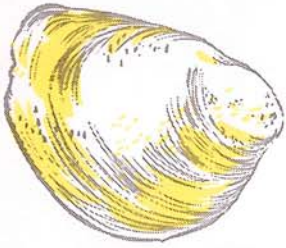


THE JEFFERSON PARISH YEARLY

# Review

1963 EDITION





# CLAM

# SHELLS



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LOUISIANA GAS SERVICE COMPANY



## As Jefferson grows, so grows the Causeway

*1962 was the most successful year in the history of the Lake Pontchartrain Causeway*

Jefferson Parish has made gigantic strides during the past decade. Increases have been recorded in almost every important growth statistic — population, new home construction, commercial enterprises, and spendable income to name a few. Since August of 1956, when it was opened to traffic, the Lake Pontchartrain Causeway also has recorded significant growth. It completed its most successful year on October 31, 1962.

Yes, the 1961-62 fiscal year, which ended on October 31, 1962, was the most successful year in the history of the Lake Pontchartrain Causeway.

Revenue from tolls increased by more than 6% over the previous fiscal year to reach an all-time annual high of \$1,665,895. Net operating income amounted to \$705,167, another high.

During the year the Greater New Orleans Expressway Commission, operator of the 24-mile-long Causeway facility, embarked on a bond retirement program that is expected to be continued on an annual basis. The Commission has retired \$1,581,000 of its revenue bonds, an amount sufficient to cover bond retirement requirements through the year 1966.



*Radar installation helps safeguard motorists*

### Safety Program

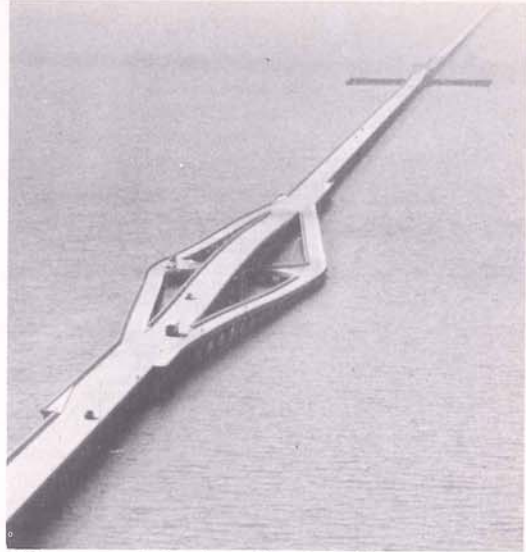
The Commission in 1962 completed establishment of a comprehensive safety program that was started in 1961 to provide the motoring public with every possible safeguard. The safety program includes a radar-radio communications system designed to contact and guide marine traffic in the event that boat operators approach too close to the Causeway; daily patrolling of the facility

by State Police; installation of more than 90 warning and regulatory signs on the Causeway and its approaches, and improvements to the electrical system to provide better traffic lights and warning signals at the two bascule bridges.

The Commission recognizes the need for more effective policing of towboat and barge traffic in Lake Pontchartrain and is actively engaged in studying ways and means of providing legislation for better regulatory control of lake traffic.

### Commuter Rates

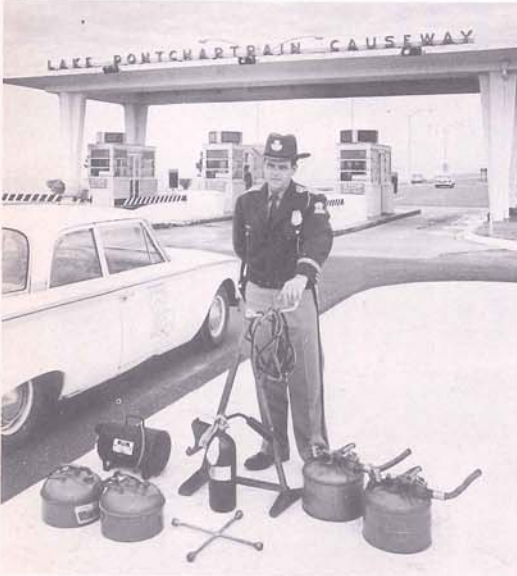
The Commission in 1961 authorized Coverdale & Colpitts, consulting traffic engineers of New York city, to undertake an extensive traffic study for the Lake Pontchartrain Causeway. One of the areas covered in this study concerned feasibility of establishing a commuter



Turnaround is nine miles from South entrance

rate for regular users of the facility. The traffic engineers recommended establishment of a commuter rate that would make possible a savings of 25 per cent for Causeway users. The Commission acted immediately on this recommendation and the special rate for commuters became effective on June 15, 1962. Under the commuter rate system, users can purchase a book of 40 one-way passage tickets good for 30-day periods at a cost of \$30.

The Lake Pontchartrain Causeway has become a principal thruway route serving Jefferson Parish and the metropolitan New Orleans area. It has played an important role in the continued development and growth of Jefferson Parish and its neighboring parish to the north, St. Tammany. Residents of the two parishes and visitors utilize the Causeway as a direct north-south thruway route.



State troopers patrol Causeway daily

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---

# Introduction



The 60 mile long Louisiana Parish of Jefferson is today the most concentrated and fastest growing industrial area in the Deep South. The Saturn Missile Plant now being completed in the area will bring tremendous benefits to Jefferson and, in return, will benefit by the industrial facilities and skilled manpower of the Parish.

Jefferson Parish embraces, with its east and west banks, 27 miles of river frontage on the Mississippi, stands with its toes in the Gulf of Mexico, carries within its boundaries the Gulf Intercoastal Waterway link of our nation's vast inland waterways system, is served by every means of transportation known to modern man

including three mighty bridges—the 24 mile world's longest, across Lake Pontchartrain, and the two Mississippi River Bridges that unite New Orleans with Jefferson's West Bank. Today the population is racing past the 240,000 mark.

With recent expressways, tunnels, overpasses and underpasses to expedite its tremendous traffic; with huge subdivisions, sprawling shopping centers, one of the state's top public school systems and the nationally famous sport fishing waters and surf bathing beach at Grand Isle to serve its skyrocketing population; Jefferson Parish stands out as one of the most progressive areas in the entire South to locate an industrial plant, build a home and raise a family.

*Pictured above is a new Louisiana Power and Light Company's office, one of many new buildings now being constructed in booming Jefferson Parish.*

# *GROWING*

WITH

## JEFFERSON PARISH



The oldest and largest bank in Jefferson Parish . . . with assets of more than \$60 million . . . the institution that has helped finance the sensational progress of the parish . . . from an almost entirely agricultural community to the most concentrated industrial area in the ever-expanding Deep South.

# *First*

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# Review

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

M. Dan Hogan.....Parish President  
 Cullen C. Schouest.....Council Chairman (at Large)  
 Donald T. Gillen.....Council Vice-Chairman (East Bank)  
 Harold L. Molaison.....West Bank Councilman  
 Beauregard H. Miller, Jr.....First District Councilman  
 Anthony A. Caramonta.....Second District Councilman  
 George J. Ackel.....Third District Councilman  
 Vial J. Blanke.....Fourth District Councilman

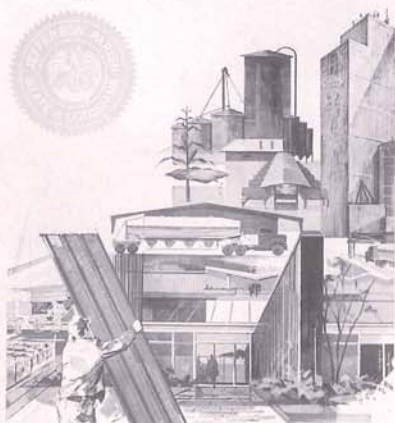
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Our sincere thanks to the writers, photographers, artists, engravers, printers and all those many people both inside and outside the parish who provided information and assistance during the long months of preparation of this Jefferson Parish Yearly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

THE JEFFERSON PARISH YEARLY

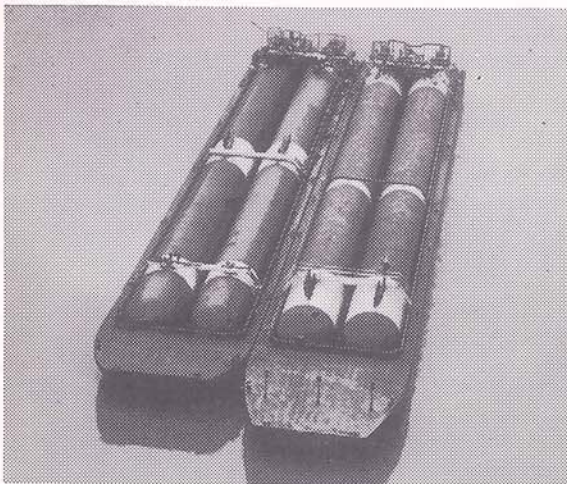
# Review



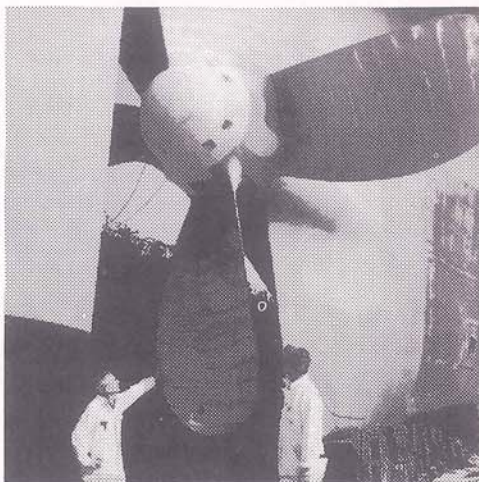
Cover Art, symbolic of Jefferson's Booming Economy and Industry, courtesy of Butler Manufacturing Company.

PARISH PUBLICATIONS, INC.  
 901 Dodge Avenue • Jefferson Parish, Louisiana

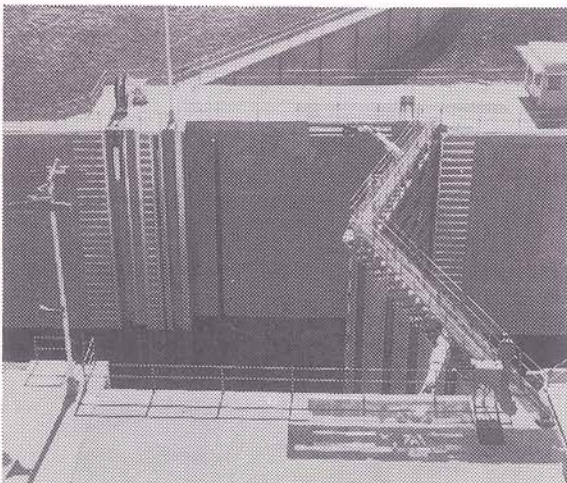
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# Report of the Parish



1962-63



# PRESIDENT - COUNCIL





Pictured Left to Right: Hon. M. Dan Hogan, Parish President; Hon. Cullen C. Schouest, Council Chairman; Hon. Donald T. Gillen, Council Vice Chairman; Hon. Harold L. Molaison, Councilman; Hon. Beauregard H. Miller, Jr., Councilman; Hon. Anthony A. Caramonta, Councilman; Hon. George J. Ackel, Councilman, and Hon. Vial J. Blanke, Councilman.





*Illustration Courtesy Whitney National Bank*

# Jefferson Parish

## A STUDY IN CONTRASTS

Readers of this report hardly would expect to find an area described as a sportsman's paradise to be 99% industrial.

Jefferson Parish is both.

Our parish is a land of sharp contrasts—almost 200 industrial plants provide employment for Jefferson's skilled labor force that mans the complex machinery of modern industry. Yet, ancient skills are not forgotten—the patient trapper still sets his traps with a skill handed down through generations; the shrimp fisherman harvests his delicious crop with nets of the type his grandfathers used.

Contrasts? Yes, Jefferson Parish presents many different faces to the world—the flat-bottomed pirogue leaving a silent wake in a bayou near the former lair of buccaneer Jean Lafitte and the giant jetliner etching contrails against an azure sky as it approaches Moisant Field (New Orleans International Airport), homeward bound from a flight over the Andes.

The contrasts are reflected in the people, too. The precise speech of the scientists who have followed the sun south with the National Aeronautics and Space Administration is heard along with the rolling patois of Louisiana's famous Cajuns who came south to avoid persecution in Canada's Acadia.

Jefferson Parish is a land of richness in natural resources. Its water, oil, natural gas and rich soil have caused an unprecedented flow of industry into an area that at the turn of the century was primarily agricultural.

People, however, have proved to be the parish's greatest asset—an asset that has doubled and redoubled within the past two decades. Census figures show Jefferson Parish had 208,769 people in 1960. The federal government's figures showed Jefferson far outdistancing Louisiana's other 63 parishes. A census projection for 1962 reported Jefferson's gaining 9,600 of a total increase of 19,700 for the Greater New Orleans Metropolitan Complex which also includes Orleans and St. Bernard Parishes.

Why these fantastically pyramiding population figures? Jobs and living conditions provide the answer. The two go together.

Modern industry is well aware that a happier worker is a more productive worker. Extensive personnel studies have revealed that the worker of today in addition to monetary rewards seeks for his family and himself opportunities for cultural, recreational and spiritual fulfillment.

Nearby universities and colleges easily within commuting distance, progres-

sive elementary and secondary school systems and an extensive library system supply the cultural needs of Jeffersonians.

Hunting, fishing, a highly organized recreation program tailored to the needs of residents ranging from tots to senior citizens, boating and water skiing on an inland lake as well as in the Gulf of Mexico and the Mississippi River, golf courses, skeet and rifle ranges and numerous launch points for the small craft so popular with the people of this area offer recreational outlets to the residents of "Louisiana's parish of greenery."

The businesslike whirring sound of a high speed lathe in a glass-fronted factory building and the bark of a shotgun from a duck blind are drowned out by the ringing of churchbells Sunday mornings. The bells may sound forth their call to worship from a white frame chapel on a country road, a modern edifice of granite on a main traffic artery or a red brick building that gives an impression of agelessness. No matter the source of the call to God, Jeffersonians answer it readily. Their forms of worship differ but their allegiance to their Maker is unanimous.

Jobs is the second reason for Jefferson Parish's phenomenal growth. Five of the largest plants of their kind are operated here. At present, nearly 200 industries operate from the parish, serving markets throughout the world. Relocations from unsightly, crowded and consequently uneconomical areas are adding to the parish's industrial and business count.

The wheels of activity throughout the world turn smoothly as a result of Jefferson Parish oil production. More than 20 million barrels of oil were produced in the parish in 1962; natural gas production exceeded 37½ billion cubic feet.

Railroads, truck lines and aircraft speed Jefferson's wealth to less fortunate neighbors near and far.

Twenty seven miles of waterfront on both sides of the Mississippi River within parish limits contribute mightily toward making this area the nation's No. 2 port.

Three great bridges aid in speeding Jefferson's output to markets throughout the nation and the world. Two of them span the Mississippi River. The Huey P. Long bridge, entirely within the parish, carries railroad and vehicular traffic; the Mississippi River Bridges carry automotive traffic between Orleans Parish and the West Bank of Jefferson.

The world's largest bridge, the Lake Pontchartrain Causeway which arcs some 27 miles northward, carries made-in-Jefferson products to the midwest and north.

The Harvey Canal and Lock, important links of the Gulf Intracoastal Waterway, are playing an even more important role in Jefferson's water transportation system now that the deepening of the Barataria Bay Waterway to 12 feet will permit larger draft vessels to move along inland waterways from Grand Isle on the Gulf of Mexico to the Mississippi River. Congressman Hale Boggs who represents Louisiana's Second Congressional District is now working toward securing funds for an inland barge canal to join Lake Pontchartrain and Jefferson Parish's City of Kenner.

Thanks to the Lake Pontchartrain Levee Protection System, danger from flooding is now a thing of the past. Congressional appropriations for this project, sponsored by Congressman Boggs and Senators Allen J. Ellender and Russell B. Long, at the end of 1961, totaled \$4,784,000. The 87th Congress last year appropriated an additional \$760,000 for the work.

In the eyes of the nation's business and industrial leaders, Jefferson Parish offers outstanding opportunities for fuller development of present facilities and expansion to cover future needs. These opportunities are being seized eagerly.

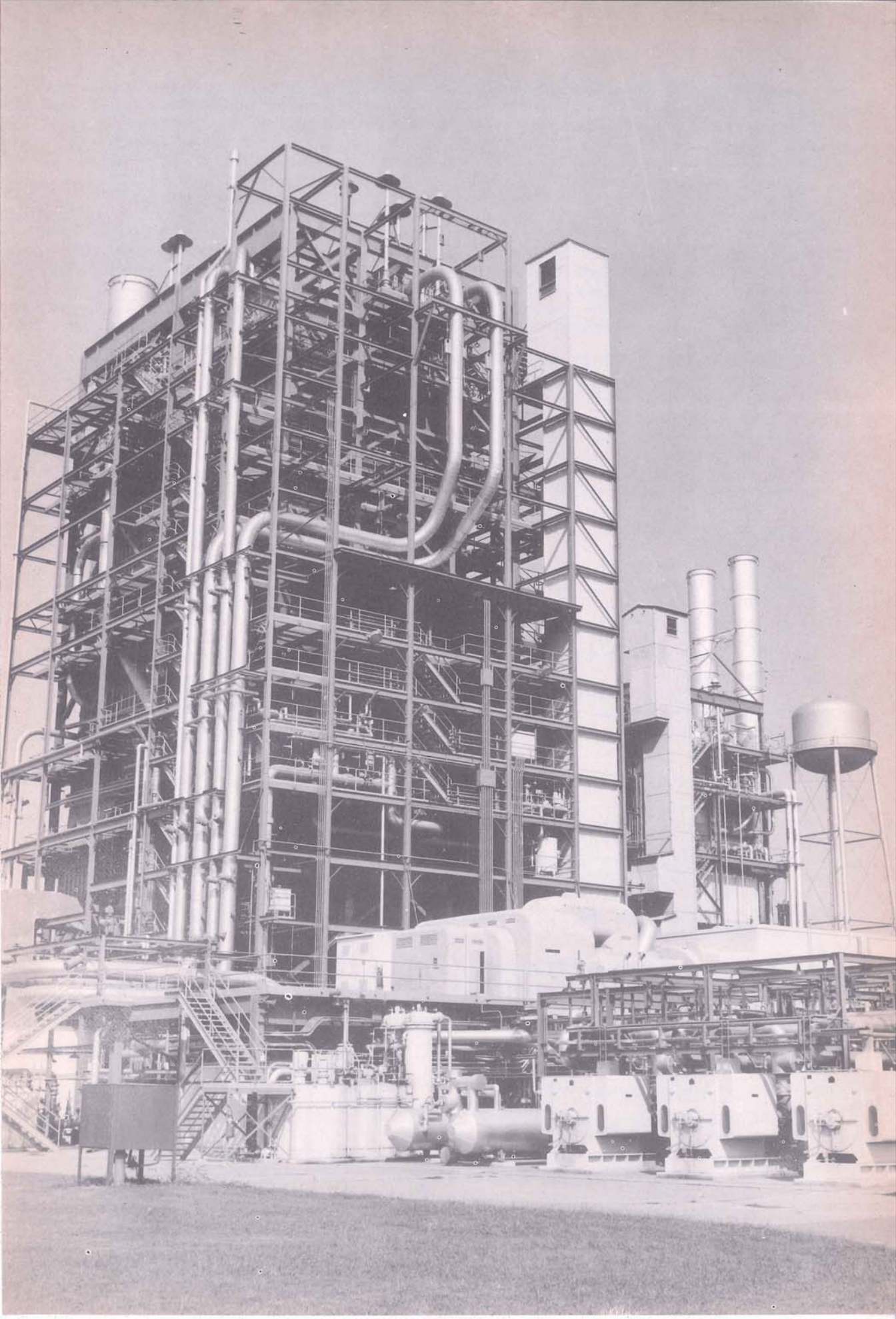
#### GOVERNMENT IN ACTION

Keeping pace with expansion has been the parish's government. Now in its fifth year, the president-council form of government, among its other duties and functions, administers the opera-

---

The huge Nine Mile Point Steam Generating Plant of the Louisiana Power and Light Company in Jefferson Parish producing 319,000 kilowatts in three powerful turbo generators. Three giant boilers 14 stories high generate millions of pounds of steam an hour, so hot it makes the pipes cherry red. Steam drums have steel walls five inches thick to hold the steam up to 1550 pounds per square inch. The river water for the boilers is purified in the first fully automatic demineralizer in the U. S.





tions of 42 separate parish districts. To better the service of these districts to the people of Jefferson, the government has launched a five-year capital improvement program envisioning an expenditure of some \$65 million.

During 1963, it is expected that \$27 million will be spent with only \$5,420,000 represented by funds from new bond issues contemplated. The remaining funds will come from previously authorized bond issues, front foot property assessments, federal government grants and operating revenues received.

#### **SEWERAGE FACILITIES TO BE IMPROVED**

Additional sewerage facilities needed to serve industry and homes will take the bulk of the bond monies—\$16½ million. Consolidated Sewerage District No. 1, serving the unincorporated areas of the East Bank, will receive \$14½ million; Sewerage District No. 8 on the West Bank \$1½ million and the West Bank's Sewerage District No. 9 will receive \$600,000.

Separate sewerage bond issues were passed late in 1962 by the municipalities of Kenner, Westwego and Harahan (see stories elsewhere in this issue). Gretna, seat of Jefferson Parish's government, possesses a modern, citywide sewerage system.

This launching of construction of a modern sewerage system is the most outstanding parish improvement project for 1963.

#### **CONSTRUCTION FIGURES RISE**

For its unincorporated areas, Jefferson Parish issued 5,959 building permits in 1962. Of these, 2,678 were for new homes, representing an increase of approximately 150 over 1961.

Expenditures for construction in 1962 jumped to \$67,838,369 over the 1957 figure of \$37,744,375.

#### **PARISH DEPARTMENTS' OPERATIONS**

Department-by-department examination will reveal how the parish government is carrying out its functions and providing necessary services to Jeffersonians.

#### **PARISH INFORMATION CENTER**

The office of the parish council clerk

is the smallest numerically. It consists of the council clerk and four clerical employees. It sends out notices of council meetings, keeps a journal of council meetings' proceedings, makes copies of all ordinances, resolutions and motions and notifies all department heads of council decisions.

The office is responsible for the safeguarding of all contracts for construction or provision of materials and services.

It serves as a source of readily available information for the various government departments and the people of Jefferson Parish.

#### **FINANCE DEPARTMENT**

Using the most modern techniques of business procedure, including employment of IBM data processing machines, Jefferson Parish's Finance Department provides all districts and departments with weekly reports on total expenditures to date and balances remaining in allotted budgets.

Preparation of an operating budget to be used as a guide enabled the Finance Department to secure an accurate and detailed estimate of anticipated revenues and expenditures. In 1962, total parish revenues were \$11,745,550 or just 3.77% higher than the anticipated figure; expenditures were \$10,365,168 or 3.79% lower than estimated.

The parish had a surplus of \$1,380,382 in 1962. Like the parish's sinking funds and construction and maintenance funds, this money was put to work to secure revenue for the parish. Treasury bills, United States bonds and bank certificates of deposit were bought to earn \$254,996 in interest for the parish. In part, this welcome "bonus" was made possible by the fact that much of the year's revenue comes within a short period of time while expenditures are spaced throughout the year.

Not as large a surplus is expected this year due to anticipated increased expenditures totaling \$11,464,414 and revenues amounting to \$12,071,325.

The cash figures represent a 10.57% anticipated increase in expenditures as contrasted to only a 2.77% increase in anticipated revenues.

---

Louisiana Gas Service Company, which supplies natural gas to Jefferson Parish, is constantly expanding and improving its service facilities, as indicated by this pipe laying scene, to keep pace with this fast growing and spreading parish. Dependable, economical natural gas, available in any quantity desired, is used extensively in the homes, commercial establishments and industries of the Parish.



## **SOUND GOVERNMENT PRACTICES RATE HIGH ON WALL STREET**

Integrity in government plus responsible administration made possible a lower interest rate on parish bonds worth \$4,250,000. Careful study of bond market requirements plus intensive analysis of sales appeals by the Finance Department secured for the parish a financial rating of "Baa." The goal of the parish government is to have this or more favorable ratings assigned to all future bond issues exceeding one million dollars, thus saving the parish substantial sums through lower interest payments.

### **PROPERTY CONTROL — ANOTHER KEY TO SAVINGS**

New uses for property that has served another, now obsolete purpose, result in substantial savings for taxpayers. The nuclear age shows a dramatic example of this type of operation in our parish—a parish communications control emergency center has been set up in the strong concrete building at Waggaman that was formerly used for Waterworks District No. 5 work (the latter has been combined with Waterworks District No. 2).

The center, designed for use in case of disaster only, will make possible vitally needed complete radio communications with all parish departments, districts and agencies.

Reduction of maintenance costs on parish vehicular equipment has been brought about through establishment of a central maintenance garage for all East Bank mobile equipment. The garage, located next to the East Bank incinerator, was originally designed for garbage division use only. An expenditure of \$190,000 to enable use by all departments using vehicles has resulted in large savings.

Careful programming of IBM machines has made possible the processing of approximately 25,000 liens for paving, sewerage and water districts. Using the machines has enabled the Finance Department to handle almost a doubled load of detail without increasing its staff.

Eventually, the department expects to send parish property owners their monthly statements for garbage, sewerage and water services on one invoice.

An interesting historical point in connection with the property control division is the announcement that before the year ends the search of property records for the parish dating back to 1846 will be completed. In addition to its legal value, the search will prove a historical gold mine for students of Louisiana's history.

### **RESEARCH AND BUDGET ANALYSIS**

A government expending approximately \$1,000,000 monthly bears a heavy responsibility to get a dollar's value for every dollar spent. This cannot be done without a careful weighing of all factors.

In 1960, the position of research and budget analysis director was created. It provided for an assistant to the council who by virtue of his special training in the complicated fields of public finance and management could investigate problems in and make recommendations concerning the operations of various parish departments as well as their expenditures.

The research and budget director has the duties of examining budgets submitted to the council, analyzing them and making recommendations to the council as to their feasibility.

Investigative powers are vested in the director's office when, acting under council direction, he conducts research and investigations into the workings of administrative and executive departments or parish affairs generally.

Solely responsible to the parish council, the research and budget director provides the parish government with an excellent supervisory view of the complicated field of public finance and administration.

### **LEGAL DEPARTMENT ACTIVITIES**

The legal department serves as legal adviser for the council, the parish president and various department heads. It represents the parish in cases before the Courts and administrative boards

---

The crack Illinois Central Panama Limited, one of the top trains of the nation, leaving the New Orleans Union Passenger Terminal on its way to Chicago. The huge Mays Yard, near Harahan in Jefferson Parish, is the IC's extensive New Orleans Freight Train Terminal, where all of its trains are received, switched and forwarded over its own lines, or through interchange with other railroads to the Southeast and Southwest and to industrial plants, wharves and docks in the area. The IC is only one of five trunkline railroads serving Jefferson Parish.

and prepares, reviews and executes most contracts affecting the parish. It also prepares ordinances and resolutions for consideration by the council prior to adoption.

Expanding its services to the parish government, the legal department recently began preparing all legal proceedings adopted by the council in connection with the street blacktopping program. This includes the preparation of special assessment ordinances and resolutions.

The office is composed of the parish attorney and four part-time legal assistants as well as clerical help.

Among the department's major accomplishments in 1962 was the acquiring of titles to property, including servitudes and, in some cases, instituting

expropriation proceedings, in connection with the Barataria Bay Waterway Project. The parish attorney's office obtained approximately 75 servitudes from property owners and handled the curative work in connection with the project. This work made possible the completion of the new \$2 million waterway—an incentive to commerce and industry today and in the years to come.

Renegotiation of contracts, elimination of overlapping and ambiguity, has resulted in a conservatively estimated savings of \$300,000 to the parish.

Street maintenance costs were reduced and the blacktopping program given an impetus through a provision providing for delayed payments by property owners of 25% of the assessments.



Recently, the legal department won a major victory in a dispute involving a contracting firm, an engineering consulting firm and the Louisiana Highway Department. Acting as counsel for the West Bank Road District of the parish, the legal department ended a five-year dispute by securing approximately \$460,000. Part of this money will be used to light the West Bank Expressway from Westwego to the Orleans Parish line.

#### **SANITATION DEPARTMENT WORK**

As previously detailed on these pages, the parish-wide sewerage construction program will bring tremendous benefits to home owners and industries of the parish. It should be emphasized that the program is separately financed from those programs undertaken independently by the municipalities of Kenner, Harahan and Westwego.

The East Bank's \$14½ million sewerage program which was approved in January, 1963, will begin in the summer of 1963; completion is expected in 1965.

Sewerage District No. 8's \$1½ million project on the West Bank will be started before July, 1963, and finished within a year. The West Bank's \$600,000 project in Sewerage District No. 9 is expected to be completed within nine months after its start sometime before July, 1963.

#### **\$14½ MILLION FOR EAST BANK SEWERAGE CONSTRUCTION**

The system is designed to serve the entire unincorporated area of Jefferson's East Bank. It will include the installation of new sewer lines on the occupied streets in the area bounded by Metairie Road, Causeway Boulevard, the Jefferson-Orleans Parish line and Lake Pontchartrain; improvements and additions to the present Helois Street Sewage Treatment Plant; installation of new sewers in the Delta area which is bounded by Kenner's east city limits, Airline Highway, David Drive and Veterans Memorial Highway; installation of new sewers in Airline Park North Subdivision, Bissonet Plaza Subdivision; the installation of a main trunk sewer line down Transcontinental Drive

from Canal No. 2 to the West Napoleon Treatment Plant; the installation of new sewer lines and a new treatment plant in the 9th Ward South area which is bounded by Kenner's east city limits, Harahan's west city limits, the Airline Highway and the Mississippi River; additions and improvements to the West Napoleon and Camp Plauche Treatment Plants.

Construction will start on all of the above early in the summer of 1963 with the exception of the 9th Ward South area. Due to financial arrangements, construction in this area will be delayed about a year unless assistance from the federal government is secured.

#### **\$1½ MILLION FOR SEWERAGE DISTRICT NO. 8**

The program will serve an estimated 7,600 West Bank homes and a total acreage of 11,846. Sewerage District No. 8 includes Upper Harvey (west of the Harvey Canal), Marrero and Estelle.

The district will have 79 miles of sewer lines, 18 pumping stations and a \$950,000 treatment plant that will handle 4,800,000 gallons daily. Presently developed areas will have sewer mains designed for future population growth.

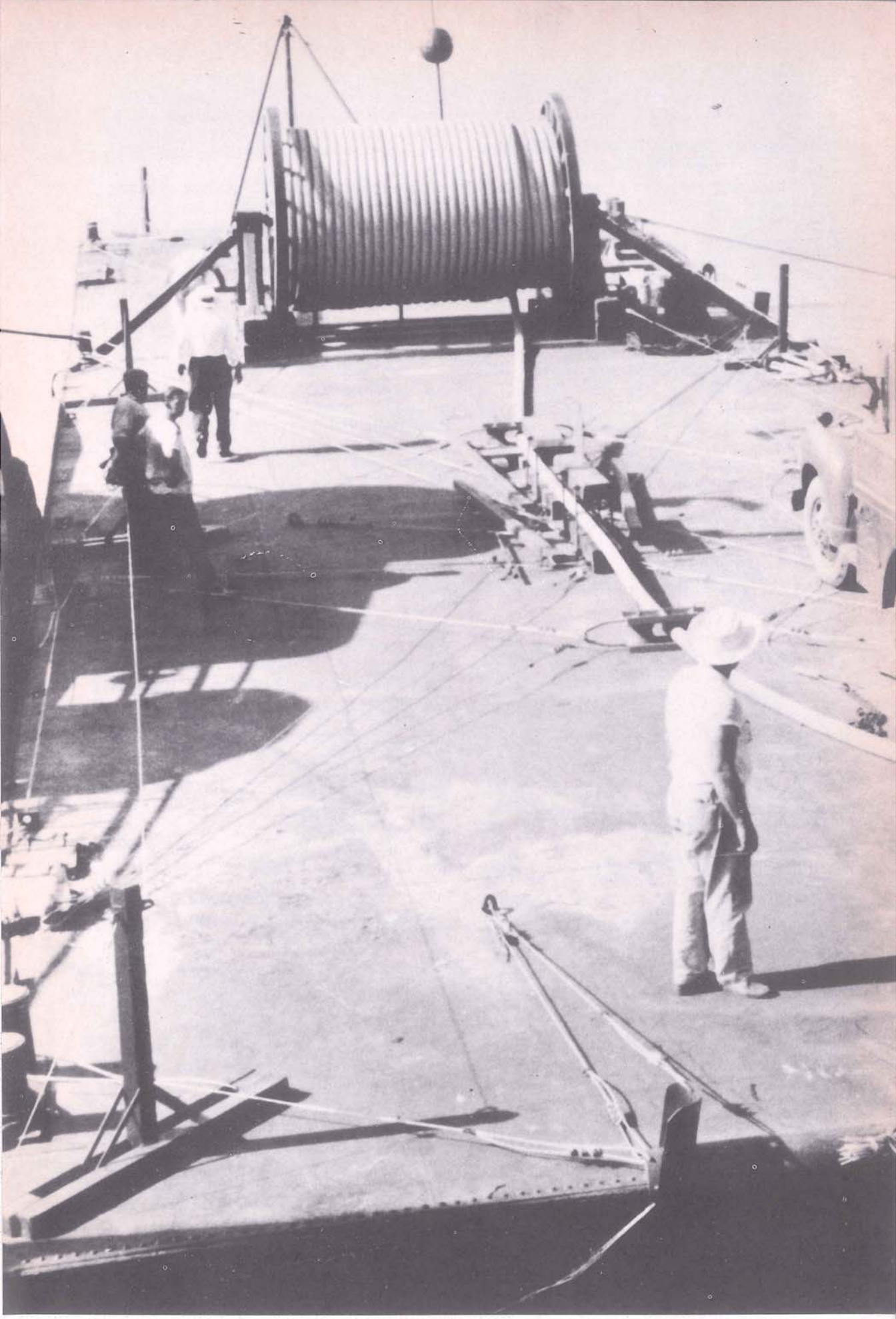
The program has been financed by a 1½ million ad valorem bond issue of November, 1962; \$2,554,000 from the Housing and Home Finance Agency; \$600,000 from the U. S. Public Health Service and an approximately \$4.75 per front foot assessment charge to property owners.

#### **\$600,000 FOR SEWERAGE DISTRICT NO. 9**

A grant of \$250,000 from the U. S. Public Health Service plus the resulting \$600,000 from a November, 1962 ad valorem bond issue will provide good sewerage facilities for the West Bank area that includes Bridge City, Normandy Park and Pecan Grove. Approximately 1,000 homes will benefit. The \$300,000 sewerage plant will handle 1,200,000 gallons daily. Sewer mains will be installed with provision for population growth and an increased num-

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In the never ceasing construction program carried on by Southern Bell Telephone in growing Jefferson Parish, this picture shows just a segment of the submarine cable used to service "hard to get at" areas—a part of the more than 500,000 miles of wire and cable that provide Jefferson with telephone service. Telephones increased from 82,000 to 90,000 in Jefferson in 1962. Just twenty-three years ago, in 1940, Jefferson Parish had only 4,000 telephones serving its people.



ber of homes in the area. An approximately \$1.95 per front foot charge will be charged property owners.

#### **DRAINAGE IMPROVEMENTS THROUGHOUT THE PARISH**

This year saw the completion of all drainage construction provided by the \$3 million East Bank bond issue. The improvements have doubled East Bank pumping capacity and closed major drainage ditches. Although other improvements will be made, East Bank areas are now assured protection from flooding.

Other improvements include the covering of approximately six miles of side street ditches on the East Bank. A share-the-cost program instituted by the Department of Sanitation resulted in this welcome result.

West Bank projects are progressing, financed by a \$2 million drainage bond issue. Work is being done on the main canal and levee and the Bayou Signette Pumping Station. These units should be in operation in September, 1963. They will provide tidewater protection and pumped drainage to approximately 8,000 acres.

#### **WORK BY THE GARBAGE DIVISION**

More than 150 million pounds of refuse were collected and disposed of by the Garbage Division of the Department of Sanitation. Possibly due to garbage disposal units, this was 25% less than that processed in 1961. Six new 20-cubic yard enclosed packer trucks were put in service in March, 1963. They replaced six 14-year old semi-packer trucks.

More than 40 million pounds of refuse were collected from West Bank Districts Nos. 2, 3, 4 and 5 with regular service supplied to these districts since January, 1962. The only West Bank exception is the Lafitte-Crown Point-Barataria area.

On the East Bank, voters approved a \$2 million bond issue for construction of a new incinerator and repair garage. As reported earlier on these pages, the garage will be used as a central maintenance garage for all East Bank mobile equipment used by parish departments.

Construction was started on the new incinerator in June, 1963. It is located just behind the present one on David Drive. Its completion is scheduled for 487 calendar days after the issuance of the work order.

The incinerator will be put into operation upon its acceptance by the parish. When it is in operation, the old one will be renovated and used with the new unit. Either may then be shut down for repairs without loss of incinerator service.

#### **CONSTRUCTION OF ROADS AND BRIDGES**

Given impetus by the property owner participation plan (75% cash and 25% delayed payments), the Department of Roads and Bridges improved 10 $\frac{1}{3}$  miles of shell streets on the East Bank, using 15,200 tons of asphalt. On the West Bank, 5 $\frac{1}{3}$  miles of shell streets were improved with 5,620 tons of asphalt used.

Twenty three hundred tons of asphalt at a cost of \$16,644 were used to cover the 1.9 mile long north lane of Veterans Memorial Highway from Causeway Boulevard to the Orleans Parish line. Older residential streets were covered with asphalt topping for a distance of 1.8 miles. Hot mix totaling 2,274 tons cost \$14,000 for this improvement.

Avenue B in Marrero and Brown Lane in Harvey were covered with a one-inch topping at a cost of \$5,000. Avondale Garden Road from River Road to Highway 90 and Manhattan Avenue from Fourth Street to the West Bank Expressway service road were given a shell base and three inches of hot asphalt at a cost of \$13,500.

#### **BRIDGE CONSTRUCTION**

Seven vehicular bridges and four pedestrian bridges were constructed in 1962.

The Department of Roads and Bridges at a cost of \$130,000 constructed seven vehicular bridges at Canal No. 2 at Clearview Parkway, Bonnabel Canal at Nero Street, Canal No. 2 at Melody Drive, Canal No. 3 at Lake Villa Drive, Canal No. 2 at Ridgeway Drive, culverts at Canal No. 3 and Transconti-

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Street and highway improvements in Jefferson Parish—a constant complicated program of connecting the new overpasses and underpasses, the new Veterans Memorial Highway and West Bank Expressway and already existing roads and streets for a faster and safer traffic flow—a combined program financed by parish, state and federal government—a seemingly confused activity of engineers, machines and men that is slowly but surely taking the snarls out of Jefferson's traffic.



mental Drive and culverts at Canal No. 3 and Division.

The four pedestrians' foot bridges were built at Canal No. 5 at Delta Playground, Canal No. 5 at Green Acres, Canal No. 5 at Airline Park and Canal No. 4 at Massachusetts Street. Construction of several other pedestrian bridges is planned.

#### **CULVERTS, SIDEWALKS AND DRAINAGE PROJECTS**

Ten miles of concrete were poured by the Department of Roads and Bridges on the East Bank in 1962; three miles were poured on the West Bank. East Bank projects resulted in the installation of 3.2 miles of culverts for subsurface drainage and 4.5 miles of sidewalks. West Bank projects resulted in 1.7 miles of culverts and 1.2 miles of sidewalks. The department aids property owners by setting grades and measuring their asphalt projects.

Improving drainage on the West Bank, the department rearranged drainage along Marrero's Sixth Street from Rabenstitch to Avenue D at a cost of \$19,500.

Repairs to the large drainage ditch on Marrero's Avenue H plus the installation of culverts ranging from 30-inch to 54-inch diameter beginning approximately 200 feet from Fourth Street to

the West Bank Expressway service road cost \$5,700.

In addition to the new projects, the department maintained existing streets using approximately 3,000 tons of asphalt costing \$18,750. Annual maintenance costs for asphalt streets is approximately \$26,000. The department buys \$230,000 worth of shells annually for street maintenance on the East and West Banks.

Veterans Memorial Highway was extended from David Drive to Williams Boulevard, a distance of 1.97 miles. Completion of this work provided double lanes paralleling the neutral ground from Williams Boulevard in Kenner to the Orleans Parish line. The \$400,000 cost of this project was paid by royalties from mineral rights due the parish from the State Royalty Road Fund.

Property has been purchased by the parish to eliminate some dead end streets. Property purchases opened Nero Street from Bonnabel Boulevard into 17th Street and on to Causeway Boulevard; Poplar into Metairie Heights and on to Ninth Street and Causeway Boulevard and Feronia Street into Bonnabel and Causeway Boulevard.

The East Bank River Road was blacktopped from Imperial Woods to Oak Avenue in Harahan. Papworth was blacktopped from the Federal Inter-



state Highway to Veterans Memorial Highway to permit traffic from Orleans Parish to get off the Interstate Highway.

Fifty-seven thousand dollars was spent to overlay Causeway Boulevard from the Airline Highway overpass to the toll plaza at Lake Pontchartrain.

Turn-arounds have been installed on Causeway Boulevard. Plans are being made for turn-off lanes on Veterans Memorial Highway.

#### 1963 MAJOR STREET PROGRAM

In 1962, a \$5 million bond issue for street improvements throughout the parish was approved. On the East Bank this program will include the following streets: Power Boulevard from Federal Interstate Highway 10 to West Esplanade Avenue; West Esplanade Avenue from Power Boulevard to Elmwood Park and from Maned Downs to Transcontinental Drive (property owners will pay for paving West Esplanade Avenue from Elmwood Park to Maned Downs).

Transcontinental Drive will be improved from West Esplanade Avenue to Jefferson Highway; Bonnabel Boulevard to Causeway Boulevard; Roosevelt Boulevard from the Mississippi River to Canal No. 4; Citrus Road from Jefferson Highway to Hickory and Colonial Club Drive from Jefferson Highway to Hickory.

On the West Bank, Whitney Avenue will be blacktopped from West Bank Expressway to Belle Chasse Highway and Stumpf Boulevard from Whitney Avenue to Wright Avenue. Right of way was recently purchased.

In Marrero, 16th Street will be blacktopped from Barataria Boulevard to Destrehan Avenue.

The Department of Roads and Bridges anticipates making the following street improvements in 1963, all with subsurface drainage: Bonnabel Boulevard from Metairie Road to Live Oak Avenue at a cost of \$870,000; West Esplanade Avenue from Causeway Boulevard to the Orleans Parish line at a cost of \$780,000; Clearview Parkway from Airline to West Napoleon at a cost of \$503,000; Ames Boulevard on the West Bank from north of Acres Road to

Barataria Boulevard at a cost of \$1,350,000; Manhattan Avenue on the West Bank from the West Bank Expressway to 12,000 feet south of the West Bank Expressway at a cost of \$900,000.

The following bridges are planned: Elmwood Park and Canal No. 2, Clearview Parkway and Canal No. 4, replacement of the bridge at Green Acres Road and Canal No. 5, bridges at Perdue Drive and Canal No. 2, David Drive and Canal No. 4, Beverly Garden Drive and Canal No. 4, Helois and Canal No. 3, Lapalco Boulevard over Two Mile Canal on the West Bank, Choctaw and Canal No. 2 and David Drive and Canal No. 5.

#### WATER SUPPLY

Jefferson Parish's Water Department is in the middle of a giant construction program that will extend into 1964. All improvements will be financed from operating revenues at no additional cost to taxpayers.

The \$5 million program for the East Jefferson Water District No. 1 will provide:

1. Increased capacity at filtration plant from 20 million to 37 million gallons daily. Cost: Approximately \$2½ million.

2. Installation of a 30-inch main from the plant to Harahan and Kenner and then north to the Lake. Cost: \$1 million.

3. Installation of a 12-inch main on West Metairie from Causeway Boulevard to Airline Park Avenue. Cost: \$112,000.

4. Installation of a 12-inch main on the north and south sides of the Federal Interstate Highway from Causeway Boulevard to Williams Boulevard. Cost: Approximately \$250,000.

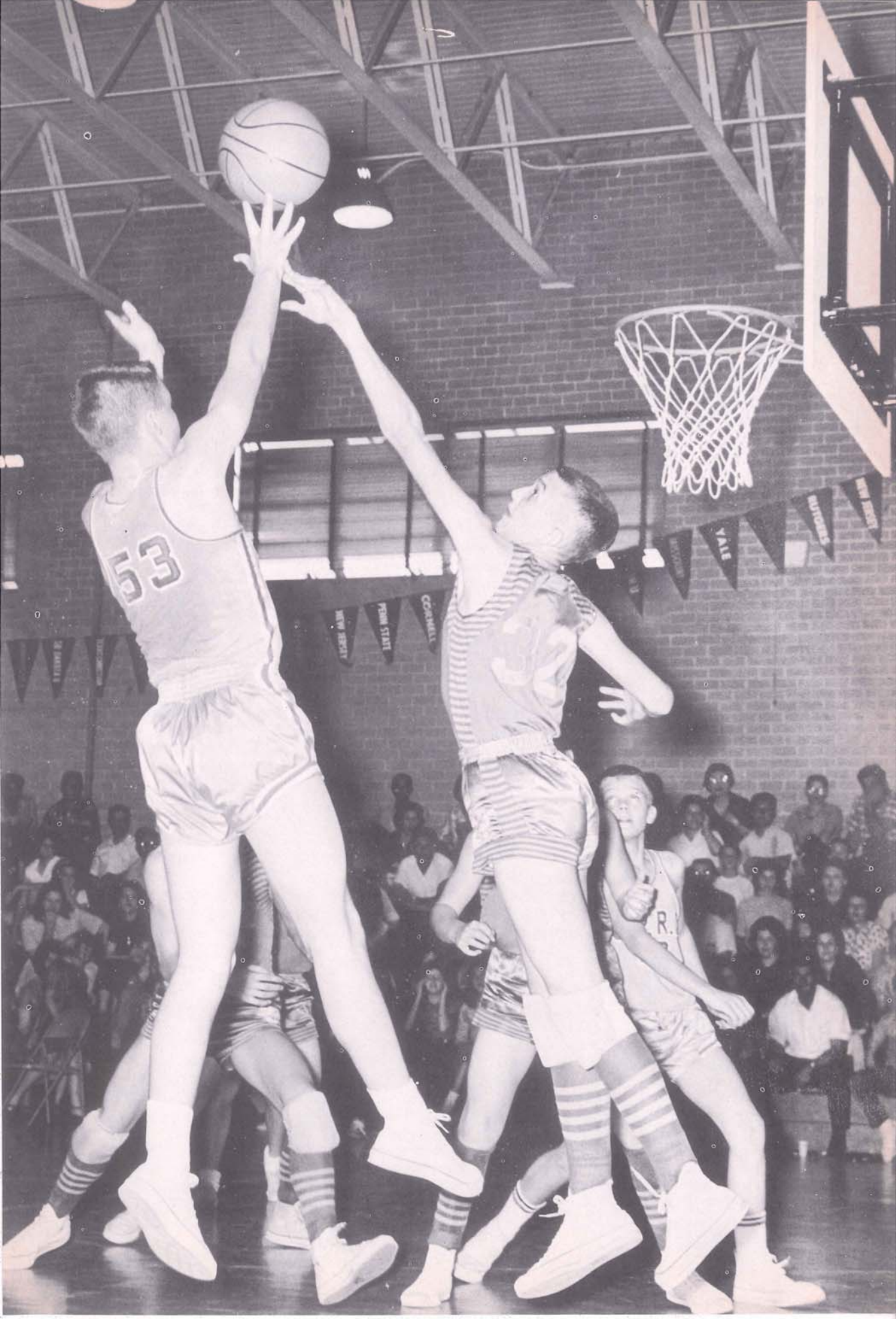
5. Installation of a 12-inch main on Transcontinental Drive from Airline Highway to Avon Boulevard. Cost: Approximately \$120,000.

6. Installation of a 12-inch main near the lakefront from Metairie Court to Williams Boulevard. Cost: Approximately \$200,000.

7. Installation of a 12-inch main on Cleary Avenue from West Metairie to West Napoleon. Cost: Approximately \$38,000.

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Basketball is the one of many recreational activities provided by the Jefferson Parish Recreation Department for all ages parishwide in its Centers, Playgrounds and Public School facilities. Beside Basketball, football, baseball and softball there is track for both boys and girls; Ladies Slimnastics; adult square dancing; tap and ballet; art classes for boys and girls; tumbling for boys and girls; ceramics for adults and teens; volleyball for girls and ladies; roller skating and tennis; the Golden Age Club for oldsters and summer day camps for girls.



8. Construction of an additional 5 million gallon ground storage reservoir upon completion of the filtration plant to be constructed in 1964 at a cost of \$500,000.

9. Installation of a 12-inch main to serve University City from Veterans Memorial Highway to the south boundary of the subdivision and payment of a pro rata cost of the installation of a 12-inch main from the southern property line to 35th Street. Cost: \$50,000.

10. Installation of approximately 44 miles of water mains on a petitioned basis beginning in 1963 and to be completed in 1964. These will be located in large subdivisions such as Pontchartrain Shores and Pontchartrain Gardens and along many streets throughout the parish. These mains will cost approximately \$1½ million. The parish will participate in corner lots and pay the cost of the first 100 feet. Cost of parish participation is estimated at approximately \$250,000.

Services by the six water districts continue to increase. Waterworks District No. 1 serves the entire East Bank, including the cities of Kenner and Harahan; it serves 39,268 accounts of which 2,576 were added in 1962. Water mains footage added in 1962 totaled 81,303. The district sold 4,715,902,300 gallons of water in 1962.

A new 5 million gallon ground storage reservoir was built in 1962 at a cost of \$350,000. The district began construction of a 40 million gallon per day river intake, pumping station and raw water line.

Waterworks District No. 2, serving the West Bank area between Gretna and Westwego and from the Mississippi River to the northern boundary of Waterworks District No. 3, recently completed a 10 million gallon per day filtration plant, a 5 million gallon ground storage reservoir, an administration building, a warehouse and extensions to its distributing systems costing a total of \$2½ million. The increased filtration capacity from four to 10 million gallons daily will encourage location of new industries and residences on the West Bank. This district sells water to Districts 3, 6 and 7 which do not have filtration plants and to parts of Plaquemines Parish north of Algiers Canal.

Waterworks District No. 2 increased its active accounts by 41 to a total of 2,962, sold 1,273,864,000 gallons of water and produced millions of gallons of unmetered water for fire protection, street paving, cleaning of subsurface drains and delivered water to areas during the drought. Revenues for 1962 were \$333,514.88.

Waterworks District No. 3, serving the area south of District No. 2 to the northern boundary of District No. 6 and in the east-west direction from Gretna to Westwego, added 406 active new accounts in 1962 to a total of 3,976. It sold 406,480,000 gallons of water and received revenues totaling \$214,515.35. During the year, it added 24,751 feet of new mains.

Waterworks District No. 5 purchased all of its water from the City of Westwego. It sold 254,875,000 gallons of water in 1962 for revenues totaling \$105,590.75. District No. 5 added 268 accounts, an 18% increase, the greatest increase in any single year since its beginning.

Waterworks District No. 6, comprising the areas of Crown Point, Baratavia, Lafitte and other sections of the Sixth Ward, sells both gas and water. It purchased its water from District No. 2 and sold 59,030,100 gallons in 1962 for revenues totaling \$46,869.87. It purchased its gas from the United Gas Pipe Line Company and in 1962 sold 55,023,500 cubic feet for revenues totaling \$59,707.16. The district added 33 new customers in 1962 and now services 701 active gas accounts and 858 active water accounts.

Waterworks District No. 7 comprises that section of Jefferson south of the Gretna city limits to Plaquemines Parish and in an east-west direction from the Orleans Parish line to the eastern boundary of Waterworks District No. 3. The district purchases all its water from District No. 2. It operates a pumping station, a 1½ million gallon ground reservoir and 35,600 feet of water mains. Approximately 9,463 feet of water mains have been installed by subdividers. The district's revenue from the sale of 97,975,000 gallons of water amounted to \$52,917.40 in 1962.

New water meters are an excellent gauge of the parish's growth. Many

This photograph of a concrete culvert being installed under a road for subsurface drainage is merely to remind Review readers that the huge \$3 million Drainage Construction Program on the East Bank was completed in 1962 and that the \$2 million Construction Program that will give adequate drainage to 8,000 acres on the West Bank is under way and should be completed by the end of 1963.



areas of the parish that were subdivided years ago and sold without water mains are now able to secure water on a front foot cost by petition of property owners. More than \$900,000 worth of water mains have been installed on this basis; approximately \$2½ million worth of additional mains are pending. This means of obtaining water has opened up many areas for development that formerly were lying idle due to lack of water.

#### **DEFENSE AGAINST FIRE**

The use of up-to-the-minute fire killing techniques, presentation of 110 lectures on fire prevention and 700 general building inspections by the Fire Department held uninsured building losses in 1962 to \$26,065 with only a \$17,525 loss of uninsured contents.

The Fire Department which operates under the Department of Safety answered 1,096 fire alarms in 1962. Building fires accounted for 220, grass fires for 496 and automobile fires for 106. Emergency calls for other reasons added up to 176. False alarms numbered 67.

December, traditionally the most dangerous fire month, had 132 fire calls.

#### **ROAD LIGHTING**

New housing developments and new subdivisions have created a steady demand for extension of underground street lighting systems.

Total cost of underground lighting facilities in 1962 was \$17,386.61. Road Lighting District No. 10, the most densely populated, was charged with \$16,566.18 of this sum.

The traffic signal system at the intersection of David Drive and Veterans Memorial Highway was financed by District No. 10 in cooperation with the Traffic Engineering Division of the Department of Safety. With its completion, signal installations maintained by the parish number six.

#### **SIGNS INSTALLED AND REPLACED**

School zone signs, 600 of them, are removed at the end of school in June and replaced in September.

Two hundred of them to be made due to damaged original signs. In the un-

incorporated areas of the parish, school crosswalk lines and the legend "School" were painted at 62 schools.

The Traffic Engineering Division prepared polling place signs for each of Jefferson's 124 precincts.

#### **TAXICAB PERMITS ISSUED**

Two hundred and ten taxi driver permits were issued in 1962; 10 were denied, an improvement over 1961 when 20 were denied. One hundred and twenty five certificates were issued by the Department of Safety to taxicab owners.

The semi-annual inspection of taxicabs showed a great improvement in the condition and maintenance of vehicles over the previous year. There were no traffic fatalities involving taxicabs in 1962 in the parish.

Due to the State Public Passenger Motor Vehicle Responsibility Law passed in September, 1962, all taxicabs operating in the parish now must have liability coverage in the amounts of \$25,000, \$50,000 and \$5,000.

#### **RECREATION DEPARTMENT FACILITIES EXPANDED**

Thanks to voter support of two bond issues providing almost \$2 million, the Recreation Department will be able to expand its facilities for even better service to Jeffersonians.

Playground District No. 4's bond issue for \$1½ million will bring playgrounds and community centers to Airline Park, Neyrey Park, Lakeshore, Bissonet and Maned Downs areas.

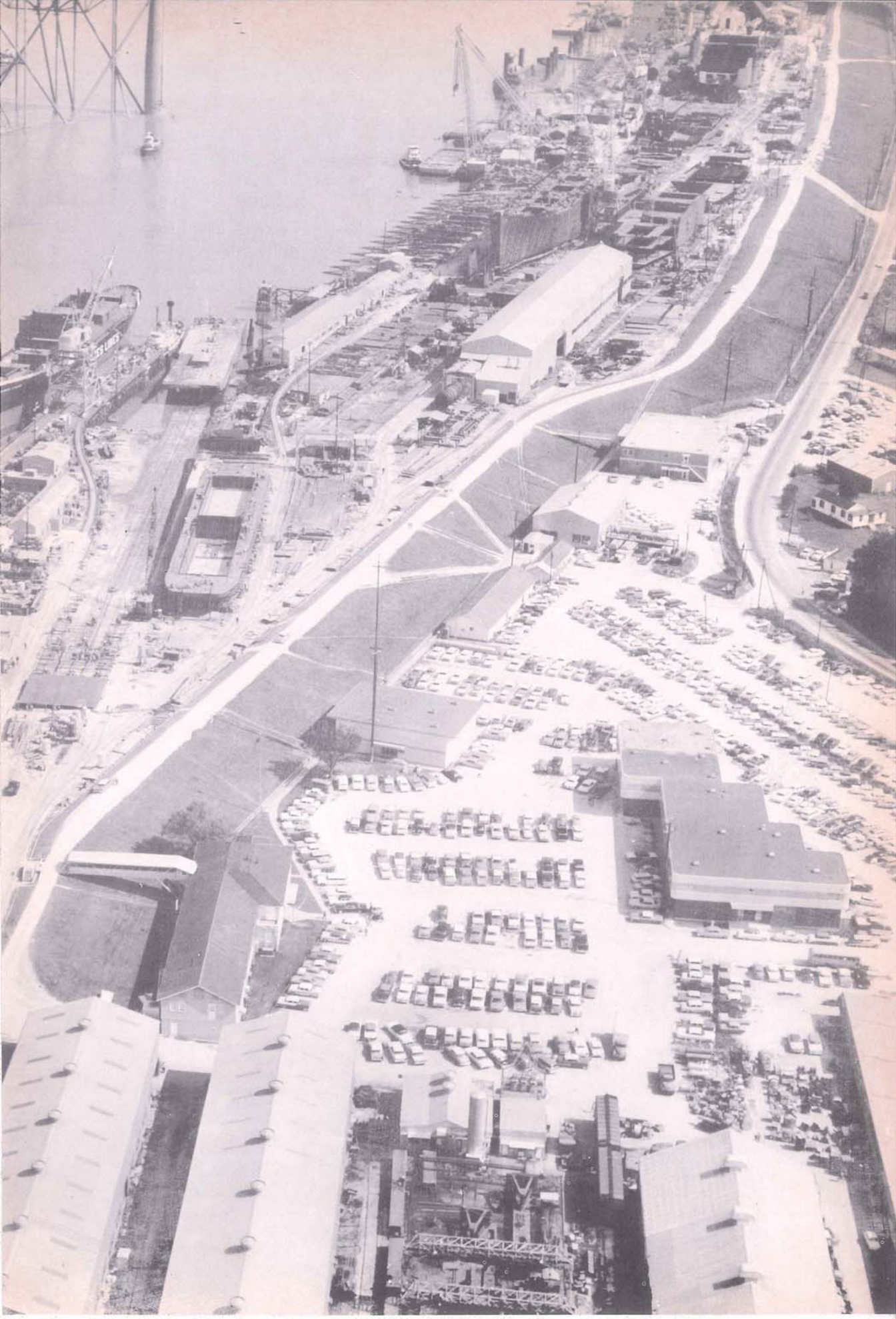
The \$300,000 for Playground District No. 8 will provide a community center building at the Little Farms Playground and at Bunche Village.

Many lighting facilities have been installed for outdoor night programs. The senior boys' and men's baseball diamonds at Jefferson and Metairie Playgrounds are being lighted. Thanks to lighting installations, night football and baseball may be played at Cleary Playground and at the Harlem Avenue Negro Playgrounds. Airline Park now has an official Little Boys' League baseball diamond lighted for night games.

Construction projects include two tennis courts at Metairie Playground and outdoor, multiple use areas at Bis-

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An aerial view of the main yard of Avondale Shipyards, Inc. on a deep bend of the Mississippi River on Jefferson's West Bank at Avondale, capable of building and launching ocean going vessels 600 feet in length. Under construction as this picture was taken were four cargo vessels for Lykes Bros., two comparable ships for Gulf and South American Steamship Company, a dredge, and barges including the third of three said to be the largest ocean going barges ever built.



sonet and Airline Park Playgrounds and a gymnasium at Cleary Playground.

Working with the Jefferson Parish School Board, the Recreation Department has provided physical education facilities for students at the new Riverdale Girls High School. The department agreed to the use by the students of the 21-acre Jefferson Playground and its gymnasium, located just across the street from the school.

The school board reciprocated this and past years by allowing the Recreation Department to use the excellent school board recreational facilities on the West Bank for a completely supervised summer program for boys and girls sponsored by the parish council.

### **PLAYGROUNDS WELL DISTRIBUTED**

Eleven playgrounds are located on the East Bank. All are within walking distance of residential areas.

Throughout the year they provide well planned and supervised leisure time activities for all ages.

The Recreation Department operates 11 lighted sports fields—all kept well groomed by the maintenance department. Five community centers are sites for year-round activities such as picnics, meetings, etc. All of these facilities are available to schools, churches, and other organizations upon request.

The Jefferson Parish Recreation Department boasts one of the finest athletic programs in Louisiana and the South. It is diversified to afford equal opportunities for participation to boys, girls and adults of all ages and abilities. The department has sponsored and supervised more than 125 organized leagues and tournaments in football, basketball, baseball, track and tennis.

In the past year, the department had 35 championship teams. Each member of these teams was awarded a beautiful engraved JPRD championship trophy. Various booster clubs have played an important role in sponsoring championship competition.

Other programs include the popular ladies' slimnastic classes, adult square and round dancing, tap and ballet classes for children and art classes for boys and girls.

Tumbling instruction is given to boys and girls; teenagers and adults receive

instruction in ceramic work; youngsters learn roller skating.

Younger girls enjoy a daily day camp conducted during the summer.

Senior citizens respond heartily to the complete program designed for them.

Special events sponsored annually by the Recreation Department include the girls' summer camp, the Kid Bowl and Cookie Bowl featuring outstanding football players, the J.I.T. (Invitational Basketball Tourney), a roller skating extravaganza, a ceramic show, dance revues at various playgrounds, the senior girls' track and field meet, the Golden Age Carnival ball, the Track Meet of Champions, the Little Boys' League and Dixie League district baseball playoffs and the Tri-Parish Girls' Softball Tournament.

### **LIBRARY DIVISION INCREASES SERVICES**

This year the steadily rising increase in the number of housing permits granted in the parish made necessary a revision of the schedules of the library's five bookmobiles. In addition, studies are under way regarding the establishment of more branches. Increased demand on the supply of books has been met by means of a rental service used by the library to augment parts of its stock, mainly the fiction collection.

The library has become a publisher. On its new duplicating machine purchased in 1962 it produces at library headquarters thousands of copies per hour of bibliographies, reading lists, miscellaneous library forms and publications, among them the library's perennially popular annual report that combines the parish history and progress with a record of the library's activities.

Reinforced reference collections, including supplementation of the library's foreign language collections, are helping students at all levels. Service to businessmen in the way of reference assistance has become an important function of the library's 13 branches and five bookmobiles.

The library has two microfilm readers for use with its collection of microfilmed matter—one on each side of the river.

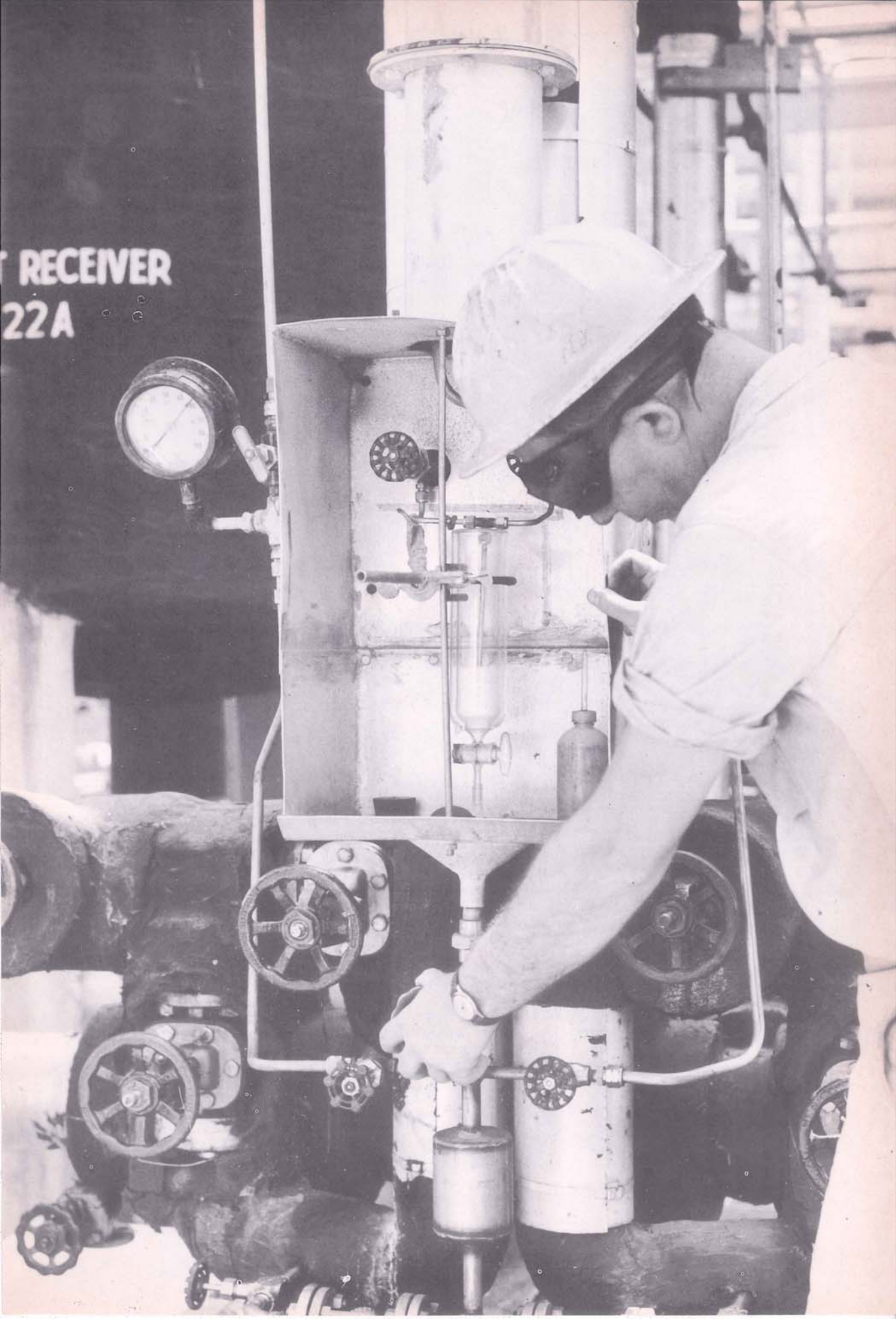
Continued on Page 114

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Taking a sample of HCN from the product stream for process control at the huge \$100 million American Cyanamid Company's Fortier Plant in Jefferson Parish. American Cyanamid is the nation's sixth largest chemical company producing nearly 6,000 products for industry, the medical profession, the farm and the home. The Fortier Plant in Jefferson alone pays annual wages of over \$5 million to about 625 employees and spends around \$4.3 million yearly for local supplies.



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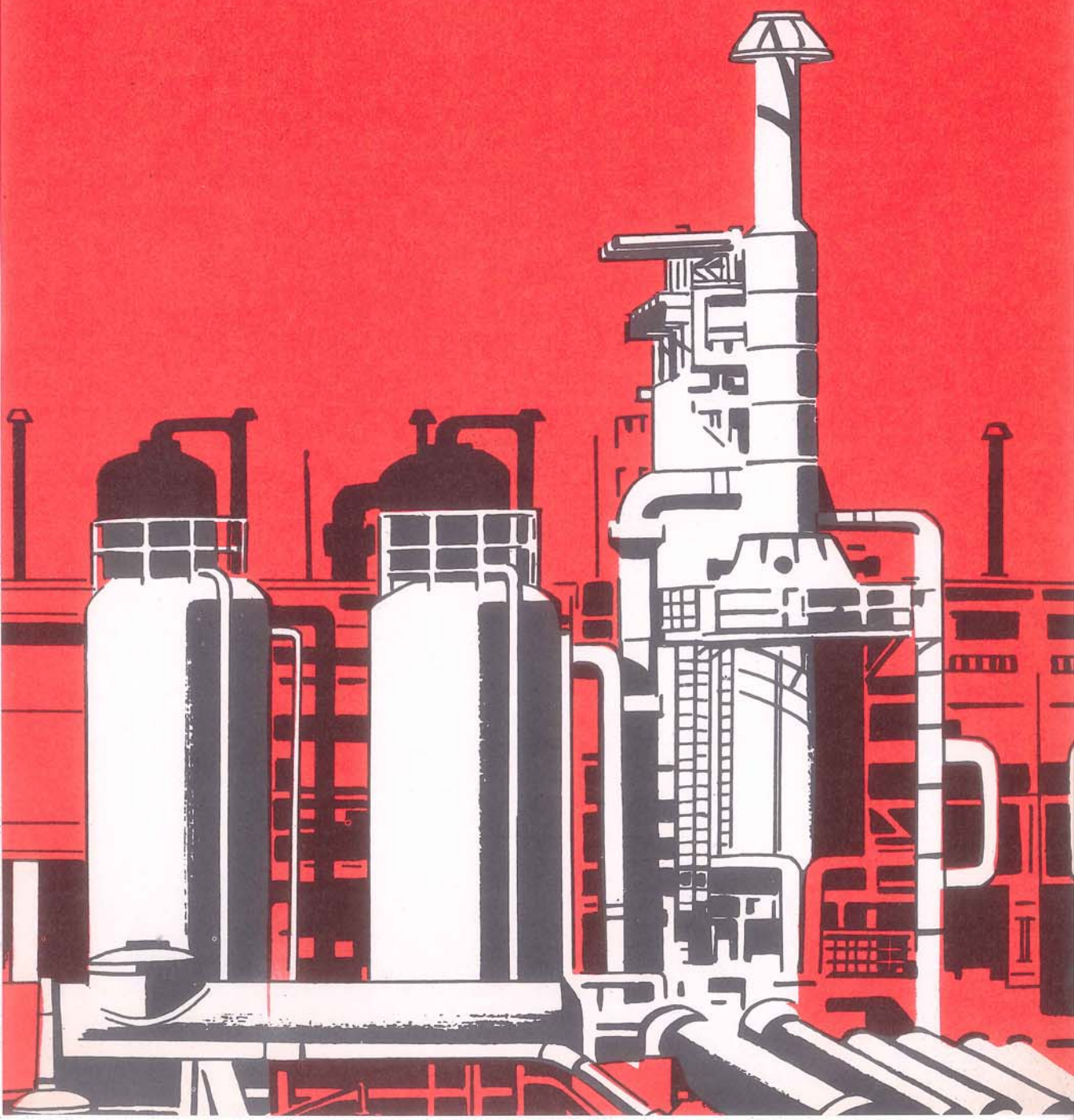
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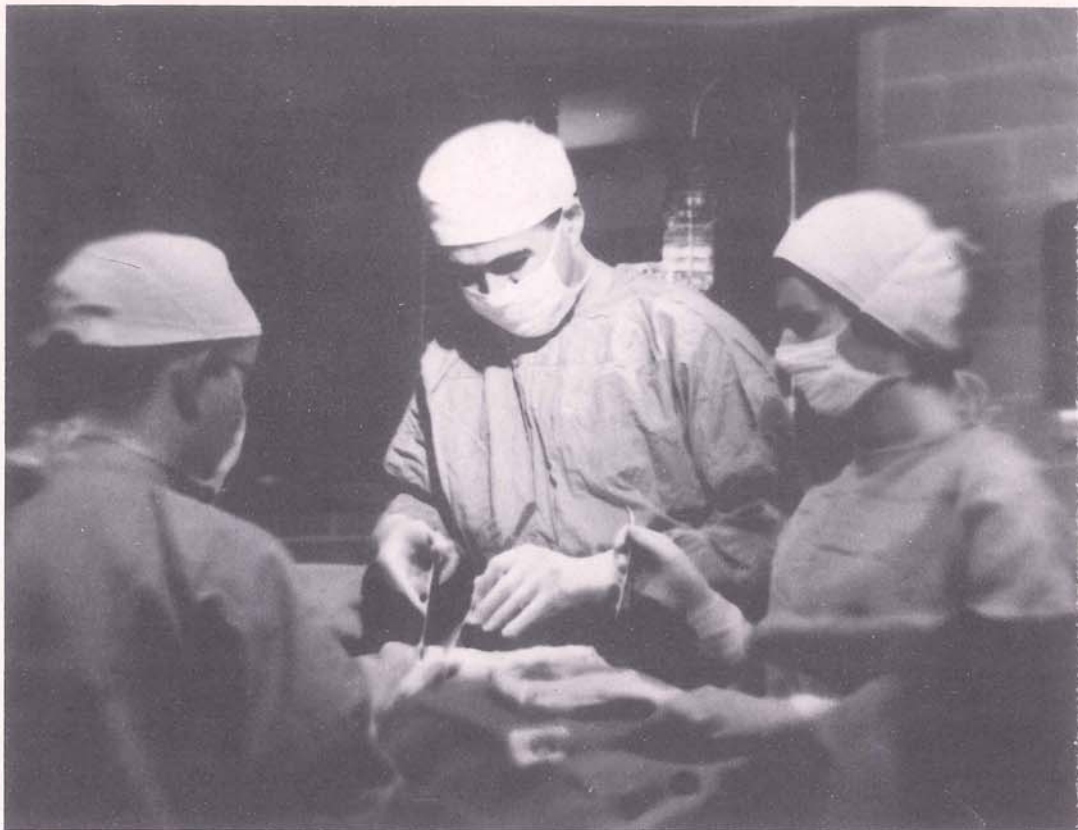
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# Jefferson's West Bank Waterways

By Hale Boggs, Member of Congress, Second Louisiana

## Congressional District

Ever since the first French fishermen and trappers began plying the bays, bayous and lakes of the West Bank of Jefferson Parish in the 18th century, the people of Jefferson have had a growing stake in the development and improvement of the West Bank's waterways, and the ever increasing commerce on them.

In the 18th and 19th centuries, the trade and commerce through the Parish essentially was confined to such freshwater fish as catfish, garfish, bass, trout, perch, crawfish and other kinds; and salt-water crustaceans and fish such as shrimp, oysters and crab, trout, redbfish, flounder, red snapper, and others; and the plentiful fur-bearing animals like muskrat, mink, raccoon, otter, fox, and opossum and skunk.

More than 200 years later, many more commodities are transported across West Jefferson in barges and towboats, large and small, via the Gulf Intracoastal Waterway, the Barataria Bay Waterway, the Harvey Canal. Replacing the fish and furs in larger quantities are various minerals and other products such as crude and distillate petroleum; oil gas; iron and steel pipe; industrial chemicals of all kinds; rolled and finished steel; dry and liquid sulphur; sand, gravel and rock; salt; cement materials.

Probably the two most important discoveries on the West Bank, and south of Grand Isle in the Gulf of Mexico—which discoveries have increased commerce on the Parish's waterways and boosted its economy—were the discovery of oil seven miles southwest of Lafitte in May, 1935, and the finding of a very rich liquid sulphur deposit seven miles out in the Gulf in the late 1950's.

The first oil well at Lafitte was at that time the deepest one of its kind in the world—9,572 feet down; and since that year, the oil industry has mushroomed into the largest and most valuable industry in the Parish.

The sulphur deposit south of Grand Isle is the third largest such deposit in the world, and is being mined by Freeport Sulphur Company's \$30 million offshore mine, which soon will be augmented by a new \$3.5 million Free-

port platform now under construction.

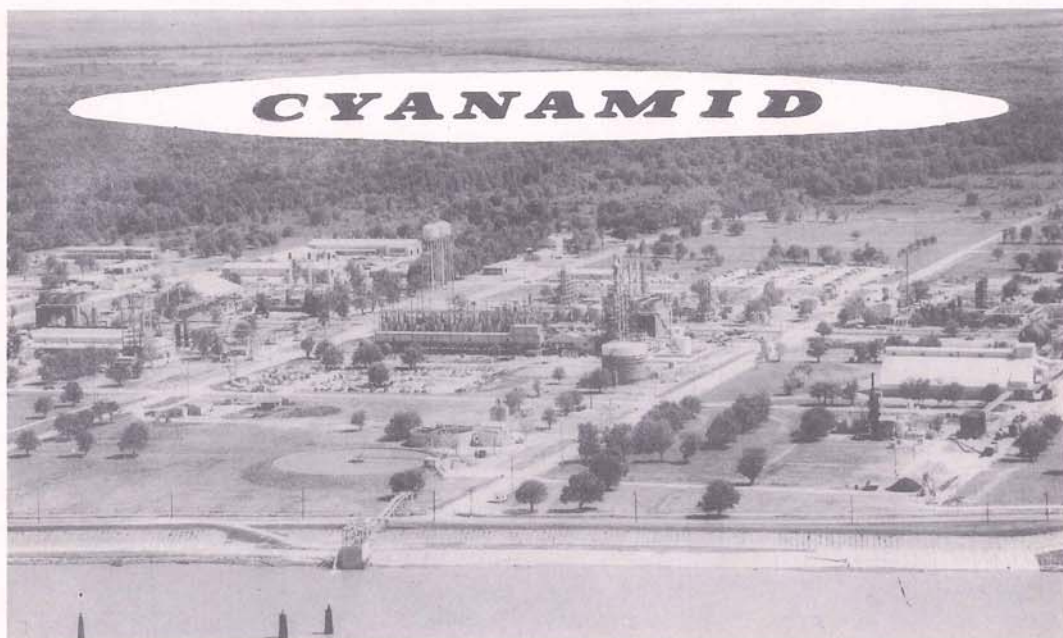
These two minerals and scores of other products have vaulted the West Bank's waterways into the principal means of transportation and commerce through the Parish. Today, the Gulf Intracoastal Waterway provides the prime East-West inland channel for waterborne commerce through West Jefferson, and the Barataria Bay Waterway, which is being expanded to a depth of 12 feet and a bottom width of 125 feet, certainly will become the principal North-South artery for commerce across the West Bank.

The great Intracoastal Waterway, which I have eagerly sought to improve and expand by working for increased Congressional appropriations, today stretches 1,115 miles from Apalachee Bay, Florida, to Brownsville, Texas, at the Mexican Border, and is one of our country's most vital arteries of inland commerce. More than 50 million tons of commodities annually move along this waterway; and almost 40 million tons of this total move on the Louisiana leg of the waterway from the West Bank of Jefferson at the Mississippi River to the Sabine River at the Louisiana-Texas Border. The Louisiana leg from West Jefferson to Texas stretches some 266 miles across South Louisiana, and has become the most heavily traveled part of the waterway for inland vessels of all kinds.

The first work on this vast Florida-to-Texas waterway followed an \$18,000.00 appropriation by Congress in 1828 for construction of a Mobile Bay-to-Mississippi Sound Channel. However, it was not until after the turn of this century that the federal government authorized the preliminary planning for the section of the waterway from the Mississippi River to the Rio Grande.

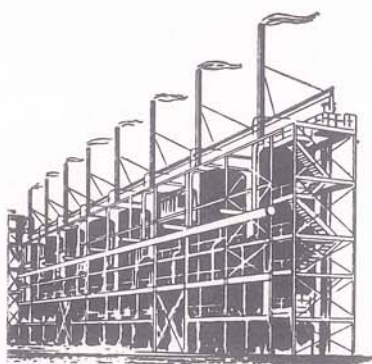
The 20-mile-leg of the Intracoastal Waterway through West Jefferson was included in the section of the artery authorized for construction by the 63rd Congress in the River and Harbor Act of March 2, 1919. This part of the waterway stretches some 115 miles from the River to Bayou Teche; and the first channel to be dredged for this section with your federal funds was five feet

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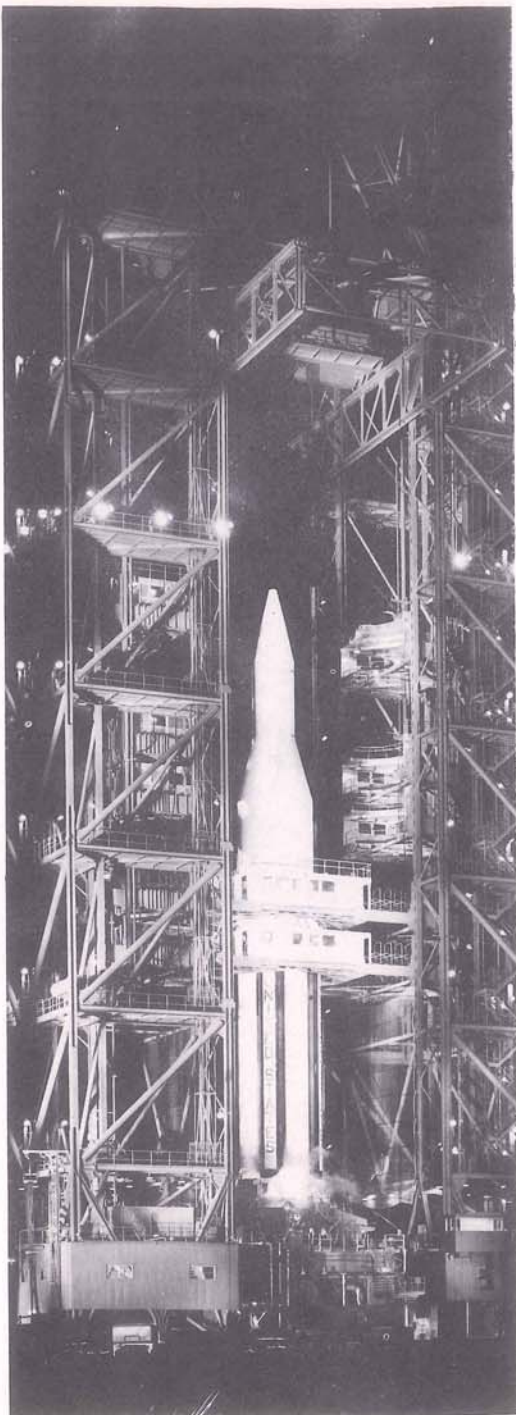


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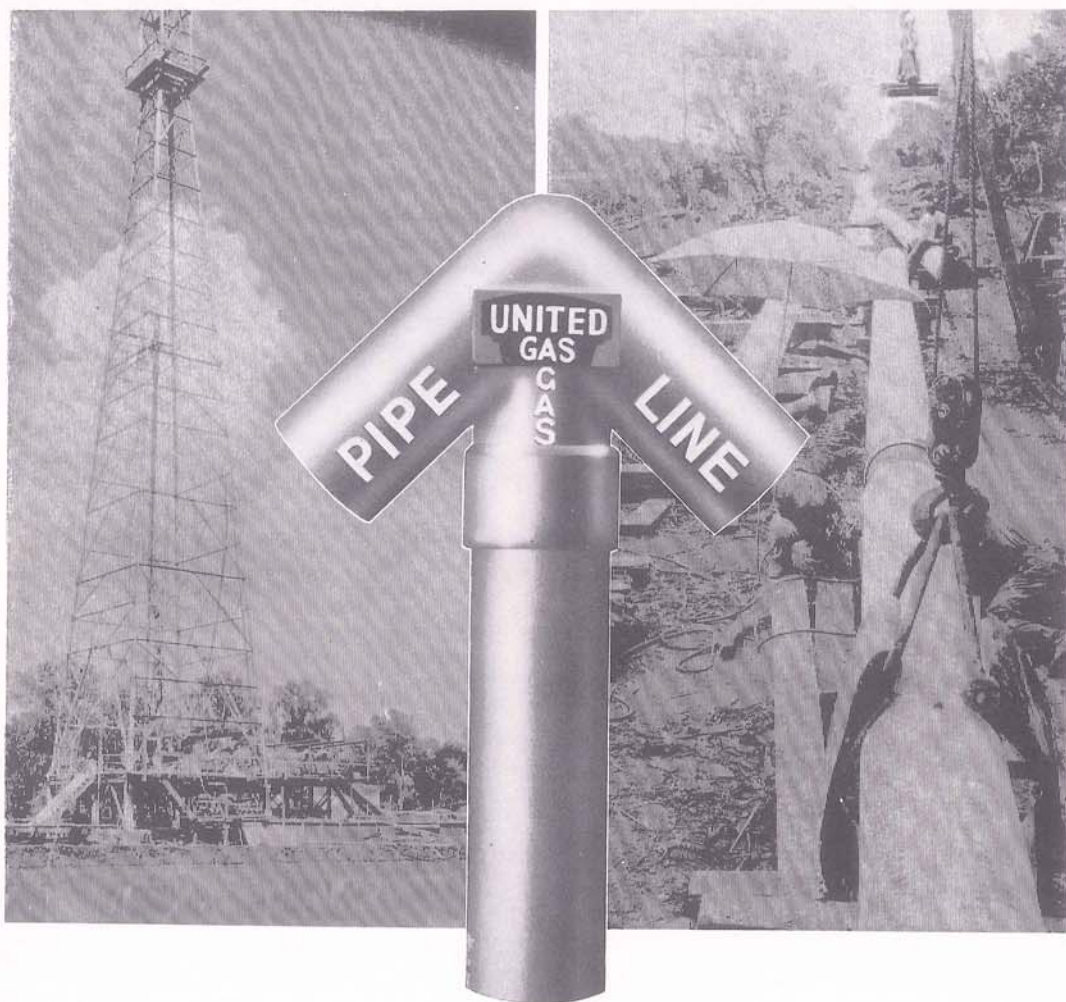
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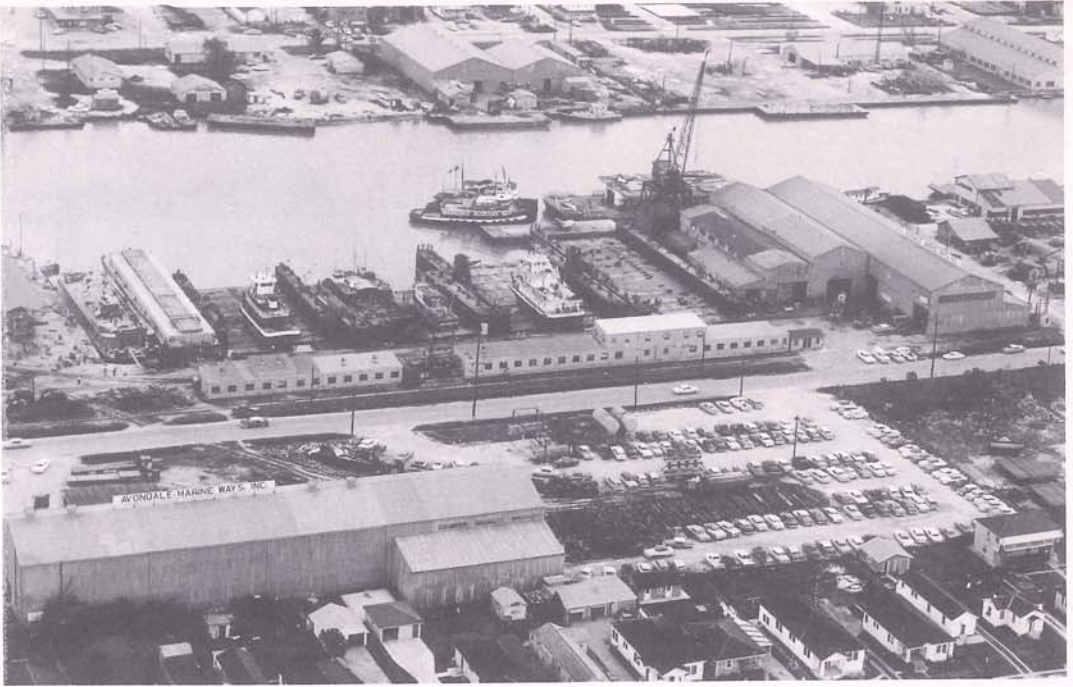
Those familiar T-shaped markers you see near the highways of this area are mileposts of progress. They serve a dual purpose — marking the location of a United Gas pipeline passing under a road and providing a vent for the air space between the pipeline and its steel casing. These little vents, scarcely taller than a man's knee, are among the few visible signs of our business . . . the complex business of delivering dependable supplies of natural gas to the cities and towns of the Gulf South.

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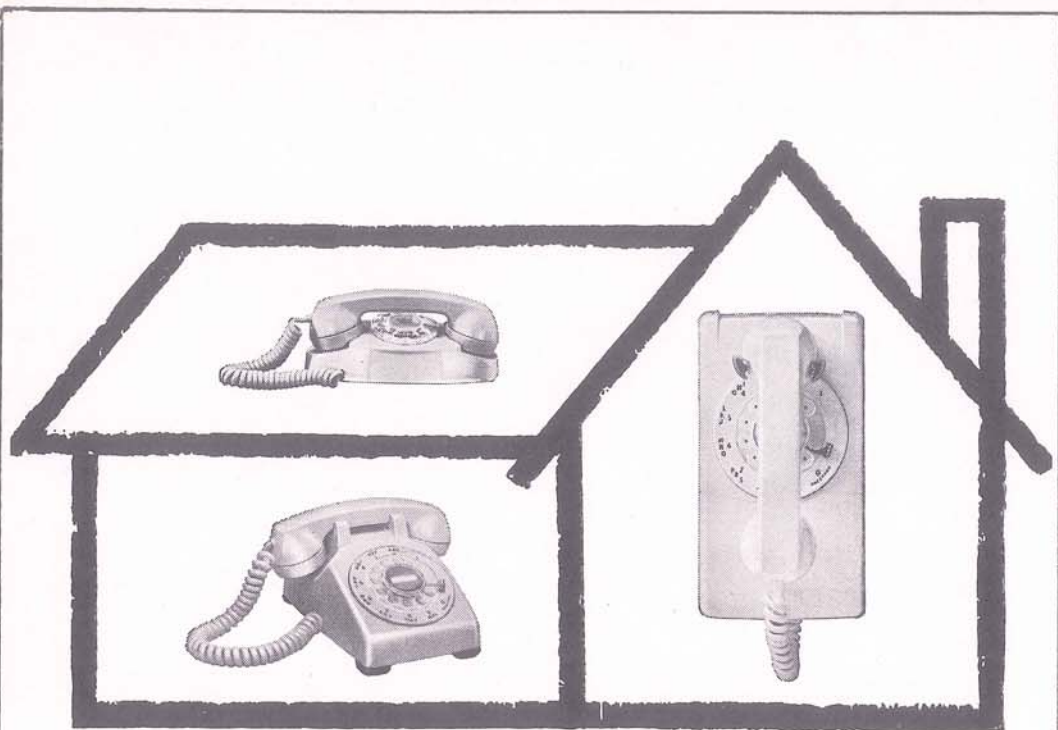




An aerial view of the busy Avondale Shipyards' Repair Yard on the Harvey Canal link of the Intracoastal Waterway. The business of this yard and the over 200 other concerns on the Harvey Canal serving the oil and marine fields will be greatly boosted and benefited by the barge traffic of the new Barataria Bay Waterway.



A portion of the Bayou Signette shrimp fleet at their home port in Westwego. They will be one of the frequent users of the new Barataria Bay Waterway.



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PRACTICALLY ALL of the crewboats and workboats servicing the oil industry in the Louisiana tidelands are powered by Diesel engines. Deepening and widening of the Barataria Bay Waterway will make it much easier for deeper draft vessels (below) to reach service facilities in Harvey where qualified mechanics, like the man above, can perform necessary adjustments and repairs.



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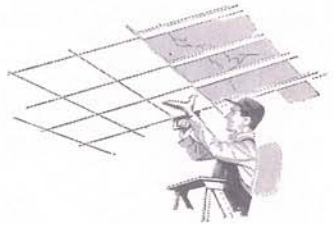
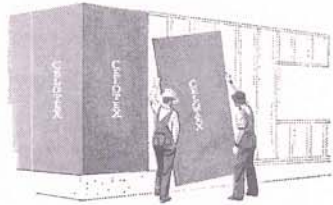
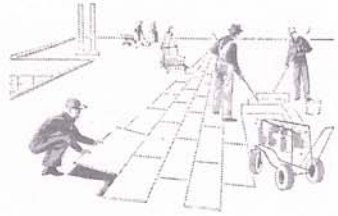
Today, this plant, at Marrero, Louisiana, is the industry's largest: 1750 employees; a vast 150 acre plant; a product line of over 1300 items; 10 miles of rail lines, a fire department; a medical department, ambulance equipped. Annually, 250,000 tons of bagasse from Southern sugar mills are processed into building materials.

At Marrero and 8 other plants, Celotex produces a variety of products needed for the gigantic construction job required to keep pace with America's population growth and economic progress. We are proud to have a part in keeping our nation prosperous and strong.



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It is examples like the following that dramatize the industrial production of Jefferson Parish. Between July and October of 1962 there arrived at the H. C. Price Company—Pipe Coating Division on the Harvey Canal in Jefferson 1435 railroad cars of 40-foot lengths of .36" diameter steel pipe, totaling 14,075 pieces, representing approximately 101 miles of pipe. This 101 miles of pipe was given a somastic coating at the H. C. Price plant and then shipped by barge to the construction location around Opelousas, Louisiana.

deep and 40 feet wide at bottom.

In the years since 1919, through additional appropriations by succeeding Congresses, the West Jefferson part of the waterway was expanded and improved. Then on July 23, 1942, the 77th Congress, the first Congress in which I served, authorized the enlargement of the waterway from its dimensions of 9-by-100 feet, to the present 12-by-125 feet all the way from Apalachee Bay, Florida to Corpus Christi, Texas.

During the years that the Louisiana section of the waterway has had its present dimensions, the total annual tonnage moving on the artery has steadily increased, particularly in the past seven years, except for a decline in the year 1958.

In 1961, a total of 38,956,000 short tons of products was transported over the Louisiana leg of the waterway. Included in this impressive total were 17,033,730 tons of crude petroleum; 2,808,806 tons of industrial chemicals of all kinds; 1,377,562 tons of iron and steel pipe; 633,379 tons of rolled and finished steel; 517,568 tons of dry and liquid sulphur, and 435,713 tons of sand, gravel and rock.

In 1955, some 26,793,000 tons were carried along the Louisiana leg; the next year, the tonnage jumped to 29,688,000, then climbed again to 33,113,000 tons in 1957, only to drop in

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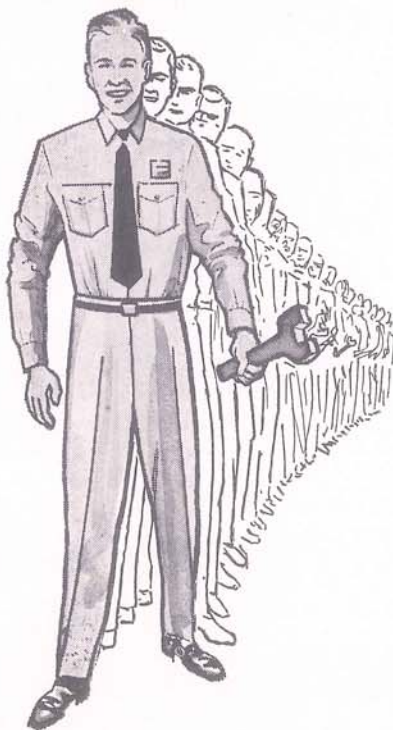
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1958 to 31,200,000 tons. However, 1959 saw a sizeable increase in traffic to 34,161,000 tons, and 1960 brought a tonnage total of 36,264,000. And 1961 produced the record year thus far: 38,956,000 tons. (Figures for 1962 are not yet available).

At its present depth and width, the Louisiana leg of the waterway has become overburdened with commerce in recent years, so that it is now absolutely necessary that the channel through West Jefferson and all along this stretch and into Texas as far as the Houston Channel be expanded. To investigate this proposed expansion, the U. S. Army Corps of Engineers recently conducted an extensive survey and study of commerce along the Louisiana and Texas parts of the waterway, and then recommended to the 87th Congress (1961-'62) that federal funds be authorized and appropriated to widen and deepen the channel along most of the Louisiana section, and on much of the Texas section.

In the closing days of the last Congress, I promoted the passage of the Omnibus Rivers and Harbors Flood Control Act of 1962, and the Congress enacted this legislation, which includes an authorization of \$25,540,000.00 for expansion of the Louisiana-Texas legs of the great interstate waterway.

There is no doubt about the need for expanding and improving the waterway in Louisiana. The authorized widening of the channel along the Louisiana section (including the 20-mile stretch in West Jefferson, of course) from 125 to 150 feet, and in one part to 200 feet, and its deepening from 12 feet to 16 feet, will produce greater commerce than ever before on this vital inland artery.

The reasons for expanding the waterway are really two-fold:

First, the area from New Orleans to Brownsville is rapidly becoming more and more industrialized; consequently, mineral production, particularly in oil, gas, sulphur, cement materials, clay, gypsum, and salt is increasing steadily. Furthermore, South Louisiana and South Texas have ten deep water ports between them with connections into the interior; and some 100 chemical plants of various kinds have been established in the waterway's vicinity in our State and in Texas since 1940. These tremendous developments can be seen by the following:

(Continued on Page 86)

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**The Schools  
of Jefferson**



The modern and beautiful T. H. Harris Junior High, which opened in September, 1962. The Administration Building in the right foreground contains the Principal's office, the Library, the Counsellor's office and the Cafeteria. In the left foreground is the Classroom Building.

## Activities and Accomplishments

By Emile Gennaro, President, Jefferson Parish School Board

Between 1940 and 1960 the population of Jefferson Parish quadrupled from 50,427 to 208,769. What we frequently overlook in our proper pride over the pulsing growth is that Jefferson Parish has assumed the responsibility of providing a full twelve-year free education to the children of every family of our now nearly a quarter of a million people who send them to public school.

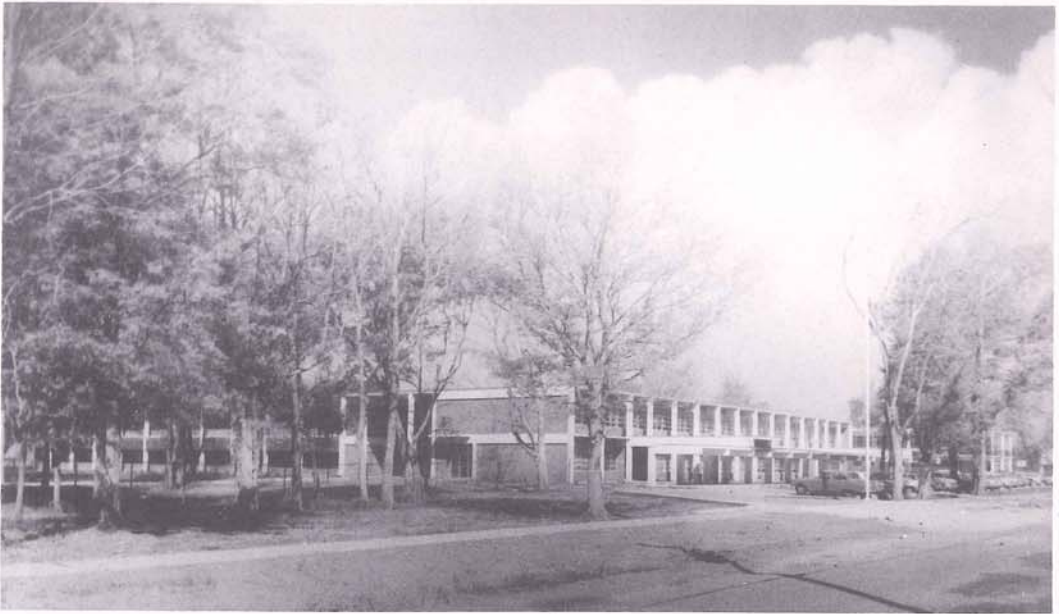
Following is a brief resume of how the Jefferson Parish Public School System has shouldered that responsibility, and is providing a full education for each pupil enrolled, plus incentives to outstanding pupils.

\* \* \* \* \*

Every school day morning automobile and truck drivers carefully observe over 600 School Zone signs in Jefferson Parish, as 43,270 school age boys and girls, both White and Negro (4452 more than last year), take their homework and lunch money and walk to school if they live close enough, or wait for one of the 199 school busses (57 more than last year) that pick them up, transport them safely to the schoolyard and deliver them back at the end of the school day.

These over forty-three thousand children are distributed among 60 different public schools (4 new schools since last year, representing 156 new classrooms). At these 60 schools, strategically located so that every neighborhood and community is served, 1517 teachers (207 more than last year), all receiving salaries higher than the State average in order to secure the best available, are waiting to guide these children along the twelve-year long path of education through Elementary, Junior and Senior High School. A total of 2784 permanently employed people, including substitute teachers, function to keep the Jefferson Parish Public School System operating smoothly, efficiently and productively.

In spite of the tremendous increase in enrollment for the 1962-63 school year (well over the 10% average increase of the last few years), the above statistics show conclusively that the Jefferson Parish Public schools were ready with the additional busses, classrooms and teachers required to provide a desk for every pupil enrolled without crowding—a statement many communities and cities throughout the nation would like to be able to make.



Panoramic view of the new Riverdale Girls Senior High School. Complete high school curriculum, plus Business Education Department, Home Economics Department, Driver Education Class, Physical Education Department, Cafeteria, and large Library and Patio. Its students also participate in the arts and science honor courses, as is provided in the curriculum of all Senior High Schools in Jefferson Parish. Riverdale opened in September, 1962.

## of Jefferson's Public Schools

and Lem W. Higgins, Superintendent of Schools

The Jefferson Parish School Board and property owning voters began preparing for an enormously increased public school enrollment way back in 1959 when the Board proposed and the people approved the \$10 million New School Construction Program. All of Jefferson's school buildings now are either new structures or remodeled and expanded existing ones.

Ready for occupancy at the 1962-63 midterm in January, and financed out of sales tax revenue, were the ten mobile elementary classrooms and cafeteria, costing \$165,000, of Greenlawn Terrace School in Kenner. These ten mobile units accommodate a total of 350 pupils.

Also, 20 additional classrooms were added to Kenner Junior High School at a cost of \$375,000, ready in March of 1963. A complete new elementary school has been planned for Terrytown, the booming suburb of Gretna, for which a site has been purchased and an architect appointed.

But the big news was the opening at the beginning of the 1962-63 school year of the new Riverdale Girls High School on Riverdale Drive on Jefferson's East Bank. It has a capacity of 1500 students.

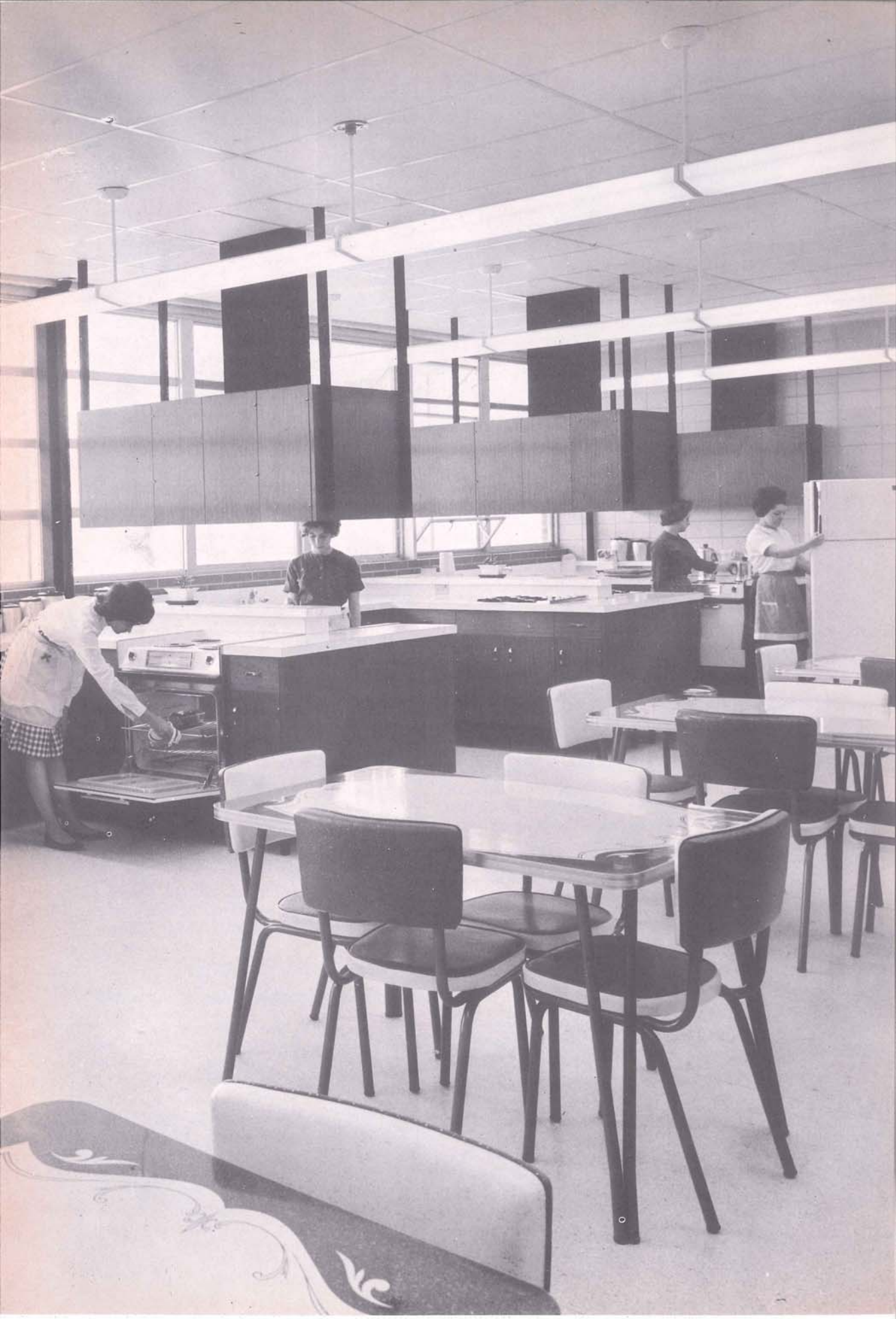
### THE FIRST ALL GIRLS' HIGH SCHOOL IN JEFFERSON

The present enrollment of Riverdale High School is 1400 Senior High School girls drawn from all sections of Jefferson's East Bank. This school is already nearly filled, and additional facilities are being planned to take care of the large increase in the number of senior high school girls anticipated for the next school year.

The Jefferson Parish School Board is already planning another Girls' High School on the East Bank, to be followed by one on the West Bank, as funds become available.

### ADULT EDUCATION CLASSES EXPAND

This is the fourth year the Jefferson Parish Public Schools have offered free evening classes to adults of all ages, both White and Negro, who want to add to or secure the schooling they missed when they were of school age. These adult students are given an examination when they make application, to determine where their instruction should begin, and they are advanced as quickly as their individual abilities permit. One hundred and eighty-nine adults are enrolled in this year's program.



Classes are held in the evenings twice a week for a total of five hours a week. The White adults are taught at East Jefferson and West Jefferson High Schools, and the Negro adults at Lincoln High and Washington Elementary Schools. The instructors are selected from the regular Jefferson Parish Public School teaching staff.

Since this program began in 1959, upwards of 200 students have been awarded equivalency certificates.

#### **PHYSICAL EDUCATION PROGRAM INTENSIFIED AND BALANCED**

A total of 51 physical education instructors in the entire public school system, practically one for every school in the Parish, 27 on the East Bank and 24 on the West Bank, supervise a balanced physical education program that involves all students but does not cut into academic time.

The physical education program has been intensified this year at the Junior and Senior High Schools, and new programs introduced at T. H. Harris Junior High School and at Riverdale Girls High School.

Following the completion of the popular athletic stadiums at East Jefferson and West Jefferson High Schools, the Jefferson Parish School Board constructed stadiums at two Negro schools—Lincoln and Ralph J. Bunche High Schools. Both were available the latter part of September 1962.

#### **SPECIAL SCHOOLS PROVIDED FOR PHYSICALLY HANDICAPPED AND MENTALLY RETARDED CHILDREN**

For the mentally retarded and physically handicapped children of Jefferson Parish, the School System provides sympathetic and excellently trained teachers, and free transportation in special busses, Lakeside School on the East Bank and Boulevard School on the West Bank, which are specially equipped for these children. A program for deaf and dumb school age children is now being organized.

#### **DISTRIBUTIVE EDUCATION PROGRAM CONTINUES**

It is now four years old—that effective program introduced in 1959 which helps the commercial student to supplement academic studies with actual on the job training in stores and offices in

the metropolitan area. The student not only acquires experience in his particular field, but is paid for it and given proper credit in his courses. It has turned out to be beneficial to both the business concerns and to the students.

#### **DRIVER TRAINING**

The driver training program in the senior high schools is a course that combines classroom theory with actual on the road driving instruction, transforming teenagers into skillful, careful and safe drivers.

#### **READING TO LEARN**

A new and popular instruction method which reverses the old established "learn to read" process with a faster and more effective "read to learn" program, gives the beginners not only word recognition and speed in reading, but implants a better understanding of the meaning of what is being read.

A well established reading program has been developed for Grades 1, 2 and 3, and a modified program for Grades 4, 5 and 6.

#### **"TO BE OR NOT TO BE--- THAT IS THE QUESTION"**

That famous lament which opens Hamlet's Soliloquy is the modern day teenagers' torment. "What shall I do with my life?" "Shall I go to College or get a Job?" "For what am I best fitted?"

For that reason all Jefferson Parish Junior and Senior High Schools are permanently staffed with Guidance Counsellors, and all Junior High school students are given tests to determine their natural aptitudes and capabilities. These tests enable the Counsellors to guide students into the proper study subjects and help them to decide which role in life they are best qualified for success.

The Guidance Counsellors are also able to discover unusually brilliant and qualified students and help them turn their talents into proper channels. This program is probably one of modern education's most valuable public school services.

#### **PHILHARMONIC CONCERTS**

This school year saw the introduction of a new cultural program for Jefferson Parish Public school students. By special arrangement, the New Orleans



The spacious well lighted library of the new Riverdale Girls High School. It measures 210 feet by 36 feet and is one of the largest school libraries in the state.



The March 8, 1963 New Orleans Philharmonic Symphony Orchestra concert at the East Jefferson High School Auditorium for East Bank public school students who had purchased tickets. They were picked up at their various schools and conveyed to the concert in special busses.



The Special Garden Work Project now under way at Lakeside Special School, formerly the East End School.



The busy and popular library of the Grand Isle High School. The students sitting at the table are (left to right) Jean Baugh, Mary Ann Sevin, George Ford, Marcia Hayes, Paulette Cherie, Elaine Sevin and Nettie Fay La-Combe. Standing (left to right) are Claude Lafont, Michael Crosby, Lonnie Parra, Elson Griffin, Thomas Marullo and Calvin Encalade.



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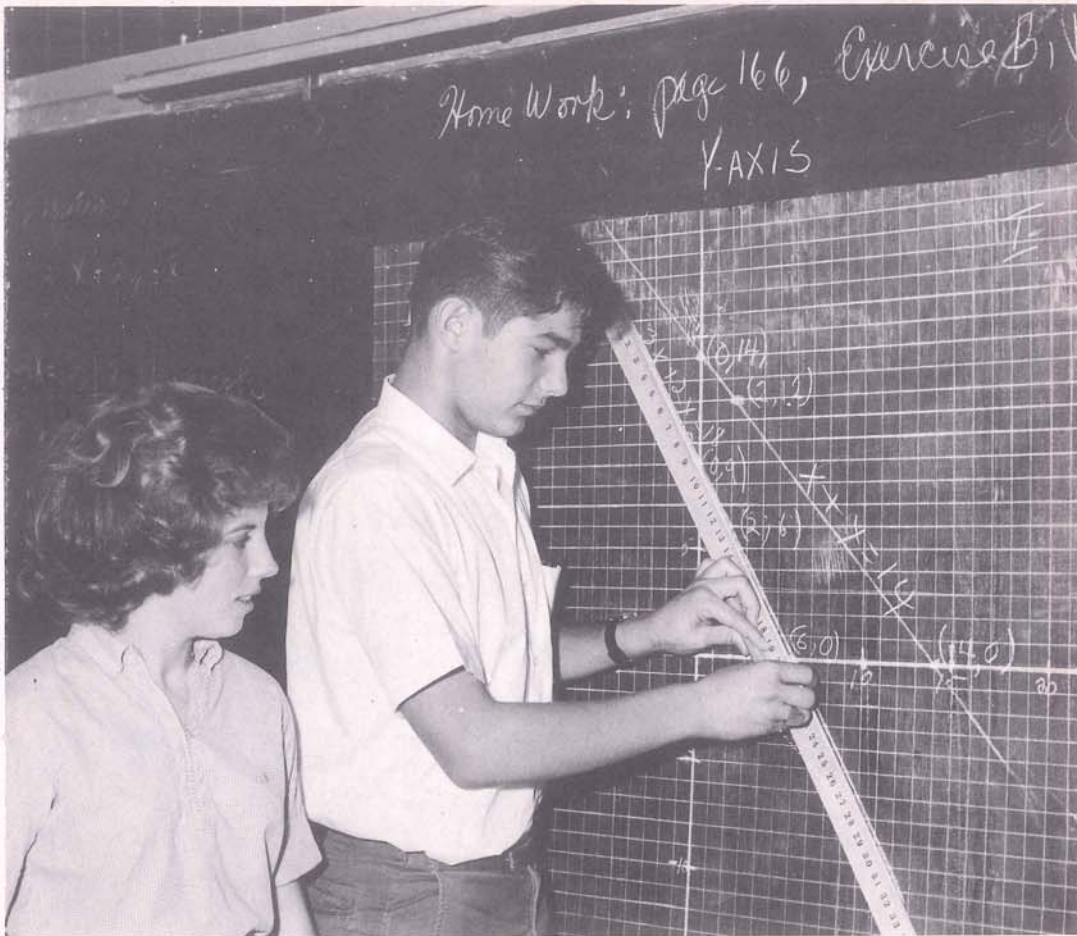
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**AMERICAN OIL COMPANY**

**Harvey, Louisiana**







Ninth Graders Joan Berryman and Dec Temple of the T. H. Harris Junior High seemingly are having no trouble with the assigned blackboard problem in Algebra class. As can be seen above the blackboard graph the students of this class are no strangers to home work.

Philharmonic Symphony Orchestra gave a series of three concerts each at the auditoriums of East Jefferson and West Jefferson High Schools. The series of three one-hour concerts cost the students a total of \$3.00, and included both elementary and higher grade students. Students were transported from all over the Parish in Jefferson Parish School busses, and were accompanied by teacher or parent chaperons. This is a cultural activity that will undoubtedly be continued. It was the first introduction of many Jefferson Parish students to the immortal music of Beethoven, Tchaikowsky, Mendelssohn and other great composers.

#### STATISTICAL SUMMARY

We began this report with some impressive comparative figures. It is logical that we end it the same way.

Back in 1940 only 9% of Jefferson Parish citizens 25 years old or over had finished four years of high school. In

1960 that percentage had jumped to 27.2%

Back in 1950 (we have no figures for 1940 on this), 24.4% of Jefferson Parish's 18 and 19-year olds were attending school. Ten years later that percentage had climbed to 36.9%.

At the present time, we are proud to report that 51% of Jefferson Parish White high school graduates, and 43% of its Negro high school graduates go on to college. Special encouragement and aid are given to high school students working toward scholarships.

The urgent need for education in Jefferson Parish is becoming more and more recognized each year. It may be partly due to the challenging times, but it is evident that the modern and advanced facilities and trends of the public school system provide a definite incentive for education.

The Jefferson Parish School Board at the Special Meeting of April 24, 1963

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**THE WEST JEFFERSON "BUCS"—1962 AAA STATE DISTRICT NO. 4 PUBLIC SCHOOL FOOTBALL CHAMPIONS**

District No. 4 (there are five districts in the state) comprises teams of Orleans, Jefferson and St. Bernard Parishes. AAA is the highest rated league in the state.



Jefferson Public Schools 1962 Safety Patrol Essay winners. Rusty Galle (seated) was first place winner and Russell Todaro (on right) won second place. Both Galle and Todaro were awarded a trip to see the 1962 World Series Games played in Yankee Stadium, New York. Their expenses were paid by Sheriff John G. "Jack" Fitzgerald of Jefferson Parish. Edgar Casanova on the left was third place winner and was an alternate in case either of the other two boys could not make the trip.

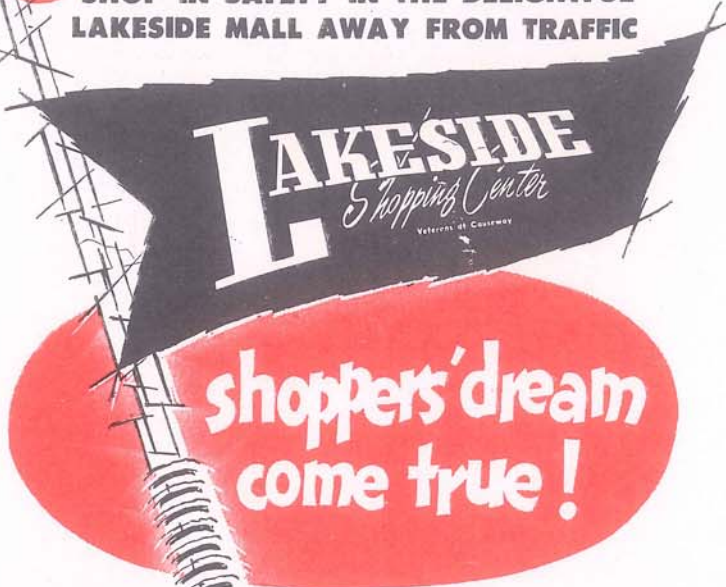
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# HOLMIES

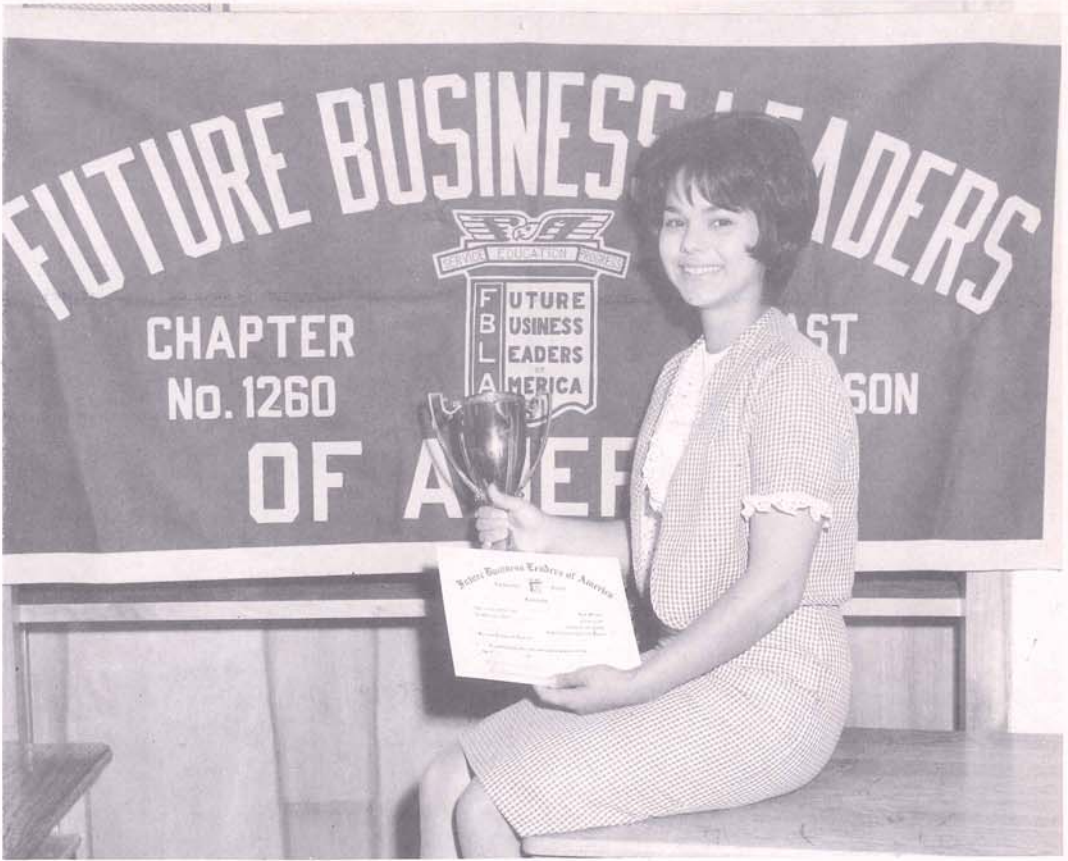
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# LAKESIDE

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VETERANS at CAUSEWAY



Claudia Boe, a member of the Future Business Leaders of America at East Jefferson High School, won first prize in the spelling competition at the state FBLA convention, held in Alexandria, Louisiana, in early March. As a result, she entered the national competition in Dallas, Texas, where she placed second.

accepted this fact and approved the following additions, alterations and renovations to meet the anticipated ten percent or better increase in enrollment for the 1963-64 School Session. Three architects were assigned to begin this work immediately.

The major construction will be a total of 54 new classrooms for the White schools and 32 for the Negro schools, broken down as follows: of the White schools on the East Bank T. H. Harris Junior High will receive 8 new classrooms, Bridgedale Elementary 6, Green Park Elementary 10 and Greenlawn Terrace Elementary 10 new classrooms. On the West Bank Waggaman Elementary will receive 4 new classrooms, West Jefferson High 12 and Live Oak Elementary 4.

Of the Negro schools on the East Bank Bunche Village Junior High will

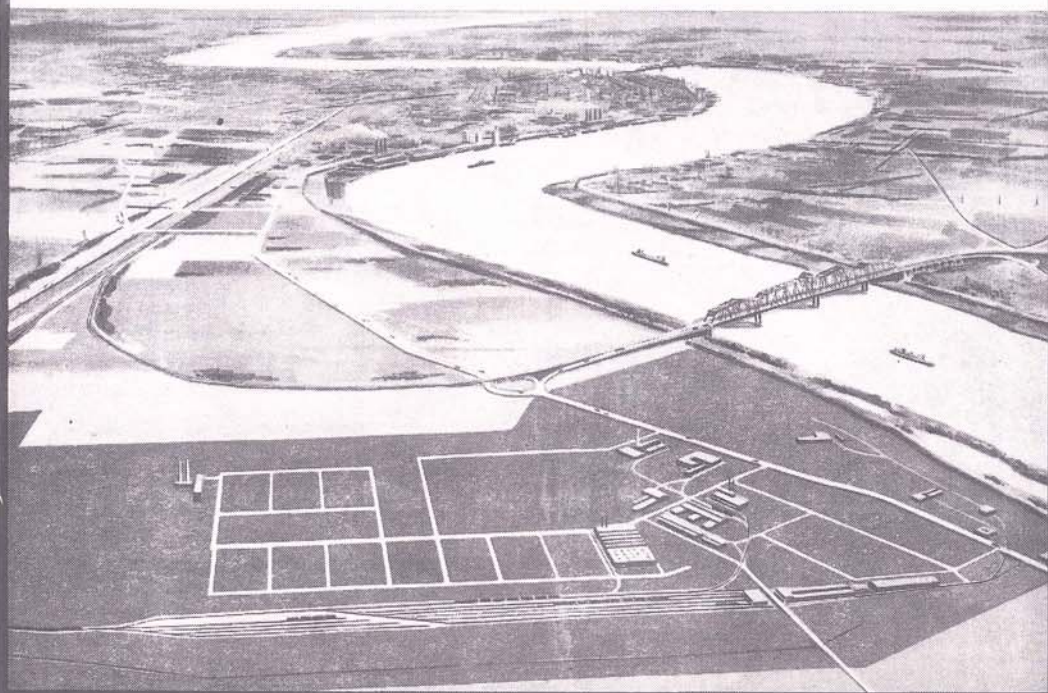
receive 6 new classrooms. On the West Bank Elm Grove Elementary will receive 6 new classrooms, Fourth Ward Elementary 12, Frederick Douglass 4 and McDonogh #27 Elementary 4 new classrooms.

Renovations and alterations will take place in four classrooms of Marrero Junior High, in five classrooms of Westwego Junior High, in two classrooms of Bridge City Elementary, in three classrooms of Bissonet Plaza Elementary and in two classrooms in Bunche Village Junior High. In addition two mobile classrooms will be moved from Bridgedale Elementary School to Hazel Park Elementary.

With these additions and improvements the Jefferson Parish Public Schools confidently face the increased pupil registration pressure of 1963-64.

(Continued on Page 141)

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# Industrial Gold Mine

Jefferson Parish looms big in the plans of the Illinois Central Railroad. This pioneer New Orleans railroad in recent years has given a great deal of attention to the industrial development of property served by the railroad in the parish. Center of its interest is in the Harahan Industrial District owned by the railroad, which lies on the eastern edge of the parish and on the east bank of the Mississippi River. In fact, thousands of drivers daily crossing over Huey P. Long Bridge, as they glance to their right while crossing the bridge to the west bank, look down upon the broad expanse of industrial property at Harahan.

The area has an interesting history. It is named after James T. Harahan, President of the Illinois Central Railroad in 1906-1911, who was an outstanding operating man in his time. He was such a noted railroad executive that in 1900 the Saturday Evening Post published his views on "The Making of a Railroad Man," and in 1902 the Memphis Commercial-Appeal called him "the greatest railroad genius of the West."

Harahan was keenly interested in the South, where he had lived a good part of his life. He was instrumental in developing the railroad's extensive port facilities in New Orleans. The great

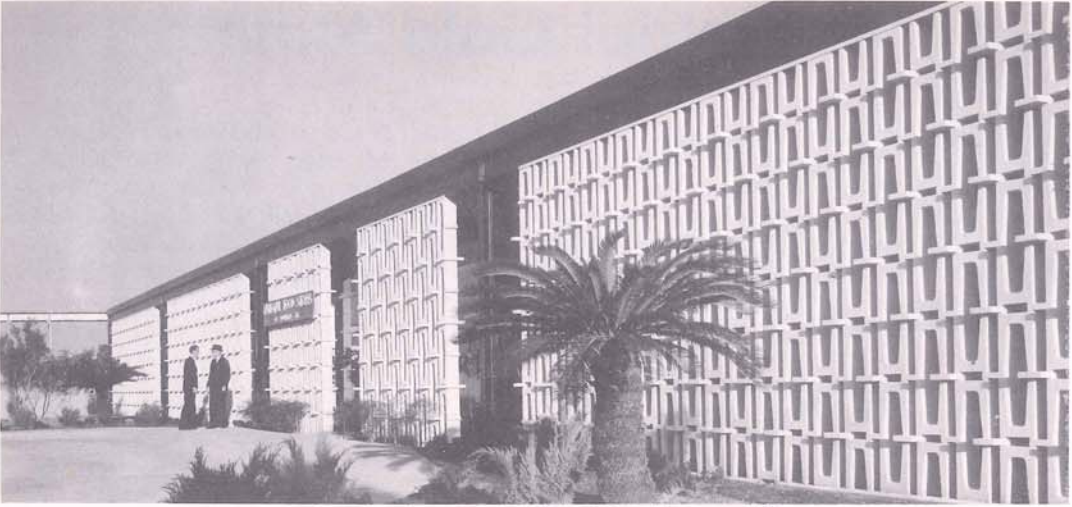
Harahan Yard in Jefferson Parish, at the foot of what is now the Huey P. Long Bridge, was the largest railroad yard in the entire world when it was built in 1899. The great yard was built on what was originally the La Freniere and Elmwood plantations.

As the port of New Orleans developed and as industrial activity quickened throughout the port area, the railroad in the 1920's tended to move more and more of its freight yard operation into the city, particularly to Stuyvesant Dock Yard, lying alongside the railroad's extensive dock properties, and to smaller industrial yards in the city. Then with the coming of World War II, the railroad found need for a larger and more modern freight facility to handle the enormous flow of business to and from New Orleans. A new yard, at right angles to the old Harahan Yard, was designed and built during the great conflict. Mays Yard was named for another outstanding Illinois Central man, Floyd R. Mays, and is known as a saucer yard from the fact that it has a slight depression in the center of its long length. This saucer effect makes for fast and easy switching in the mild climate of Louisiana.

With the end of the war years, Mays Yard was further developed as the main



Engineering and traffic officers of the Illinois Central Railroad prepare to drop the guide wheels of the "hi-railer" in preparation for making an inspection tour of the Harahan Industrial District.



A striking facade graces the National Food Stores building.



The familiar Chevrolet trademark at Harahan.



Firestone is a handsome newcomer to the Harahan Industrial District.



freight yard of the Illinois Central in the New Orleans area. This development freed Harahan Yard for other purposes, primarily to service the industrial plants to be located in the Harahan Industrial District. As a result of this change, gradually the main use of Harahan as a storage yard began to disappear. At the time Harahan Yard was first conceived before the turn of the century, the Illinois Central acquired 5,000 acres in the purchase of the two plantations mentioned above. During the last half of the century, the railroad disposed of various sections of this large acreage but always kept in site the heart of the tract, about 3,000 acres, for long range industrial development. Particularly since World War II, these plants have materialized in the present day Harahan Industrial District by the location of a number of well-known and highly respected national and local firms, as shown on map included in this article. The success of this development could not have been possible had it not been for the cooperative and understanding spirit of Jefferson Parish officials, who are intensively interested in industrial and community development within the parish.

There remains in Harahan Industrial District approximately 1,350 acres of fully improved and unimproved land dedicated to new plant and warehouse locations. A portion of this property is situated adjacent to the Mississippi River. Properties of the Harahan Industrial District are flat and well drained and have been proven to be the most desirable for foundation purposes in the New Orleans area.

This industrial complex is located within the switching district of New Orleans and has direct rail service to the Illinois Central owned Stuyvesant Docks, as well as direct connection with the New Orleans Public Belt Railroad serving the public dock facilities. Also, for vehicular traffic the properties are bisected by the Jefferson Highway, located in near proximity of the Huey P. Long Bridge and situated only a very short distance from the Airline Highway, New Orleans to Baton Rouge. In the improved area, numbering several hundred acres, all utilities, paved streets and necessary lead tracks are readily available and zoned M-1 Industrial.

Another favorable feature is that these properties are located adjacent to Mays Yard, where all Illinois Central

## Building With Greater New Orleans

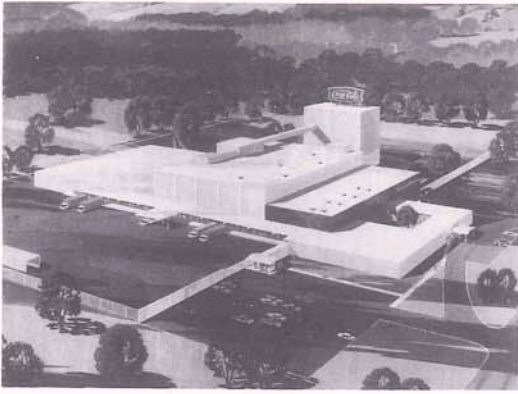
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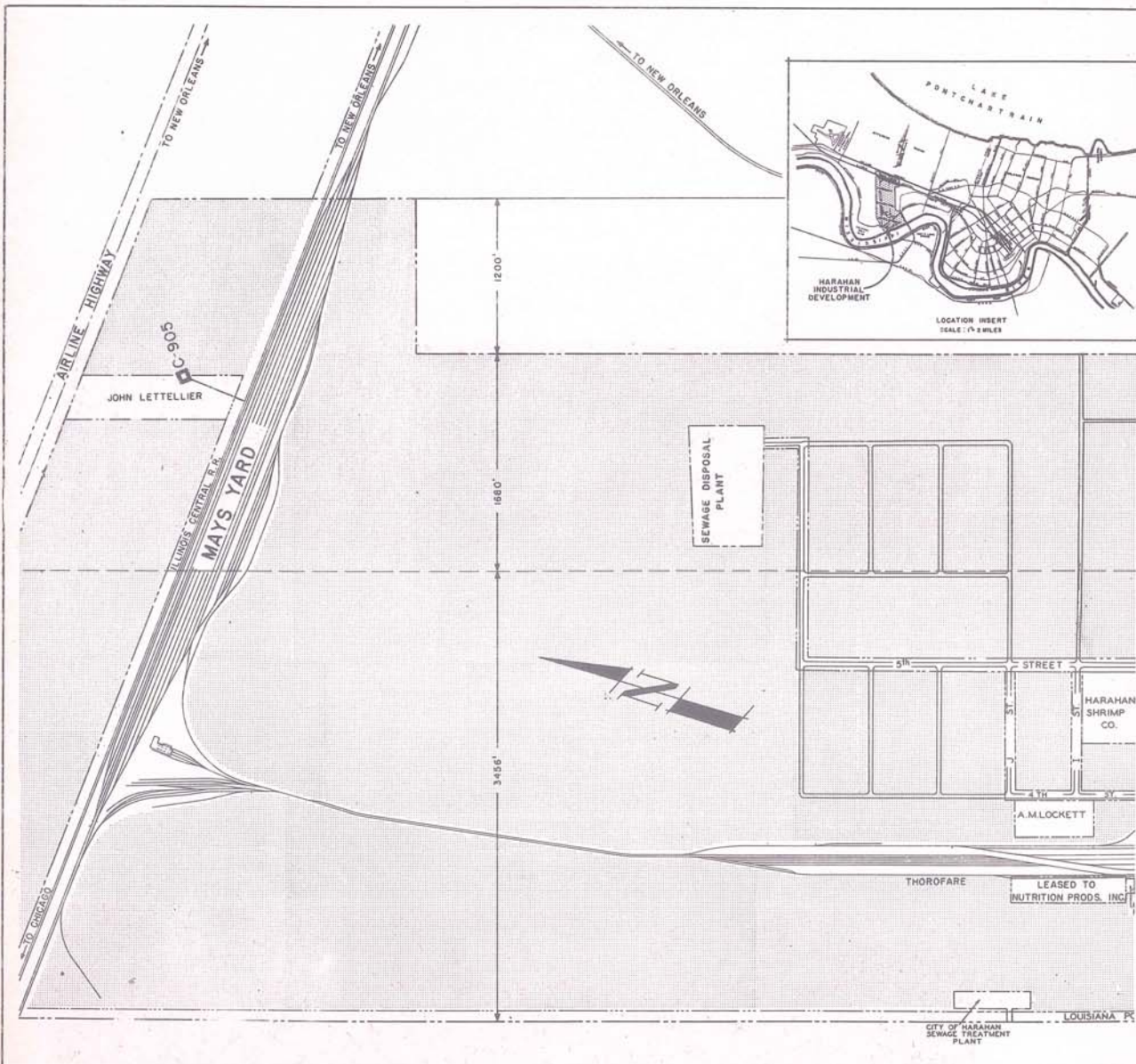
616 Jefferson Highway

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inbound and outbound freight trains are received or dispatched. The entire area on the east bank of the Mississippi River, Baton Rouge to New Orleans, of which Jefferson Parish is a part, has in the last few years experienced a tremendous and well established growth through the location of chemical, metals and grain handling plants. There is no indication that this industrial complex will do other than continue to grow in the years to come, and the Illinois Central is in an enviable position as the railroad parallels and is close to the

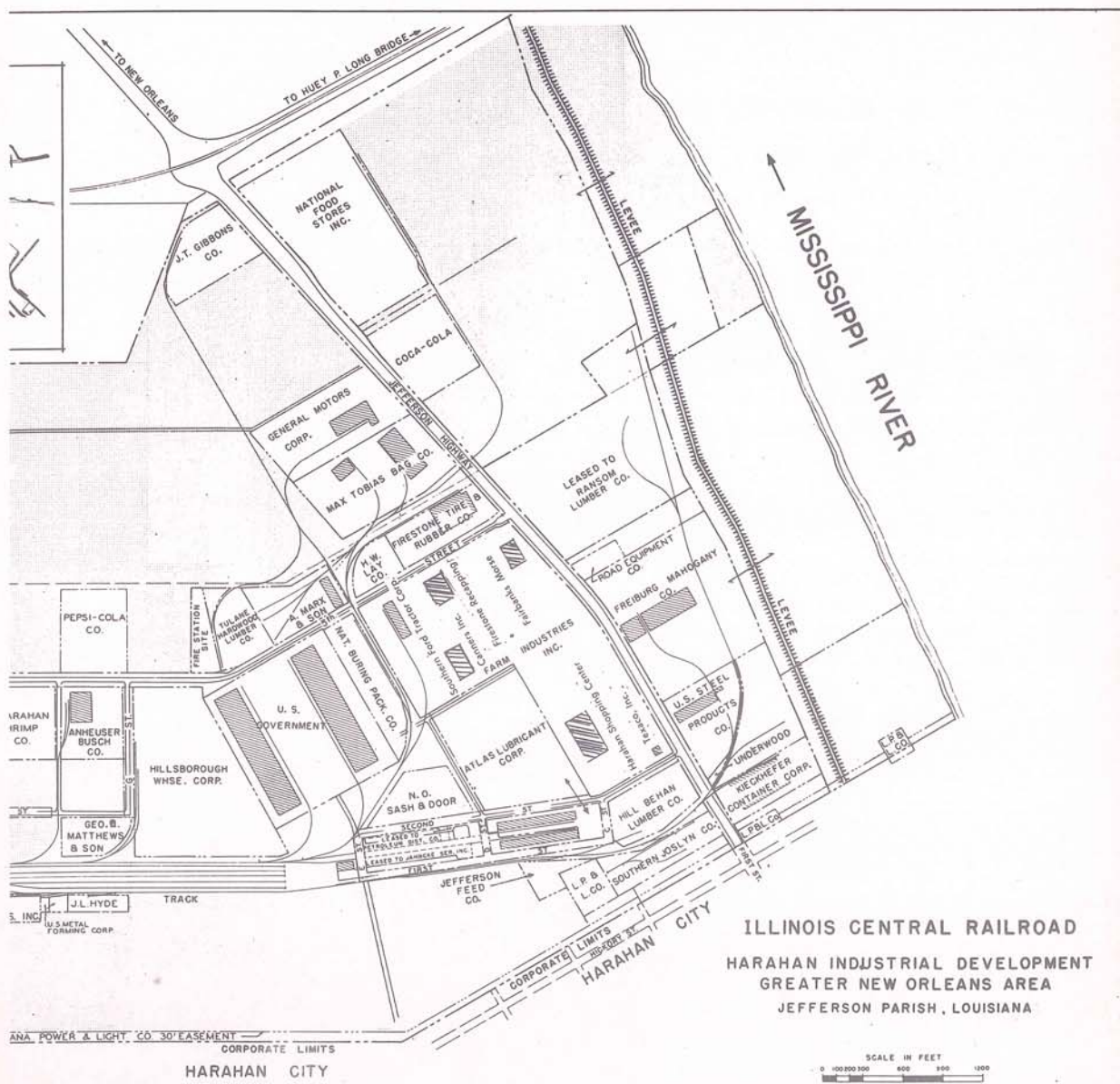
The artist's rendering of the new \$3 million Coca-Cola Syrup Plant on Jefferson Highway near the Huey P. Long Bridge in Jefferson Parish scheduled for completion the summer of 1963. It replaces the plant built on Canal Street, New Orleans, in 1919. The building will be of steel framed concrete and will utilize the curtain wall type of construction.



Mississippi River for the entire district, Baton Rouge to New Orleans. In addition, two major generating stations have been placed in this area along the railroad, one by the Louisiana Power and Light Company in the vicinity of La Place, and the other by Gulf States Utilities Company near St. Gabriel. Other major attractions in the area are existing chemical and petroleum facilities producing raw materials and an abundance of relatively low price natural gas.



This new modern feed mill is solely owned by the firm of Geo. B. Matthews & Sons, Inc., a Louisiana Corporation, and has been in operation since early last Fall. This mill has a daily capacity of 200 tons in an eight hour day and manufactures the well known Miracle Brand Feeds for Animal, Poultry and Swine. All modern machinery and handling devices are used in the operation of this bulk feed mill, therefore, it is possible to manufacture all feed requirements fresh daily, thus giving the ultimate consumer and feed store the benefit of fresh nutritious rations for Dairymen, Poultrymen, Beef Cattle Feeders, as well as Hog producers.





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The High Command in the law-and-order forces of Jefferson Parish make medicine for improving the living and working conditions in this land of increasing opportunity. In the center is Sheriff and Ex-Officio Tax Collector John G. (Jack) Fitzgerald; at his left is his Chief Civil Deputy, Thomas E. Rhodes, Jr.; at his right is his Chief Criminal Deputy, George Gillespie.

## The Sheriff's Office

By John G. (Jack) Fitzgerald

### Sheriff and Ex Officio Tax Collector of Jefferson Parish

For the first time in the history of Jefferson Parish (county) the people of this political subdivision last year were given seven weeks, after receipt of the tax notices, in which to pay their taxes without penalty.

One of the first things I did when the people invested me with this responsibility, was to collect the taxes during the year in which they fell due, instead of waiting until the next year, after elections were out of the way, a practice which raised political implications and also increased the operating costs of the Parish by the interest charges on the monies it had to borrow to meet current expenses.

I recognized that in a Parish growing as rapidly as Jefferson—from a 50,000 population in 1940 to today's estimated 235,000—and with such expanding economic values (mineral, industrial and foreign trade), the taxation system should be divested of every political implication, real or imagined. As a result of this administrative innovation, the financial position of the Parish is great-

ly improved and the taxpayers are saved the interest charges when delayed collections made it necessary to borrow from the banks. This saving of course inures to the benefit of the taxpayers. Increasing the time between the receipt of the tax notices and the payment of the bill gives the people a larger leeway in putting their financial house in order.

Tax sales for 1961 were held in May of 1962; tax sales for last year were held in the same month this year.

Moving up the tax-sale date has made the people more conscious of their obligations and how much they will save by meeting them within the prescribed time limits. We can see the proof of this in the decrease in the number of properties put on the block. About 700 pieces of real estate went to tax sale in 1961, only 400 in 1962. The total continued to drop this year, being only about 300. One does not have to be a prophet nor the son of a prophet to see how this benefits both people and Parish.



Receiving his junior deputy badge from Joseph S. Maggiore, Executive Assistant to Sheriff Fitzgerald, is a new member of the growing number of junior deputies . . . now totaling over 300. Looking on are four other children that were recruited when the Jefferson Parish Young Mens Business Club held open house activities last fall as the Sheriff opened new West Bank headquarters in the Old Courthouse Annex. In addition to assisting the traffic school deputies the junior deputies participate in many useful activities.

From six men in 1940 the working force of my office has grown to nearly 300. All are needed to meet the increasing responsibilities of this three-fold office—civil and criminal administration, and tax collections.

I am proud of the conveniences and economies developed through my two Chief Deputies, Thomas E. Rhodes, Jr., in civil activities, and George Gillespie, in criminal.

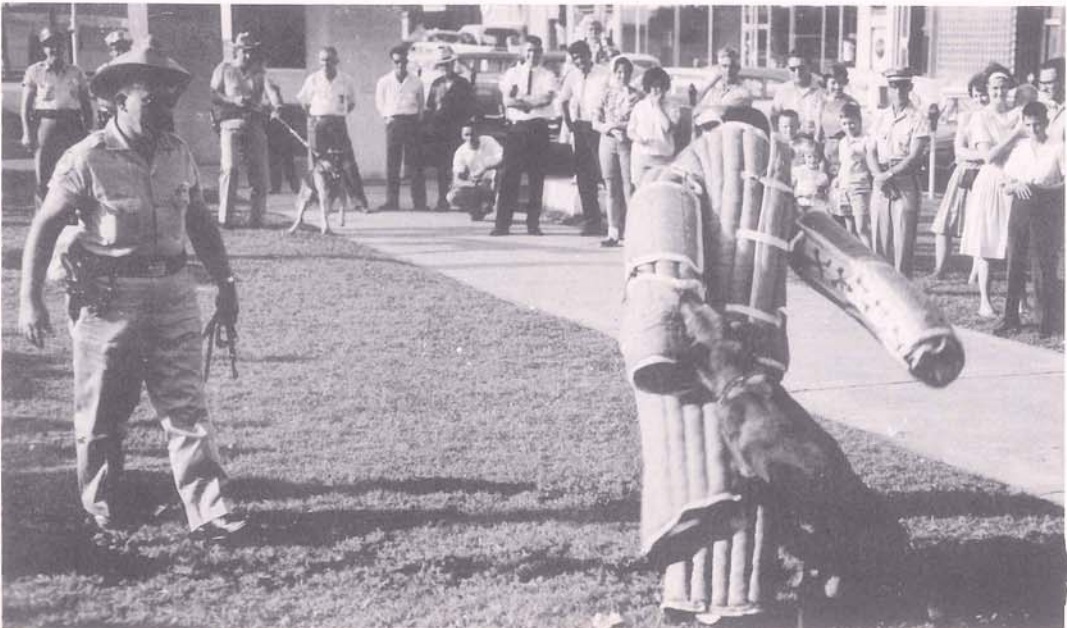
By eliminating needless duplication in homestead-exemption tax notices (about 32,000) this civil division is sav-

ing something like \$12,000 a year, money which the taxpayers, in one form or another, would otherwise have to pay. This saving will increase as the number of properties increases with the rising population.

More realistic administration methods have increased the sales-tax collections, and have increased the yield from liquor and vending-machine licenses as merchants and operators meet their public responsibilities.

During the past year this division of the Sheriff's office issued 694 licenses

More exciting than a bullfight to watch is this tussle between one of the police dogs in Jefferson Parish with a heavily armored man who is simulating a criminal on the lam. That dog means business, and the guy in the armor can rejoice that he is temporarily making like a turtle.





These experts in the east-bank tax-collection office of the Sheriff and Tax Collector serve the people well in the precise accuracy with which they keep track of thousands of properties and the variegated problems connected therewith.

for the operation of mechanical vending machines, and 500 liquor permits in the unincorporated communities of the Parish. (Incorporated municipalities handle their own licenses and collections).

A few figures will reflect the heavy responsibilities of this civil department. In 1962 it processed and served 8270 law suits and 1998 subpoenas connected with them; it processed and executed 2359 seizures; processed and issued 56,826 tax notices; supplied court officers to the Parish's six courts, and processed 3900 fines; it also processed and

sold 4161 occupational business licenses, of which 1786 were for retail dealers.

For the protection of real-estate buyers, the civil division's tax researchers run a check on the three preceding tax rolls (years) so that the notary, about to pass an Act of Sale, will know whether or not the taxes have been paid or whether the property was sold at a tax sale. Last year the division ran such a check on 8028 properties. If the Sheriff's office did not provide this safeguard, the buyers would have to provide their own legal advice, at high cost.

This is a typical scene in the anteroom of the Sheriff's Office in Gretna. These busy clerks clear away mountains of statistical detail in the functioning of an operation dedicated to rapid and precise service.



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A deputy sheriff prepares to mug and fingerprint a suspect taken into custody. Fingerprints will be classified and filed for ready availability to other law enforcement agencies.

In its organization against crime the Sheriff's office assures the people of Jefferson Parish a protection to person and property that ranks with the best in this country. Its radio-alarm, and records systems meet the mounting law-enforcement challenge that accompanies population growth; and its hundred or so enforcement officers bring results that compare with the records of the much larger police force in the neighboring community of New Orleans.

Populationwise, New Orleans is only three times the size of Jefferson Parish, yet it needs a police force more than 12 times larger.

Twenty-five years ago this office needed only 10 deputies to keep law and order. They did the patrolling and the detective work and they made the arrests. Now the force includes 50 or so uniformed men for patrolling the 426 square miles that comprise Jefferson Parish, and 30-odd plainclothesmen for undercover work for the detective bureau, including three in the narcotics division and nine in the juvenile division.

This force now makes an average of 125 arrests a day; its 130 or so felony arrests a month compare with the 150 of New Orleans.

In 1949 the Sheriff's office became a part of the radio-alarm system of Louisiana, broadcasting on a frequency wave of 39.5. In 1961 it added a system of its own, operating on a frequency wave of 39.62, to supplement the state-alarm system and to enable us to alert immediately the nearby areas without waiting for our turn at the state system. The alert is also broadcast throughout the state and nation as soon as the Sheriff's radio operator can get upon the 39.5 wave.

More than 2500 complaints a month now clear through our radio room; and a teletype communications system between the Sheriff's office and the New Orleans police department makes the two communities, east and west of the river, one so far as law-enforcement is concerned.

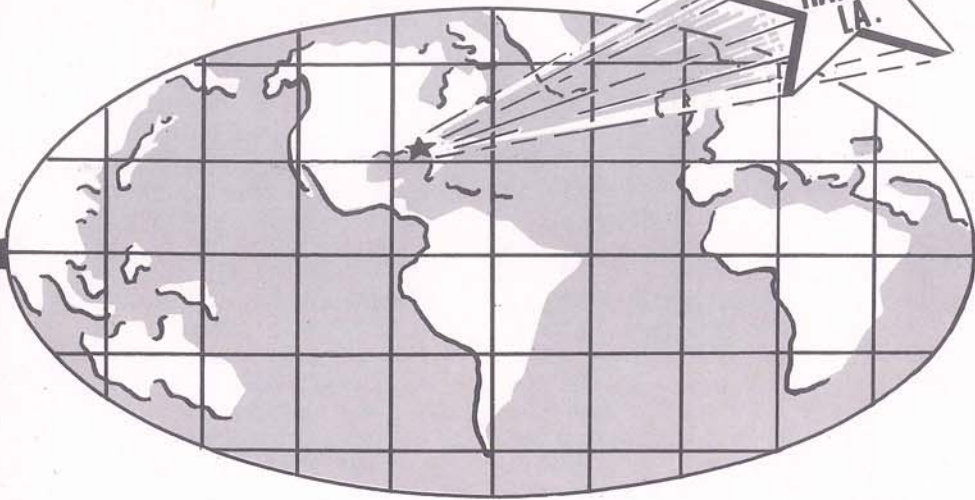
The Sheriff is always in radio communication with his cruising officers, for 48 of his patrol cars and other vehicles under his control carry two-way radio installations. Jefferson's five incorporated communities also connect with the Sheriff's office with two-way systems—four in Gretna, five in Kenner, two in Harahan, five in Westwego and two in grand Isle; also, the coroner's office, with five.

It is a most effective electronics alarm system that Jefferson Parish has developed, and one which makes the career of crime increasingly hazardous. Of the 200-odd burglaries a month in Jef-



With 81 traffic-school-trained deputies, the Sheriff of Jefferson Parish assures safe passage across the teeming thoroughfares for the boys and girls attending the 60 public schools and the various private and parochial schools in his territory. Here is a typical scene on Jefferson Highway when the traffic deputy halts the rushing lines of automobiles so our children can pass.

# Diesel Engine Users Know..



Admittedly, the City of Harvey, Louisiana does not loom quite so impressively on any other world map.

But diesel engine users—men who rely on rugged and dependable GM Diesel engines to power everything from trucks to oil rigs—know Harvey, Louisiana well. They know Harvey as home and headquarters of George Engine Company, one of the world's largest diesel engine distributors. And to them, the certain and dependable delivery and service provided by George Engine Company is no less important than the proven performance of the GM Diesels which they sell.

You'll find GM Diesels from George Engine Company at work around the clock everywhere from the Gulf of Mexico to the Persian Gulf, from Lake Maracaibo, Venezuela to the Campeche Banks off the coast of Mexico.

And diesel engine users know, too, that George Engine Company, in Harvey, Louisiana, is on duty around the clock to service their engines, wherever they are.



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HARVEY, LOUISIANA



You may expect mathematics in the higher brackets in connection with the sales-tax collections of a swelling economy like that of Jefferson Parish. This is a workaday view of the East Bank office of the Sheriff and Tax Collector and of the men and women who account for every dollar of sales-tax collections.

Jefferson Parish, the records show that 50 per cent are solved. Of the 10 or so holdups, the records show that 75 per cent are solved. Considering the size of Jefferson Parish, this is a remarkable showing.

Especially effective is the campaign against automobile thefts. The alarm system reports so rapidly that many if not most of the stolen cars are recovered before they get out of the state, and in some instances the cars are returned before the owners knew they had been stolen.

This radio system has put new power behind the campaign against narcotics.

Working closely with the FBI, this office supplies the Washington headquarters with fingerprints and other records of criminals. Already our records department contains the low-down on more than 14,000 crimes and criminals; and we are making about 3000 mug photographs a year, and the finger-print records to go with them. Every day in every way our crime library is increasing its size.

Besides the effective direction under which they act, and besides the modern methods and facilities placed at their disposal, our law-enforcement officers are helped to conspicuous success by their training to meet crime's sharpest challenges. Applicants for the enforcement division are carefully screened to eliminate those who are mentally and temperamentally unfit for the work; those who pass this test are given intensive training in identification and police techniques, some in the New Orleans Police Academy, some in Louisiana State University at Baton Rouge where special courses for juvenile officers are presented by the Louisiana Youth Commission, the University's Extension School and the Juvenile Peace Officers Association. This training period is steadily being expanded.

With the acquisition of new facilities, the training program and the addition of modern equipment, the Sheriff's office of Jefferson Parish is prepared to meet the needs of our ever-expanding parish.



William J. Justice, Jr., Clerk of Court of Jefferson Parish, dictating a report to his secretary, Mrs. Jocelyn Vicknair. He has many responsibilities that keep him on the go, and his morning dictation is the only quiet period of a day crammed with action and decision-making.

## The Clerk of Court's Office

By William J. Justice, Jr. Clerk of Court, Jefferson Parish

A working force of 75 men and women is needed to carry the many judicial services of Jefferson Parish to the general public—a hard-working force. Only a token force served this division of parochial government a quarter of a century ago. Jefferson Parish then shared a judge and a district attorney with the two other parishes. Now a fully constituted judicial district by it-

self, Jefferson Parish has four district judges, a juvenile judge and an ad-hoc judge, all with crowded dockets. Its district attorney needs four assistants to meet the demands upon his office. The work in other directions has expanded just as impressively.

The filing of suits, civil and criminal, and the procedural work looking to speedy trials and guaranteeing freedom



The alimony and child-support division of the Clerk of Court in Jefferson Parish performs an important function when marriages go on the rocks. Careful administration is the key to successful operation of this difficult operation. Here you see the deputy clerk and the minute clerk for the Juvenile Court checking on one of their cases.

of presentation and fairness of decision, are only one phase of Jefferson Parish's judicial system.

This office records and preserves the recordings of charters, partnerships, mortgages and sales including sheriff's sales and tax sales; it issues marriage licenses and keeps the records on all alimony decisions—records that go back to 1865, the older ones having been destroyed when the old courthouse, in what was then the incorporated commu-

nity of Carrollton (now a part of New Orleans) burned.

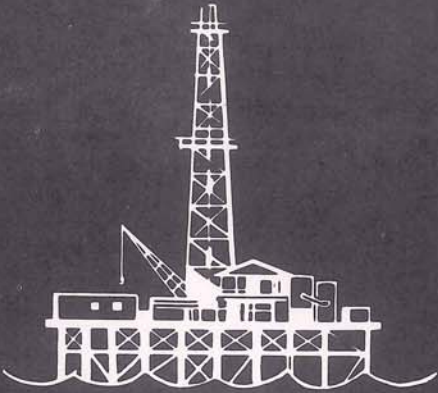
My office also makes up the grand and petit jury panels; directs the placement of voting machines for all elections, and looks after their storage and maintenance the rest of the time.

A summary of the paperwork connected with the activities of the Clerk of Court of Jefferson Parish illustrates on what a broad front this office serves the increasing population of this bur-

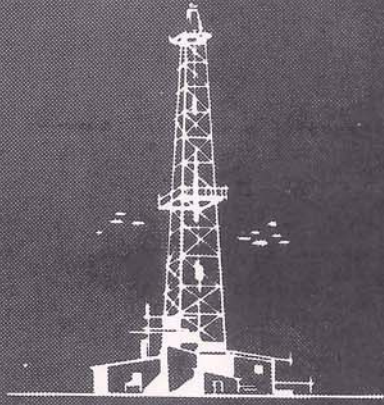


A careful record of all instruments or documents filed with the Clerk of Court of Jefferson Parish. Here deputy clerks are checking the instruments book and assigning the folio numbers for quick reference—part of the service which the Parish government performs for the people.

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**ON-SHORE**



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Real Estate history is compiled, and is still being compiled, in the conveyance record books under the direction of the Clerk of Court of Jefferson Parish. They are so carefully classified and indexed by the deputy clerks that any document can be produced at a minute's notice, more or less.

geoning Parish. In 1962 we processed and put on file 27,499 notarial acts covering cash sales, mortgages, mineral leases, charters, quitclaims, proces-verbales of sheriff's sales and of tax sales, succession judgments, assignments, agreements to buy or sell, adoptions and miscellaneous documents.

During this same year my office handled 6,477 civil suits, 6,952 criminal suits; it issued 23,079 civil services and 23,102 criminal services; it issued 935 marriage licenses and recorded 280 interdictions and 81 adoptions.

A dozen of this department's hard-working clerks are needed to make out the mortgage and conveyance certificates. Not only is everything checked and re-checked for accuracy, the same care is taken in making permanent records of everything, and these records are then indexed and cross-indexed so carefully that any detail can be immediately found.

A large part of the third floor of the Courthouse building in Gretna is needed for filing the mortgage and conveyance records. These records go back to 1825,



The guests are met, the feast is set—A wedding is in the making, and here a deputy clerk of Court, in the East Bank Office Building, is issuing a marriage license, the open-sesame, we may all hope, to a life of happiness and understanding. (Posed by Models).

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Directions: Drive out either Causeway Blvd. or Veterans Highway. Cross Lake Pontchartrain Causeway.  
Sales Office located just across the Causeway as you enter Mandeville. Watch for signs.







To serve quickly and efficiently its 87,700 voters, Jefferson Parish has 123 voting machines, 38 on the west side, 85 on the east side. These are kept in a warehouse, and carefully maintained, under the direction of the Clerk of Court, so that when on election day they will be able to record the decision of voters.

the year when Jefferson Parish was erected. Some are in French. Jefferson then extended downriver, on the east side of the Mississippi, to Felicity street, that day's upper boundary of New Orleans; so many of these old records are as important to New Orleans as to Jefferson property owners.

On the fourth floor are filed the records devoted to civil matters, including the adoptive records, which latter are

kept under lock and key and can be examined only by court order. Also on the fourth floor are kept the criminal records, including misdemeanors and traffic violations.

In its map room on the third floor, this department has the largest collection of subdivision maps in the United States. These maps date back more than half a century and are most useful in the establishment of property lines.



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All suits, civil and criminal, filed in Jefferson Parish are recorded on microfilm, under the direction of a deputy clerk of the Clerk of Court.

As new developments are put in, new maps are added. All are at the service of the general public.

As a safeguard, my office is now microfilming all records; both the originals and the copies are made available to interested persons.

In two strong vaults the Clerk of Court keeps all court evidence until the cases are brought to trial.

Under direction of the Clerk of Court about 2000 men and women a year are called for jury service—grand and petit juries. Carefully following the legal procedure and its safeguards, he superintends the drawing of names from which the jury panels are filled, watching carefully lest any charge, however ill founded, of fraud or error be made. He fills out the juror notices and delivers them to the sheriff for personal service.



A record of wills is kept by the office of the Clerk of Court in Jefferson Parish. This is a glimpse of the civil-records department there.



Modern file equipment and methods keep track of records under the charge of the Clerk of Court of Jefferson Parish. Here you see deputy clerks recording traffic violations and criminal charges, and checking on criminal cases to be assigned.

With a voting strength of 87,700, Jefferson Parish in 1962 had 38 voting precincts on the west side of the river and 85 on the east side. To collect the vote it needs 282 voting machines. The Clerk of Court keeps and maintains them when not in use, and places them in the voting booths when an election is held.

The Clerk of Court also assigns minute clerks to the judges; and keeps a record of the signatures of ministers and priests, in Jefferson Parish, who perform marriage ceremonies.

Every operation of his office the Clerk of Court dedicates to swift and sure service of the people. Outward and visible sign of this purpose is the judicial service itself, the foundation of the social and economic structure of the American way of life.

Judicial action is swift and sure and fair, in Jefferson. To file a suit you step from the elevator on the fourth floor of the Gretna courthouse, and a clerk immediately steps forward to serve you. Your case is then processed; allotted to a judge and put in typewritten shape; and the necessary services are provided for. Before two weeks have sped the trial may begin. In no Parish in Louisiana, in no political subdivision anywhere in the United States are civil and criminal cases brought to trial more expeditiously, or submitted to the judge and jury under broader and more absolute safeguards.

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Sunrise Homes offer your family MORE of everything they want and need. Constructed of the finest materials and built by expert craftsmen, these Sunrise Homes offer you truly outstanding values. Dollar for dollar you get MORE of everything in a Sunrise Home . . . more space . . . more livability . . . more planning and design . . . more built-ins!

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the brentwood

Features 3 bedrooms, 2 baths, living room, dining room, family room and 2 car garage. 1730 square feet of living area and 453 square feet of garage and storage area.



the fernwood

Features 4 bedrooms, 2½ baths, family room, living room, dining room, breakfast area and garage. 2008 square feet of garage and utility room.



the briarwood

Features 3 bedrooms, 2 baths, living room, dining room, family room and carport. 1500 square feet of living area plus 310 square feet of carport and storage area.

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## Construction in Jefferson

The year 1962 has been one of unprecedented growth in Jefferson Parish.

Evidence of this amazing growth in 1962 is shown in the way the East Bank pressed lakeward and toward St. Charles Parish, and how thousands of former empty acres on the West Bank blossomed in all directions with new homes as the new Mississippi River bridge continues to speed its traffic to each side.

Figures released by the Regulatory Inspection Division of the Jefferson Department of Safety reveal that during the year 1962, January to December, all types of construction at an estimated value of \$67,838,369 took place in the unincorporated areas of Jefferson Parish.

This estimate was over and above all construction in the several and separate municipalities.

Figures in the various building categories for 1962 follow:

2591 one family residences at an estimated value of \$43,335,235.

54 two family residences totaling \$970,300.

5 three, four and five family residences valued at \$89,000.

5 or more family residences totaling \$5,576,886.

396 residential garages and carports totaling \$276,947.

2245 additions and alternations to residences totaling \$2,982,981.

1 motels, tourist courts and cabins totaling \$20,000.

11 office, bank and professional buildings totaling \$506,300.

4 public work and utility buildings totaling \$183,000.

19 school and other educational buildings totaling \$1,839,894.

101 store and other merchantile buildings totaling \$9,437,976.

3 amusement and recreational buildings totaling \$60,472.

5 churches and other religious buildings totaling \$480,893.

3 industrial buildings and one institutional building totaling \$231,640.

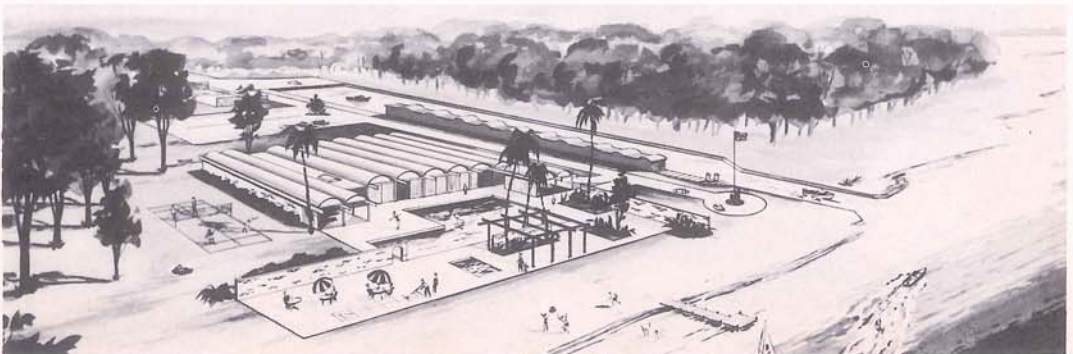
10 service stations and garages, including repairs, totaling \$159,750.

268 other structures, additions and alterations (non-residential) totaling \$266,098.

2 additions and renovations to hospitals totaling \$225,000.

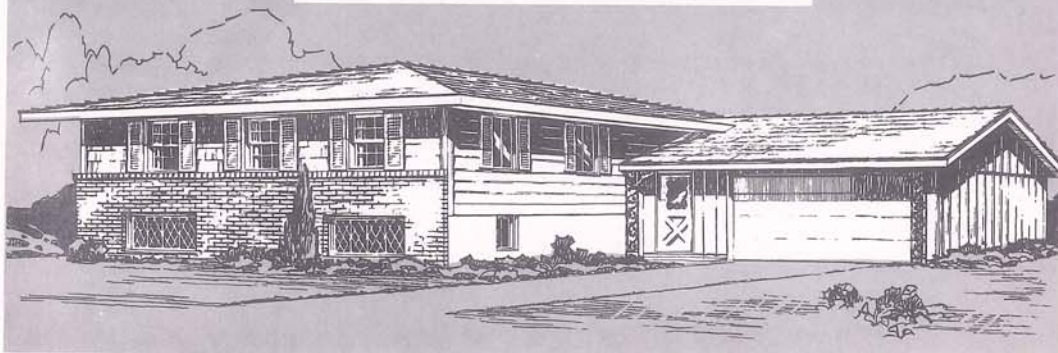
4 other shelters of various types totaling \$49,800.

Here is the new Marina at Golden Shores, a new 431 acres suburban residential community, now being developed just across the Lake Pontchartrain Causeway. Large home-sites in lovely pastoral setting, complete off-site 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 3,500 homes.



Choose the House that Suits You Best in

## TERRYTOWN



Families moving to Terrytown are wise buyers who have made careful comparison and decided there's no substitute for true value—or the facilities and home protection found here.

Terrytown is a pleasant, secure and rewarding community. It is the most convenient location anywhere . . . close to everything . . . schools, houses of worship, recreation, shopping. It is only seven minutes from Canal St. You'll be home in less time than it takes to smoke two cigarettes. No stubborn traffic to contend with, so you don't have to trade leisure time with your family for driving time.

There's no waiting for essential services in Terrytown. This master-planned community has sanitary sewerage (no septic tanks), subsurface drainage, parkway lighting, underground wiring, paved streets, curbs, sidewalks and driveways, and all utilities.

Buses pick up children, bring them to and from uncrowded schools. Hourly ex-

press buses whisk you to the Westside Shopping Center or downtown New Orleans in no time at all. You don't need two cars to live here.

Terrytown also boasts its own fire station and community center.

Make no mistake, the advantages of city conveniences and services are definitely important to you, now and in the future.

With construction in Terrytown now centered on more expensive houses, property and land values are constantly rising. Your home will be worth much more in a few years.

Something new is always happening in Terrytown. Additional off-site improvements are underway, construction is nearing completion on a section of beautiful town-house apartments. Ground was just broken for the new Christ The King Catholic school and church. Work is also scheduled on a new public school and public park, and a shopping-medical center is planned for the near future.

## 7 Master Builders

## 70 New Models Now Open !

• BAILEY HOMES • BRATTEN HOMES • CLESI HOMES • HORIZON HOMES • LAFAYETTE PLACE • MITCHELL HOMES • PARKWAY HOMES

Follow these simple directions to Terrytown—West Side approach of the Mississippi River Bridge. Cross bridge,

straight ahead on West Bank Expressway  $\frac{1}{4}$  mile, turn left at entrance. Follow builder signs to new homes on display.



This is another lovely home on Jefferson's West Bank featuring a beautifully landscaped and decorated lawn.



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.



WILBORNE ACRES homes are located in one of Jefferson's most beautiful residential developments near the Veterans Memorial Highway on the East Bank.



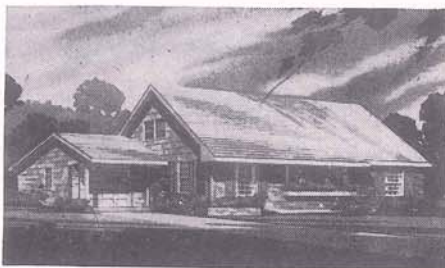
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(Continued from page 45)

Louisiana's oil fields now are producing some 360 million barrels of crude oil a year; our sulphur mines are yielding more than six million tons annually, and our salt mines more than five million tons a year. The fisheries industry in the coastal waters off Louisiana and Texas are producing a total of approximately 325,000 tons annually.

Secondly, the constant growth in industrial output and the resulting increase in commerce along the waterway has overloaded the artery with more and more large towboats and barges, some of which can barely negotiate the bends and turns. The present limited dimensions of the waterway have resulted in damage to more inland vessels, and thus has caused boat insurance rates to go up.

For these principal reasons, the Congress has authorized \$25,540,000.00 to widen and deepen the Louisiana, and most of the Texas, sections of the waterway as follows:

1. A channel 16 feet deep and 150 feet wide from the West Bank of Jefferson at the River, via the Algiers Canal, and a bypass route at Houma, to the Atchafalaya River;

2. A channel 16 feet deep and 200 feet wide through the reach from the Atchafalaya River to the Sabine River;

3. A channel 16 feet deep and 150 feet wide through the reach from the Sabine to the Houston Ship Channel.

The U. S. Department of Interior has approved this worthy project to improve the Intracoastal Waterway in Jefferson and across South Louisiana, and our State government and that of Texas have favorably endorsed the project. The estimated total cost of this extensive work is \$32,778,000.00, with the proposed federal government share being \$25.54 million and the nonfederal share being \$7.238 million.

Now that your federal funds have been authorized in the Rivers and Harbors Act of 1962, I and other members of the Louisiana Congressional delegation hope to obtain the first appropriations for this important work in the first session in the 88th Congress (1963-'64). The present Congress is not likely to appropriate the full sum for this work, but I am hopeful that some money will be approved in this session so that actual construction on the waterway can begin.

Of growing importance to the indus-



trial development of the West Bank is the Barataria Bay Waterway, which presently is being widened and deepened from its current 5-by-50 feet, to 12-by-125 feet. This vital expansion of the Barataria waterway, which will cost an estimated total of \$2,360,000.00, is scheduled for completion before the end of this year. The federal funds obtained for this project—approximately \$1.8 million of the total—are the result of legislation sponsored by me, and sufficient funds have been appropriated by the Congress to complete the work.

The first work ever done on the West Jefferson artery with federal money followed an authorization in the River and Harbor Act of March 2, 1919 to dredge the waterway to a depth of five feet and a bottom width of 12 feet. This initial work was completed within the next decade, and the waterway remained at that size until 1958 when the 85th Congress authorized this latest expansion in the River and Harbor Act of that year. The larger Barataria Bay Waterway, which links the Intercoastal Waterway some 15 miles west of the Harvey Lock, with the Gulf of Mexico near Grand Isle, will be particularly beneficial to the fishing and petroleum industries on the West Bank and in the Gulf, and will provide more adequate passage for larger inland vessels.

The new Barataria waterway follows the route of the previous project from its upper limits to mile 15.5 in Bayou St. Denis, and then swings into a relocated channel along the western shore of Barataria Bay and through Barataria Pass to the 12-foot contour in the Gulf. Included in the present project is an extension of 4.3 miles from Barataria Pass westward of Bayou Rigaud.

Improvement of the waterway was begun in May, 1960, and the dredging of the new channel in Bayou Rigaud, the bar channel and the two-pronged "Y" entrance at its terminus with the Intracoastal Waterway has been completed.

In May, 1962, a contract was awarded by the Corps of Engineers to the Great Lakes Dredge and Dock Company of New Orleans for dredging the lower 15 miles of the waterway from Bayou St. Denis to Grand Isle. This work is more than 50 per cent complete.

The balance of the work is being done under a contract awarded to Farrell Construction Company last September for dredging on the upper portion of the waterway, and this part of the

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project is about 50 per cent complete.

In recent years, before the current expansion of the Barataria artery, the waterway has enjoyed ever increasing commerce, especially since 1956. That year saw a decline to approximately 693,000 tons, but in 1957 the tonnage grew to about 834,000 tons in products of all kinds.

Some 996,000 tons of commodities were transported on the waterway in 1958, and the next year, the total passed the one million mark, with 1,554,000 tons. In 1960 the tonnage climbed again to 1,815,000, and in 1961 total commerce on the waterway zoomed to approximately 2,135,000 tons. And this was accomplished before the expansion of the waterway!

There can be no doubt that commerce on this West Jefferson artery will show a substantial increase when the current expansion work is finished by the end of 1963.

In the 23,700 bottoms which moved over the waterway in 1961, crude petroleum was the leading product, with 904,500 tons moved in that year. The second largest commodity was liquid sulphur at 401,500 tons; other important products on the artery in 1961 included various mineral waters, 256,500 tons; distillate fuel oil, 154,000 tons, and iron and steel pipe, 115,000 tons.

The extensive exploration and drilling in the oil and gas fields, both inshore and offshore, on the West Bank, requires extensive transportation demands to move crude petroleum, distillate fuel oil, gas oil, and related products. The expanded Barataria waterway will permit larger tows, loaded to greater depths, to bring their cargoes of pipe, mud, machinery, timber and other materials to the oil and gas fields. The "hub" of oil operations in West Jefferson is, of course, at Harvey. There the oil companies, contractors, equipment supply houses and marine repair companies, which have established big installations on the Intracoastal Waterway, will receive a direct economic boost from the new and improved waterway.

From the viewpoint of the oil and gas companies themselves, the larger Barataria waterway will allow more crude oil to be moved by barges and tows. The direct shipment of oil from producing fields to shipside storage and refineries upriver, will to a great extent, obviate the necessity for the expensive construction of more pipe lines through

the marshes to terminals at the River bank.

The shrimp and oyster processing industries also will realize financial savings as a result of the reduced running time over the expanded waterway, and thus they will be able to increase their commerce along the new artery.

The enlarged Barataria artery will be enhanced by another Corps of Engineers project—a 12-by-125 channel to be constructed from Bayou Lafourche at Leeville (in Lafourche Parish) through the Southwest Louisiana Canal to the vicinity of Grand Isle. The combination of a new Barataria waterway, and an enlarged channel from Bayou Lafourche through Bayou Rigaud in West Jefferson, will enable oil and gas operators to shift their inshore drilling equipment more easily across South Louisiana. In other words, the connection between the Barataria artery, and the Bayou Lafourche - Grand Isle channel, will give the area a North-South, and an East-West waterway, both of which will be able to accommodate a larger volume of oil and gas traffic. Certainly, drilling operations have shown the need for a larger East-West intracoastal channel connecting the existing waterways, which generally are oriented in a North-South direction.

Another West Bank artery, which recently was expanded through your federal funds and Army Engineers skill, is Bayou Segnette; it connects the Gulf Intracoastal Waterway with the Company Canal at Westwego.

Just a few years ago Bayou Segnette became impassable, and through my efforts and those of Jefferson officials to obtain federal funds for relocating and dredging the Bayou, that waterway now has a consistent depth of six feet and a bottom width of 60 feet, and is once again passable for fishing and pleasure boats.

Furthermore, the River and Harbor Act of 1954 authorized this 12.5-mile-long waterway to be dredged to a depth of nine feet at some time in the future when it is found to be economically justifiable by the Corps of Engineers. I am hopeful that the recent growing volume of commerce on Bayou Segnette will enable this work to be done.

Since 1957, when improvements were completed on the Bayou, there has developed very rapidly an expanding volume of commerce. In 1958, only 737 tons passed along Bayou Segnette; the

(Continued on Page 173)



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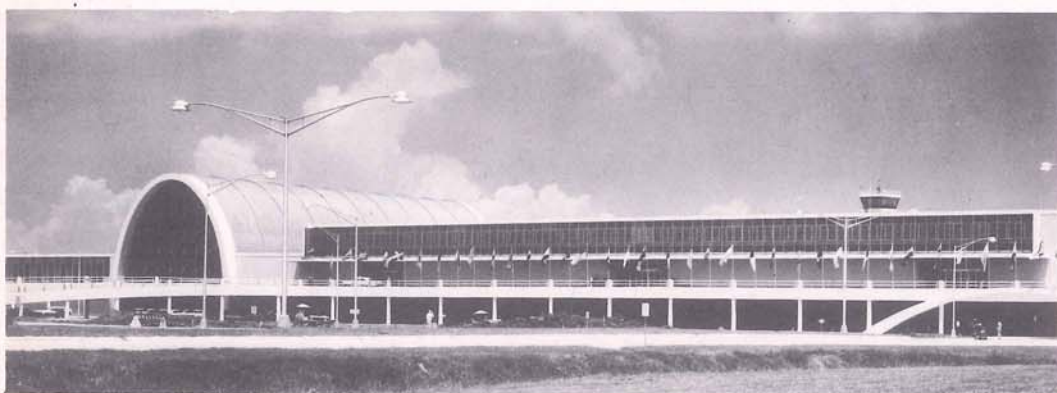
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Here is Dr. Charles B. Odom, Coroner of Jefferson Parish. Mounted, in background, is one of the many sailfish Dr. Odom has caught and also action photographs of some other "sails" the doctor boated.

## The Coroner's Office

**Dr. Charles B. Odom, Coroner**

Dr. Charles B. Odom, the Coroner of Jefferson Parish, graduated from Tulane University School of Medicine in 1932. The following nine years he spent at the Charity Hospital in New Orleans as Resident in Surgery and Chief of the Surgical Service.

In World War II he served 4½ years in the United States Army and was Chief Surgeon of General George S. Patton's Third Army. When the war ended in Europe he was sent to Brooke General Hospital at Fort Sam Houston, Texas, as Chief of Surgery. He returned to Jefferson Parish in 1946, since that time has carried on a busy surgical practice.

Dr. Odom was elected Coroner of Jefferson Parish in 1956 and has worked untiringly to improve the services of this office. It has been a real challenge to keep abreast of the rapid growth of the parish during these years.

The public services rendered by this office in Jefferson Parish are more extensive than any parish in the State of Louisiana. In addition to the usual services of a Coroner's Office an emergency ambulance service that includes four (4) well equipped units stationed at Metairie, Marrero, Lafitte and Grand Isle, answered during the past year 3,805 emergency calls. The 11 drivers who man these units include: Alfred Tassin, Percy Boudreaux, John B. Guillot, Henry Fortunato, Jules Vessier, Victor V. Burregi, Cecil Hotard, Claude Brock, Jr., Natali Chighizola, Jules J. Polkey and C. J. Tines, relief driver; they are well trained in First Aid methods and are ready to move at a moment's notice to the scene of an accident. They have been credited with saving many lives.

Another example of the growth and scope of public service of this office

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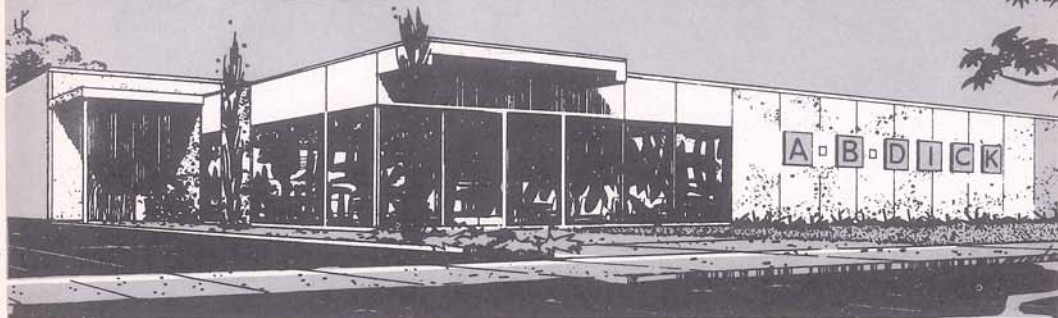


**CORONER AND STAFF.** Left to right: Leo Bergeron, Assistant Investigator; Billy Gautreau, Chief Investigator and Photographer; Dr. A. M. Parker, Assistant Coroner; Dr. Charles B. Odom, Coroner; Drs. J. J. Massony and A. A. Massony, Assistant Coroners; and William Lawrence, Sr., Clerk.



Chief Investigator Billy Gautreau and Dr. Tom Farris, Pathologist examining remains found in a deserted area south of the West Bank Expressway.

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was the examination for mental illness of 423 patients during the past year. There has been very excellent cooperation between the Judges of the 24th Judicial District Court, the District Attorney's office, Clerk of Court's and Sheriff's offices in expediting the handling of these cases where commitment to a mental hospital was found to be necessary.

A well organized medical staff assists the coroner in his duties, Doctors Angelo and Joseph Massony have worked with Dr. Odom since 1956 and Dr. A. Mark Parker since 1960. Dr. Tom K. Farris, who is the pathologist for the office is also qualified in Forensic medicine. There were 448 deaths classified last year as Coroner's cases and of these 104 autopsies were performed to establish the cause of death.

William Gautreau, Jr., Chief Investigator and Photographer and Leo J. Bergeron have investigated and filed complete reports on 115 deaths due to homicide or accident. Finger printing equipment as well as up-to-date photographic techniques have been helpful in compiling complete and detailed records in the Coroner's Office. There were 13 drownings, 48 deaths due to automobile accidents and 54 fatalities attributed to other causes from June 1962 to June 1963.

For the convenience of the public as well as to improve the efficiency of the office there is available an office open in the Courthouse in Gretna as well as the East Bank Office Building on Metairie Road. William Lawrence, Sr. and Andrew Frolich are serving efficiently in these offices.

In addition to duties and services mentioned above the Coroner's Office has given medical treatment to 526 prisoners in the East and West Bank Prisons of the Parish.

West Bank Ambulance in front of West Jefferson General Hospital at Marrero. Drivers, left to right: Victo Burragi, John Guilliot, and Percy Boudreaux. Absent when photograph was taken was driver Alfred Tassin.



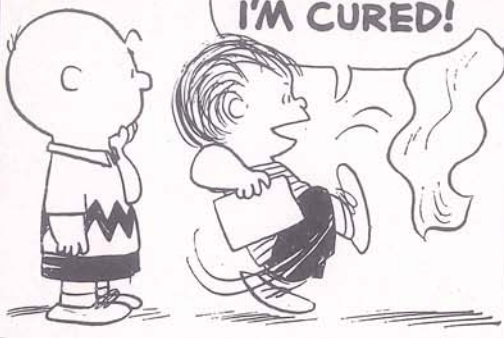
East Bank Ambulance in front of Jefferson Central Fire Station on Jefferson Highway. Drivers, left to right: Cecil Hotard, Henry Fortunato and Jules Vessier. Absent when photograph was taken was driver Claude Brock.



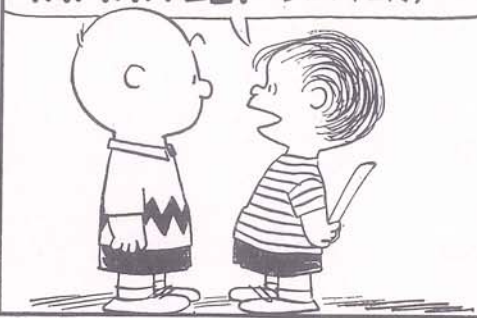
Grand Isle Ambulance in front of Town Hall on Oleaner Avenue (Highway), Driver Natali "Nat" Chighizola. There is also an ambulance stationed at Lafitte.

**PEANUTS**

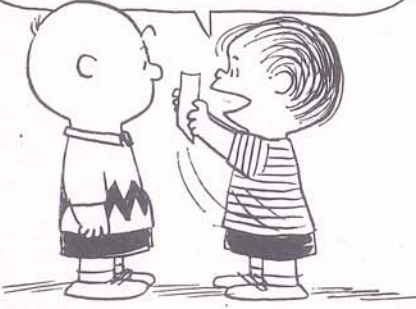
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