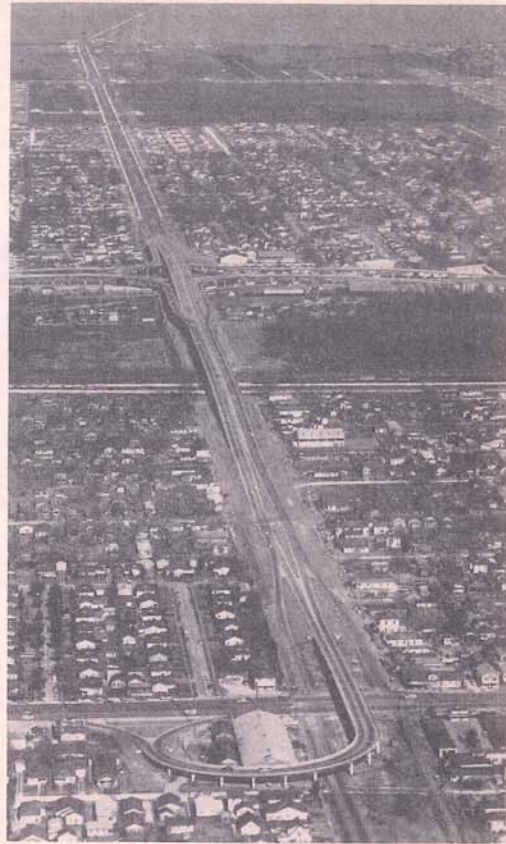
of costs, based on the legal rights of all parties involved.

6. New Orleans Public Belt Railroad

The last railroad line constructed in East Jefferson, was completed in 1935, by the Public Belt (owned and operated by the City of New Orleans) under authority of an Act of the State Legislature. This new railroad was an extension of the Public Belt main line from the Orleans Parish line at Protection Levee and the East Bank river front, upstream, parallel with and on the riverside of the Illinois Central, to the eastern end of the East approach of the Huey P. Long Bridge at Central Avenue, thence across the Bridge to connection with Southern Pacific tracks, and provision for connection with the tracks of the TP-MP Term. RR of N. O., at West Eridge Junction, about a mile downstream from Avondale. This construction involved the building of about 8.2 miles of double track, with appurtenant connections and yard track facilities at both the east and west ends of the new bridge. Since 1935, the Public Belt has also constructed a track leading from its



Showing the Jefferson Parish approach to the Lake Pontchartrain Causeway, the world's longest bridge spanning 24 miles of open water and four miles of approaches.



This picture of modern East Jefferson shows the Overpass System to the Lake Pontchartrain Causeway, expediting traffic throughout the East Bank.

yard at the eastern end of the bridge along and crossing under the East Bridge Approach, thence across Jefferson Highway at grade into a productive Industrial Development on the Belt's bridge right-of-way lands east of the East Bank River Levee. In this area, since the 1940s, have been located several productive industries, most of them since 1950. Among these are the Rheem Manufacturing Co., Jones & Laughlin Steel Corp.—Container Div. and Wire Pipe Div., Plymouth Cordage Co., Green-Walker Galvanizing Co., Inc., Boyce Machinery, Inc., Distributor for Caterpillar Tractors and Equipment, and Gray Equipment, Inc., distributor for J. I. Case Tractors and Equipment.

II—HIGHWAYS AND HIGHWAY MOTOR CARRIERS BY BUS AND TRUCK

From the establishment of the first settlement in Jefferson Parish at Westwego in the early 1700s until about 30 years ago, horse and mule drawn vehicles were a familiar sight and served the majority of the local transportation requirements of the population of this area. The use of the last oxen drawn

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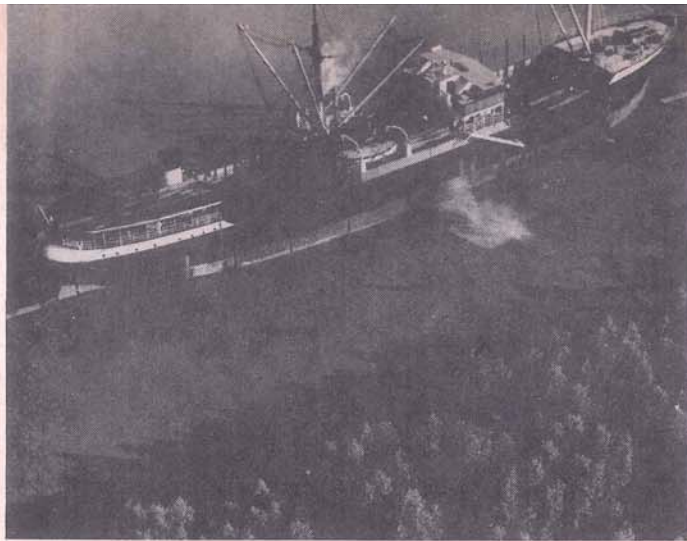


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Huge freighters from Central America such as shown here regularly bring their cargoes of mahogany logs to the 6 million board feet capacity log pound of the Freiberg Mahogany plant on the Mississippi River at Harahan, the world's largest plant of its kind in the world.



The West Bank's Perry Street Wharf which, in the few months since it has been in operation, has become one of the busiest of all wharves of the New Orleans harbor. This modern terminal can accommodate the transfer of cargo handled by two ships on several barges, 80 railroad cars and 16 trucks simultaneously.



Showing the Southern Pacific's Sunset Streamliner from Los Angeles and an automobile passing each other on their separate sections of the famous 4.4 miles long Huey P. Long Bridge entirely in Jefferson Parish. When completed in 1935 it became one of the major factors in the steady march of the parish toward its present position as the most concentrated industrial area in the Deep South.



This Greater New Orleans Bridge and its system of modern approach roads serves as a vital traffic artery for expanding Jefferson Parish. The high aerial view shows the bridge from the West Bank side of the river with the New Orleans skyline in the background. Traffic on its \$65 million facility is averaging more than 600,000 vehicles a month.

The newly completed and already busy West Bank Expressway sweeps past Jefferson's \$32 million West-Side Shopping Center, skirting the business area of Gretna, on its way to the tunnel under the Harvey Canal and its juncture with U. S. 90 at the Huey P. Long Bridge.





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On May 15 Delta Air Lines inaugurated non-stop jet service between Moisant International Airport and New York with the 615 mile per hour Convair 880 pictured here, the world's fastest commercial jet liner, which streaks the 1184 mile New Orleans to New York route in 2 hours and 9 minutes.

vehicle on the roads of Jefferson Parish dates back probably to the decade of 1900 to 1910.

The invention of the internal combustion engine and its application in the 1890s and early 1900s to the propulsion of passenger and commercial freight vehicles on roads and highways, by about 1930 had practically eliminated the horse and the mule as movers of passenger and freight on our roads and highways. It might be added also that the application of improved types of gasoline and diesel powered engines to highway transportation, plus the extensive expansion of the highway system of

the United States (including Jefferson Parish) and the use of improved types of internal combustion engines and jet propulsion for commercial aircraft, have not enhanced the prosperity of the Railroad Industry nor increased the relative proportion of the total volume of freight and passenger traffic moving in this country, that the railroads are hauling. This is unfortunately so, even though practically all railroad locomotives today are diesel-electric propelled and a majority of the railroads are supplementing their merchandise train service with highway motor trucks of the most improved types. Some much need-



The entirely automatic vehicular tunnel which safely and swiftly carries West Bank Expressway traffic under the Harvey Canal. The opening of this tunnel drastically reduced the lost time at one of West Jefferson's most annoying traffic bottlenecks; the highway bridge on the Gretna-Westwego road that has to be raised whenever boats are moving through the Harvey Canal Locks.

LOOKING AHEAD AGAIN

The enlarged and improved Whitney Main Office is only a part of our program to provide the most efficient, convenient, and friendly banking service to all of the people of this area. Together with New Orleans and Jefferson, we have only begun to grow!

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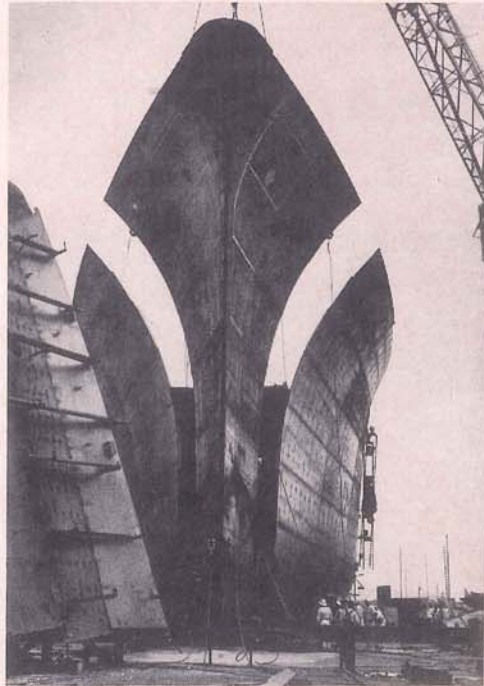


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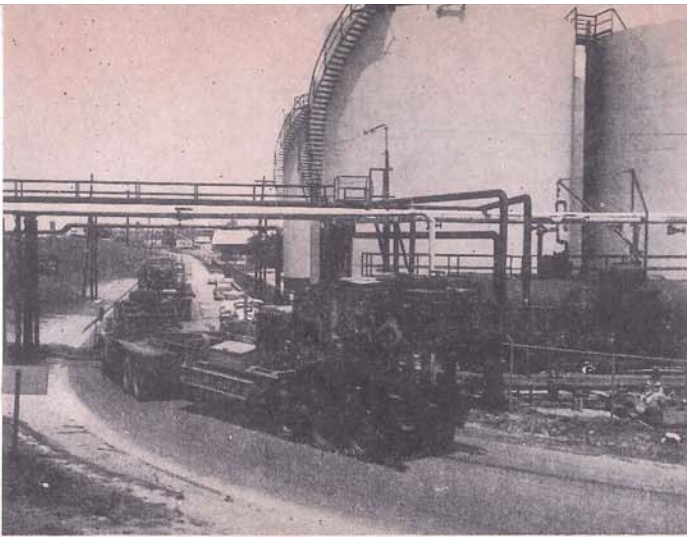
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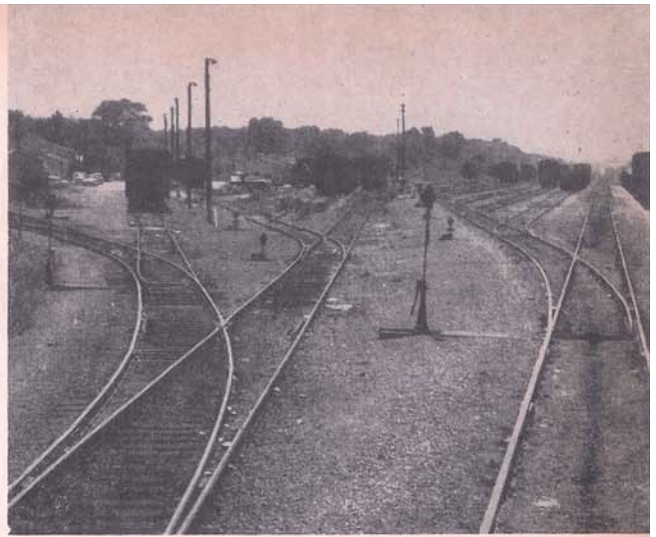
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The River Road flanking the Mississippi levee from Harvey to Westwego was the West Bank's original and once only highway. Since the completion of the West Bank Expressway this still vital transportation artery relieves the new Expressway and the road through the West Bank municipalities from Gretna to Westwego of much of the heavy industrial truck traffic as can be seen in this photograph of one of its turns.



The Jefferson Parish located Kansas City Southern Yards along Airline Highway, showing at the extreme upper left the diesel locomotive and car shops. Built in 1950 and recently expanded this yard includes 15 buildings and six reinforced concrete platforms. Ten tracks serve the locomotive and car shops direct. This yard has a modern wheel and truck changing platform, the only one of its kind on the KCS system.

ed remedial Congressional legislation promptly enacted would help this situation and must do so if the Railroad is to be preserved as a private enterprise industry in these United States.

The Parish of Jefferson, possessing only a few miles of dirt and shell surfaced roads on both the East or West Banks in 1930, when automobiles and motor trucks and buses began to be generally used, now has a total of 20.1 miles of paved Federal Highways, and 127 miles of paved State Highways.

Among the first important early commercial public roads in Jefferson Parish (East Bank) were Metairie Road and Shrewsbury Road, and what is now Jefferson Highway between the Orleans Parish Line at Montecello Ave. and the old River Road at Kenner. Among the early roads in Jefferson Parish (West Bank) were the Old River Road along the landside toe of the West Bank Levee, extending generally from the Orleans Parish line, and the fourth Street Road along the old New Orleans Opelousas and Great Western Railroad (Southern Pacific), from the Orleans Parish line to Westwego and the bridge across the Barataria and Lafourche Canal on the River Road in back of that waterway's old River lock at Westwego. A road also existed during the days of Jean Lafitte from the river road to Isle Bonne which at that time was the southern city limits of New Orleans.

The invention and development of the automobile, motor truck and motor bus and the rapid growth in popularity of their use sparked the demand for im-

proved roads and highways and the growing population in the area then demanded more and more highways, local, State and Interstate, and grade separations at railroads and highway interconnections carrying heavy volumes of traffic. The demand for such improvements is continually increasing.

One of these grade separations at Causeway Boulevard (East Jefferson) carrying highway traffic over the tracks of the Southern Railway (New Orleans Terminal Company), Louisiana and Arkansas (KCS), Illinois Central, TP-MP Terminal and New Orleans Public Belt, also over Airline Highway, Metairie Road and Jefferson Highway, and in addition, carrying Airline traffic both over and under the Southern Railway (New Orleans Terminal Co.) tracks, has just been completed at a cost of approximately \$10 million. This modern and efficient grade separation and traffic interchange was made absolutely necessary by the construction and completion in 1957 of the famous 24 mile Greater New Orleans Expressway Bridge across Lake Pontchartrain to St. Tammany Parish, effecting a substantial saving in highway mileage for automobiles, motor truck and buses moving across it to and from Jefferson and New Orleans to the North and Northeast.

During the past few years there have been completed in Jefferson Parish (East Bank), in addition to Causeway Boulevard, providing access to the Lake Pontchartrain Bridge from both Airline and Jefferson Highways, as well as

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LOOK for the Stump on Every Package



Harvey based J. Ray McDermott tug "Rosalie E" and barge "Ven Mac #2" shown departing from McDermott Fabricators yard at Bayou Boeuf for direct tow to Lake Maracaibo, Venezuela. Loaded on the barge are two aluminum drilling platforms and a 100,000 barrel per day production flow station built by McDermott for the Venezuelan Sun Oil Company.

from Metairie Road and the Old River Road, the Veterans Memorial Highway, extending from Williams Blvd. eastward to the Orleans Parish Line and highway system at the Metairie Relief Canal, along a line located about half way between Airline Highway and Lake Pontchartrain, and designed to relieve the increasingly heavy traffic using Airline. Also the Old River Road is now hard surfaced to the City of Harahan and the Jefferson highway is being made a 4-lane concrete highway with neutral ground separation and an overpass is being constructed under the Huey P. Long Bridge so traffic will not have to stop at circle for traffic using the bridge.

In addition there has been completed between the west bank end of the new Mississippi river vehicular bridge approach and State Highway No. 45 (the Marrero-Barataria-Lafitte Road), south of Marrero, the West Bank Expressway, aggregating a distance now of about 4.25 miles in Jefferson Parish. This Expressway is carried under the Harvey (Intracoastal) Canal through a modern double two lane tunnel recently completed, which greatly expedited the movement of traffic at this waterway intersection.

Construction is now actively under way for the westerly section of the West Bank Expressway about 4.5 miles extending from its intersection with State Highway 45 (Marrero), through Westwego across the filled in channel

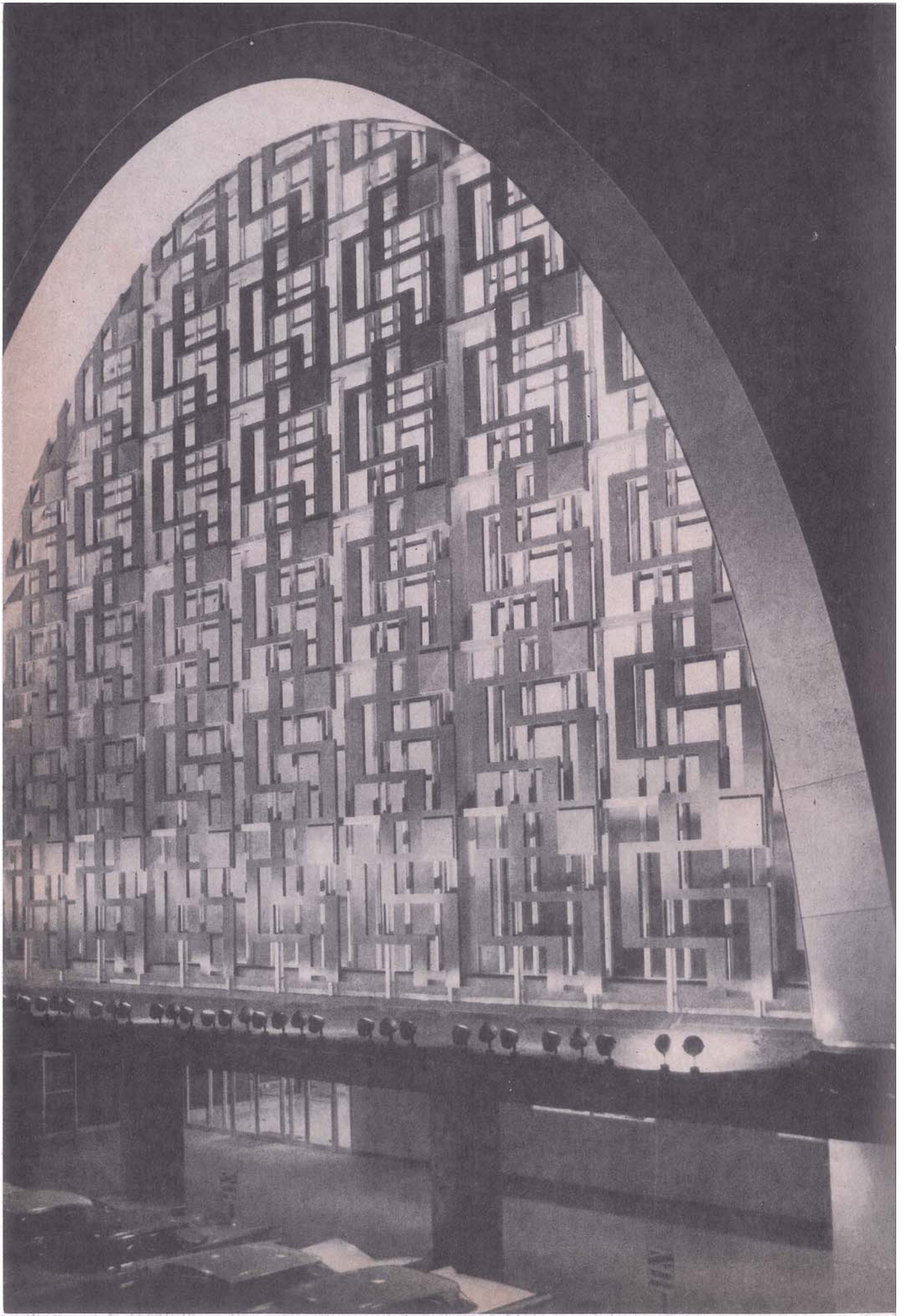
of the old Company Canal to connection with Federal Highway 90 (Old Spanish Trail), at a point just west of the concrete overpass spanning the tracks of the Southern Pacific and TP-MP Terminal near West Bridge Junction.

This West Bank Expressway now about 90% complete, the Veterans Memorial Highway, now probably 80% or more complete, Causeway Boulevard completed and placed in service over 2 years ago, and other Parish, State and Federal highways completed in the past 10 years, together with highway, motor, truck and bus lines operating over them to all parts of the United States, have remarkably accelerated and promoted the growth of commerce and industry and the growth of population in Jefferson Parish.

There would still seem to be plenty of room and plenty of opportunity for additional growth of that character in the Parish, both East and West Banks, and for the growth of piggy-back service by rail with the working out of cooperative and equitable joint through rate and route agreements between railroads and truck lines, some of which are already in effect.

Among the larger reputable Motor Freight Carriers serving and operating through Jefferson Parish and the New Orleans Area, are Herrin Transportation Co., Ryder Truck Lines, Campbell 66 Express, Inc., Couch Motor Lines, Inc., Gordon Transports, Inc., Viking

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Looking down into the beautiful and spacious Main Lobby of the Moisant International Airport Terminal. It has seating room for 300, has a parabolic curved roof that rises 65 feet and high above the lobby is a 162 foot light fixture.

MOISANT INTERNATIONAL AIRPORT

A CITY WITHIN A CITY

Within the limits of Jefferson Parish's City of Kenner, 11 miles from downtown New Orleans, is located the 1360 acre Moisant International Airport, named in honor of John Bevens Moisant, the pioneer aviator who startled the earth-bound world by flying the first air passenger over Paris in 1910.

It handles an average of 194 flights every 24 hours. Through it passed 1,200,414 air passengers in the year 1959, and its \$3 million annual payroll swells the economy of Kenner, Jefferson Parish, New Orleans and the state of Louisiana.

This 15 year old field, which in 1948 claimed to be the largest commercial airport in the country and which still points to its proud record of never having a fatal crash, is in the middle of a \$23 million improvement program scheduled to be completed in 1962. On November 11, 1959, the new \$7½ million

Terminal Building and new 10-story high Control Tower of this program were dedicated — presenting to the world's air travelers a new air city within a land city.

The new air conditioned Terminal Building of glass, concrete, marble and steel, has ten times more space than the antiquated building it replaced and which will be used now as a cargo storage warehouse. It is constructed in three floors with nine escalators connecting the first and second floors and elevators to the third. Its main lobby will seat 300 and its ticket lobby is 368 feet long, through which passenger luggage passes on a conveyor belt. It offers the accommodation of an observation platform from which visitors can watch the incoming and outgoing airlines for a dime, and serving it is an 800 car parking lot. It also provides a special reception room for dignitaries,

Left: A dramatic night photograph of the face of the entrance to the main lobby of the new Moisant Terminal Building in Kenner, a huge arch of blue and gold design.

IN
THE CENTER OF
EAST BANK
CONVENIENCE



**THARP-
SONTHEIMER-
THARP, INC.**

**JEFFERSON
FUNERAL HOME**

1600 N. CAUSEWAY BLVD.
METAIRIE

SULPHUR SPELLS PROGRESS



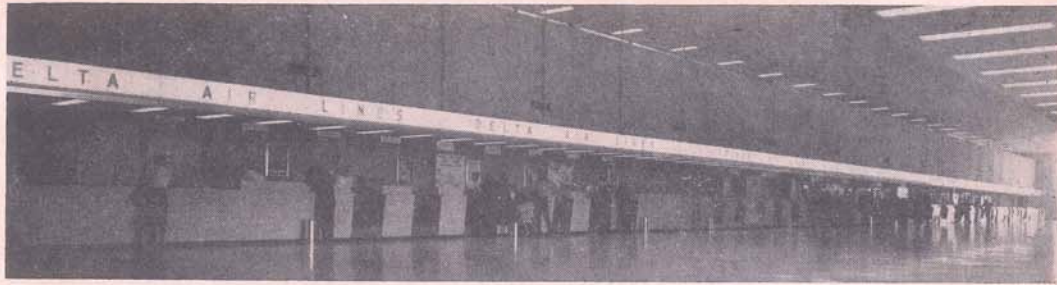
There are many ways to measure progress, but few are as certain and accurate as sulphur.

Wherever there is scientific and technological advancement, sulphur usually plays some part — important, though perhaps unseen.

Sulphur serves every major industry in numerous ways. For example, sulphur is essential in the production of almost every component in the automotive industry — steel, rubber, plastics, paint, glass, batteries, lubricants and gasoline.

As our standard of living advances, the uses of sulphur multiply and its importance to our daily lives is enhanced. It has been our job over the years to keep pace with this progress — to make the large investments and take the sizeable risks required to develop new sources and new mining techniques.

FREÉPORT SULPHUR COMPANY



The 368 feet long Ticket Lobby, adjoining Moisant International Airport Terminal Building. It has no seats and luggage travels from this room on a conveyor belt to the ground floor for removal to the planes.

a first aid room, and a 6 crib nursery in the ladies' lounge.

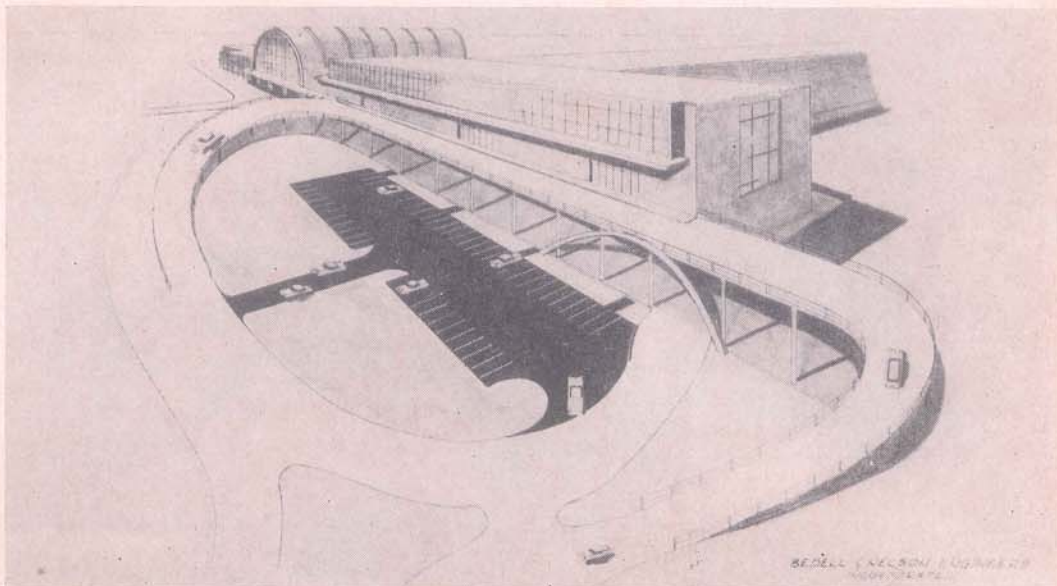
Within this city within a city the air traveler will find the International Dining Room, a Coffee Shop, a Fast Serving Snack Bar, a cozy Cocktail Lounge, a Gift Shop and Newstand, a non-denominational Chapel, a Branch Bank, an International Currency Exchange, a Barber Shop, a Beauty Parlor, Public Coin Lockers and Telephones, a bi-lingual Stenographic Service, an Insurance Service and Motor Transportation Service. And right across from the Airport is the new 300 room luxurious Hilton Inn, with swimming pool, fine restaurants, conference and meeting rooms and airport courtesy service.

Moisant International Airport, with domestic service supplied by seven airlines and hemispheric service provided by seven international airlines, is the air corridor between the great Mississippi Valley and Central and South

America. During the last ten years the number of enplaning passengers at Moisant has more than tripled, airmail has more than doubled, and air cargo more than tripled. New Orleans is one of the five Southern cities, classified as large air hubs, that handled 10% of the passengers carried by all airlines in 1958.

The completion and dedication in November of the new Terminal Building to serve its passengers and the new runway extensions to serve its planes prepared Moisant to introduce the Jet Age this Spring when non-stop jet plane service between New Orleans and New York was established, making it possible for air passengers to embark at New Orleans and be in New York a few minutes over two hours later.

The new multi-million improved Moisant International Airport and its new Jet Plane Passenger Service are 1959-60 accomplishments of which Jefferson Parish and New Orleans are equally proud.



DARK AREA on sketch shows news parking facilities at Moisant International airport which will be constructed by T. L. James & Co., Inc., which offered the low bid of \$16,545.75. The "convenience" parking area will accommodate 54 vehicles.

Papa's Pirogoue

By Louise Reynes Jenkins

This is an adaptation of one chapter of her recent book "Bayou Hunter" by Louise Reynes Jenkins, which has for its locale the bayou country of Jefferson Parish and was a Book-of-the-Month selection by Parents Magazine.

Permission to reproduce this adaptation and the two accompanying illustrations from the book by Paul Galdone has been courteously extended to the REVIEW by the publisher, The Bobbs-Merrill Company, Inc.



For a long time Bouki and his Papa searched for the perfect tree. This tree must be tall, one that reached high in the sky. It must be so round Bouki would have trouble girthing its trunk with his arms.

"Where is such a tree to be found?" Bouki asked over and over.

"Patience," Papa shrugged his shoulders, "only the Bon Dieu knows," he would answer piously. And since Bouki lived in south Louisiana he knew the per-

fect tree had to be a cypress for its wood was light, strong, durable.

Papa found the tree one day when Bouki was off at school. He rushed home all excited. He grabbed Mama by one hand. Bouki paddling home saw them at the boat landing.

"Hurry," cried Papa, "vite-vite (fast, fast)." They crowded in the rowboat. Mama in the bow, Bouki in the stern, Papa right in the middle as he was the oarsman. They traveled into a cutout of their bayou into a narrow outlet where even at noon the world seemed bathed in half light. This was the home of the alligator, the moccasin, the muskrat.

"Just you wait!" laughed Papa. "You will see. Magnifique!" The tree stood on the edge of the cutoff where long ago the bayou had once flowed. It was symmetrical, perfect.

"That is something." Papa's voice was filled with awe. Mama nodded unable to utter a word.

"That is something," repeated Bouki.

"Paddle close to its trunk, Jean," Mama spoke softly. Papa swirled the muddy water as he made a half turn. Mama reached and patted the tree trunk tenderly.

"Thank you Bon Dieu—good Lord—for creating this such a perfect tree for my Jean. Make his hands skilled and worthy."

"Amen," Papa replied softly.

Bouki looked at his parents and in that moment felt nearer to God than he ever had before.

Each day Mama and Papa went into the swamps working on the job of felling the perfect tree. Oh, there was much work for Bouki to do after school. The axes needed re-edging, the saws wiped clean and lightly oiled.

At last Saturday came. An impatient Bouki was free to help his Papa. The sun was asleep when Papa awoke Bouki. Outside a silver fog hung over the bayou hiding familiar landmarks. Everything smelled different.

They reached the tree as a sleepy sun rose. Papa worked from the flat rowboat which is more stable than a pirogue. Later he stripped to his waist and waded into the water in hipboots. Bouki handed tools as Papa sawed the last branches from the tree trunk.

Now it was one long pole. Grunting his satisfaction Papa harnessed the tree to a cleat at the end of the rowboat with stout rope.

"We bring her home," his deep voice sang the words. "You sit in the stern

and watch my tree." Bouki nodded. "Remember you make like an oyster." This meant the boy knew it was a secret. To make like an oyster is to keep tight the lips.

Papa rowed with effortless ease and the long log docilely followed. It was a sight to see. Mama and Applehead, Bouki's dog, were waiting at the landing.

"Jean you must stop and rest," commanded Mama. Papa grunted and went right on working. With roller and pulleys Bouki helped his Papa bring the log to level ground.

How proud Papa was! His pleasure



was wonderful to watch. He gave the log affectionate pats. Bouki followed behind his father. What would he do next?

Before Bouki could question Papa it was time for dinner which Mama had cooked with good things from the bayou—crabs, and fish cooked into a thick gumbo with plenty of fluffy rice. Bouki ate well so he could help his father without tiring.

Early each morning Papa rose before the red rooster crowed. "Bouki," he would call loudly, "come give Papa a hand."

Oh, it was a time for hurrying. Not many weeks remained before the Annual Pirogue Race! Many hand tools were used—the adz, the axe, the chisel and the plane. Papa explained to Bouki each step in how to shape a pirogue out of the cypress log.

For this was to be a *racing* pirogue, long, narrow and exactly the width of a man's sitting down place. At first Bouki's hands were awkward. But as he worked with more certainty he grew used to the feel of the tools. Reluctantly Bouki went off to school after break-

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*Beauty
and Bounty*

of Jefferson Parish

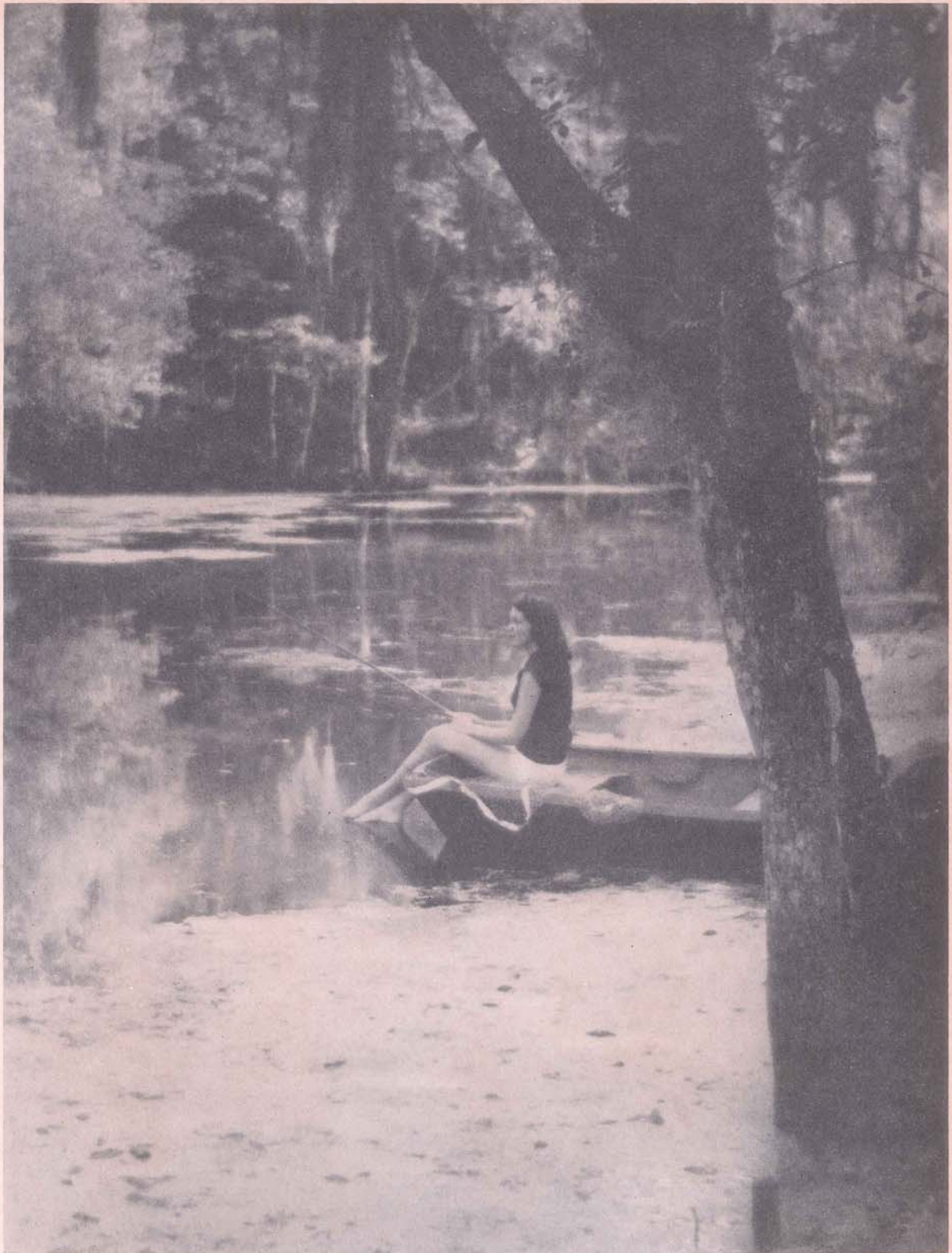
Photographed by Eugene Delcroix



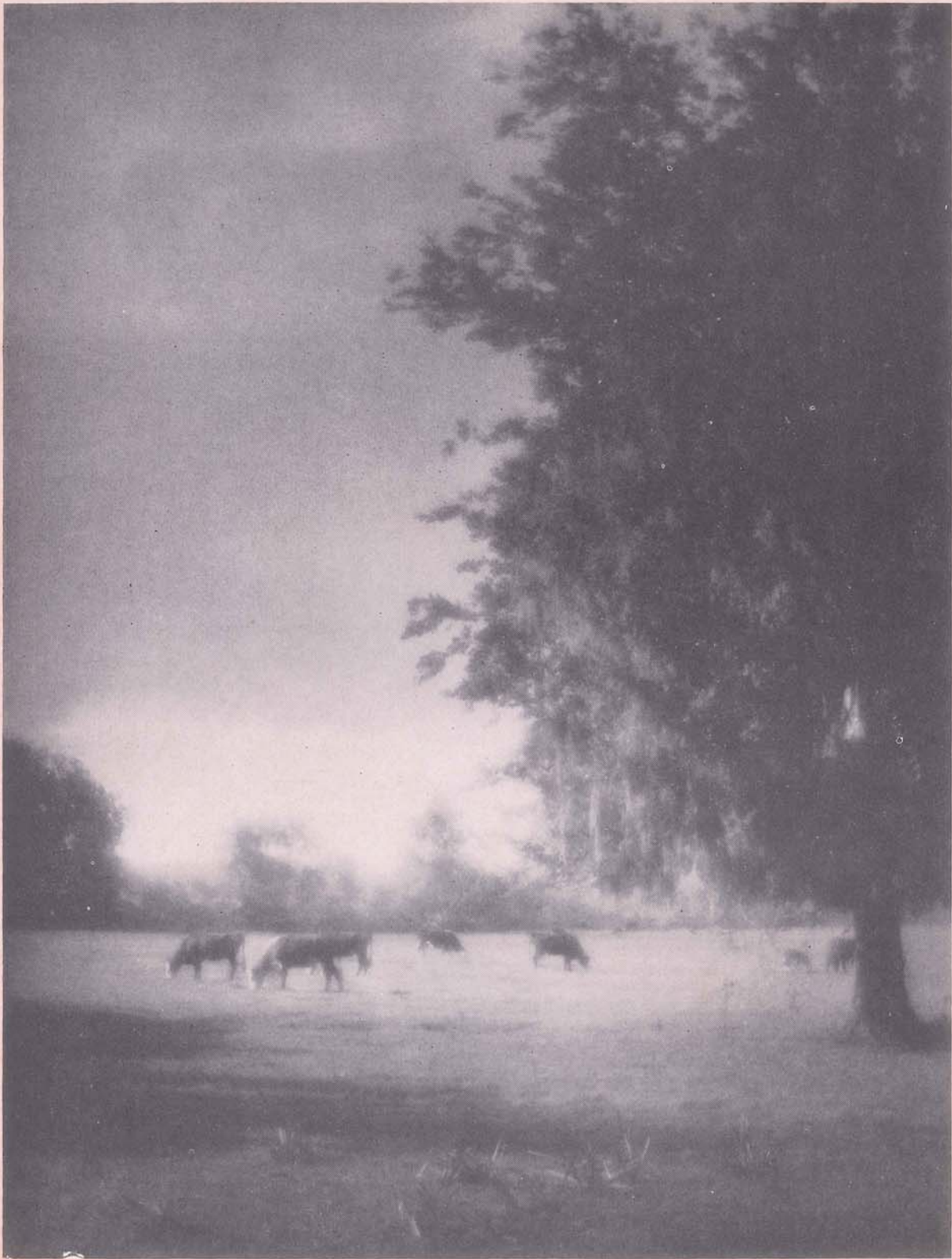
Three of Jefferson's lovely young ladies relax in the shade of a beautiful oak grove at Grand Isle. The oaks were planted over 125 years ago by the son of "Louis "Nez Coupé" Chigazola, one of Jean Lafitte's lieutenants.



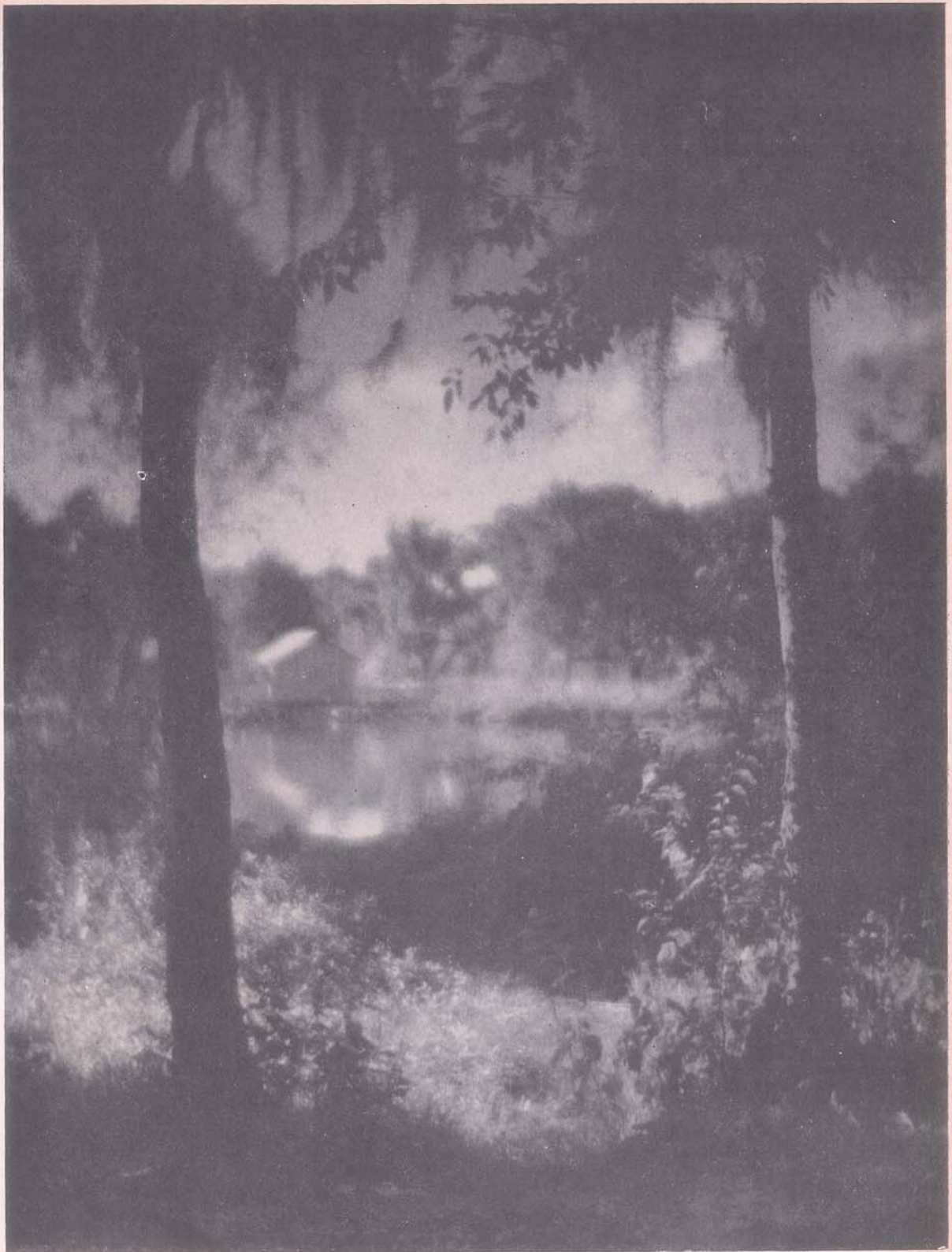
Whether it's the elusive white tail deer or the high flying Canadian geese, whether it's squirrel or rabbit or Poule d'Eau, whether it's waterfowl or land bird—dependent upon the season, of course—you'll find them if you can hit them in Jefferson's ample marshland and high and low bayou country.



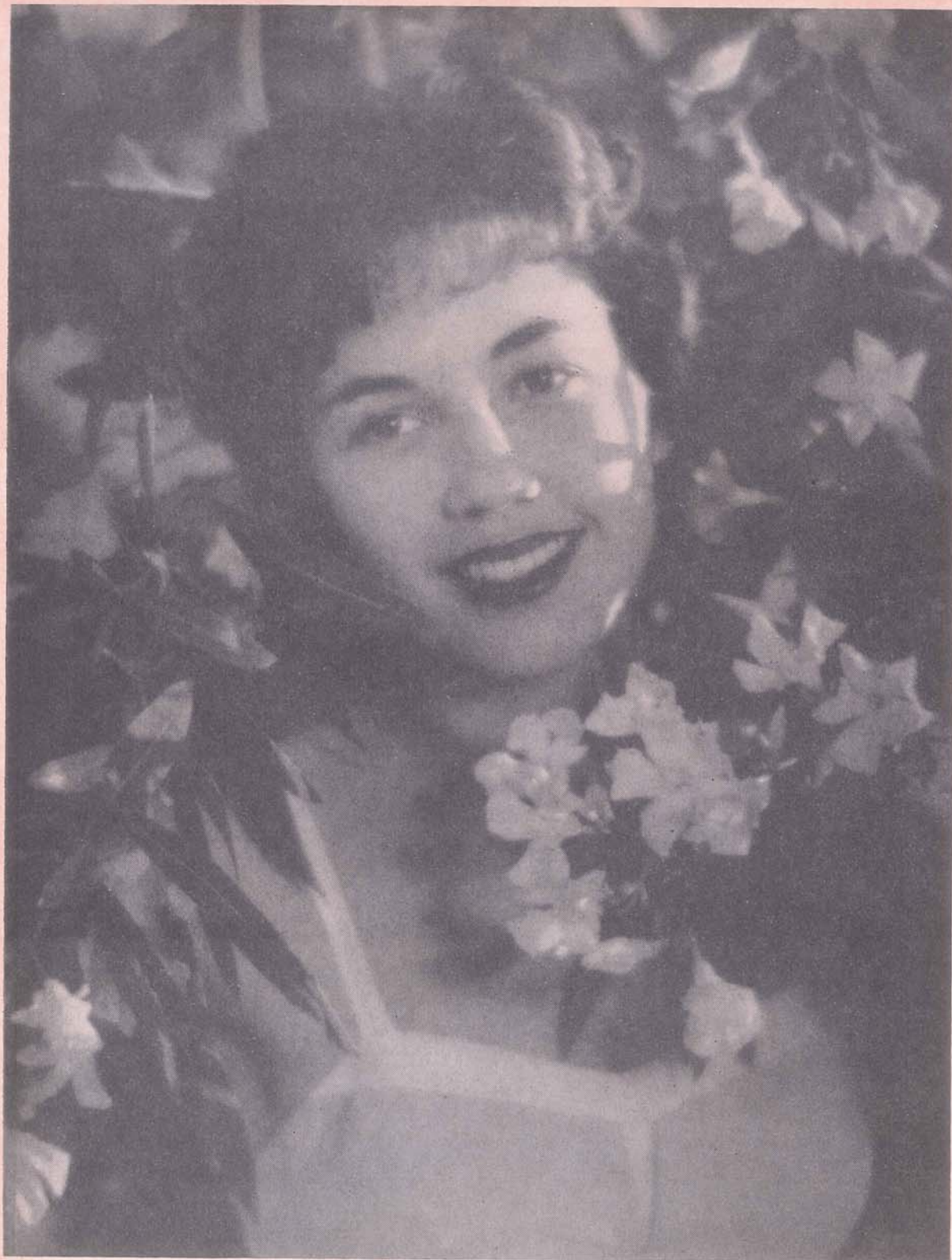
Serendipity is a happy experience that happens when you're looking for something else. For instance, go fishing in Jefferson's Barataria Country and around every bend you'll find a new scenic thrill. Or you might just go strolling and find an empty boat, a beautiful fishing partner and a fish filled bayou.



In now 98% industrial Jefferson—with its miles of factories, oil fields, mighty movements of commerce on both land and water, its zooming population, its expressways, and subdivisions, and business centers—purely pastoral scenes like this are becoming rare. The peaceful grazing of cattle is already almost an anomaly.



There are in Jefferson's Barataria Country literally hundreds of these quiet bayou retreats—away from the telephone, the roar of traffic, the pressure of business, the strain of making both ends meet—little scenic spots seemingly designed by nature to tranquilize the nerves and smooth the troubled brows of harried people.



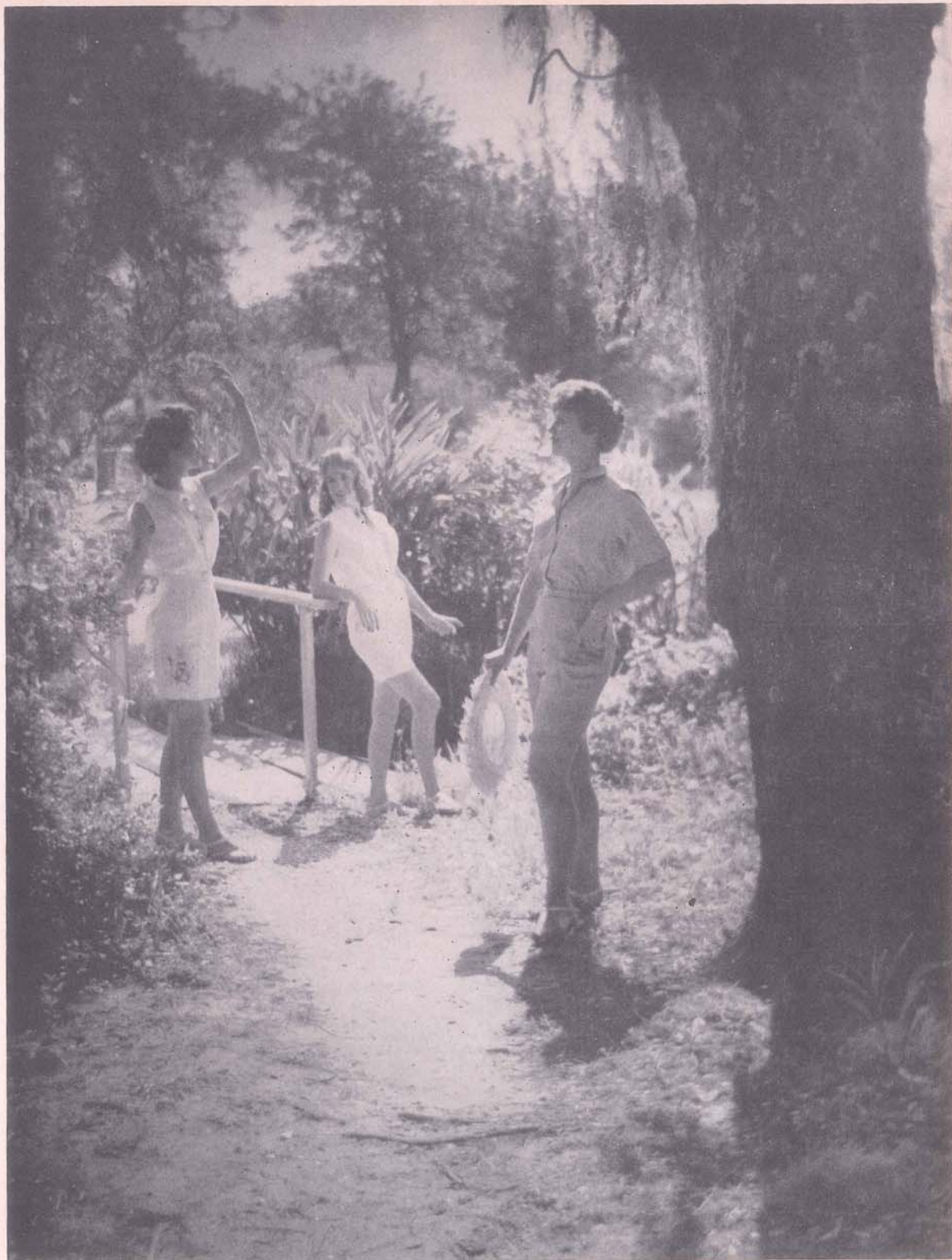
Take any pretty girl to Grand Isle, take her to any of the lovely island lanes where the oleanders grow in reckless abandon and you can duplicate this portrait. Mighty oaks, Spanish moss and the ubiquitous oleander provide the scenic background to the island's beautiful beach.



A handful of wild flowers recalls the magic of Grand Isle, where the romantic moon hangs so low you can almost touch it, where the soft swish of the surf is background music to a wonderful day of sunbathing, swimming, laughing and enjoying life in the company of the right boy.



There are many such sun-dappled, oak shaded,
moss canopied and grass carpeted lanes in
Jefferson Parish, ancient and verdant bits of beauty
little changed from the days when Jean Lafitte,
and his Buccaneers trod them nearly a
century and a half ago.



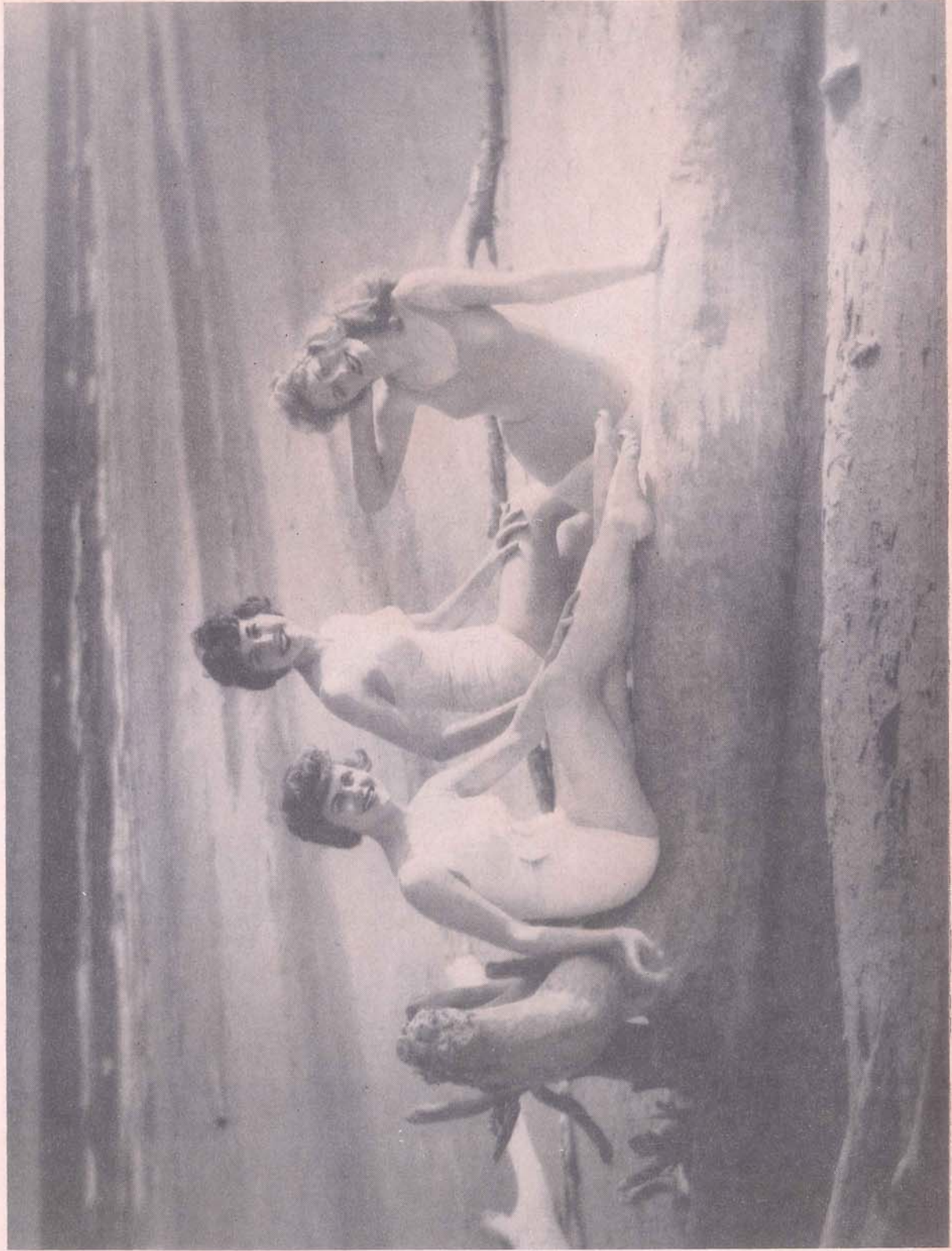
Grand Isle, like Gaul, is divided into three parts—
the beach, the oak protected spine of the
island and the back bay. In the tree studded center
where live the old families are many such
secluded spots of beauty still untouched
by the activities of the busy beach and bay areas.

^
Around the bend
of the bayou
glides one of
Jefferson's many
work boats on its
way to an
oil field in
Jefferson, the low
throb of its diesel
the only sound
in the early
morning quiet and
serenity.



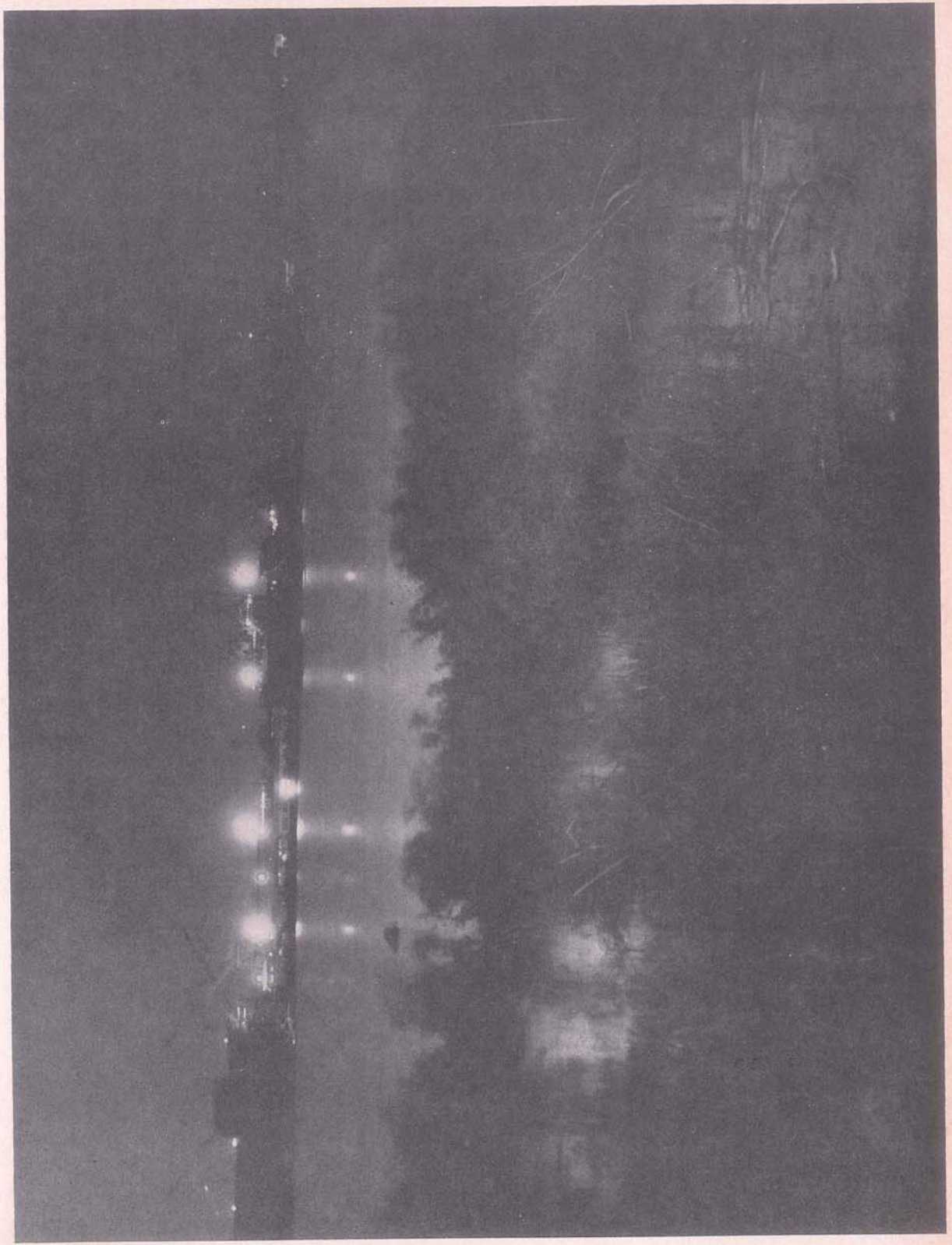
Come and join
us! They are
inviting you to
enjoy with them
the beach and
surf at
Grand Isle,
Louisiana's only
saltwater
bathing resort
and Jefferson's
year round popular
recreation
land . . .

here the fishing
is fabulous, the
swimming is safe,
the seafood is
delicious
and the saltwater
air is better
than the latest
tranquilizers.



No, these are not the crew! On Bayou Rigaud, the fishing boats await the call of the tired business-men who have wangled a weekend from a crowded calendar and head for Grand Isle and their favorite charter boat—for a glorious couple of days of deep sea fishing in the Gulf of Mexico.





Night view of
Avondale Marine
Ways on
Jefferson's heavily
industrialized
west bank of the
Mississippi, that
mighty highway of
water borne
commerce whose
thousands of miles
flows through the
heart of America to
New Orleans and
Jefferson Parish,
the fastest growing
industrial area
in the Deep South.



Helping them



Sheriff's

become **BETTER CITIZENS!**

The Sheriff's Office of Jefferson Parish is vitally interested in helping the youth of today become better citizens tomorrow and has inaugurated one of the first and finest Junior Deputy programs in the United States. Under the direction of Sheriff "Jack" Fitzgerald and supervision of Captain George Gillespi this program offers participation to all boys in the parish between the ages of 7 to 15.

Classes are being prepared for instruction in physical education, first-aid, safety and junior patrolmen and athletic teams are being organized

for participation in year-round sports programs.

The Juvenile Officers of the Sheriff's Department will address school classes this fall and explain the many advantages offered our young men in this program, which will be highlighted by an essay contest with two winners from the West Bank and two from the East Bank receiving an all-expense paid trip to the World Series.

A summer camp for boys is also in the planning stages . . . all adding up to our principal aim of making useful citizens of our parish's young men.



Sheriff "Jack" Fitzgerald is pictured above presenting Junior Deputy Badges to four young men who have just qualified as members. The Jefferson Parish Junior Deputy Program of the Sheriff's Office has been commended by law enforcement and juvenile officers throughout the United States.

Office of Jefferson Parish

Protect our children --- drive safely

