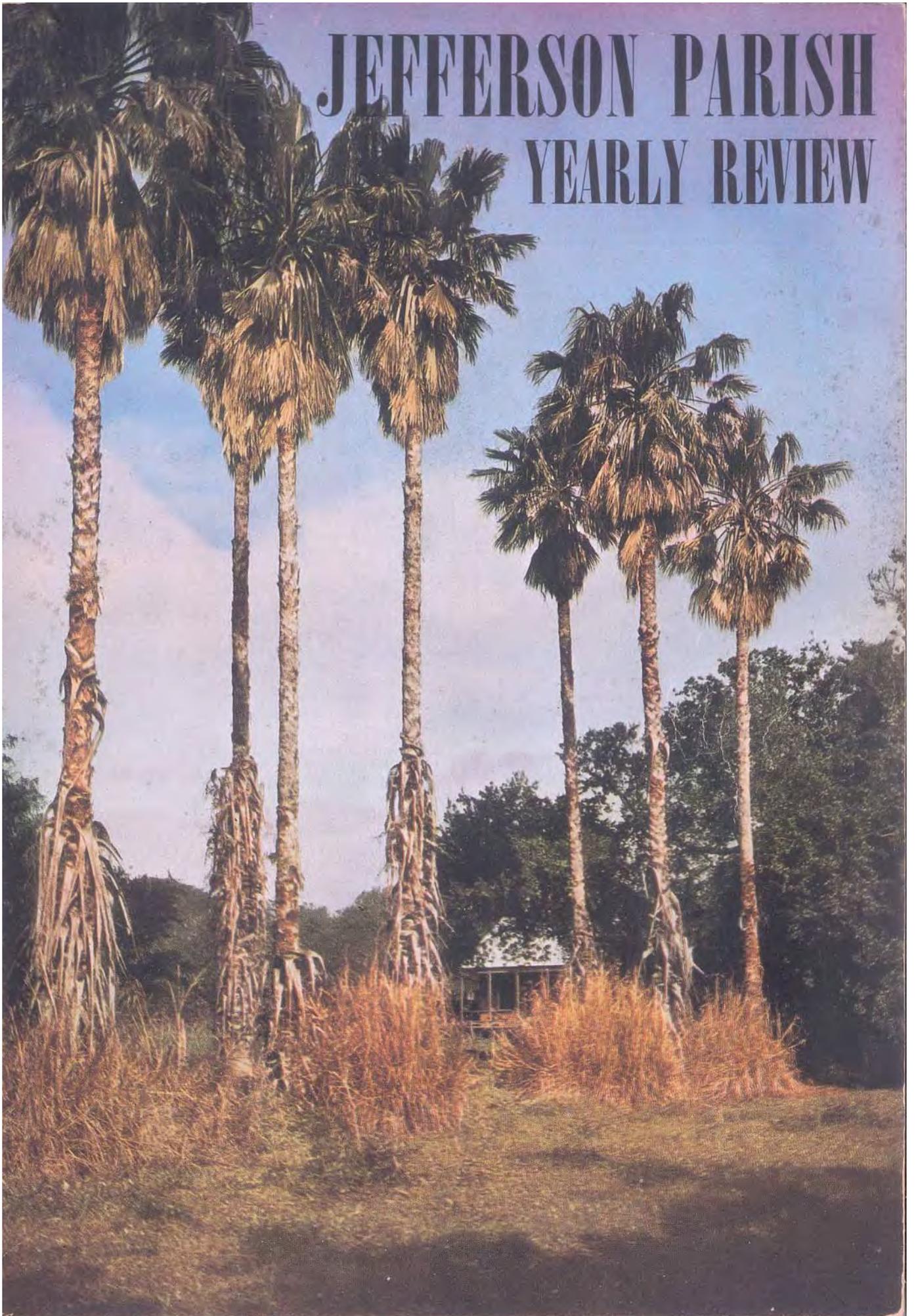


JEFFERSON PARISH YEARLY REVIEW



JEFFERSON PARISH

Home of

- World Port—has river frontage on both banks of the Mississippi River. Fifty-five per cent of all goods manufactured in and shipped from the Port of New Orleans is manufactured on the west bank of the river in Jefferson Parish
- Huey P. Long Bridge
- Terminus Intracoastal Canal
- Seven Trunk Line Railroads
- Super Paved Highways
- Shipbuilding
- The only Celotex Plant in the Country
- The largest Sugar Cane Syrup plant in the Nation
- Molasses Center of the United States
- The Largest Cottonseed Products Plant in the Union
- The Largest Shrimp Canning Plant in the World

Home of

- Six Oil Fields—(101 Wells)—Lafitte, Barataria, Westwego, Lake Salvador, Bay de Chene and Delta Farms. At Lafitte (the Most Amazing Oil Field in the State), thirty consecutive deep wells were brought in by its producer, The Texas Company.
- \$3,000,000 Dairy Industry.
- Extensive Truck Farming
- Large Seafood Operations
- Thousands of Rich Trapping Acres
- Outstanding Residential Section of the South
- Hope Haven, Jefferson Parish's Million-Dollar Boys' Town
- Grand Isle—the Best and Safest Surf Bathing in America
- Sportsman's Paradise
- The Unique Beauty of the Pirate Haunts of the Romantic Figures of Jean Lafitte and his Men
- Grand Isle Tarpon Rodeo
- Annual Pirogue Race

"The Southern Eden"

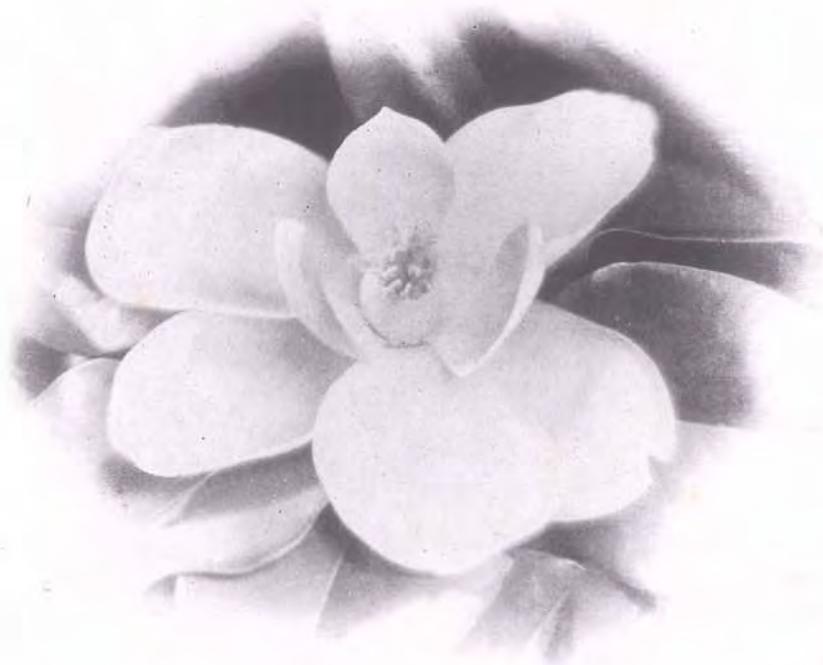
LEADING

Industrial and Manufacturing
Center *of the* South

JEFFERSON PARISH POLICE JURY

1942
JEFFERSON PARISH
YEARLY REVIEW

Dedicated simply
TO VICTORY



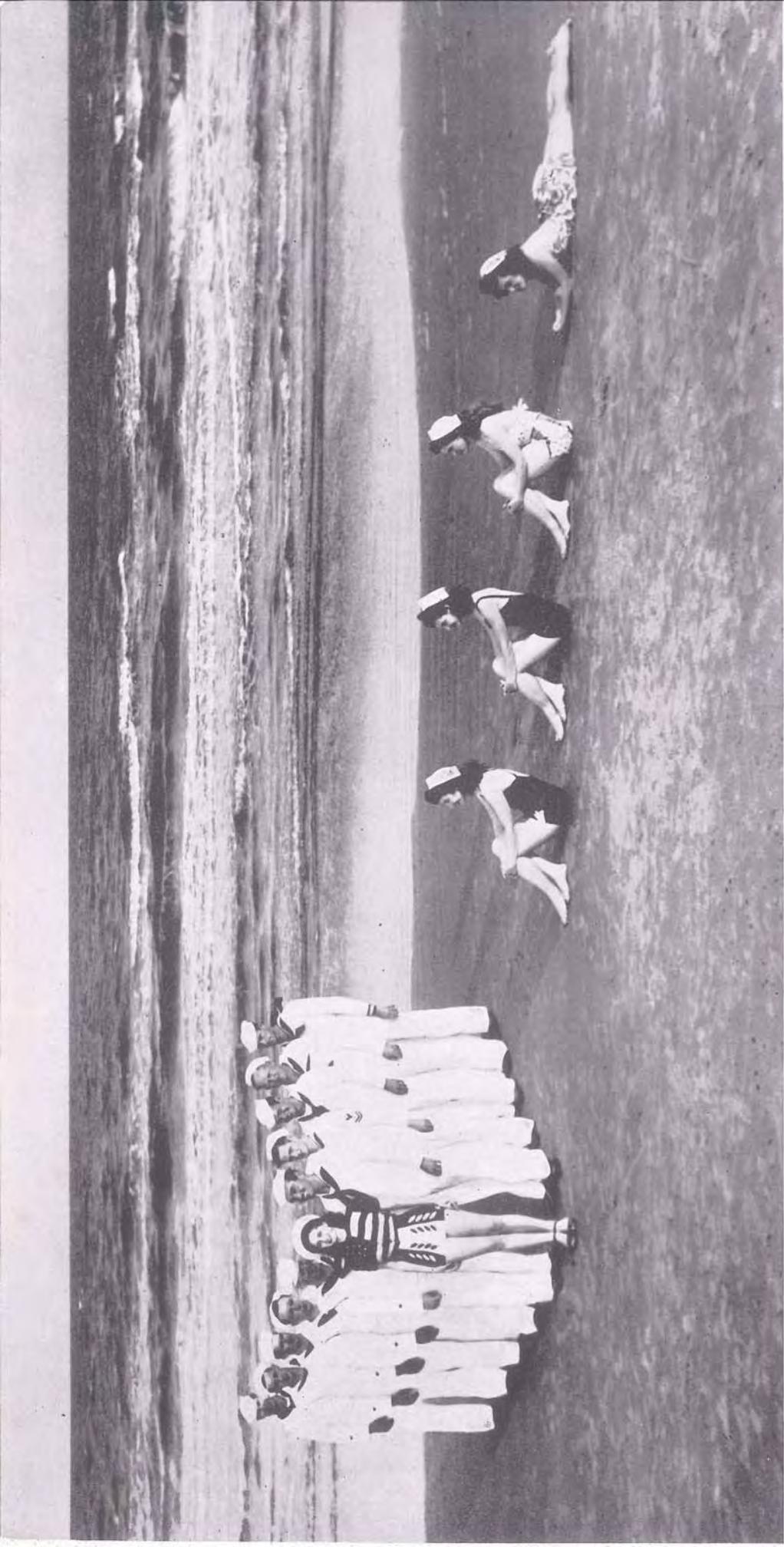
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Editor and Publisher

WEAVER R. TOLEDANO
President of the Police Jury

JOSEPH H. MONIES
Business Manager

H. D. CHAMBERLAIN
Associate Editor

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V . . . — VICTORY

Life must have its lighter moments—yet in these lighter moments we can keep in mind our ultimate goal—VICTORY. On the beach at Grand Isle coastguardsmen and Jefferson Parish bathing beauties form the V and . . . — of Victory, while oil on the bathers feet is a grim reality: oil, from sunken vessels, surging in on the booming surf.

Foreword

JEFFERSON Parish has for the duration put aside all selfish striving. All well and good in the bountiful days of peace to compete for business and industry, to gather unto ourselves for our citizens the best of all things that come our way.

Now all that has been left behind us. We know that even our America can lose the war. But more than that we know that **OUR AMERICA MUST WIN THIS WAR!** Under the Axis there is no bounty and no peace and no striving. **LITERALLY, THE WAY OF THE WORLD DEPENDS ON THIS COUNTRY,** a situation that has never before existed in all history, and a task so gigantic that it is almost beyond the comprehension of us the little people, who nevertheless know beyond any doubt that we are in a struggle in which no quarter will be given, and in which the race is to the swift. We are fighting for our lives, not for any ideology. We are fighting for our homes, not to make a "world safe for democracy". The man behind the man behind the gun is in the front lines today. If he does his job poorly, war will come to him and his loved ones as inevitably and as devastatingly as to any troops on the field of battle.

The people of Jefferson are willingly, nay eagerly, shouldering their part of the National burden. In these pages we have tried to show some of the things that we are doing, and hope to do, with the prayer that their accomplishment may speed, even a little, the attainment of **OUR AMERICA'S VICTORY.**

THE EDITOR.



JEFFERSON PARISH POLICE JURY—MEMBERS AND OFFICERS

Seated, left to right: Clem Ferrin, Ward 6, Lafitte; Wm. E. Strehle, Ward 2, Gretna; Hirsh Meyer, Ward 4, Marrero; W. R. Toledano, President, Ward 9, Kenner; Eugene Haydel, Former Office Clerk, now in the air service of the United States; Mrs. J. P. Smith, Assistant Secretary and Parish Treasurer; Wm. Hepting, Secretary, and Albert J. Cantrelle, President Pro-Tem. Ward 4, Marrero.

Standing, left to right: John H. Haas, Ward 1, Gretna (McDonoghville); D. H. Roussel, West Bank Road Superintendent; Leon Gendrop, Ward 3, Harvey; John J. Hollgreve, Ward 8, Metairie; Ernest Riviere, Ward 8, Metairie; Edward M. Gordon, Ward 4, Westwego; W. Richard White, Ward 3, Gretna; C. V. Bourgeois, Liquor License Inspector and Collector for the Sixth Ward; Ed. E. Feitel, Ward 4, Harvey; Robert Otterman, Ward 7, Southport, and Joseph Petit, Ward 5, Waggaman.

STREAMLINED FOR WAR

W. R. TOLEDANO

President, Jefferson Parish Police Jury

Jefferson Parish is streamlined for war. Put aside for the duration, to be picked up in a happier day, are the humdrum of routine business, the long lazy days on the beach, the week-ends of fishing for tarpon the "silver king," the easy happy way of life that marked the parish as one of the beauty spots of America the Golden. We of the parish are sure that these days will come again, but we are wasting no time in hoping. By our works we are helping to make sure that victory will surely and quickly come, and that all we hold dear will be preserved.

Those who have had the effrontery to say that America was soft should see our parish as a vivid example of what an aroused people can accomplish. No other part of our country offered a better way of life. We were and are progressive, but we have always tempered our desire to get ahead with a regard for the rights of others, and the belief that a community's first concern was for the happiness of its people. These principles still hold in Jefferson, but above all we have put the well-being of our country, and as a unit the parish is working for the nation. Parish shipyards are turning out equipment for the Maritime Commission; Parish industries are in a great measure filling war contracts for the army and navy; parish farmers have turned waste land into food-for-freedom farms; and the people, old and young are busy with war work or civilian defense.

All of this has put an added burden on the Jefferson Parish Police Jury. We are bearing all the costs of civilian defense. It is true that there is only one paid employee, an essential full-time secretary, but the equipment needed has all been provided by the Police Jury. This includes the observation towers scattered throughout the parish, and the telephone installed in each one. It includes supplies for emergency first aid stations, and many other details that contribute to the smooth system that we have developed for the protection of our citizens.

In co-operation with the State of Louisiana and the Federal government, the Police Jury has completely re-organized the parish's health department, and established a Health Unit. The Parish has guaranteed \$10,800 for the operation of this Unit, part of which cost will be borne by the School Board, which has contracted for certain services for the benefit of scholars in the public schools. The United States Government has provided funds for a \$22,500 building to be constructed in Gretna, and an \$8,500 building in Harahan. The sites for these buildings have been donated by the respective communities. After the organization of the Health Unit is complete, clinics will be operated in several sections of the parish that will be open to the public. The benefits expected from this new health department are unlimited. Dr. J. D. Martin is medical director.

Also in furtherance of health and nutrition, the Food Stamp Plan Committee was successful during the past year in securing the Food Stamp Plan for Jefferson Parish. This system, which takes the place of the old free distri-



Phospher Street, Metairie, recently paved. Property owners have been inspired by the improvement in the street to recondition their homes and grounds—compare this view with picture on opposite page.

bution of food to those who are eligible, not only helps the recipient but also allows the groceryman to sell his commodities at their regular retail price without having the competition of free distribution. Under the plan, those who hold food stamps purchase from a regular dealer, and have a wider choice than formerly, which contributes to the family health by providing a balanced diet. This plan costs the parish a monthly outlay of \$156, as well as approximately \$7,000, a lump sum which is on deposit with the State of Louisiana as part of a revolving fund for the stamps.

Another matter that has been brought to a head, and taken care of because of the war is the problem of high tidewater from the Gulf of Mexico backing up through the Intracoastal Canal.

Recently it has become a matter of military importance to keep the high tides out and the Work Projects Administration is endeavoring to control the floodwaters by raising the levee of the Intracoastal and Hero canals in a project sponsored by the Jefferson-Plaquemines Drainage District. The Jefferson Parish Police Jury is contributing \$8,000.00 towards this project.

An unusual feature of the project is that the 67,600 cypress pilings necessary to raise the levee over an 11-mile section of the canal are being hand-hewn from the thickly wooded banks of the waterway and floated into place through an intricate network of small canals dredged for the purpose.

The work is under way from a point just south of the Harvey locks on the west bank of the Mississippi river to the intersection of the Hero canal. Two rows of pilings are being driven about 20 feet apart and the section between the rows is filled with brush and dirt.

The preliminary work—clearing, dredging, cutting and trimming the timber—has been in progress for several months. WPA workers have dredged over 24,000 cubic yards of temporary canals to float the timber out of the woods. They already have cut approximately 20,000 pilings and these have been floated or hauled to central storage places.

Pile-driving operations have just begun but WPA crews are driving about 80 pilings a day. The three-mile Hero canal was similarly improved under

another project but the levee is being further strengthened and raised. This improvement, when completed, not only will hold back flood-water but should provide more adequate drainage, WPA engineers believe.

Work is going forward to provide drainage for the Lafitte area also. In conjunction with the State and the WPA the parish is planning to rebuild the back levees behind Lafitte, which have been eroded to the point where high tideswaters have been flooding the front lands. When these levees are restored, adequate pumping facilities will be provided so that drainage will be maintained in this section.

Another wartime measure that has been taken care of by the Police Jury is the setting up of a salvage board in line with the Government's program of waste elimination.

For the production of war needs, thirty sewing machines have been loaned to the Jefferson Parish Chapter of the American Red Cross.

In the meantime, our regular civilian duties have not been neglected. Street paving has continued to an extent where the Metairie section was third in street paving in the entire state during 1941, exceeded only by the cities of New Orleans and Lake Charles. Streets that have been completed since last year include Helois, Orion, Aurora, Phosphor and Codifer Avenues, each approximately a mile in length. In McDonoghville 6200 feet of sidewalk has been paved, on Porter, Milton and Romain streets, and an additional 6200 feet is awaiting approval from the Work Projects Administration. All paving has been sponsored by the Police Jury, and done by the WPA.

Building of homes and places of business has continued on a large scale. For the past few years, Jefferson Parish has seen a tremendous increase in such building, and the trend is still upward. The records show that home building during 1941 was practically double that of 1940, which had set a record, and it is expected that 1942 will outstrip all other years, to house war workers who are crowding the parish and New Orleans. Of course the availability of materials will be a determining factor.

Specifically, during the past year 370 homes and 21 business houses were built in the eighth ward, which includes Metairie. 249 homes and 6 business establishments went up in the seventh ward. 13 homes and 19 businesses in

Phosphor Street, pre-paving. This is exactly the same spot as that shown on the previous page.





More than sixty-seven thousand hand-hewn cypress pilings will be driven in double rank on this canal project to hand-cuff Gulf tides and improve drainage.

ward nine, including Kenner. Fifty more homes were built in Gretna, 70 in Westwego, 456 in Harvey and Marrero, 23 in Barataria and Lafitte, 10 on Grand Isle, and 5 in Avondale and Waggaman. Truly a tremendous record, and conclusive evidence of the rate at which the parish is growing.

Always of interest to our people and the world at large, particularly at a time like this when the best minds of our time call this a "war for oil," is the condition of the oil industry in Jefferson Parish, which has also grown by leaps and bounds during the last few years. Therefore we will briefly summarize the reports given us by the major oil companies.

The Texas Company has 60 wells producing gas and oil in the Lafitte field, two in the Bay de Chene field, three in the Delta Farms field and eleven in the Lake Salvador field.

The California Company reports that there are now 22 producing wells in the Barataria field, fourteen of which are wholly owned and operated by that company. The other eight wells in this field are jointly owned and operated by the California Company and certain other operators, namely, Danciger Oil and Refineries, Inc.; Carter, Perrin & Brian; Reese Carter; and Gulf Refining Company.

There are presently three producing wells in the Westwego field, the operators being Reese Carter and Stanolind Oil & Gas Company.

Thus the parish has a total of 101 producing wells at the present time, and the daily combined allowable for June, 1942, was 15,483 barrels a day.

In conclusion, we point out that war has brought changes to the Parish of Jefferson, both material and spiritual. We are still the Parish of Progress, streamlined for war. And like the rest of America, when we roll up our sleeves to do a job, we do the most complete and efficient job that the world has ever known, and this job of winning a war will be no exception.

JEFFERSON'S FABULOUS HARBOR PLANS

THOMAS EWING DABNEY
Metropolitan Press Feature Writer

Jefferson Parish has come of age, and is eager to do a man's job. The work on which today's Men of Jefferson pin their vision is of the reach and scope of yesterday's—such creators as the Destréhans, the Harveys, the Heros, etc., who changed their countryside from a wilderness approach to a pirate's depot into the increasing economic value now indicated by such figures as 50,000 population, \$31,000,000 property assessments and \$13,025,000 effective buying income a year. Energy, confidence and determination which difficulties stimulated to greater performance, have made Jefferson the dynamic factor it now is, with oil fields in ancient duck marshes, seafood and lumber and agricultural industries far exceeding the yield of former years, factories rising like cliffs on the river's bank, and a \$1,700,000 lock putting Jefferson on the greatest interior-waterways crossroads in the world, where world commerce comes to a focus on the intracoastal canal system which reaches from Texas to New England, and the Mississippi river system which taps a vast-spreading production from Kansas City to Minneapolis to Chicago to Knoxville. The Men of Jefferson now propose to create a port.

Introducing new factors in a world of steadily intensifying competition, that new and greater port, they say, contains as fabulous possibilities for this entire section of Louisiana as Eads' jetties, when they lifted the bar at the river's mouth and opened the Mississippi Valley to world-trade via New Orleans.

Jefferson's port proposal is to dredge a ship canal almost due south from Crown Point, on Bayou Barataria a few miles beyond Gretna, to Barataria Bay, and open a channel through Barataria Pass (between Grande Terre and Grand Islands, Lafitte's old domain) to the open sea.

That would more than halve the distance between the Gulf of Mexico and the distribution facilities of the New Orleans port area, of which Jefferson Parish has been an integral part since the Huey P. Long railroad-highway bridge made the east and west banks of the river one. Instead of 110 miles by twisting river current, there would be less than 50 miles of straight, still-water channel. Instead of a 20-foot variation in wharf heights, because of changing river stages, there would be economical, fixed-level facilities.

This is no new idea. Major Quinn of the United States engineering corps proposed such a development in 1894. He studied it from all angles—dredging costs, maintenance problems and transportation advantages—and he strongly urged that the work be undertaken. In 1917, the plan was revived. In 1935, parish authorities went to the front again with the proposal, and engaged the services of John H. Bernard, waterways engineer, to represent it in engineering details. Mr. Bernard pointed out that the need is greater now than in Major

The map of Jefferson Parish on the two following pages shows graphically how the proposed channel would shorten the distance between the Jefferson and New Orleans shipping area and the Gulf of Mexico. Of particular interest is the fact that the proposed route follows waterways throughout practically its whole length.

Quinn's time, because of the larger commercial and industrial demands, and because of the increasing competition to New Orleans from Texas ports to the west and Mississippi to the east. Now, Louisiana's Lake Charles on the one side and Alabama's Mobile on the other increase the economic pressure. State Senator Jules G. Fisher in 1938 introduced a bill into the Louisiana Legislature to effectuate the plan, but withdrew it when he could not muster enough votes to put it through.

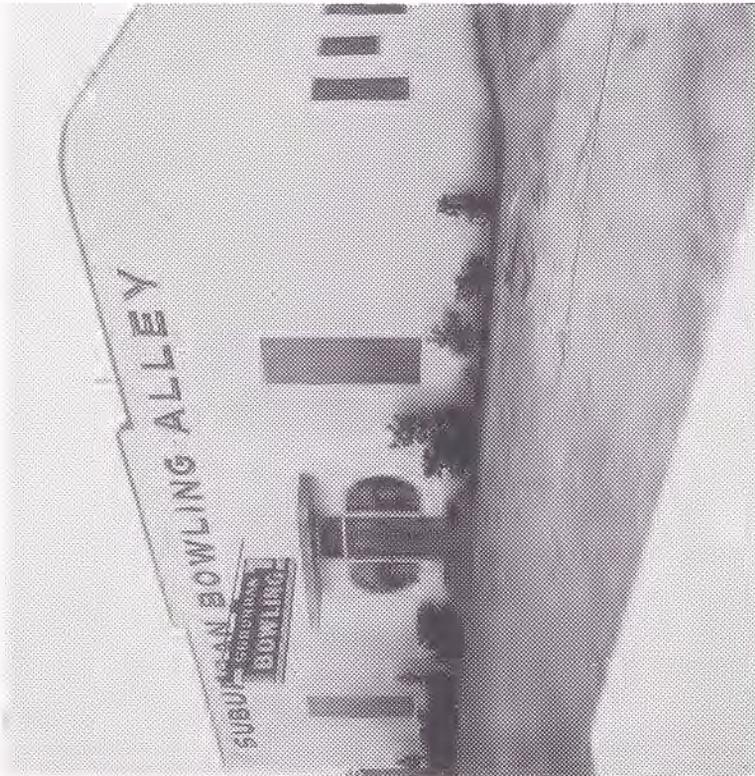
"It is a wonderful opportunity, it contains history-making possibilities, it would be of the utmost development value to this entire section," says Senator Fisher in this year of 1942.

The fact that the Men of Jefferson are again returning to this project, after so many failures, proves their indestructible belief in its value and indestructible determination to keep driving until they put it through. They point out that every great achievement has had to buck just as determined opposition—Eads' jetties, for instance; the bridge across the Mississippi; flood control and spillways. These are now realities because men who believed did not accept the reversals of decades and generations.

Nature's harbors, with few exceptions, are makeshifts. Those which were ideal—relatively speaking—to the early users of the sea, became increasingly difficult and expensive as tonnage increased and trade demands changed. Their continuing value has been in proportion to the artificial works of man—dredging here, blasting there, filling in and building up somewhere else, and creating new and safer and shorter water approaches. In even the world's best ports today, the works of man are more important than the happen-so of nature.

The port of New Orleans is an example. When the city was founded two and a quarter centuries ago, the river site, protected from storms and the logical interchange point for the commerce of the Mississippi Valley through which the great stream was the only transportation means, was an answer to prayer. New Orleans was, in the current saying, a natural; its growth was fabulous from the time the development policies of the United States succeeded the colonial astringencies which ended with the Louisiana Purchase in 1803. Even then, there were difficulties and expenses connected with the steadily making bar at the river's mouth, and the steadily changing outlets of the Mississippi. From the early days, the engineers visualized a shorter, more economical approach-channel from tidewater, but the construction facilities of the time were not equal to the engineers' imagination. The changes which came with passing years forced the issue—larger ships could not cross the bar at all, railroads introduced a new factor in distribution, and New Orleans, as a port, would have disappeared if Eads had not brought the Mississippi under control in 1879, forcing the river to scour a channel where man, not nature, desired it.

From that day, New Orleans was a man-modified harbor, but the improvements were only makeshift; and it was not until 1918 that New Orleans was able to make an impressive approach to the ideal man-made harbor. In that year, it began the Industrial Canal, designed to be a fixed-level ship facility of indefinite expansion through virgin territory, by cheaply dredged laterals on which docks and manufacturing establishments and interchange depots could



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Is this river-front ship-loading operation to be duplicated in the future on the new waterway envisioned in Jefferson's fabulous harbor plan?

be built at a much lower cost—even had the frontage been available—than on the river, where the variation in water-level poses such expensive engineering problems. The \$20,000,000 Industrial Canal was only a part of the solution; the hope was then and still is, to dredge a channel through Lakes Pontchartrain and Borgne to blue water, so that ships could steam to New Orleans by the shorter, cheaper man-made approach, instead of by the river, on which the flood-rush is heavier than it was under natural conditions, and the jetties of which must steadily be pushed further out to sea as the enormous volume of silt, always pouring down, fills in the ocean deeps.

That the Industrial Canal has never achieved the full economic return envisioned, is due to restrictive regulations to protect the \$30,000,000 invested in maritime facilities on the river-front of New Orleans, and to the fact that the direct channel to the sea has not yet been created.

Entirely man-made, save in the channel through Barataria Bay and Pass to the ocean, the proposed Jefferson Harbor represents the ideal in port-development, say the Men of Jefferson. The route lies through unoccupied marsh land, cheap to buy and cheap to dredge. The cost of cutting the intracoastal canal links through similar formations was five cents a cubic yard. Canals and bayous in this section maintain their depths without dredging, a fact that is not true of the river, in which, even at New Orleans, frequent dredging is necessary to maintain the necessary depth of water alongside certain wharves. There is no downpouring of silt to build bars in Barataria Bay and across Barataria Pass. Once the channel is established there, it will maintain itself with little help from man: for several generations, tidal flow kept the depth through the Pass at 80 feet and more. The material dredged out of the canal site would raise the ground-level on each side to the elevation of New Orleans. On this

When In
METAIRIE

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Louis E. Gruber

NINETEEN HUNDRED AND FORTY-TWO

15

made land would be built the highways, the railroads, the facilities and the industries of the artificial port.

From the top of this harbor—Crown Point—the distance is only nine miles to Gretna; only a dozen miles to the Huey P. Long bridge, which connects the west bank of the present New Orleans harbor with the east bank. Ships could make the run from tidewater to Crown Point in about three hours. It takes about 12 hours to make the river passage to New Orleans, eight to run it down stream.

At the lower end of the development could be established oil, lumber, chemical, fish and express harbors; and perhaps a free-port zone—new factors in the economic development of this part of the state.

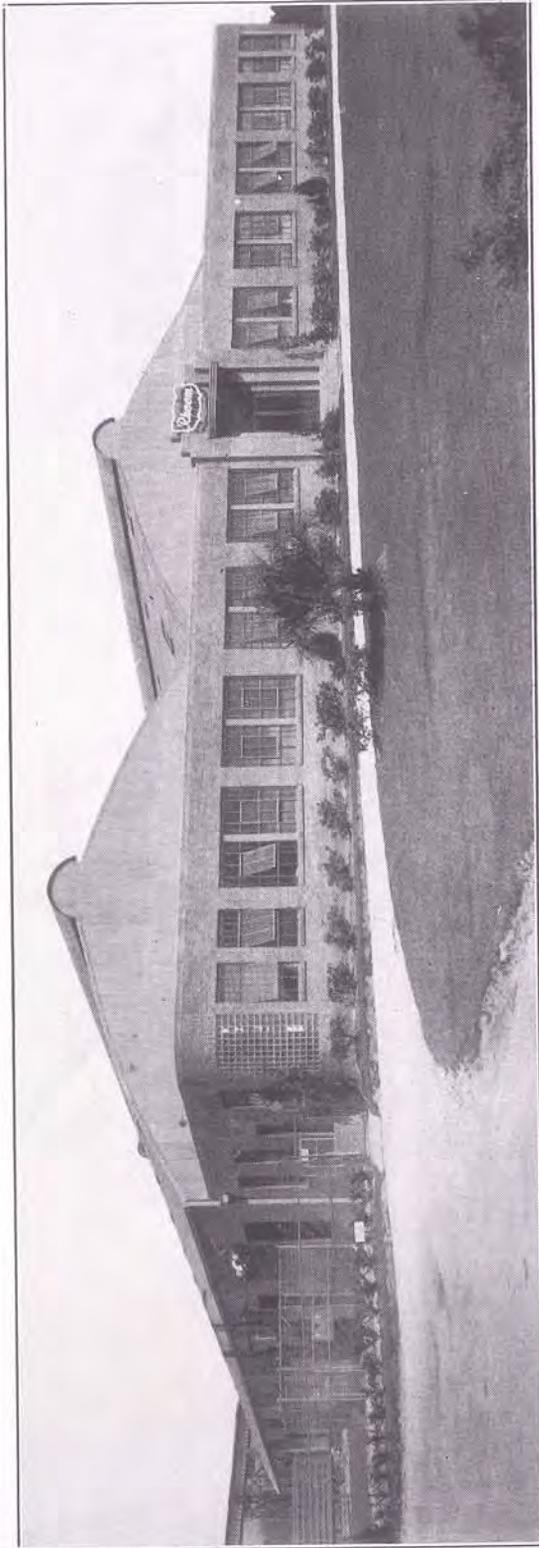
The Men of Jefferson say such a harbor would cut the costs of handling freight \$1 a ton. This is a large saving. It would meet the challenge of other ports—especially that of Houston, which, incidentally, is a man-made harbor, achieved over greater physical difficulties than are entailed by the Jefferson proposal, and not possessing such expansive possibilities.

So far, New Orleans interests have opposed such a development. The port facilities—a financial responsibility of the state—represent a large investment. Would not such a development junk these values? What about New Orleans if it lost the harbor business which, according to economists, accounts for 70 cents of every dollar in circulation there?

The questions, say the Men of Jefferson, were more formidable in former years than now. Until the bridge tied together both banks of the river, the east and west-sides were different worlds. The river was a great barrier to development—a barrier that operated both ways. Each side of the river lived its own life—the New Orleans side making great progress because of its transportation developments, the Jefferson side doing as well as it could with its fisheries,

Great merchant ships from all the seven seas may yet navigate Grand Pass (upper left), between Grand Isle (foreground) and Grande Terre.





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Ocean-going cargo vessels at dock-side will be the stock in trade of Jefferson's projected harbor system.

its peltries, its agriculture and its local industries. Now, engineering developments have changed the west-bank picture, just as the railroads, beginning with the 1850s, put value behind the "back lands," until then too far from transportation on the rivers—to move their products to market.

Mechanical power, steel rails, concrete highways and the Mississippi river bridge have opened a new era for the west side. You see the same degree of progress there that you see on the east side. The population of Jefferson parish increased 26 per cent during the past decade, the invested values increased in still larger proportion. Many oil fields have made that section a new world. Some of the principal industries of what its Association of Commerce correctly calls Greater New Orleans, are there—commercial-alcohol, cottonseed-oil, asbestos-roofing, fertilizer, building-board, petroleum-products manufactories, etc., etc. Algiers (now a part of New Orleans) has changed, in a short generation, from an economic rubbish heap into a center of metropolitan attitudes; Gretna, Jefferson's parish seat, once a bad part of the road, has achieved a population of 11,000; Westwego has grown to 5000. The west-bank development has not been at the expense of New Orleans, it has been to the advantage of New Orleans.

Regardless of parish lines, the east and west banks are one community, say the Men of Jefferson; regardless of municipal delimitations, this is all one port.

Future west-bank development will help New Orleans, as past development has done.

Every increment in foreign trade which the Harbor of Jefferson brings in, will erect a still Greater New Orleans, believe the Men of Jefferson. So far as the prosperity of the community is concerned, it does not make any difference—transportation facilities being what they are—where the physical port is. The Men of Jefferson point out that the Industrial Canal is about as far

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19

from Canal Street as Crown Point is, but no one would say that the Industrial Canal has hurt or could hurt the development of New Orleans. The public grain elevator and the cotton warehouse on the New Orleans riverfront are a day's journey (under former transportation conditions) from the port which Bienville envisioned, but they have helped, not hindered, the growth of the city.

Even if the investment on the river front were junked, after many years, by the superior Harbor of Jefferson, the city of New Orleans and the state of Louisiana would gain more than they lost, by reason of the new commerce, the new industry, the new pay rolls, the new investment values, the new sources of tax revenue—so say the Men of Jefferson. Throughout the industrial world, plant and equipment are junked when new methods and new facilities are developed, and the junking measures economic gain, not loss.

But why assume that the riverfront facilities would be rendered valueless? that the port of New Orleans, as we know it today, would be cut off from the

These quiet waterways, once Jefferson's highways of trade, may hum again, this time with the bustle of transport on a modern water-front.





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world? A lock—like that of the Industrial Canal—could connect the Harbor of Jefferson with the river, and the present facilities would be reached much easier and more economically via the 50-mile slack-water canal than via the 110-mile river-approach.

How would the undertaking be financed? The Men of Jefferson believe their parish is strong enough to float a bond issue for the purchase of a broad strip of this cheap marsh-land; to create, on it, the Harbor Area; and to undertake the necessary dredging and other work. As quick assets, the parish would have ready-made embankments to sell to the railroads and state highway departments, and valuable sites to sell to commercial and industrial interests. They believe the values that would be created would pay for the land and the essential physical improvements, and that the development to follow would create the most favorable physical and economic port facilities in the United States.

Against such advantages, and the new business they would attract, the Men of Jefferson say the five or ten or twenty million dollars of cost would be a cheap investment, and no threat at all to the peace of mind of tax-payers. Not only would the entire Jefferson-New Orleans area benefit, but the state as well, in more employment, larger use of natural resources, and a broader source of tax-revenue.

They expect opposition, do the Men of Jefferson, for every step into the future is taken over present protest. Only a World War could make the people of New Orleans think in terms of the millions for the Industrial Canal,—one of the results of which is a ship-building industry that promises to be durable. The second World War may bring the focussing of effort upon the long-matured Jefferson harbor-project. This crisis will not end with the peace, any more than the other one did; peace will bring increasing economic problems, and every speed-up and economy will be important to future prosperity.

The project will be undertaken, say the Men of Jefferson, because it must be undertaken—this development of new and better trade and manufacturing facilities, this making of two blades of grass to grow where only one grew before, this creation of more 70-cent port dollars than we now have.

Jefferson Parish is become of age—able and determined to exploit its vast physical resources, with the wealth and the manpower and the vision which make large undertakings inevitable, regardless of their cost, regardless of opposition.



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NINETEEN HUNDRED AND FORTY-TWO

23

She's a one-man—pardon—a one-woman demolition squad, and those who have seen her work say she really cleans up the place. Attractive Melba Bergeron Mince of Kenner started blasting with dynamite as her husband's helper about a year and a half ago, more to be with him than with the thought of making this hazardous work a career. Since then she has qualified for a blasting license under the Explosives Act of 1941 and is rated an expert. Afraid? "Why?" she asks. "If it went off, I'd never know what happened."



WOMEN IN WAR

DOROTHY DIX

Did you read that story in the newspapers some weeks ago about the young soldier sending his mother a box of cookies such as she never made in her palmiest days? It appears that when he went to war he was set to wrestling with the pots and pans, instead of manipulating flying fortresses, and to help in building up the morale of the army that, as Napoleon said, travels on its belly, by giving it the sort of food that puts strength in a man's arms and scrappiness into his soul. And so he turned out a first-class cook who some day will be the joy and pride of his lucky wife.

And every day we hear about intrepid young girls who are ferrying convoys across the seas; who are helping to design airplanes; who are driving trucks and running ambulances in blackouts, who are boss riveters and welders and longshoremens, and who, without doubt, will some day bless some fortunate men by becoming their everloving wives.

This gives you as clear a picture as we can get in these confused times about what the world is going to be like when the war is over. Just what is going to happen to us is anybody's guess, but one thing is certain, and that is that the old order of life as we knew it, that was filled with laughter and fun and frolic, when nobody had automobile tires on their minds or counted their lumps of sugar, is gone, never to return again.

And, more particularly, the relationship of the sexes will be changed. Class lines will be abolished and instead of there being clinging-vine ladies and gallant gentlemen we will all just be human beings together, with the same faults and frailties and talents and virtues. The parasitic wife will be as much a lost species of fauna as the Dodo, and the head-of-the-house husband will have become a museum specimen. And woman's sacred sphere will be as much of a myth as the lost Atlantis.

Undoubtedly in this strange new world that we are about to enter every woman will have a trade and be self-supporting, and when a girl marries she will no more think of giving up her job than a man does. There will be two reasons for this. One is that many men will be killed and there will be a great shortage of labor and this will necessarily have to be filled by women.

Already people have ceased to talk about woman's work, for women are showing that they are just as adept at figuring out a blue print for a million dollar factory as they were at working out a pattern for a crocheted tidy. They have proven that they have the strength and stamina to stand hard labor and gruelling hours, and that in many lines of precision work their smaller hands and delicate touch make them ever more valuable than men. So it is the woman power after the war that we are going to have to depend on to a large extent to get things going again.

For another thing after the war there will be a great scarcity of men. France and England were almost Adamless Edens after the last war and, in a measure, we shall confront the same fate. There will be many widows for whom there will be no second husbands. Many spinsters who will never find

husbands at all. And these women must not only be self-supporting, they must find work so interesting and absorbing that it will fill their hearts and hands and minds so that they will not brood over the loved and lost, or what might have been.

Already the war has taken hundreds of thousands of women out of the overcrowded ranks of the saleswomen and the stenographers and the waitresses in restaurants and put them in factories where they are doing work they never dreamed that they could do, and earning salaries that seem fabulous to them, contrasted with their former meager pay. Housewives who had to wheedle every cent out of tightwad husbands and give an account of what they did with the quarter they gave them week before last are never going back to financial dependence.

There will be love and marriage, of course, and babies, for, as has been said, we have many civilizations but only one human nature, but marriage will be more of a business partnership than it has ever been before, and there will have to be some communal way of living and taking care of children devised. We don't like the idea of scrapping the vine-wreathed cottage of the bridal couple's dream and of not having Mom rock the baby to sleep, but there are a lot of other old customs that we cling to with tooth and toenail that have passed into the discard without wrecking domesticity.

There was a time when we said that numbers of families couldn't live in an apartment house without being in a perpetual fight, yet many of us do, and like it. We all remember how we wept over the thought of giving up the bread that Mother made with her own hands, but we find that the bakeries turn out a far better loaf. And we all know children who need nothing so much as to be taken away from silly mothers and turned over to a good child-specialist, with a strong right hand, to rear.

Their work is a grim business—their smiles are for victory. Girl workers in the ordnance plant of Rheem Manufacturing Company, Jefferson Highway.



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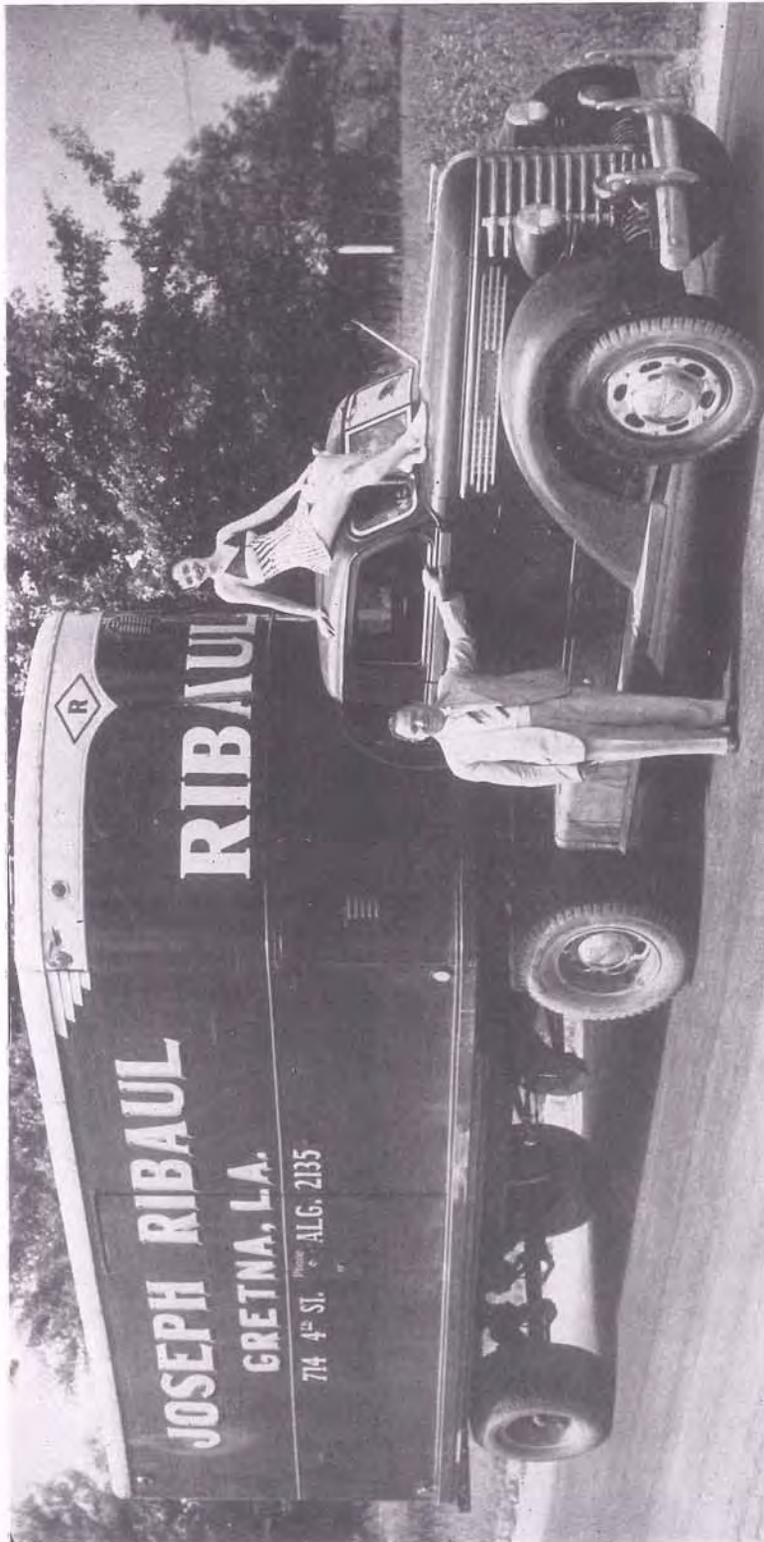




Women at work: Mary Mamola of Kenner (left), and Dorothy Becker of Marrero, during their training for war work in the NYA machine shop.

In the meantime many of the changes that the war will force upon us will prove blessings in disguise. It will turn many a spoiled Mother's darling from a weakling into a strong, disciplined man, and in that alone it will come near to paying the price of all it has cost us.

I get hundreds of thousands of letters a year from boys and girls who open their hearts to me and pour out their thoughts and aspirations, and as I have read these letters that were one continuous wail over the hardships of their lots in having to work and not being able to have all the luxuries that millionaires have; and had boys tell me that they did not intend to work as their fathers had and slave and save, but that they were going to have money while they were young and could enjoy it; and had girls tell me that it didn't pay to be good, and saw how low were their ideals, how lacking they were in the sturdy virtues of their forebears, I felt that the greatest danger this country faced was from its own youth.



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But the war has unbelievably changed the tone of these letters. After the first batch of cry-baby letters from the draftees was over a new spirit, something fine and brave and strong and manly, crept into the letters. The boys had found their souls. They were no longer thinking of petting parties and night clubs and being sorry for themselves because they had had to give up their jobs to go into service. They realized for the first time that there was something in the world bigger than their own personal pleasure, that there was a great principle at stake that was worth fighting for and dying for if need be. Many a lad who went into the war a weakling, or a Communist, or an Anarchist, or a potential gangster will come out a soldier and a gentleman and an honor to his country.

Another bit of the silver lining of the war cloud is that it is going to make all of us discover our homes, and this is going to be a particularly novel adventure to the young. For the past fifteen or twenty years our homes have been only an address to us, which some of us changed every year, the places we went to only to change our clothes and when we had nowhere else to go. When a girl had a date she came down when he honked his automobile at

Fighting men of a new generation pause a moment beneath Gretna's memorial arch to those who fell in World War No. 1 before entraining under selective service orders for duty with the army.





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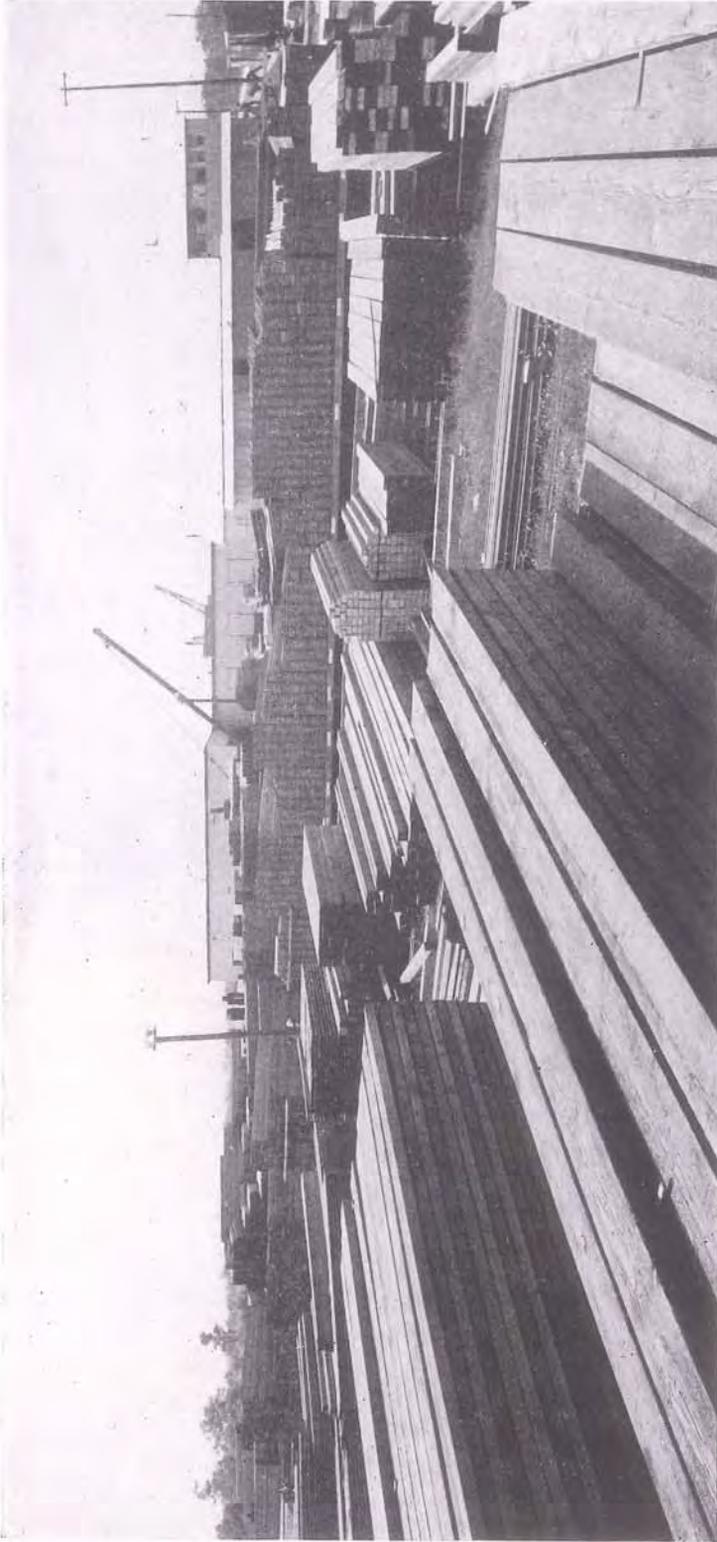
Morale picks up at a bountiful table. Coast Guardsmen from Algiers Naval Station are guests of parishioners of St. Joseph's Church of Gretna at luncheon in the Knights of Columbus hall, as part of the National Catholic Women's program for the entertainment of the armed forces.

the sidewalk, with her hat on, ready to go somewhere, anywhere, away from home.

Now, with no tires to ride on, trips to roadhouses and petting lanes are out and Johnny and Susie will have to stay at home. And they will be perfectly surprised to find that an evening passed at home can be quite as pleasant as one at a night club, and that raiding the family ice box furnishes a tastier meal than they can get at a hotdog stand.

Furthermore, although the youngsters don't know it, home is the great incentive to matrimony. There were practically no old maids in the days when Arabella entertained her beaux in the old back parlor. There is nothing about a dance hall, with everyone tearing around to hot jazz music, that makes a lad think about settling down and getting married. Nor is any man moved to pop the question with a waiter hanging around listening to every word. But Arabella in her own home, across a little table spread for two, feeding him food she alleges she cooked with her own hands, makes even the most hardened bachelor think how nice and cozy it would be to have a little home of his own with Arabella in it. And before he knows it he ups and does it.

I do not minimize the horrors of war, and I pay grateful tribute to the men who have gone out to risk their lives defending the principles that we all hold dearer than life. To many it will bring death. To many others it will bring a sorrow worse than death. To all of us it will bring loss and privations and hardships. But, pray God, it will bring us, too, the strength to bear whatever comes with courage and without complaint, and that out of so much evil much good may come.



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Plucking the "Spaniard's Beard" from the towering branches of ancient Barataria live oaks is a gainful pursuit for a number of Jefferson Parish's woodsmen.

"THE SPANIARD'S BEARD"

LYLE SAXON
Internationally Famous Author

(Two of Mr. Saxon's works are "Lafitte the Pirate" and "Fabulous New Orleans". The setting for "Lafitte the Pirate" is Jefferson Parish. Mr. Saxon is also editor of "The New Orleans City Guide" and "Louisiana, a Guide to the State" recently published books of the Louisiana Writers' Project, W. P. A.)

Visitors in Louisiana are always interested in the long grey-green streamers of moss depending from the trees along the highways. They nearly always ask questions, What is it? What makes it grow? Is it a parasite, and doesn't it kill the trees?

Some tourists exclaim before its beauty. Others are depressed by it, saying that it is funereal. Lafcadio Hearn, one of the greatest writers who

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GRETNА, LOUISIANA

has written of Louisiana, found the moss terrifying and wrote a most remarkable poem about it. The poem which is quoted here was published in the New Orleans Item in 1880:

"In goblin looms,
Depending from the many-elbowed arms,
Of gnarled oaks, thou weavest Druid charms
Under weird moons!

"Thy night-mare hug
Stifles the moaning of the dying pine;
The cedars know that strangler's cord of thine,
O vegetable Thug.

"Thy robes of rags
The mightiest monarchs of the woods must wear,
And wreath their crowns with locks of thy grey hair
Like a witch hags.

"What ghostly foods
Sustain thy spectral sap, thy phantom breath?
Thou Succubus, thou eldritch Life-in-Death
Thou vampire of the woods?"

Mr. Hearn frequently carried on like that. His phrases are, to say the least, remarkable. You must admit that such lines as "O vegetable thug"

Lafcadio Hearn called it a "vegetable thug" and "vampire of the woods," yet in his time as today, boat-loads of Spanish moss like this went to provide cushioned upholstery for the greater comfort of weary poets.



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A man must fork his moss harvest after dampening it, in order to hasten the deterioration of its green vegetable sheath, yet prevent the rotting of the moss fiber inside. This fiber (black or rough moss) goes from picker to gin to market.

are pretty good. The fact that his scientific information concerning the moss was at fault has nothing to do with the sensational quality of the poem, as Mr. Stanley Arthur pointed out many years later in an article on moss published in the June 1929 issue of "Louisiana Conservation News." Oddly enough one of the scientific facts concerning moss is more startling to the layman than Mr. Hearn's poem: and that is the fact that the moss isn't a parasite at all, but an air plant and belongs to the pineapple family.

The clearest and most concise definition that I have been able to find is in the issue of "Southern Forestry Notes" for March, 1935, issued by the Southern Forest Experiment in New Orleans. Here it is:

"Spanish moss, which is so common throughout the far South, is technically not a moss but a bromeliad or a member of the pineapple family. It is known botanically as *Tillandsia usenoides* and has many popular names such as Florida moss, New Orleans moss, tree-beard, vegetable wool, etc. Spanish moss is commonly used for stuffings for mattresses, horse collars, automobile upholstery, and packing material. The seeds of bromeliads are produced in enormous

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AERIAL VIEW OF JOHNS-MANVILLE'S MARRERO, LOUISIANA PLANT.

Almost one-fifth of the homes in the United States are served by Johns-Manville's factory at Marrero, Louisiana.

The plant supplies long lasting fire-resistant asbestos shingles, asphalt roofing and shingles, roof cements and putties to the southeastern and southwestern part of this country as well as to Central America.

Johns-Manville built the Marrero plant in 1936 replacing a former plant at Gretna, La. About 350 men and women are regularly employed on a payroll that runs to more than \$400,000 a year, while approximately \$1,300,000 annually is put into circulation in the Marrero market to pay for raw materials, supplies, taxes, freight and payrolls.

Here in Marrero, as well as in the 16 other communities where the plants and mines of the 84-year-old company are located, Johns-Manville tries to contribute to the welfare of the parish and to perform its civic duties with a high sense of community responsibility.



Johns-Manville

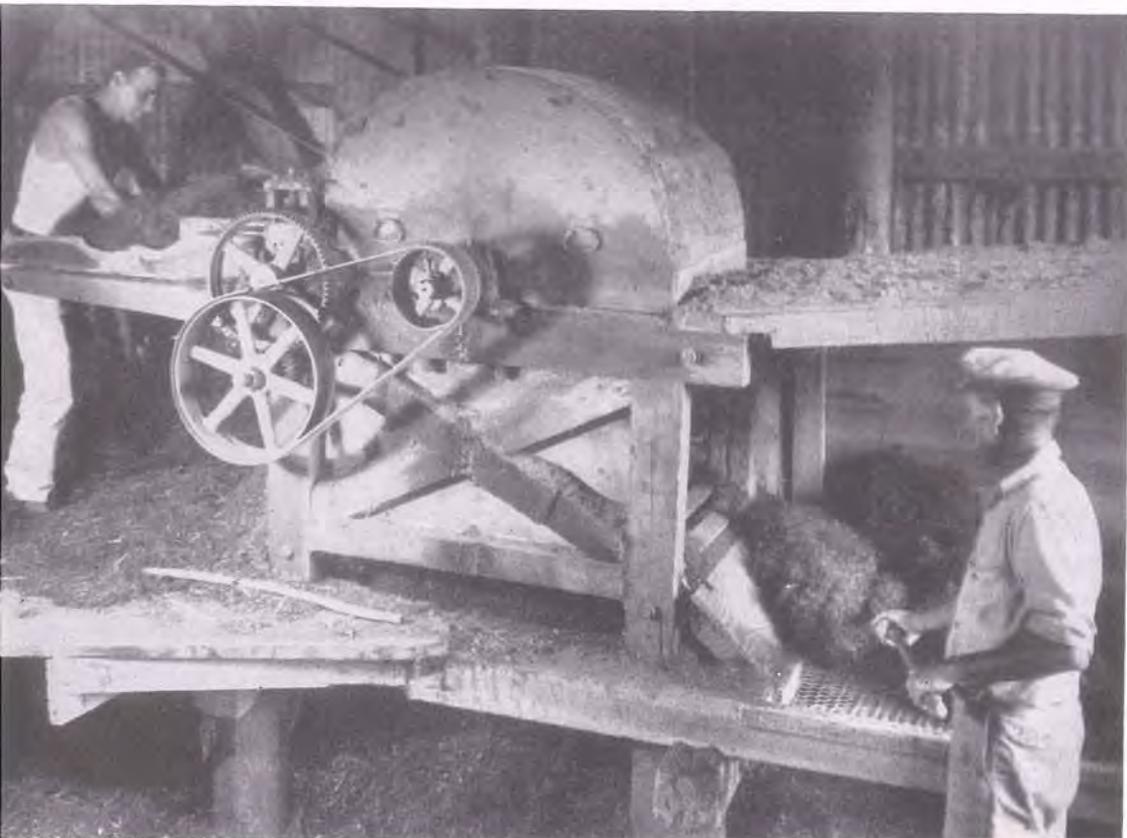
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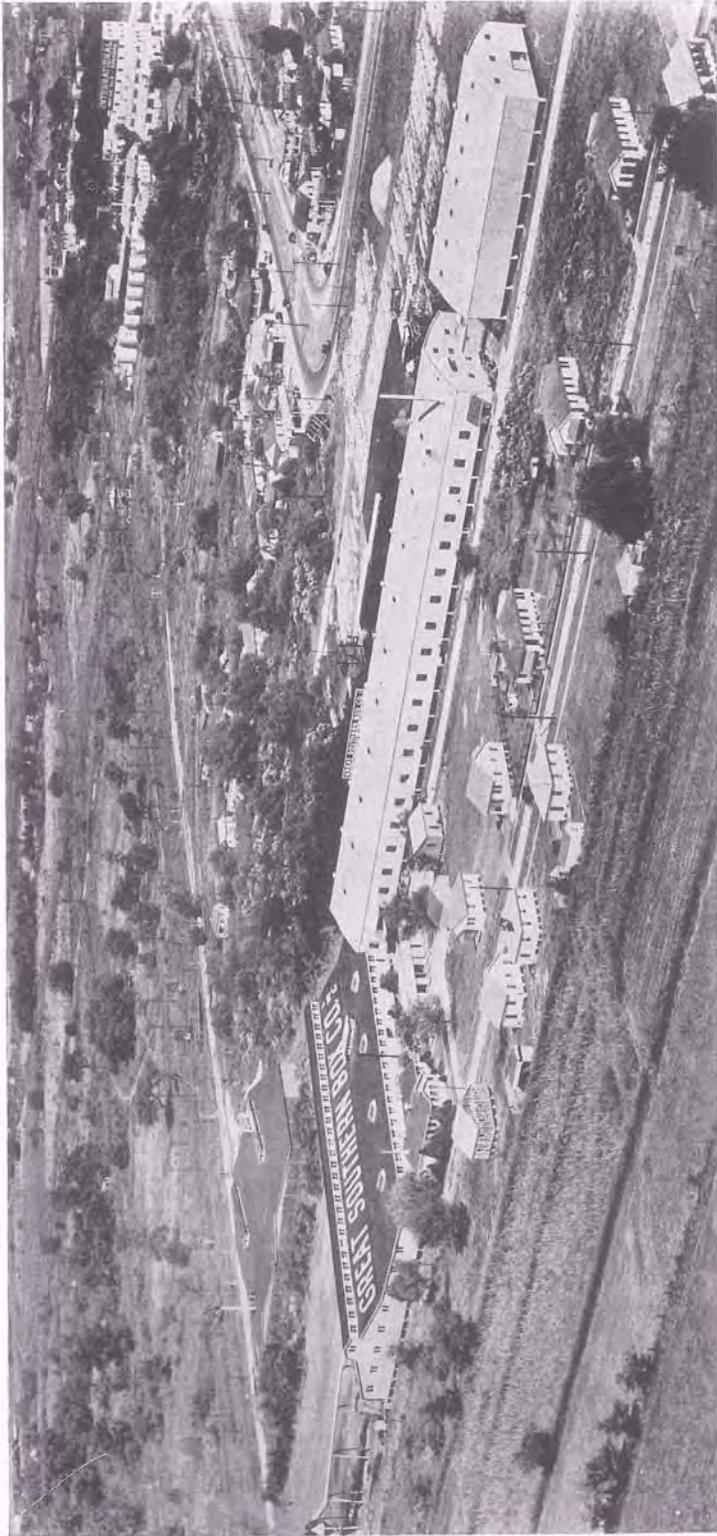
numbers and are scattered far and wide by the wind, for the seeds have attachments for floating in the air after the manner of milkweeds and dandelions. Spanish moss is found principally growing on cypress and the broad-leaved trees. However, on wet sites, it occurs on several species of pine and cedar. It is an epiphytic (epi-surface, phyte—plant) plant, relying upon its host solely for support, and this is evidenced by the fact that Spanish moss frequently occurs on telegraph wire and chicken wire fence, especially where shaded. Spanish moss, being a green plant, is not parasitic as commonly believed and, as far as is known, is harmless to its host tree."

In Jefferson Parish the highways are particularly beautiful. Curving roads pass through oak groves where the swaying streamers of moss are luminous in the sun.

Along the road are occasional fences covered with Spanish moss which has turned quite black in the process of sun-drying. Moss gathering forms one of the small but steady industries of this section. There is always a local demand for moss mattresses, and when cotton is high, manufacturers substitute moss for cotton in upholstering furniture and automobiles. During the World War, when cotton soared to almost unprecedented heights and moss in the seasoned state sold at 5c a pound (it is usually 2½c to 3c) one enterprising citizen of the parish, employing thirty-five pickers, cleared \$6,000 in three months. A skilled picker can gather from 800 to 1,000 pounds a day; bare-footed, he scales the trees with the agility of a monkey, and dislodges the

Picked up by truck from points as far as 50 miles away, moss is cleaned of bark, leaves and other trash, and processed and baled, much in the same manner as cotton, in gins like this one which can handle about 300 pounds of moss an hour.





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Beauty rests a moment comfortably atop a bale of moss beneath the branches of a tree on which its grey festoons stir in the breeze.

moss with a long pole. Today it is estimated that the moss industry produces between \$2,500,000 and \$3,000,000 annually for pickers and gin operators.

Found throughout southern Louisiana, the moss has from earliest Colonial days been used for pillows and mattresses and woven into braids, for bridles, saddles, blankets, and horse collars.

Uncured Spanish moss is a gray and stringy growth of indefinite length, with a fine black fiber in the center surrounded by a vegetable coat. The moss is picked from trees, stacked in piles, and soaked in water or dampened periodically until the outer coating rots. The piles must be occasionally stirred to prevent spontaneous combustion. The moss is then spread out on fences and on clothes-lines to dry. When cured, the moss is black and resembles horsehair. It takes approximately 4½ pounds of green moss to produce one pound of the cured product. It is then ginned in much the same manner as cotton: the threads are separated; leaves, branches, and other foreign matter

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are extracted; and the residue packed in small bales and sold to manufacturers.

The height of the moss-picking season is from early November to April, when most of the trees on which Spanish moss grows are at least partially bare. Small dugouts called pirogues are used in the swamp areas to gather the moss and bring it to higher ground.

From the swamp regions of south Louisiana come two legends concerning the origin of Spanish moss, which the Spaniards called "Frenchmen's wig," and the French, "Spaniard's beard." One is that of an Indian mother and two children trapped by rising waters during a storm which was accompanied by sudden cold. Taking refuge in a large tree, the mother implored the moon to shine on them, lest they die. In the morning the sky had cleared and the trees were clothed in moss, giving warmth to the marooned group. "See, mother," cried the small son, "the moon heard us; see, she tore up the storm clouds and threw them down upon us, for there are none left in the sky!"

The second story is that of an Indian princess and the son of a chieftain, who were killed during their marriage ceremony by a hostile tribe. The young couple was buried beneath a gigantic oak tree. In accordance with custom, the bride's long black hair was cut and hung on a limb of the oak. A storm lashed the country that night but in the morning the hair was undisturbed. As years went on it began to grow grey, and spread from tree to tree.

The pictures which accompany this article tell the story of moss more clearly than any written word can tell it, for here you see the picturesque quality of the moss-picker's life against the beautiful background of Jefferson Parish. I can think of no pleasanter place for a leisurely tour by car or by boat. Winding bayous, with ever-rustling reeds, curve beside the curving roads, and the roads which run southward from New Orleans pass through many groves of moss-draped trees. In the swamplands the cypresses are swathed with the long, ever-moving curtains of gray, sometimes reflected eerily in the black swamp water.

Stopping one afternoon before a moss-picker's cottage I had an amusing conversation with a spry old woman who was spreading moss on a fence to dry.

"Mister," she said, "You don't know what foolish things people say about moss. Me, I can't help laughing. Not long ago a lady came driving by and stopped in the road and said to me that this country must have been terrible in the big flood. Me, I say I don't know nothin' about any flood lately around here, and then this fool lady say: 'Well, if the water hasn't been all over everything how all that trash get up in the trees?'"

Then she told of another woman who drove up one day and asked if the country was not dangerous because of the spiders which infested it. She had mistaken the trailing moss for gigantic spider webs!

"Me, I just sit by the road and laugh," the old woman concluded.

Besides the uses already mentioned Spanish moss has sold in great quantities lately as a mulch for the culture of azaleas. The azalea has lately become very popular throughout the South and especially in the vicinity of



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New Orleans as well as in the city proper. The soil in New Orleans is rich and black but azaleas need more acidity. Accordingly both commercial fertilizer and mulch are necessary for their culture. One firm in New Orleans has a so-called "secret process" by which the cured moss is transformed into a substance resembling peat-moss. This new product is said to be highly lucrative.

In an article by G. H. Lentz, special investigator for the Louisiana Division of Forestry, we find the following interesting comment:

"Aside from its aesthetic value the moss is of importance due to the role it plays as a harbinger of the cotton boll weevil, and in that it provides a merchantable product. The cotton planters would well be rid of the moss for here many of the weevils spend the winter, and cotton fields lying adjacent to moss-draped timber are more heavily infested with the weevil. In a study carried on in southern Louisiana by the Bureau of Entomology of the U. S. Department of Agriculture, it was found that 365 weevils, on an average, wintered in a ton of moss. As yet no means of combating the weevil in its winter stage has been developed, and it is next to impossible to eradicate the moss."

Cushioning this dainty chair of an older period in the courtyard of a New Orleans antique shop provides only one of many outlets for Jefferson's \$3,000,000 annual moss crop.



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NINETEEN HUNDRED AND FORTY-TWO

47

The moss crop in Louisiana is an important one and more moss is said to be ginned here than in any other state. The gin consists in principle of a toothed cylinder working against toothed concaves. The gins are usually constructed to order although there is at least one model manufactured in Louisiana. A good type is made of heavy steel, the teeth of which are carried on a drum revolving some 1200 times a minute. The gin combs and frees the moss of sticks, bark and other debris. The moss is shaken up with pitchforks or raked back and forth over a lattice-work floor to free it from the bark and trash, and then run through the gin again. For a finer grade it may be run through another gin in which the teeth are finer and in which it is combed thoroughly before baling.

In an article by John W. Rabb on file at the Department of Conservation, the author tells some of the uses of hair moss. "Its use," he writes, "is becoming more varied. It is not used as extensively in automobile cushions now as it formerly was for the reason that the hair mats cut out by machinery are found more expedient in the mass production methods employed in the manufacture of automobiles. Moss requires the deft touch of the upholsterer when used in cushions and upholstery. Moss is still used in some makes of automobiles, however, and is also used for stuffing mattresses, and for cushions in airplanes and railway cars, though its most important industrial use is in furniture manufacturing."

Moss from Jefferson Parish in the upholstery of airplanes. You might think of that the next time you find yourself flying from New Orleans to Washington.

• • • • •

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ISLAND INVENTORY

OLIN CHAMBERLAIN

The soul is gone from Grande Terre these fifty years. The passing of this island was not the dramatic and mysterious sinking into the sea of an Atlantis. On the contrary, Grande Terre is still shown by the maps to lie across the lower end of Baratavia Bay, separating its calm waters from the more turbulent waves of the Gulf of Mexico. Its going was, in the material sense, a transitional and slow decline from a prosperous hey-day, through war, which scarred it only slightly, until the terrific hurricane which ravaged the Louisiana coast in 1893, leaving a trail of destruction and death that wiped out other communities and pointed the end of Grande Terre.

Since then the record is written by the faltering finger of anti-climax. Descendants of landholders under slavery's feudalism and their successors

JEFFERSON DEMOCRAT

Official Journal of the

PARISH

OF

JEFFERSON

SINCE 1896

Gretna, Louisiana

NINETEEN HUNDRED AND FORTY-TWO

51

left the tiny island so impressively called Grande Terre in increasing numbers. Fields lay fallow for a while and then forest and swamp took back their own, acre by acre. New-growth timber nudged tottering quarters-cabin, smug overseer's house, quiet barn into common oblivion. Matted vines and tangled undergrowth blanketed ancient furrows.

Today blue water whispers an eternal requiem along the shore, beneath the slim spire of what was once a sugar mill's chimney. Vagrant winds explore the once-grim bastions of Fort Livingston whose gun-ports stare sightlessly across the pass. And it is a hundred and eleven years since the whole of Grande Terre was owned by one man.

One hundred and eleven years ago the Parish of Jefferson was six years old. It had been only twenty-eight years since the purchase of the vast Louisiana territory by the United States of America from a harassed Napoleon I, Emperor of France. Indeed, the American Republic itself was but lately entered into its fifty-sixth year. This was the year A. D. 1831, and Jean Baptiste Moussier, late owner of "a tract of land or Island, known under the name of Grande-Terre of Baratavia, established and cultivated as a sugar plantation," had departed this life, intestate. His affairs and those of his widow, Madame Marie Elizabeth Cloe' Lezongar De Lasalle Moussier, bound to him by the law of the community of acquets and gains, were in the hands of Charles Derbigny, duly appointed administrator of the estate by order of Honorable Jean Murville Harang, "Parish Judge in and for the Parish of Jefferson and 'ex-officio' notary public."

The records of this estate, including the inventory made by Judge Harang in his ex-officio notarial capacity, still exist in the archives of the Parish of Jefferson. Behind their cold, legal phraseology is revealed a picture of Grande Terre as a veritable hive of activity. They show that the eminent Monsieur Moussier was a man of parts—a substantial citizen of prudence and thrift. The inference is also plain that the Moussiers maintained a town house in New Orleans, for it is recorded in Judge Harang's inventory that he, Judge Harang, "did repair to the plantation belonging to the community which existed" between the deceased husband and his widow, "at the request of Marie Elizabeth Cloe' Lezongar De Lasalle, widow of Jean Baptiste Moussier, residing in the city of New Orleans. . . ." The jurisdiction of Judge Harang's court of probates being limited to the Parish of Jefferson, any New Orleans property would appear in proper proceedings relating to the estate and brought in Orleans Parish.

The inventory records that Grande Terre, about seventy-five miles south, south-west from New Orleans, was a sugar plantation of about one hundred and thirty "arpens of cane, more or less, of which fifty-six arpens are of plant canes and the remainder ratoons." Thus the late Moussier had been about the planting of his crop and his seventy-four "arpens" of ratoons were second or third year canes. Aside from the cultivated acreage there were on the land a sugar house, draining house, steam engine, dwelling house, negro cabins and all the other buildings and improvements," as pointed out by the inventory, which, together with the land, the appraisers appointed by the court valued at \$38,000.

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NINETEEN HUNDRED AND FORTY-TWO

53



Abandoned and alone, Fort Livingston's battered and breached walls never quite surrender to the inroads of wave and storm as the fort keeps spectral watch on the point of Grande Terre at the pass.

The matter of fact reporting of Judge Harang's inventory specifies simply a "dwelling house" on the plantation. Speculation as to what kind of dwelling house comes to the modern day reader's mind almost automatically. Was it the plantation "big" house? Did it stand in white-pillared magnificence part-hidden by stately oaks, beared with moss and marching beside a sweeping drive? Probably not.

The inventory proceeds with Grande Terre's human chattels, their ages, abilities, wounds and other infirmities and weaknesses, and their soundness and strength, too. Sixty-nine of them in all—man, woman and child, each to his task allotted. The slaves. Black, unless specified to be griff or mulatto. Griff: the Indian breed. Mulatto: bred of a renegade white. Sixty-nine in all, of them only Marie, "a creole of St. Domingo, aged about forty-five years, a cook, with her child named Juliette, aged nine, valued together at nine hundred dollars;" Belinda, "a griff, aged about forty years, a washer and house servant, with her two children, named Fanny, aged four years and Edmund, aged two years, both of them griffs, valued together at nine hundred dollars," and Christine, "aged about thirty years, a house servant and somewhat of a seamstress—infirm—valued at two hundred and fifty dollars," only these three are house negroes. Enough for an overseers' requirements, but by no means sufficient to care for the residence and attend the needs of the master and mistress and the children. The "dwelling house" can only be an overseer's house, after all. The affairs of Grande Terre were apparently directed

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by M. Moussier from his New Orleans menage, with only occasional visits necessary to inform him first hand of their progress.

There is pity and lustiness, some humor and a monetary exactness in the plain talk of the inventory's listing of the human property belonging to Grande Terre. Charles, a commandeur or straw boss, aged about thirty-five is a brick-layer, but "having been wounded in the belly," is valued at only five hundred dollars. Field hands range in value inversely according to age from seven hundred, at twenty-five, to four hundred and fifty dollars at forty-five years. Billy Sinton, aged thirty-three is "somewhat of an engineer" and is appraised at six hundred and fifty dollars. Carters, ploughmen and coopers almost invariably are valued at seven hundred dollars, unless they are extremely young. Volsey, a mulattoo, combines the quality of carter, ploughman and pilot, is only eighteen, and is the most valuable among his fellows. He is appraised at the sum of one thousand dollars.

Next to Volsey is listed Daniel, fifty-five years old and blind. What price blindness? Twenty-five dollars. You sorrow a little over Daniel, knowing that the lands, appurtenances, improvements and slaves of the late Jean Baptiste Moussier are destined to be sold on the auction block. Who will buy our Blind Daniel? You turn hastily to the proces verbal of the sale and find that Daniel was adjudicated to Gustave Moussier for his full appraised value. There is some comfort in the thought that Gustave Moussier may in truth be Stephen Gustave Moussier, the legitimate heir of said deceased, now absent from the State, and represented in the succession proceedings by "Armand

The human chattels of an island inventory were born, did their small household chores and died in cabins very much like this one—one hundred and eleven years ago.



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Pitot, Esquire, of Counsel appointed by the court to represent the absentee." The young master, you hope, has bought in his blind retainer.

A girl of eighteen, rather quaintly called Lucy Good, and her two children Christophe, aged two years, and Hetty, whose age is omitted, are valued together at six hundred and fifty dollars. Lucy is a field hand. Aggy, another field hand of "about forty-five," is "somewhat a run-away." She and her child of nine months whose name is Polly, are worth, together, four hundred dollars. Sally, a forty-year old field hand, is also "inclined of running away," and consequently appraised at only two hundred dollars. Two dark Atalantas with no golden apple to deter their men pursuers, nor bone to delay the dogs!

And so through the list of human chattels. Run-away, cripple, blind man, babe in arms and its mother together, field hand, carter, cooper, pilot and Orphan Joe, straw boss, somewhat an engineer, somewhat this, sometime that—but never, in truth, anything. Each is appraised in accordance with the law and they all are valued at \$21,905, only \$16,000 less than the land, the mill, the draining house, the dwelling house and the wondrous steam engine together with the cabins that house them.

His Honor has meticulously listed the stock and poultry. This is a dollar value which can be compared with our modern dollar. Fourteen American horses, valued at slightly under forty-three dollars apiece, total six hundred dollars. They must include Overseer Louis Wagner's mounts as well as work animals for the place. Four creole horses add up to ten dollars for the lot. Five mules are appraised at fifty dollars each. Two hundred and twenty-five head of horned cattle have an aggregate value of thirteen hundred and fifty dollars. That figures six dollars each. Three pair of oxen are appraised at only twenty dollars the pair; twenty-five sheep at two dollars each and all of the poultry for fifty dollars. The conclusion is inevitable that the dollar went a great deal further a hundred and eleven years ago.

Tools, utensils, farming equipment including the interesting item of "two plough moulds," horse carts, harness, an ox cart, extra wheels, blacksmith's and carpenter's tools and a lot of kitchen utensils are appraised for a total of five hundred and seven dollars. Two flat boats are worth three hundred and fifty dollars. A pirogue, at thirty dollars, reveals that these frail and tricky craft have maintained their market at steady for more than a century.

If you had any doubt left about the "dwelling house," dismiss it now, for the household furniture is inventoried for a total of one hundred and forty-one dollars and seventy-five cents. Think you Madame's dainty boudoir was furnished for this paltry sum? Of this total one hundred dollars is allocated to—a scale! Fifteen dollars more, the largest single item in this category, is the value of "fifty volumes of various works." What does it matter now that among the fifty there were books to delight the soul of a collector? A side-board, called "old" a hundred years ago and valued at twenty-five cents. Ah well, let the antiquarians sigh in vain. "One lot earthen-ware and glass-ware" is truly valued at seven dollars. An item for ceramists today? Perhaps. Three old wooden chairs, fifty cents; one bed-stead, bed and bedding, seven dollars; one clock, five dollars; one pair fenders, one dollar and fifty

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Patient in labor and far more submissive to the yoke than Moussier's blacks who bowed under slavery's, a pair of oxen was valued at less than the cart they drew.

cents; one looking glass, fifty cents. And a strange and unfamiliar thing—a "Palan," at five dollars. What would you bid, Mesdames et Messieurs?

"And there being no other property to be inventoried . . . I, the Judge and notary aforementioned, did make as the law requires, the following recapitulation" The grand total of that recapitulation is \$63,343.75.

Some six months later, on December 19th., 1831, His Honor Jean Murville Harang, in accordance with the law of the sovereign state of Louisiana made and provided in such cases did, upon the application of Charles Derbigny, administrator, and by virtue of an order of the Court of Probates in and for the Parish of Jefferson and after due publication, "expose at public auction, at the hour of twelve o'clock, M, at the courthouse of the Parish of Jefferson, for the purpose of selling to the highest and last bidder," the property composing the estate of Jean Baptiste Moussier, decedent.

His proces verbal of the sale discloses that the Island of Grande Terre—excepting twelve hundred land guards or superficial yards at a point near the pass—with all its buildings and equipment, cattle, horses, mules, utensils, house furniture, two flat boats and a pirogue, and "fifty-eight heads of slaves," were adjudicated to "the President, Directors and Company of the Consolidated Association of the Planters of Louisiana, for and in consideration of the sum of \$61,500."

The twelve hundred land guards were adjudicated to the Widow Moussier for \$1200. A slave girl, Mary, also went to the widow, for four hundred



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dollars. Eliza Moussier bought "Liza alias Nancy" and her child named Harrison, for \$500. Amelie Moussier bid in 12-year old Lucy for \$435. Marie Anne Celine Moussier bought Franky for \$260. Everything was sold.

There is a final document which forms a part of the record of the Succession of Moussier in Jefferson Parish. It tells the why's and wherefore's of the purchase of the plantation on Grande Terre by the Consolidated Association of the Planters of Louisiana, sometimes known also as the Association of Cultivators of Louisiana, Consolidated. This is an act before Felix de Armas, a notary public in New Orleans, written and passed in the year A. D. 1832. Stripped of its technical rustlings and rumblings it reveals, alas, that our solid citizen Moussier lived not much differently from a number of his confreres who labored, vicariously if you will, at the production of sugar.

He, like the others, faced the hazards of nature, the inroad of blight and borer and other handicaps—and not, it would seem, always successfully. For the consolidated association was indeed the holder of a mortgage on Grande Terre down to the last ax, hoe and spade wielded in the fields by the lowliest slave. Moussier, like many another sugar planter of those and later days, might well have told himself on his infrequent visits to Grande Terre:

"All this indeed is mine, by the grace of le bon Dieu and permission of the mortgage holders."

And when Death, to whom all mankind since the Beginning has been mortgaged, finally foreclosed on Moussier, the property he left behind went to his mundane creditors: the president, directors and company of the consolidated association. The act of compensation, as it was called, reveals that the association made a good investment, for when the mortgage account was balanced there remained the sum of \$2,033.34 due the Moussier estate. And, if the ghost of Moussier looked on at the passage of the act by Notary de Armas, he must have smiled a little, for the consolidated association, erstwhile mortgagee, did issue its notes of hand through Senor Manuel Andry, its president, four notes in all, one payable in one year, two, in two years, and the last one in three years, for the \$2,033.34. Not only that, but also the association now becomes the mortgagor, for the act recites: "Señor Manuel Andry in his above quality mortgaged especially the plantation and slaves above specified." To whom? To the estate of Jean Baptiste Moussier, of course.

Thus a new phase in the story of Grande Terre began. Its one-man ownership came to an end with the former owner's relict retaining, for a reason undisclosed in the record of his succession, the twelve hundred land guards on the pass. Perhaps Madame Moussier was then aware of plans of the United States government to fortify the island. Certainly, within only a few years after her acquisition Fort Livingston was built on the point overlooking the pass. Its complement of three hundred men and fifty-two guns surrendered to Louisiana forces just prior to the "secession" convention without a shot, as did Forts Jackson and St. Philip on the Mississippi river, and Fort Pike on the Rigolets.

Life of the Confederate garrison at Livingston, during their brief tenure, must have been a routine one. The fort wrote no bright page in the siege of New Orleans, since it was by-passed by Farragut and his naval forces and the

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The promise of tomorrow's sun counterpoints the solemn rhythm of blue water's whispered requiem along Grande Terre's lonely shore.

troops who moved to the attack from the west of the river as well. Supplied from New Orleans, Fort Livingston was doomed as a Confederate strong point following occupation of the city by the infamous Butler. It was finally abandoned entirely by the United States Army a few years after the close of the War between the States. Yesterday on Grande Terre, picnickers from Jefferson Parish and from New Orleans, too, spread their luncheon cloths at the foot of the tall chimney of the sugar house of Moussier, or idly wandered through the ruins of Fort Livingston.

Today there are no picnickers. Other and grimmer eyes survey these last two remnants of the glory, commercial and martial, of Grande Terre. The country is again at war and official orders bar Grande Terre's ancient precincts to all but those who have business there. Enemy submarines prowl the Gulf and take their toll of horror from the Allied merchant fleet. These merciless sea-wolves must be destroyed. Who knows but what the whole island of Grande Terre, its soul regained, may write the page of glory denied to lonely Livingston?

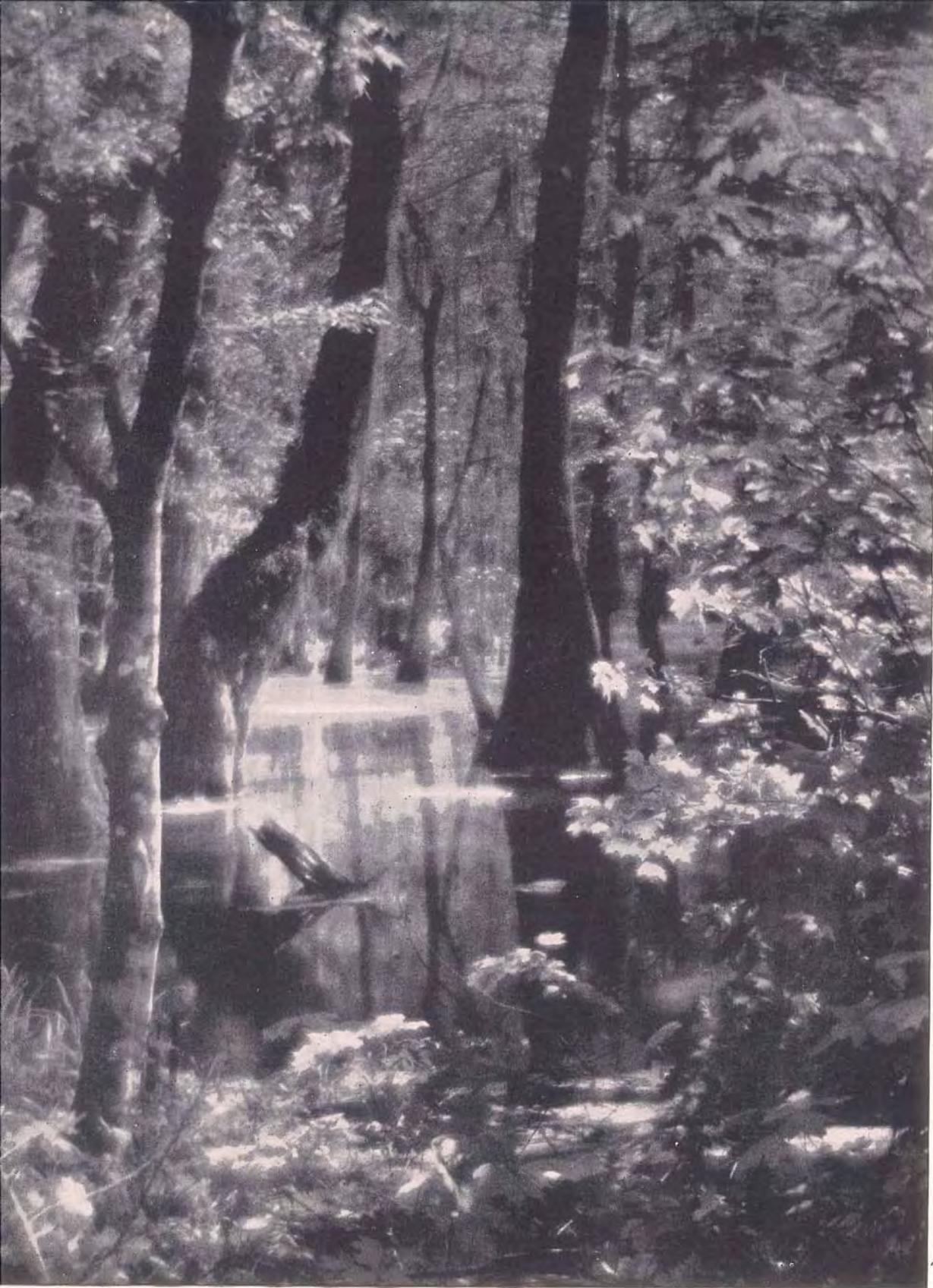
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WAR BONDS AND STAMPS BUY VICTORY

Pictorial Section

JEFFERSON lends itself graciously to the work of the camera man and artist in pursuit of beauty. On the following pages are presented some of the Parish's moods, a group of photographic art studies.

These, the majority of which were made especially for the Review, are the work of Eugene Delcroix, New Orleans artist whose prize-winning work has been accepted and hung in exhibits throughout the United States and abroad. It is interesting and instructive to see the beauties of Jefferson through the eye of Mr. Delcroix's camera.



REFLECTIONS

Black swamp water, decorated with fallen flowers, repeats the lovely lines of the lowland trees.



THERE'S A BIG ONE !

Young Grand Isle hunters, dwarfed by the towering palms, spy a squirrel high overhead.



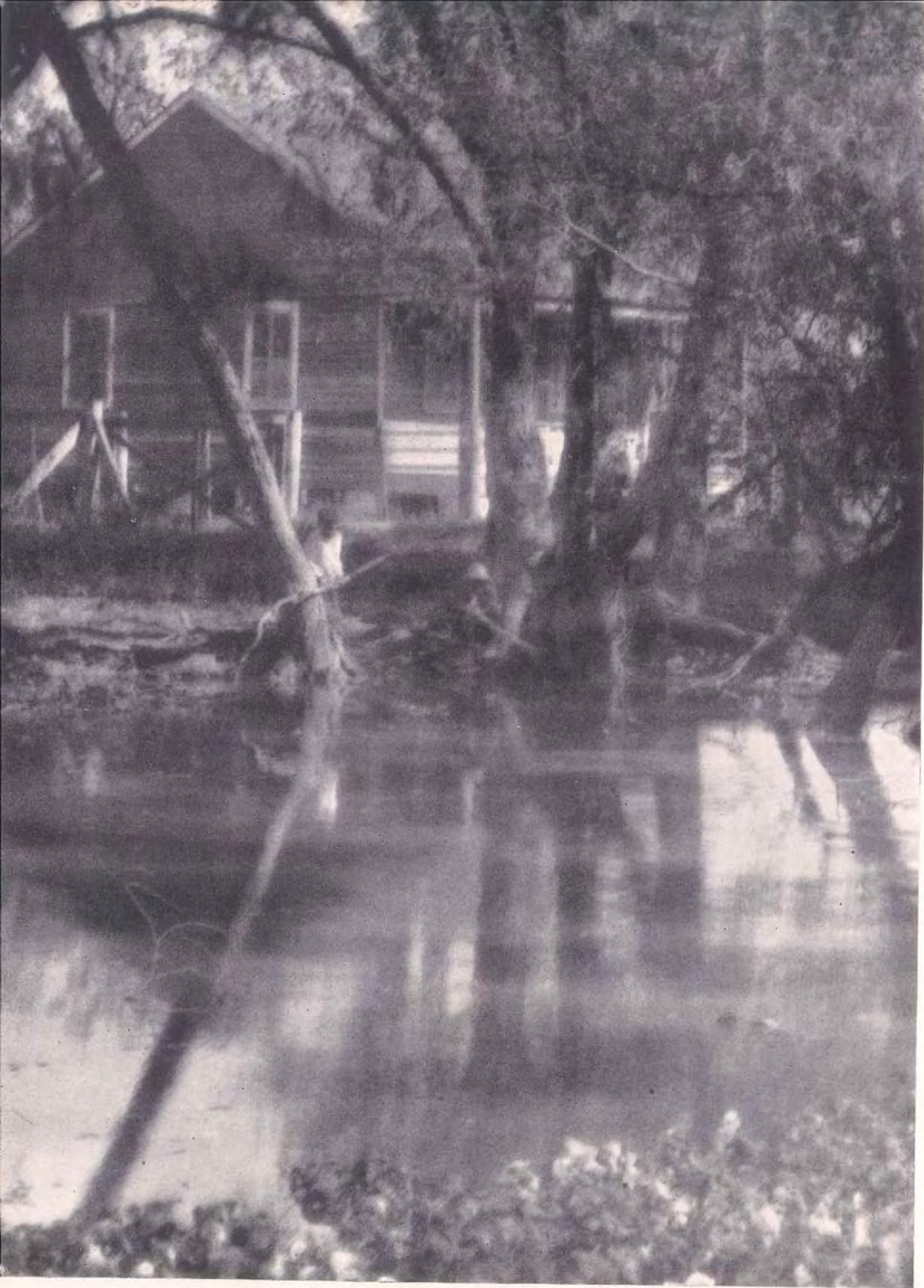
MOTHER'S ERRAND

Through a primitive lane, two Grand Isle children wend their way homeward from the country store.



GRAND ISLE LORELEI

Through an ancient sally port in the ruins of Fort Livingston may be seen Jefferson beauties sunning on the rocks at the edge of the Gulf of Mexico.



JUST A FEW STEPS TO THE OLD FISHING HOLE

Among the willows two youngsters fish at their front door in a lily-lined stream in upper Jefferson.



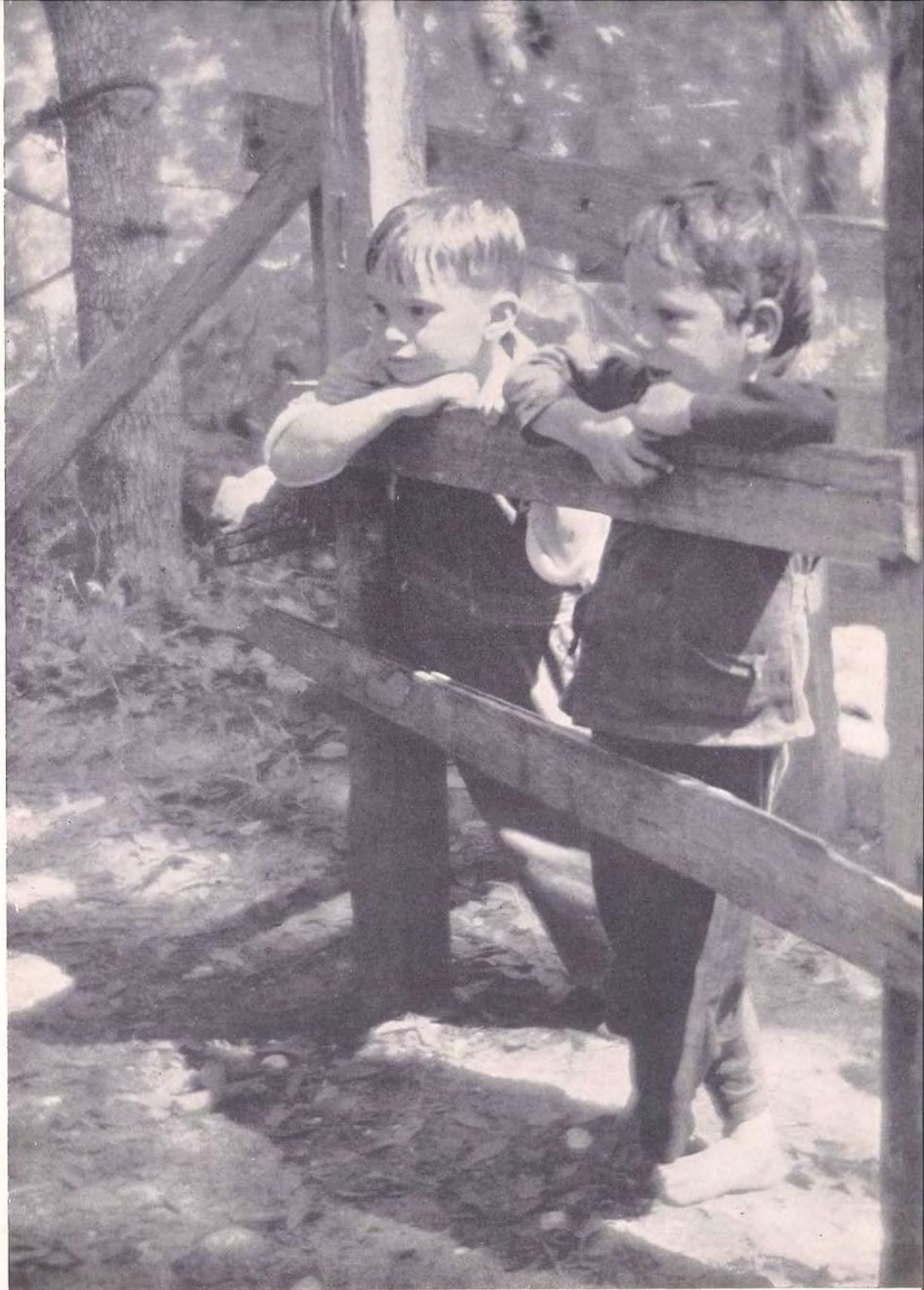
STUDY IN LIGHT AND SHADOW

The sun shines brilliantly on the leaves and small boat, but cannot penetrate the mysterious depths of this southern jungle.



MOTHER'S DAY AT MADONNA MANOR

Little Paul Curtis brings the offering of all the orphans to Mother Philomene who holds kindly sway at Madonna Manor, part of Jefferson Parish's "Million Dollar Boys' Town".



THE CAT HAS THEIR TONGUE

Two Grand Isle urchins watch fascinated. One startling move, and they would be gone like the elves they resemble.



SHELTERING WILLOW

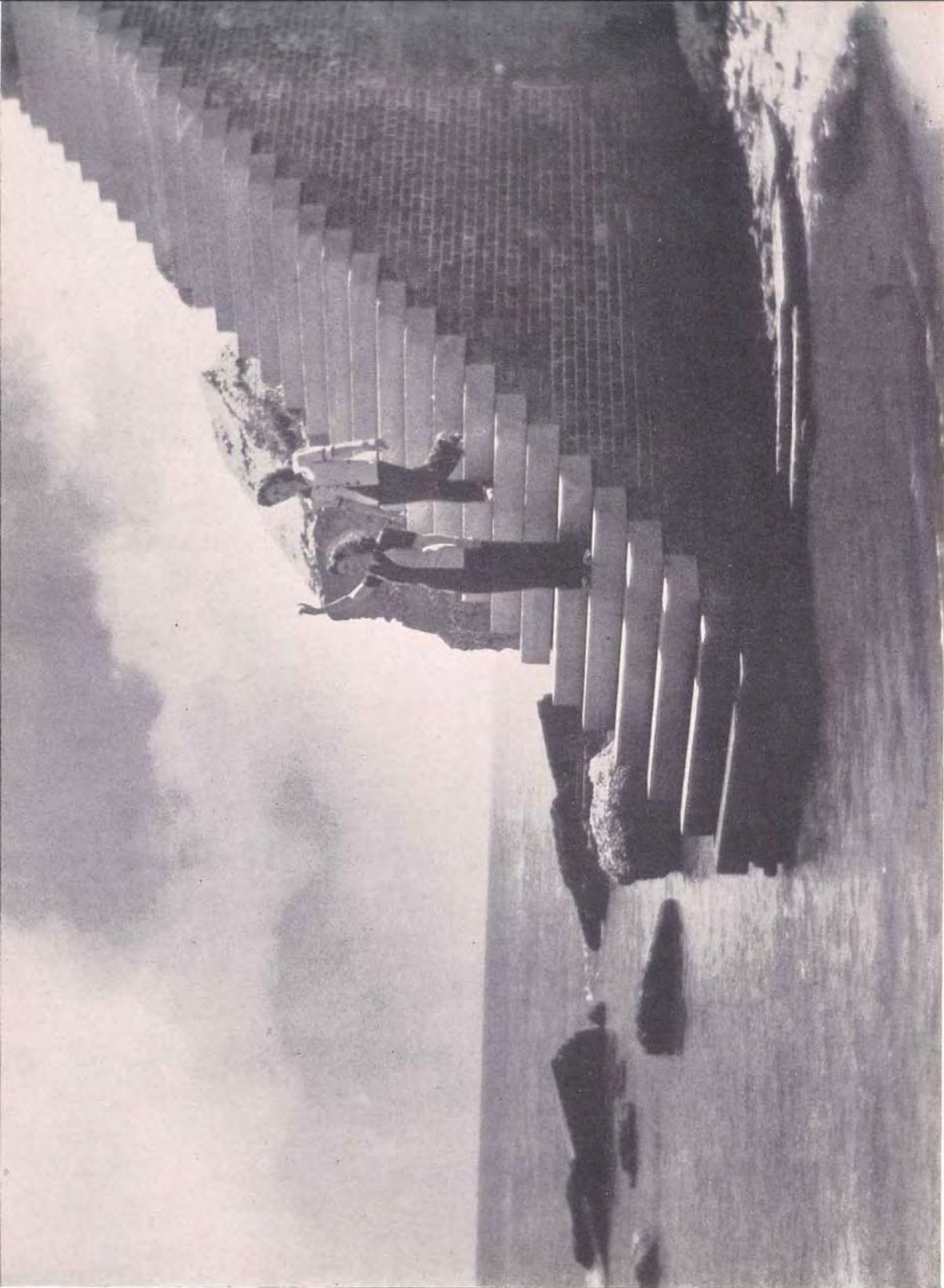
Peace and the loving
branches of the gracile
willow hover over this
quiet stream in Jefferson
Parish.



A SECLUDED POOL
Ever - widening ripples
made by a striking trout
disturb the placid surface
of this hidden pond.

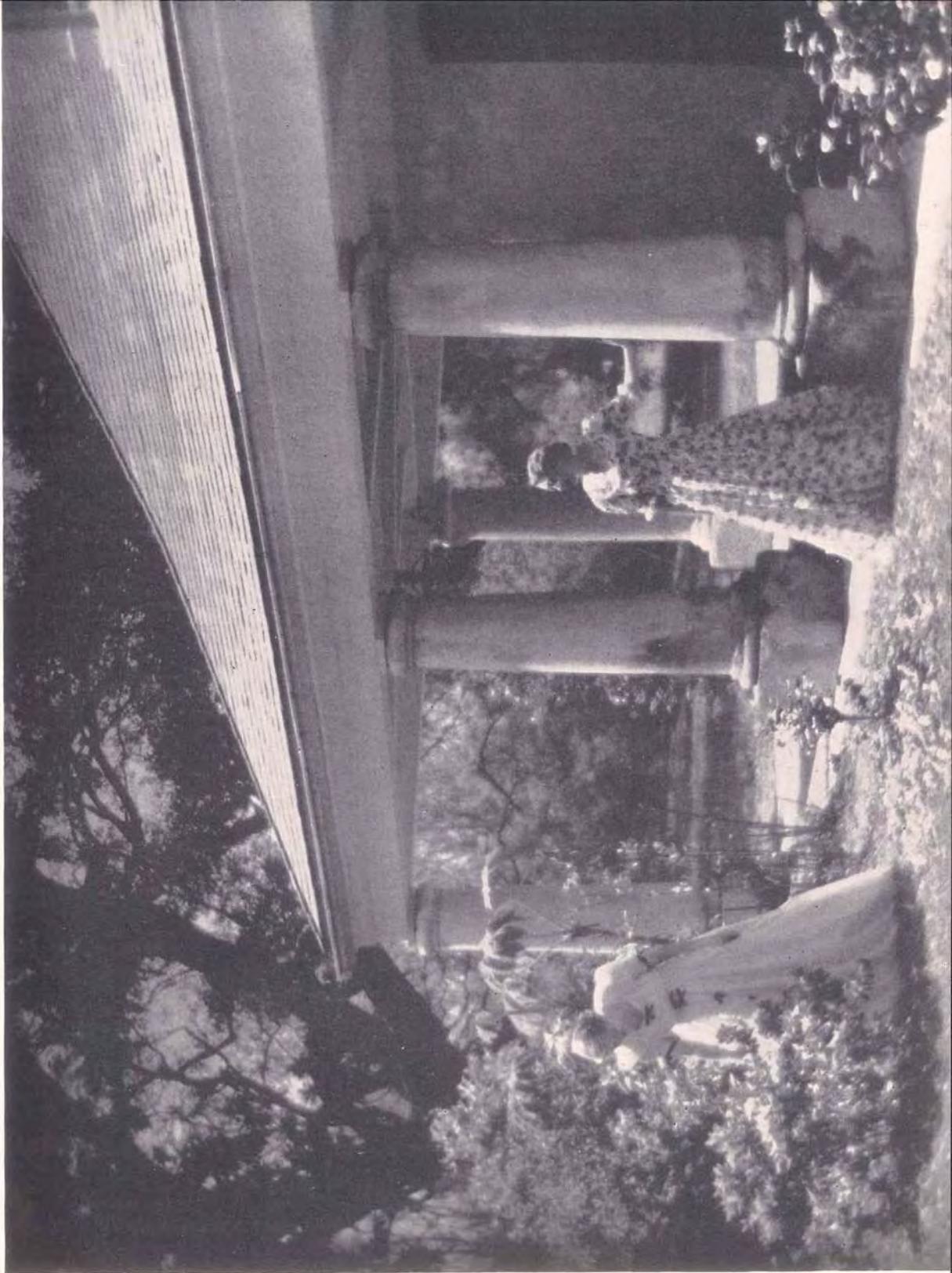
STAIRWAY TO THE SUN

A granite staircase of old Fort Livingston, on Grand Terre, which once echoed the tread of Union and Confederate troops, rises into space after winds and waves have reduced the fort to a mass of broken masonry.



A CENTURY AGO

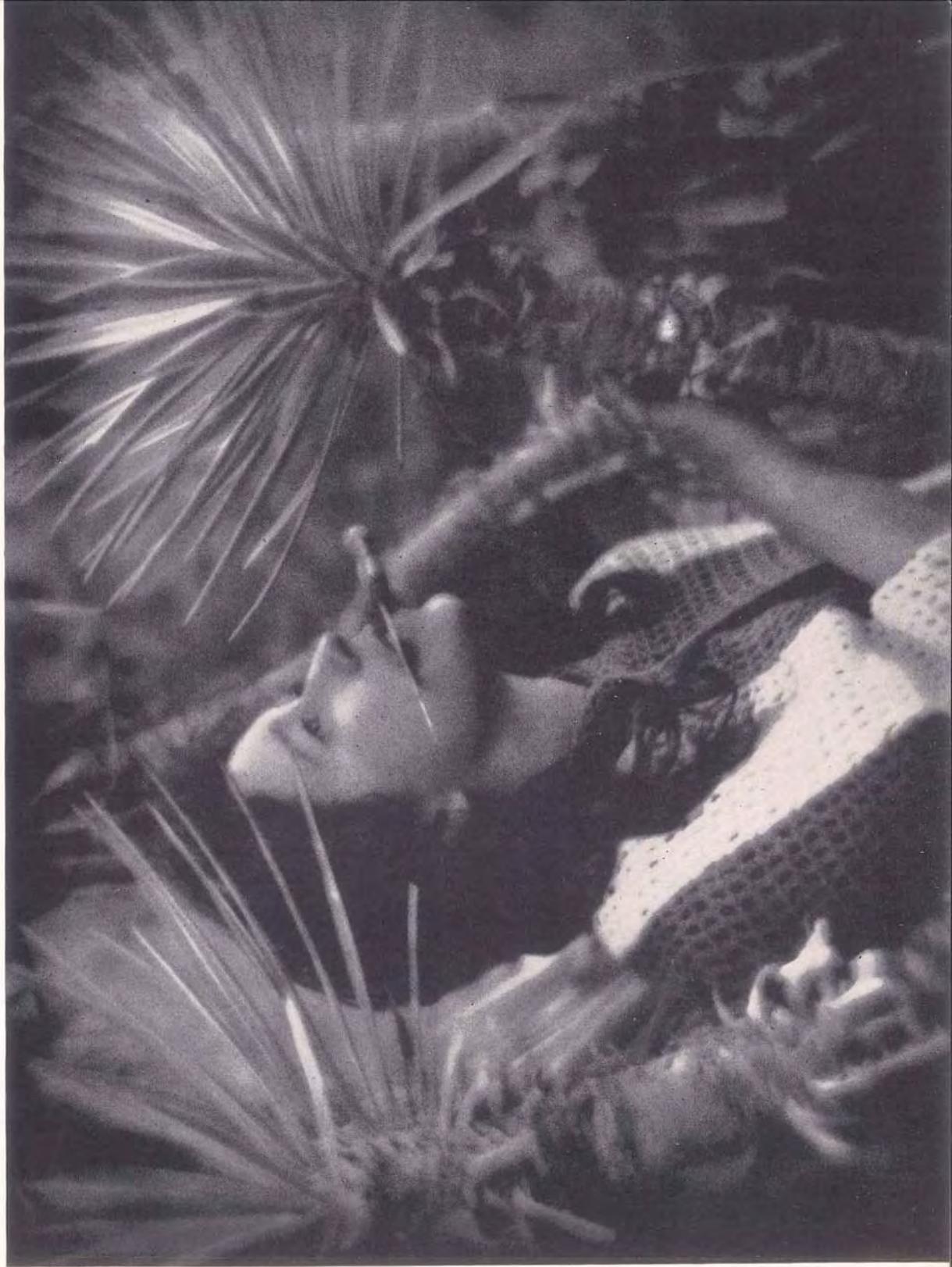
Thus must Elmwood have looked in its heyday. Built in the eighteenth century, the present home of the Durel Blacks in Jefferson was originally a fort, then became a plantation home. Today it is completely restored, and this charming picture was made when it was opened to visitors during the New Orleans Spring Fiesta.



FOREBODING

Storm clouds gathering as the flaming sun sets behind stark cypresses create a sky-scape of impending evil.





**SPIRIT OF THE
SPANISH DAGGER**

Among the Spanish daggers (yuccas) this descendant of the pirates dreams of the days when high adventure marked Grand Isle for its own.

GRAND ISLE !
Two children and their dog
wander through the tran-
quil stillness of this sun-
flecked lane on Grand Isle.





JUSTIN F. BORDENAVE
Editor and Publisher

H. D. CHAMBERLAIN
Associate Editor

JOSEPH H. MONIES
Business Manager

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EUGENE DELCROIX

INFORMATION

of any kind regarding opportunities in Jefferson Parish may be obtained from the men whose names appear below. The establishment of industries is aided in every way by the Police Jury. To those interested in locating within its boundaries, Jefferson Parish offers every inducement. To industries it offers extremely low transportation costs, easy access to raw materials, an excellent point of distribution, and ten years' tax exemption. To farmers it offers rich, alluvial soil, mild climate and a close and ready market. To homeseekers it offers clean, pure air and sunshine, and the neighborly spirit not found in cities.

We invite all who are seeking a broader, better life and more and wider opportunities to make full use of Jefferson Parish's natural resources and spirit of friendly co-operation.

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KENner 2191

THE COVER

The cover picture is a natural color photograph of a Grand Isle fisherman's home viewed through stately palms and nestled under the arms of a protecting oak. This edition of the "Review" is dedicated to victory and it is significant to note that a V formed by the clouds in the picture is repeated by the trees in the background.



LOUISIANA STATE OFFICIALS

Upper left: Hon. Allen Ellender, United States Senator from Louisiana.
 Upper right: Hon. John H. Overton, United States Senator from Louisiana.
 Center: Hon. Sam Houston Jones, Governor of the State of Louisiana.
 Lower left: Hon. T. Hale Boggs, Member of Congress, Second Louisiana Congressional District.
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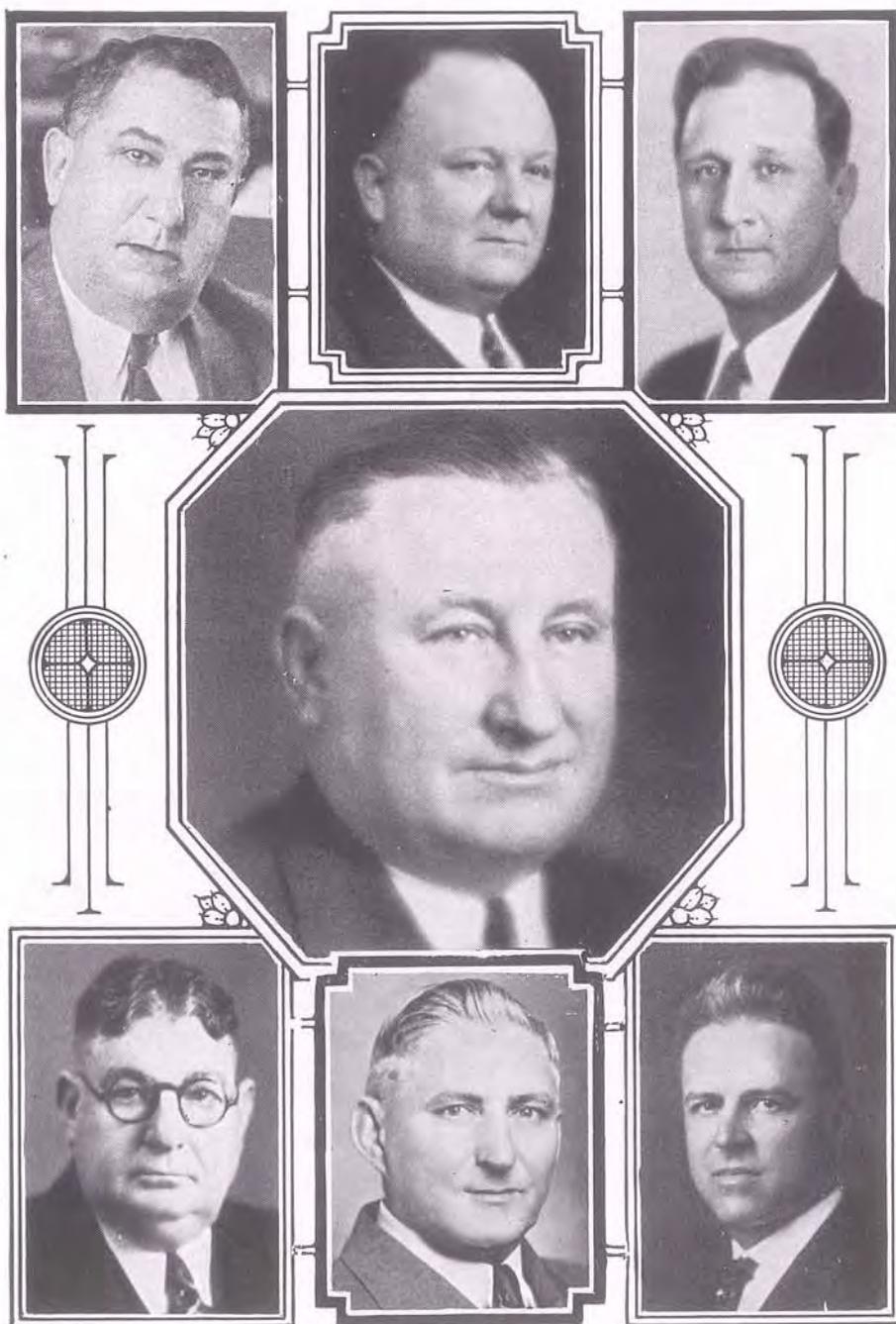
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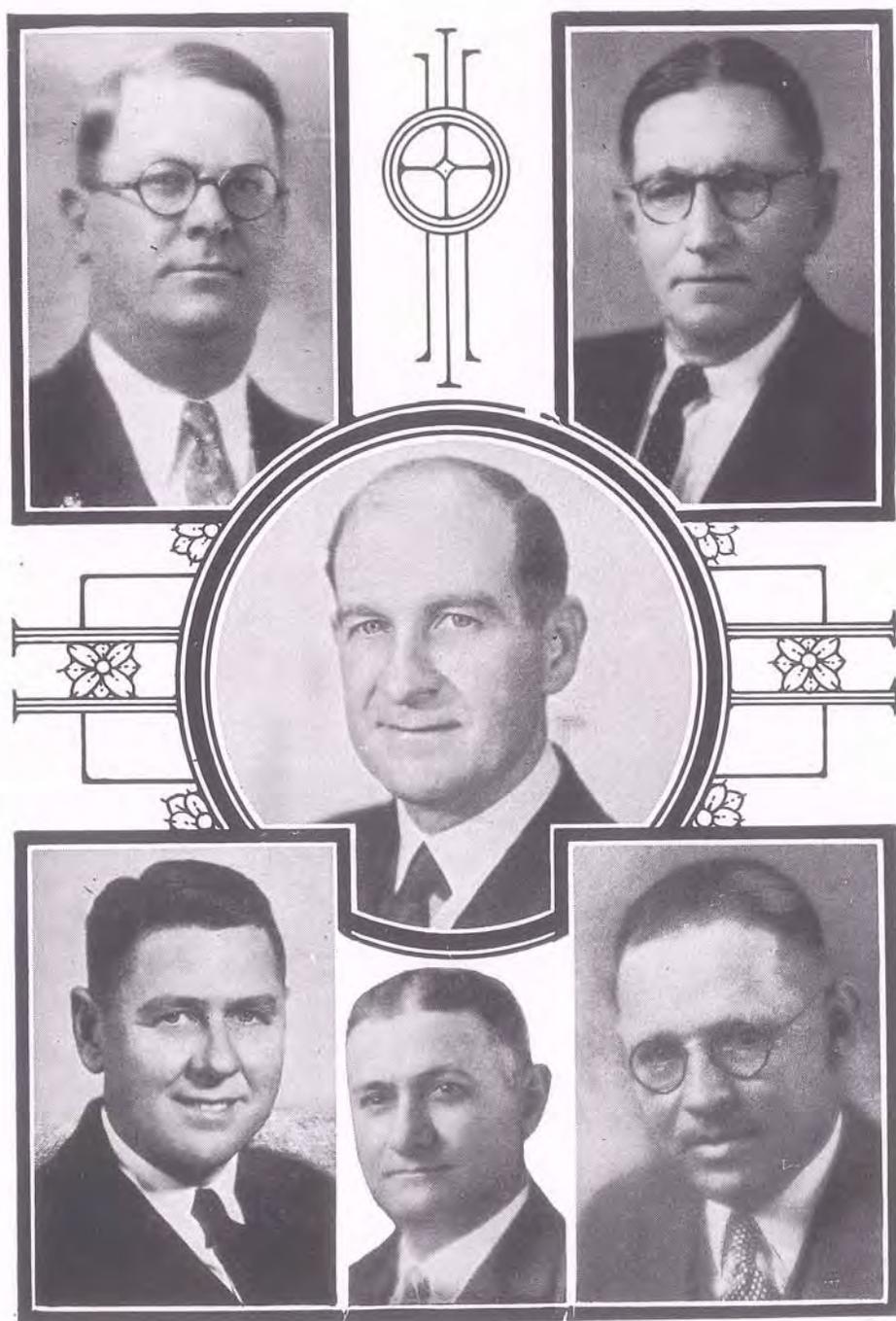


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TO PROTECT JEFFERSON PARISH

FRANK J. CLANCY

Chairman Jefferson Parish Defense Council

The job of organizing the citizens of a parish like Jefferson for civilian defense presents problems that are unique in this field, and too much credit cannot be given to the workers who have co-operated so splendidly with the Defense Council. Great cities have their major headaches of congestion, and rural counties have to overcome the handicaps of distances, but here in Jefferson we have everything—congested industrial and residential areas, far flung distances in the rural districts, and just as lagniappe, we have two other factors to consider that others do not, first, the parish lies on two sides of the Mississippi River, and second, within the bounds of Jefferson is a large low-lying coastal area, a maze of waterways through swamps and floating prairie, where anything might happen, and the alert must be maintained at all times.

Jefferson has been divided into sixteen zones, each with its commander, and each zone works as a unit within itself, in co-ordination with the parish as a whole. This plan has taken care of the problems presented by the diversity of interests in the parish, and the size of the zones are largely dependent on the number of people to be taken care of therein. For instance the Barataria and Lafitte zones are larger in area than those of Gretna and McDonoghville.

Everything possible has been done for the protection of our citizens. Because of the sections into which the parish is divided, arrangements for emergency hospitalization have been made in five places; three on the Eastbank, and two on the Westbank. These centers will be capably staffed by members of the medical council, by volunteer nurses, and the emergency transportation service will become an ambulance corps if necessary. In addition, 24 first aid stations have been established throughout the parish.

To provide a complete blackout of the parish in case of air raids, all manner of difficulties had to be ironed out. With all home and commercial lighting eliminated, it was found that flares from the oil fields in the parish lit the surrounding terrain like daylight, and could be seen for miles on miles. This has been taken care of. With the flares doused, bridge and navigation lights, and rail signal lights marked definite military objects, and made, like a blazed trail, pathways into industrial and residential centers that could be followed from the air. In the event of a warning, arrangements have been made for these lights to be extinguished at once, so after a great deal of care and attention to an unlimited amount of detail, Jefferson Parish can be blacked-out completely. Of course all citizens have been acquainted with the necessary regulations governing homes and shops and factories, and they have co-operated fully. The difficulties have not been with our people, but with things like those mentioned above, which had to be taken care of. Even our air-raid warning signals are very efficient, and there has been no complaint as to their audibility.

On the home front, the parish is completely staffed with volunteer air-raid wardens, firemen, and all the other workers that are needed in time of



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JULES O. LE BLANC

MEMBERS OF THE EXECUTIVE DEFENSE COUNCIL

In addition to their duties on the defense council, the following members have also assumed the responsible posts of Commanders of their respective zones: Mr. Mayronne, Zone C; Mr. Fisher, Zones G and H; Mr. Milliet, Zone I; Mr. Holtgreve, Zone M; Mr. Arnoult, Zone N, and Mr. LeBlanc, Zone P.

Editor's Note: Mr. Weigel is now serving with the armed forces of the United States and the office of coordinator is now administered by Herman Staiger, former commander of Zone B. George Neeb has been entrusted with the commandship left vacant by Mr. Staiger's advancement.

COMMITTEE CHAIRMEN AND ZONE COMMANDERS



Top row, left to right: Harvey C. Redmon, Air Raid Warden Chairman; A. A. Hanson, Auxiliary Firemen Chairman; C. N. Olivier, Utilities Chairman; D. H. Roussel, Public Works Chairman, and Dr. Floyd M. Hinde/land, Emergency Medical Service Chairman.
 Middle row, left to right: W. Frank Le Court, Commander Zone A; Herman Staiger, Commander Zone B; Clarence Thomassie, Commander Zone D; Olivier Dufour, Commander Zone E; Charles Taylor, Commander Zones J and K, and Mrs. R. F. Harrison, Commander Zone F.
 Bottom row, left to right: Charles Poillion, Commander Zone L; Frank Mayo, Commander Zone O; Dr. John W. Atkinson, Casualty Station Chairman; Dr. J. S. George, First Aid Post Chairman, East Bank; Mrs. H. C. Redmon, Nurse Corps Chairman; Dr. Carroll F. Gelbke, First Aid Classes Chairman and First Aid Post Chairman, West Bank, and Joseph Martina, Civilian Defense Instructor in Schools.

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For the better protection of their homes against the ravages of war, an instructor demonstrates the proper method of extinguishing incendiary bombs to students of one of Jefferson's high schools.

stress. Classes have been held to teach these men and women their duties in case they are needed. Other classes in first aid, nutrition, etc., have also been well attended. All of these classes sponsored by the Civilian Defense authorities, have been taught by teachers trained by the Red Cross. The Red Cross, while maintaining its separate identity, is closely co-operating with Civilian Defense in Jefferson Parish, as it is throughout the country.

A great many of the citizens of Jefferson have given unstintingly of their time and effort to achieve our well organized civilian defense set-up. Working with me on the Executive Defense Council itself are Julius Weigel, vice-chairman and coordinator, Veronica D. McCune, chairman of the Women's Division, and Supervisor of main Civilian Defense office, Mrs. Adolph J. Major, Alonzo J. Bourgeois, Sr., Jacob F. Huber, George J. Mayronne, Sr., Albert J. Cantrelle, Isidore A. Currault, E. B. Fisher, Fornest Milliet, Henry Arnoult, J. J. Holtgreve and Jules O. LeBlanc.

Various necessary services are in charge of the following: Casualty Stations: Dr. J. W. Atkinson, Chairman, Dr. Kermit Brau and Lemuel W. Higgins; First Aid posts: Dr. J. S. George, Chairman of East Bank of Jefferson Parish, and Dr. Carroll F. Gelbke, Chairman of West Bank of Jefferson Parish; Sanitation Service: Dr. J. J. Massony, Chairman, Dr. P. P. La Bruyere, and Alvin T. Stumpf; Nurses Corps: Mrs. Harvey C. Redmon, Chairman; Volunteer Home Nursing: Mrs. Ruth Martina, Chairman; Emergency Transportation Service: Mrs. Durel Black, Chairman; First Aid Classes: Dr. Carroll F. Gelbke, Chairman; Air Raid Wardens: Harvey C. Redmon, Chairman; Auxiliary Firemen: A. A. Hanson, Chairman; Utilities: C. N. Olivier, Chairman; Public Works: D. H. Roussel, Chairman; Auxiliary Police: Frank J. Clancy, Chairman; Emergency Medical Service: Dr. Floyd M. Hindelang, Chairman; Civilian Defense Instructor in Schools, Joseph Martina, Director; Parish Salvage Board: Mike S. Hart, Chairman; School Salvage Board: Lemuel W. Higgins, Chairman; Committee for Civilian Defense in Schools: Rev. A. B. Barnes, Rev. Eug. Schmid, Rev. Karl-B. Tooke, Rev. Malcolm Strassel, Rev. Armand Kerlec, Ralph E. Boothby, Rev. Albert Koenig, and Lemuel W. Higgins.

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Of prime importance in civilian defense are the first aid classes conducted by qualified teachers. Here students practice bandaging "head injuries" in the auditorium of their high school.

On the medical advisory council, serving under Dr. Floyd M. Hindelang as chairman, are Dr. Burnley White, Dr. Joseph J. Massony, Mrs. H. C. Redmon, Dr. Philip P. La Bruyere, Mrs. Elias B. Fisher, Rev. Edwin J. Gubler, Mrs. F. R. Duvic, Mrs. Thelma P. Gray, Dr. Kermit Brau, Mrs. J. Martina, Dr. John W. Atkinson, Lemuel W. Higgins, Dr. Charles F. Gelbke, Dr. Carroll F. Gelbke, Dr. J. S. George, Alvin T. Stumpf, Dr. Louis Genella, and Mrs. Durel Black.

Commanders of Citizens Defense Corps are: Zone A, McDonoghville, W. Frank Le Court; Zone B, Gretna, Herman Staiger; Zone C, Gardere-Mayronne Subdivision, George Mayronne, Sr.; Zone D, Harvey, Clarence Thomas; Zone E, Marrero, Oliver Dufour; Zone F, Crown Point, Mrs. R. F. Harrison; Zone G, Barataria, Elias B. Fisher; Zone H, Lafitte, Elias B. Fisher; Zone I, Grand Isle, Fornest Milliet; Zone J, Westwego, Charles Taylor; Zone K, Waggaman, Charles Taylor; Zone L, East End, Charles Poillion; Zone M, Metairie, J. J. Holtgreve; Zone N, Seventh Ward, Henry Arnoult; Zone O, Harahan, Frank Mayo; Zone P, Kenner, Jules LeBlanc.

Finally, under these chairmen and committees are hundreds of willing workers, air raid wardens, auxiliary firemen, and police, volunteer nurses, and many others, all of whom have helped to give us a streamlined and efficient civilian defense organization that is prepared and trained for instant action should the need arise.



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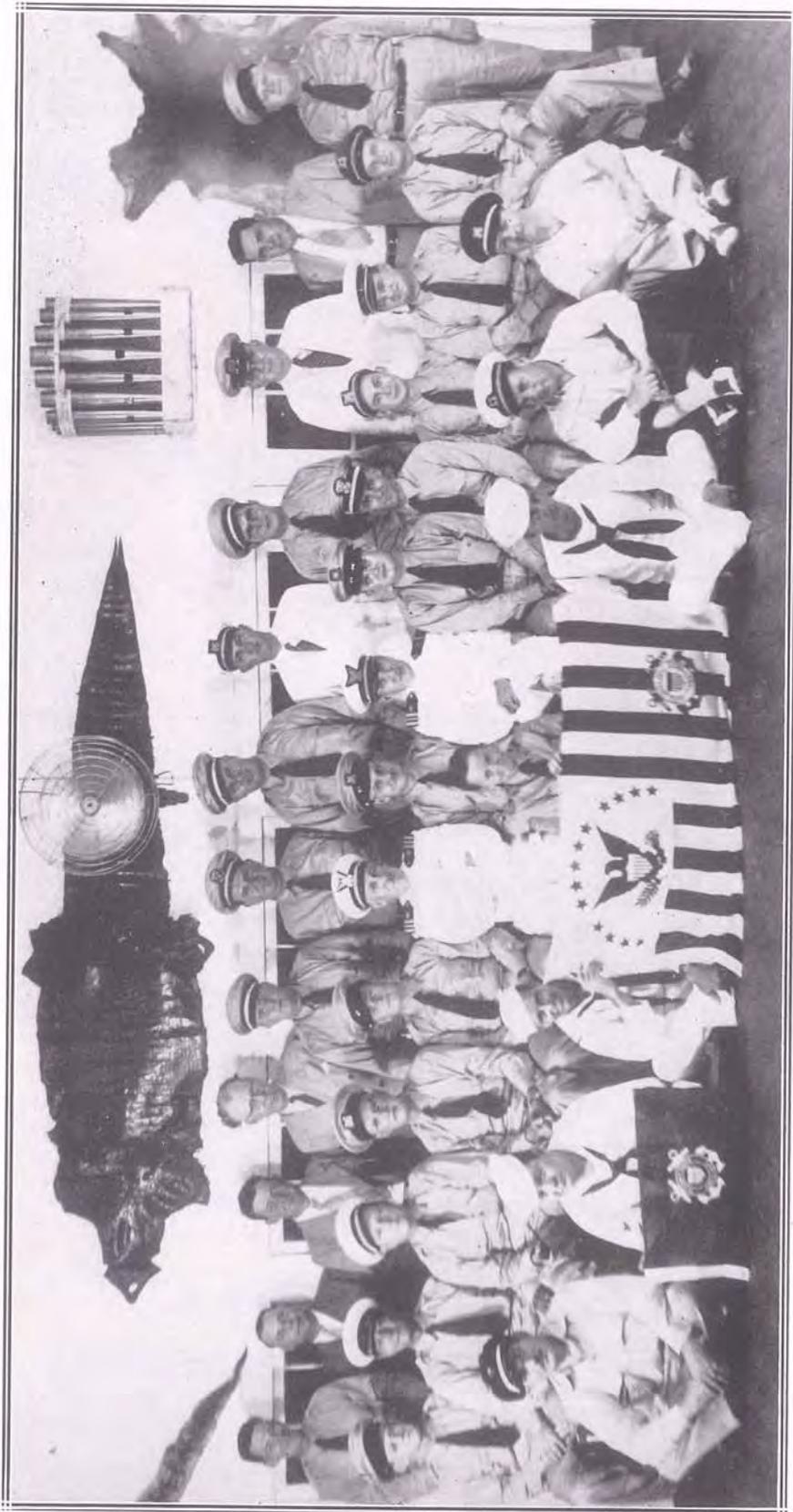
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Front row, left to right: Dr. H. R. Unsworth, George Sullivan, U. S. C. G.; Mead H. Ullrich, U. S. C. G.; Clyde V. Bourgeois, Jr., Mascot; Everett W. Collins, U. S. C. G.; J. H. Bonck, and Wallace C. Walker.

Second row, left to right: Clem Perrin, Geo. Rojas, C. Ray Corkern, H. H. Rueff, Lawrence Avengo, Vice Commander 5th Flotilla; Commander G. W. McKean, Captain of the Port of New Orleans; C. E. Ammen, Commander 5th Flotilla; Commander T. Y. Await, U. S. C. G.; Walter O. Cuevas, Jr., Commander 5th Flotilla; C. J. Bihle, Harold Buchler, Secretary; A. A. Hanson, and E. R. Schiesfler.

Back row, left to right: W. H. Umbach, W. F. Metzinger, Cornelius Frey, Thos. F. Garvey, Clyde V. Bourgeois, Arthur Besh, J. J. Comfort, Walter A. Muller, Chas. E. Rantz, Hy. A. Steckler, Hy. Fuchs, and J. J. Overstreet.

Members not in picture: W. L. Herron, G. B. S. Ricketts, I. R. Collard, Morris Cohen, Max Cohen, R. E. Walker, D. C. Ryan, Jules Godchaux, J. E. Penn, Chas. Degan, John Echhoff, John Morgan Brennan, Jr., and Alvin J. Hauler.

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THE WATERWAYS PATROL

C. E. AMMEN

Commander, 5th Flotilla, U. S. Coast Guard Auxiliary

During the year 1940 the Treasury Department of the United States sponsored an organization then known as the Coast Guard Reserve, the purposes of which were to promote safety of life at sea and upon navigable waters, and to promote efficiency in the operation of motorboats, to foster a wider knowledge of and compliance with the laws regulating motorboats, and to facilitate the operation of the Coast Guard.

Members of the Reserve were citizens of the United States who were owners or part owners of motor boats. The Reserve at that time was a non-military organization and administered by the Commandant of the Coast Guard.

During 1941 the Reserve was called into active duty and all members who did not desire to serve in active duty were organized into what is known as the Coast Guard Auxiliary, whose purposes and aims are the same as those

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of the former Reserve. At the same time the Coast Guard Reserve and the Auxiliaries were transferred from the Treasury Department to the Navy.

During the initial organization of the Reserve, Lawrence Avengo and I formed what was then known as the Lafitte Flotilla, and since the early part of 1940 it has grown until it now has some thirty-odd members scattered as far as Lockport, La.

After the declaration of war the Auxiliaries were asked to perform certain patrol duties to assist the Coast Guard and the Captain of the Port of New Orleans. The Lafitte Flotilla, now known as the fifth flotilla of the fourth district, was requested to patrol the waters in the Lafitte section effective April 22, boarding all boats and inspecting them for the Captain of the Port license and identification cards of all on board. This patrol duty has been in progress since that date and several hundred boats have been inspected. Various members have donated their time and boats to this work, some serving as much as one to three days per week. To assist us in this work we were detailed two enlisted Coast Guardsmen in uniform.

The Auxiliary has now selected a uniform in line with the regulations permitting same and in a short time all members will present a real naval appearance.

There is no compensation for this work other than the fuel and oil burned in the direct work and a subsistence allowance, which few of the members have asked for.

We are proud of the Lafitte Flotilla and believe that it is an asset to the Parish of Jefferson. Any boat owners who feel that they can comply with the requirements should apply to the Flotilla for membership.



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Jefferson Parish may well point with pride to a new edition of the oldest business it knows. The network of waterways throughout the parish, including the mighty Mississippi, were the highways over which the first settlers entered and for many years thereafter the only available highways over which they carried on their affairs. Now other highways and methods of transportation are available and highly developed, but these same waterways are essential to the full and future development, not only of Jefferson Parish, but of the entire South and our Nation as a whole.

The shipbuilding industry developed in Jefferson as a natural corollary to the original opening of its waterways as highways of commerce. From the earliest days boats have been built to carry its commerce, first pirogues and sailing vessels, today the parish's shipbuilding has kept pace with progress, and whereas individual fishermen and trappers still build their own pirogues, the commercial side of the industry is completely modern. There are several progressive yards in operation at the present time, and these have stepped up their normal schedules to meet the increased demands of wartime conditions.

In the early part of 1938 a new yard was developed and located on the west bank of the Mississippi River, in the heart of Jefferson Parish, just upstream from New Orleans, occupying part of the old Starlight Plantation, for repairing and servicing inland waterways boats and barges that ply these same waters carrying on the ever-increasing affairs of commerce and industry.

This new yard, Avondale Marine Ways, Inc., named for the site of its location, grew rapidly and soon spread its activities to the construction of new equipment. The organization, with a background rooted in the steel industry

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of the South, numbers among its personnel those who have been associated with developing, designing and producing all-welded steel floating equipment since its introduction, over ten years ago, into Southern waters.

The Avondale Marine Ways has served faithfully in these few years the various water transportation interests, construction contractors in Alabama and Central America, building for them approximately forty hulls, including a large number of barges especially designed for carrying gasoline, fuel oil, crude oil, water, bulk cargo, dry cargo and chemicals. Avondale-built tugs, Diesel-powered, of all-welded steel construction, now range from our canals and bayous into the Gulf of Mexico from one end to the other.

It is accepted that the future of our waterways transportation system will depend on developing and operating ever-increasingly efficient and economical towing. Successful operation will depend thus on full utilization of all-welded steel construction, advanced design and Diesel power to serve the expanding oil, chemical and associated industries now developed and being developed in Jefferson and the surrounding parishes.

The winter of 1941-42, which brought so many changes to industry throughout the United States, brought to the Avondale Marine Ways a new and larger growth and it is now serving as one of the many war industries in and around Jefferson Parish. In April of this year a 113-foot cutter was launched for the U. S. Coast Guard and construction is well underway for four 195-foot tugs



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for the U. S. Maritime Commission. Plant facilities have been quadrupled and the number of workmen have been increased from approximately 150 to 350 with an expected even greater increase.

With its facilities now engaged in maritime work, this shipbuilding industry of Jefferson Parish awaits with confidence its future work in expanding our commercial facilities and waterways transportation after the war is won.

Another very busy shipyard in Jefferson Parish is the Allen Boat Company, which was organized in 1940 and is located on the Intracoastal Canal, at Harvey. Before war broke out, the Allen Boat Company was engaged in building barges and tugs for private concerns, mainly oil companies, who used them for transporting oil and for hauling their equipment over the waterways of Jefferson and other parishes.

At the present time the Allen Boat Company is engaged solely in war work, and the personnel of 140 employees is busy turning out all-welded steel barges and tugs for war needs. With the tremendous increase in tonnage on all our inland waterways, there is as constant a demand for and shortage of, barges and tugs to handle the transportation of war needs over our safe canals and rivers as there is for ships to maintain and transport our armies overseas. The Allen Boat Company is doing its share in meeting this need, so that we may achieve a complete victory on the production line, which will ensure our ultimate victory over our enemies.

There are also several other small shipbuilders scattered throughout the parish, among these Louis Marcomb, on Company's Canal at Westwego. This yard, as well as several others, build fishing craft and small boats to meet the needs of the fishing, trapping and allied industries which thrive in the parish.

• • • • •

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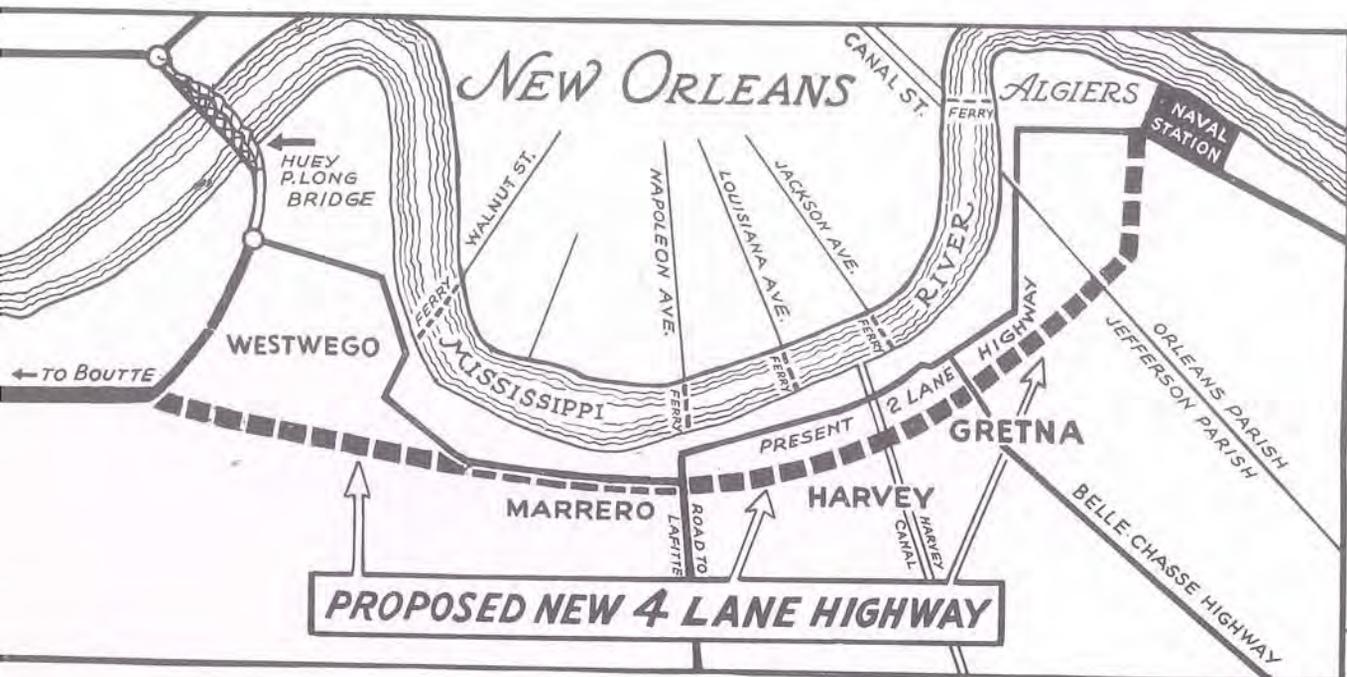
JEFFERSON'S "BURMA ROAD"

Jefferson is up in arms about a traffic and transportation situation that affects the whole industrial west bank of the parish. A single strip of paving 18 feet in width connects the Huey P. Long bridge with the whole of the parish lying along the west bank of the Mississippi River, through the many communities located there, and finally into the fifteenth ward of New Orleans (Algiers). Included of course is Jefferson's parish seat, Gretna.

Along this highway, called by irate citizens the "Burma Road" because of its congestion and traffic hazards, must pass the personnel, merchandise and supplies of all the businesses, manufacturers, defense industries and military posts, both Army and Navy, located in the area, on their way to and from New Orleans, or to points in the area itself. Among the firms located there are 49 large industrial plants and 27 large commercial supply depots, employing 14,027 men, and producing and handling each month 129,000 tons of miscellaneous products in addition to 45,000,000 gallons of oil, alcohol, etc.; voyage repairs, drydocking, etc., to 250,000 tons of ocean shipping; gross manufacture of barges, tugs and various marine equipment; manufacture of 70,000 barrels, 14,000,000 cans, 80,000,000 pounds of lard and cotton seed products; 3,500,000 pounds of seafood (fresh); thousands of cases of canned seafood, and numerous other commodities in lesser quantities, but necessary to National defense. 60,000 people live in this section.

Further jamming the "Burma Road" in Jefferson, is the single bridge which spans the Intracoastal Canal at Harvey, which bridge is of the lift type, and must be raised to permit passage of all types of water craft. In normal times the traffic on the canal is heavy, but now, with the vast movement of war supplies, notably oil, this bridge is in almost constant motion, up or down, and automobiles and trucks on the "Burma Road" which pass any given spot on the road at the rate of one each four seconds of the business day are hopelessly delayed.

The Jefferson Parish Police Jury and a committee of prominent citizens have worked out a solution of this problem, and have taken up with Governor



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The bridge is up, and traffic from Gretna waits!

Sam H. Jones and the Louisiana Highway Department a plan to construct a by-pass highway from U. S. 90 just west of the Huey P. Long bridge, to the recently approved New Orleans to Venice highway. U. S. 90 at the river bridge connects with all state and national highways, east, west and north radiating out of New Orleans. The New Orleans to Venice highway has been described as the only all important route to the mouth of the Mississippi River, serving ship yards, the Algiers Naval Station, United States Quarantine Station, United States Naval Ordnance dump, Alvin Callender Airport, the Marine Ammunition Loading Terminal at Belle Chasse, and finally fortifications and stations at the mouth of the Mississippi River.

The proposed industrial by-pass would be a straight broad highway some distance back of towns and industrial areas into which traffic from these areas would feed, leaving the important present "Burma Road" for defense industry, supply depots and employee access to industry. Incorporated in the by-pass proposal are plans for an over-pass type bridge, a second crossing of the Intracoastal Canal, that would have to be opened only to allow passage of a limited number of pile drivers, sailing vessels, and such craft. The majority of the traffic of the canal, barge tows, etc., could pass under the bridge, and thus not tie up traffic on the highway.

Busses cannot pull off the road to load and discharge passengers, and so play "follow the leader" as drivers, unable to pass them because of constant on-coming traffic, lose time and tempers.



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It is claimed that this interconnecting short cut would mean a tremendous saving in automotive equipment and rubber, not only from a standpoint of mileage, which would be considerable, as the "Burma Road" winds its way hither and yon, but also in "stop and go" wear and tear, so inevitable in the present traffic congestion. And most important of all, it would save time and facilitate the work of the industries on the West Bank, so many of them playing a major part in war production and national defense.

Working with the Police Jury to obtain the by-pass are: C. Numa Olivier, Chairman; Alvin T. Stumpf, State Representative; J. C. Collins, Oil Company Manager; Frank J. Clancy, Sheriff; C. B. Rotolo, Automobile Dealer and Garageman; John E. Fleury, District Attorney; T. G. Nicholson, Bank President; Jules G. Fisher, State Senator; Dr. Ralph C. Neeb, Dentist; Dr. Charles F. Gelbke, Mayor of Gretna; Waverly B. Henning, Attorney; M. Rosenstock, Mayor of Westwego; Jos. Rosamano, Merchant; A. T. Higgins, Judge of Supreme Court; C. Eldred Drumm, Bank Manager; Nat B. Knight, Louisiana Public Service Commissioner; W. O. Turner, Power Company President; George Heebe, Assessor and Bakery Owner; Frank Duvic, Hardware Company President; A. A. Hanson, Secretary of Louisiana State Firemen's Association; L. Robert Rivarde, District Judge; Geo. M. Rittiner, Oil Company Manager; Jos. P. Skelly, Commissioner of Public Property, City of New Orleans; Chas. F. Rantz, Ice Factory Owner; J. P. Noble, Oil Company Manager; R. B. Murphy, Industrial Plant Manager; George A. Hero, Industrial Plant Manager; Captain G. D. Wardrope, Towing Company Manager; Dr. Warren Reynolds, Optometrist; Jack Allen, Boat Builder; Chas. E. Spahr, Oil Company Manager, and L. A. Thompson, Industrial Plant Manager.

There is another highway, which, although the need for it is not so pressing or so vital, would help complete the highway system of Jefferson. This is a road connecting LaRose, in Lafourche Parish with Lafitte. The route has been laid out by the Louisiana Highway Commission, the whole road being intended to extend from Houma to New Orleans. There is, of course, a present highway from Lafitte to New Orleans, and as far back as 1938 the highway from Houma to LaRose was completed and dedicated. This leaves only the link from LaRose to Lafitte untouched, considerably less than one-fourth of the contemplated whole. Without this link the main purpose of the road has been defeated, that is, to open up this section with a good highway, and give ingress to New Orleans over another traffic lane besides U. S. 90.

Jefferson feels that this road, when completed, will be of definite value to the parish, and it is anxious to see the state carry out its original plan, and not leave the job partially undone, when so little remains to be accomplished.

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ALVIN T. STUMPF

Active Chairman, Jefferson Parish Chapter, American Red Cross

There is only one American National Red Cross—the corporation created by Congress. Chapters are integral parts of this organization.

Jefferson Parish Chapter is the local unit of the American National Red Cross. It received its charter from the national organization and is responsible for all local phases of national obligations and all local Red Cross activities within its territory, subject always to the policies and regulations of the national organization.

The local services in which chapters are authorized to engage include the following, subject to the provisions set forth herein:

Home Service for service and ex-service men and their families:

Responsibility—Aid to the members of the active military forces and their dependents and to disabled ex-service men and women and their dependents is a primary obligation of all chapters.

For men in active service, the work of the chapter consists in arranging, in cooperation with Red Cross field directors at military posts and naval stations and hospitals, and with existing community agencies, to solve family

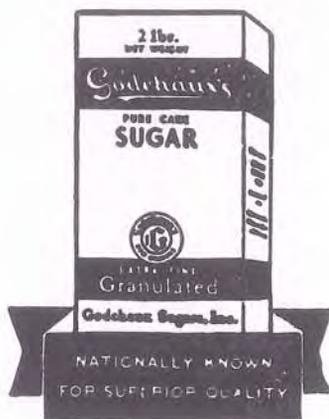
Officers, Jefferson Parish Chapter, American Red Cross. Top row, left to right: Alvin T. Stumpf, Active Chairman; J. C. Ellis, Honorary Chairman; Mrs. Richard Alexander, First Vice Chairman. Bottom Row, left to right: Rev. A. R. Hoffpauir, Second Vice Chairman; J. F. Rau, Treasurer; Mrs. Lily White Ruppel, Secretary.



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problems, securing social histories and reports on home conditions required by military authorities in considering questions of medical and hospital treatment, discharge, furlough and clemency.

For ex-service men and their families, a chapter's minimum responsibility is to extend claims service to veterans of any war who have disabilities due to war service, and their families, and to give or arrange for necessary service and relief pending the adjudication of claim. Claims and information service of the Red Cross should also be made available to all who require it, even though there may be no service-incurred disability involved. Harvey C. Redmon is chairman of Home Service. Miss Mary Allen Frost is Home Service Secretary.

Disaster Preparedness and Relief: The Red Cross has both an official and a moral mandate to relieve human suffering caused by disasters. When a disaster occurs within the jurisdiction of a chapter, it is the duty of the chapter officials to take the leadership in giving the necessary relief to those in need.

Red Cross responsibility in disaster relief includes rescue, emergency care and permanent rehabilitation of families and individuals. Need is the governing factor in Red Cross disaster relief. W. Richard White is chairman.

Civilian Relief activities (other than disaster) of the Red Cross include: service to civilians in chapters under volunteer or professional leadership; information service at headquarters; case correspondence on civilian cases both foreign and domestic; advice and correspondence on civilian cases with chapters and organizations.

Nursing Service maintains a reserve of enrolled Red Cross nurses for the Army and Navy, refers nurses to other governmental departments, and recruits nurses for disaster relief operations and other Red Cross activities. Mrs. H. P. Broussard heads this service in the Jefferson Chapter.

Public Health Nursing: The purpose is to assist in spreading the knowledge and increasing the practice of healthful living; in preventing the spread of disease; in obtaining the removal of physical handicaps, and restoring the

Miss Vada Smith makes a charming "patient" as the use of improvised equipment is demonstrated in the Home Nursing Course. Pictured from left to right are: Mrs. F. E. Evans, Jr., Mrs. J. Eiswirth, Mrs. R. Gaudet, Mrs. J. N. Deaudelin, Mrs. N. S. Towner, A. T. Stumpf, Active Chairman, Jefferson Parish Chapter, American Red Cross; Mrs. E. G. Scioneaux, Red Cross Nurse Hester M. Seaman, Instructor; Mrs. E. Boudreaux, Mrs. G. J. Trauth, Jr., Mrs. W. M. Sandras, G. C. Daul, Mrs. W. O. Prados, Mrs. J. Leithman, Jr., Mrs. M. Koenigsheim, Mrs. T. Holeman and Mrs. B. Adam.



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Students roll bandages for the Red Cross in one of Jefferson's High Schools.

sick to health in cooperation with health authorities and physicians. Public Health Nursing was established in the Jefferson Parish Chapter on April 8, 1935. Miss Hester M. Seaman, R. N., Public Health Nurse, is in charge.

Home Hygiene and Care of the Sick is a homemaking course designed by the Red Cross to give practical instruction in: (1) personal and family help, including the care of infants and small children; (2) home and community hygiene; (3) those indications of illness which should be recognized early by everyone; (4) knowledge in the care of the sick under home conditions. Jefferson Parish Chapter American Red Cross in cooperation with the local branch of the Office of Civilian Defense is training many women in home hygiene and care of the sick. Certificates are awarded upon satisfactory completion of the course.

Nutrition: In an effort to improve public health, to combat malnutrition, and to safeguard the physical welfare of the family, our chapter is engaged in educational activities in nutrition. Classes in food and nutrition are offered and many women are being trained, in cooperation with the Civilian Defense program. Certificates are awarded upon satisfactory completion. Mrs. Thelma P. Gray is chairman of the Nutrition Service.

First Aid, Water Safety, and Accident Prevention: The purpose of instruction of Red Cross First Aid is to provide for immediate intelligent care of the injured in an emergency. It is in no sense intended to take the place of a physician's service.

Courses in first aid are offered by the Red Cross, in cooperation with the Civilian Defense program, to juniors (boys and girls from 12 to 16 years old inclusive) and adults, the minimum age being 17 years. Certificates are awarded upon satisfactory completion. George H. Hamann is chairman, and Mrs. Willie May Sandras, vice chairman.

Under our first aid program, the Jefferson Parish Chapter sponsors one Highway Emergency First Aid Station. It is located in the State Police Headquarters on the East Bank of the river at the foot of the Huey P. Long Bridge.

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Junior Red Cross, in cooperation with the school, affords boys and girls opportunity to form the habit of service for the common good and to cultivate friendly understanding among the children of the world.

Junior Red Cross activities consist of: Local service—furnishing simple gifts and entertainments for hospital patients and working with civic and welfare organizations. National service—providing cheer for men in the various government hospitals. Fitness for service—Forming good personal health habits in order to render better service to others and promoting accident prevention. Walter Schneckenburger heads this branch.

Volunteer Special Service: The purpose of this organized service is to maintain in every Red Cross Chapter a group of volunteers who are trained to render prompt and efficient service in case of emergency and who at the same time carry on current Red Cross activities.

In our local chapter Mrs. Jack J. H. Kessels is chairman and Mrs. Arloe Rau, co-chairman of Volunteer Special Service, and have under their supervision the following branches: Staff assistance corps (Mrs. Noel Duvic, chairman) to aid in office work, in assisting in other services or carrying out any special duties proposed by their chairman and approved by the chairman of Volunteer Special Service.

Production corps. This corps has three divisions: (1) Surgical dressings consists of the making of surgical dressings for local hospitals and for visiting nurses, when gauze is provided. At present the chapter is engaged in making surgical dressings for the armed forces. Mrs. Arloe Rau is chairman of the surgical dressings division. (2) Sewing, which includes cutting, assembling and making garments. Mrs. Wallace Ory is chairman of this sewing division. (3) Knitting, which includes the making of knitted garments. Miss Elaine Hourgettes is chairman and Mrs. Julius F. Hotard is co-chairman of the knitting division.

Canteen corps. Performs various services in connection with food preparation and food supplies for various chapter duties and functions. Aids in kitchen garden developments, in preserving and utilizing products. A canteen corps has been organized by our chapter to assist in mass feeding in the event of a disaster. Mrs. Thelma P. Gray is chairman and Mrs. Gilbert Pearson is co-chairman of the canteen corps.

Hospital and recreation corps. Assists in keeping up the morale of patients in military, Veterans Administration and civilian hospitals, by various methods approved by hospital authorities. Our chapter functions in this branch under the new camp and hospital unit recently established in this section. Mrs. Dean A. Andrews is representative from the Jefferson Parish Chapter to the central committee of the camp and hospital unit.

Roll Call: Roll call is held annually. Its purpose is for the enrollment of members and raising of funds to maintain national and local activities. Mrs. Julius F. Hotard is Roll Call chairman.

Rev. Albert Koenig is Publicity Chairman.

The board of directors of the Jefferson Parish Chapter are: Rev. A. R. Hoffpauir, Mrs. Archie Meyers, Dr. Burnley C. White, Mrs. Lily White Ruppel, Rev. Malcolm J. Strassel, Mrs. George Mayronne, Mrs. Wallace Ory, Albert Cantrelle, Mrs. Percy Casso, Mrs. Albert Garrett, Elias B. Fisher, Forneest Milliet, John W. Hodgson, Mrs. E. A. Bougere, Rev. J. W. Bracey, Mrs. Laura Brown, Mrs. Richard Alexander and Frank Mayo.

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Home Demonstration Agent and Chairman
Jefferson Parish Nutrition Committee

The United States Government, as a part of the war program, and for the general welfare, is endeavoring to make the American people nutrition-conscious. Extensive research has established the astonishing fact that in spite of being the best fed people in the world today, we are not necessarily being properly fed, and serious defects show up in our population because proper nutrition is not understood by the majority of our citizens. Many of the physical defects that have been uncovered in examinations of selectees have been blamed on poor nutrition. Poor work by children in school has been traced directly to improperly balanced diets at home, and lack of resistance to disease follows poor eating habits. In the face of these facts President Roosevelt called a National Nutrition Conference in May, 1941, and since that time national, state and local organizations have been working toward education of the people in the nutritional value of foodstuffs, and the necessity of properly balanced diets.

The Jefferson Parish Nutrition Committee was organized October 8, 1941. It is composed of representatives of the various organizations of the parish, and meeting once a month, these delegates take back to their respective organizations the findings of the committee, and reports on the work that has been accomplished and is yet to be done.

Jefferson Parish Nutrition Committee. Standing, left to right: Alvin T. Stumpf, Active Chairman, Jefferson Parish Chapter, American Red Cross; Mrs. Edna Simms, Home Economics Instructor; Mrs. Veronica D. McCune, Representing Civilian Defense; Mrs. Margaret Pellegrin, Parish Welfare; Dr. J. D. Martin, Parish Health Unit; Lemuel T. Higgins, Parish School Superintendent; Dr. Ralph Neeb, Dentist.

Seated: Miss Julie Duvic, Home Economics Instructor; Mrs. Oscar Bostrom, Representing Home Demonstration Clubs; Miss Ruth Pitre, Assistant Elementary Schools Supervisor; Mrs. Thelma Gray, Chairman of Nutrition Committee and Parish Home Demonstration Agent; Miss Hester Seaman, Parish Red Cross Nurse; Mrs. Gilbert Pearson, Vice-Chairman Red Cross Canteen; Mrs. E. C. Broussard, Home Service Representative of Louisiana Power & Light Company.

Not in the picture: Mrs. Cornelia Staples, Home Supervisor, FSA; Mrs. Elsie Fourreaux, Home Economics Instructor; Dr. J. J. Massony, Physician; Mrs. M. E. McKeniry, American Legion; Dr. Roland Steib, Dentist; and Mrs. Lydia Constantin, Adult Education.



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Virginia Orgeron, member of the Westwego 4-H Club, shows how to weed a potato patch, appropriately attired in a pair of overalls and shirt made as part of her 4-H clothing requirement. This outfit was judged best of the camp costumes at the annual Parish 4-H Achievement Day.

Research figures for the nation show that about one-fourth of our population (not on relief) have poor diets, and one-third get enough food to maintain health. To combat this situation, the committee has chosen the following objectives:

- 1—Arouse the public to the importance of the nutrition problem during the war period, and for the future.
- 2—Foster and promote a broad constructive program of nutrition.
- 3—Make daily practical use of our modern knowledge more effective.
- 4—Improve our social order by promoting better public health.
- 5—Use the modern knowledge of nutrition to build a better and stronger race, with greater average resistance to disease, greater average length of life and greater average mental powers.

A survey is presently being made in the parish schools to determine the number of absences caused by nutritional deficiency.

A poster contest was sponsored recently by the nutrition committee in the public schools in which there were 130 entries. These posters were then placed around the parish to help spread nutrition information.

The Jefferson Parish Home Demonstration Club is active in this national drive for better nutrition. The production and the preservation of food, the adoption of better nutrition and health standards, all integral parts of the home demonstration program, are being actively integrated with the all-out national victory program.



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To most people National Defense means sugar shortages, rubber shortages, tanks, guns and bombers, but to the Home Demonstration Club members it means better planned and prepared meals for their families! These women have been studying the fundamentals of nutrition and know that diet deficiencies will not necessarily send one to the doctor but will show up in minds that are slow to think and in bodies that tire easily and possess little resistance to disease.

On a trip through the parish, small vegetable gardens are to be seen along the way—80% of the club members have planted home gardens so that their families will be assured of at least two servings of vegetables a day. Plans are also in progress to can any surplus vegetables that the family may have. Practically all of the clubs own their own canning equipment which is circulated among the members. In addition to subject matter, the Home Demonstration Club members have been getting economic material and information.

Mrs. Albert Garrett, right, who is carrying on a result demonstration in food preservation, shows Mrs. Thelma Gay, Home Demonstration Agent, some of her products. Mrs. Garrett has filled her pantry budget by canning the recommended amounts of fruits, vegetables and meats needed to serve her family balanced meals for the entire year.



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One way in which all of us as American citizens young and old alike, can aid in National Defense is to cooperate in adjusting our family finances to the new economic conditions. This means managing the income so that it can meet increased taxes, purchase defense bonds, make large contributions to Red Cross and other relief work, and meet higher prices without lowering our standards for a well balanced healthful family life.

And because having a feeling of being correctly dressed adds to one's morale, club members are going through their wardrobes renovating dresses and adding a new collar or new trimming, all without very much additional cost.

The Home Demonstration Council which is composed of two representatives from each Home Demonstration Club is sponsoring U. S. O. parties for the service men. Every second month an entertainment is given.

4-H Clubs also come to the front and all 4-H Club members are doing their bit in the defense program. Boys and girls with their poultry, garden, pig and calf projects are helping to increase food production. Girls with their clothing projects are saving the family budget.

Lemuel W. Higgins, school superintendent, realizing the importance of the food preservation project, has purchased canning equipment for each 4-H Club in the parish.

At the Parish Achievement Day recently which was attended by 500, approximately 250 took part in contests. As a result of these 20 boys and girls will compete in the State Short Course to be held at L. S. U. in July.

As a result of the health project which culminated on Achievement Day, four contestants were selected winners to go to Baton Rouge. The health project does much to improve the health of the boys and girls and so it has an important bearing on the defense program. We can only have a healthy nation if the people within it are healthy.

Last year the Agricultural Extension Department sponsored the making of mattresses for needy families. Each family which made a mattress is now making a comforter. Approximately 200 of these have already been made in the Barataria and Kenner sections with more to be made in the area around Marrero.

Homemakers in Jefferson realize that it may not seem very glamorous to stick to their humdrum tasks day in and day out, but in doing so they are serving as real heroes not on the battlefields but on the home front. That in doing this work cheerfully, gladly and efficiently, they are contributing their part toward victory.

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They know how to raise better dairy cattle. John and Charles Maggiore won the Dairy Demonstration Team contest at the Jefferson Parish 4-H Achievement Day.

A SILVER LINING

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The dairy industry of Jefferson Parish is about to prove the truth of the old saying that "every cloud has a silver lining." The cloud that has been gathering for years over the industry is the ever-increasing demand of health authorities and the consumer public for pasteurized milk. The silver lining is a plan which is up to the industry itself, whereby the dairymen of Jefferson will not only be able to meet this demand by having their milk pasteurized, but in so doing will cut their costs and increase their profits.

The plan is the old, simple co-operative. What one man may not accomplish by himself, may easily be done by many. It is proposed that all dairymen in the parish unite for their own good, and build one, and perhaps two, pasteurizing plants, which would be capable of handling all the milk produced in Jefferson. The need would seem to be for two plants, one on each side of the river, because the dairies are scattered throughout the parish, and it would probably be a hardship for either group to have to transport milk to a plant located too far away from its own farms. It would certainly cut the profits that would accrue from the plan, and if the machinery is obtainable, there seems no adequate reason why two smaller plants could not be erected instead of one large one.

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GRAND ISLE, LA

The primary reason for such a plan is fundamental. Either the dairies of Jefferson market pasteurized milk, or they are going to lose their markets altogether. But the silver lining feature of the whole situation is that if they combine they will make more money than they have heretofore, which in the beginning of the venture will be used to amortize any loans secured to make the project possible, and when such amortization is complete, will go back into the pockets of the dairies members of the co-operative, and this means all the dairymen in Jefferson, since all will be invited to participate, whether the individual herd consists of one cow, or 1000 head of prize cattle.

Under the present proposal, the pasteurizing plant will also be used as a distributing center. Each man, as he brings in his milk, will be paid for it on the spot, on the basis of current prices. Thereupon the milk becomes the property of the co-op., which is of course the dairymen themselves, and after pasteurization it will be distributed by the plant to old customers of the members. With this system the dairyman will be relieved of the cost of a milk route, he will not have to worry with bookkeeping and collections, the milk turned out will be uniform in quality and butterfat content, and there is no reason why the plant should not go into what might be called the by-products of dairying, in which there is probably greater profit than in the sale of milk itself, namely cheese, butter, and of course cream-cheese, buttermilk, etc.

Another hope of the proposers of the plan is that, with more time to give to his farm, the Jefferson dairyman can do two things that are presently needed to increase his profits, improve the breeding of his cattle, thus stepping up milk production, and raise more feed at home. As things are now, entirely too much feed is bought that could be raised on the farm, and that purchased

Grand Isle's salubrious climate produces earlier and better crops of snap beans than other agricultural areas.



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The early morning sun makes cabbages look like flowers on Grand Isle.

in small retail lots, whereas a co-op. would be able to buy in wholesale quantities from the manufacturers and pass this saving on to its members.

There is today approximately \$3,000,000 invested in dairy farms in Jefferson Parish. It is estimated that the cost of a pasteurization plant would be about \$50,000. This does not seem an exorbitant amount to spend to save the three million, especially since Federal agencies have indicated a willingness to assist if the dairymen themselves organize a co-operative and get back of the project with a will to succeed.

While the Jefferson dairyman is working to promote an increase in milk production, Jefferson farmers have gone back to the land. Of recent years, each year has seen a decline in the production of farm products in the parish. In part this has been inevitable. Former farmlands have been taken up by encroaching manufacturing and home building. As the parish became industrialized in part, urban and suburban in other parts, farming was pushed back or obliterated. But it was more than just this change in the use of land that was happening in Jefferson. Prices for farm produce were low and marketing was inadequate. The farmer became discouraged and one after the other good farms that for years had been tilled were allowed to lie fallow, which was a good thing for the farms, but not for the farmers and the farming industry. But today, under the impetus of the nation's needs as outlined in the "Food-for-Freedom" campaign, and the Victory garden drive, more and more of this land is returning to cultivation. The United States Agriculture Defense Board has established the following as Jefferson Parish's 1942 "Food-for-Freedom" production goals: hay, 1200 acres; corn, 1200 acres; irish potatoes, 100 acres; sweet potatoes, 10 acres; hogs, 300,000 pounds; sheep, 1300 pounds; eggs, 57,000 pounds; beef, 500,000 pounds; milk, 23,300,000 pounds; snapbeans, 290 acres; cabbage, 350 acres, green peas, 90 acres; tomatoes,

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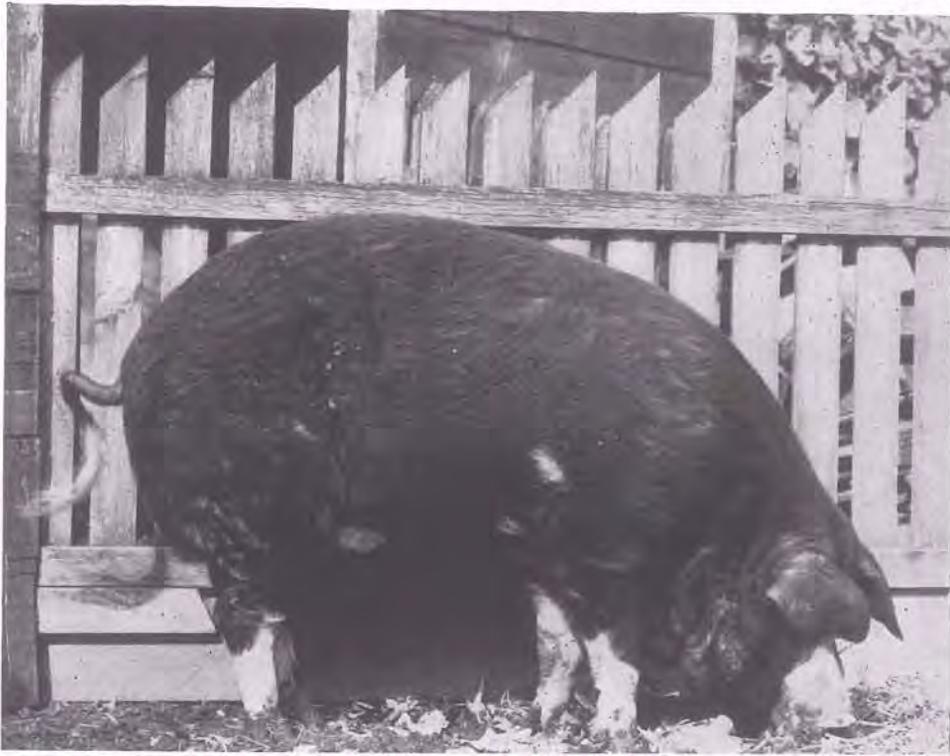
330 acres; and a garden for every farm family and every urban family where land is available.

In answer to these demands by our country, no matter where you go throughout the parish, men are busy in the fields, around Kenner and Hanson City, along the river road on the westbank, in the Lafitte area, everywhere there is good arable land the men of Jefferson are working to produce food for America and her allies. Even in the towns and suburbs cabbages peep from among the petunias, and neighbors gather in their spare time to help each other in their war gardens and to compare the progress of their potatoes and their beans.

On the real farms, in the usual parish way, no half measures are being taken. Tractors are turning over hundreds of acres. Manpower may be scarce, but machines are doing their jobs in half the time. And it is a fine thing to see the good earth of Jefferson producing again, and the farmer receiving a fair return for his labor. Nowhere is there better soil for trucking than in the parish, and among its partially undeveloped potentialities is Grand Isle. The island's surf bathing and fishing are famous, but few people realize that its sub-tropical climate makes it an ideal spot for raising all manner of vegetables and fruits. Snap beans from Grand Isle reach the market weeks ahead of those grown anywhere else hereabouts. Cucumbers are bearing on the island before those in other localities are full grown. Here is a miniature "Rio Grande Valley" that has immense possibilities just waiting to be developed on a much greater scale than is possible by the few farmers who make crops on Grand Isle now.

Pre-1942, Jefferson had approximately 200 farmers making four or five crops a year on about 2,500 acres of land. This year will see a considerable increase in these figures, and it is expected that Jefferson will exceed the quotas set for it, which were based on the farm production of the past few years, and not on the potentialities of a parish still capable of producing quantities of the highest grade foodstuffs, in spite of the strides that industry and homebuilding have made in occupying large sections of the Parish of Progress.

47 inches high in his "stockinged" feet, and weighing 800 pounds, this mammoth porker was raised from blooded Poland-China stock by Marvin Vicknair of McDonoghville, ex-4-H member.



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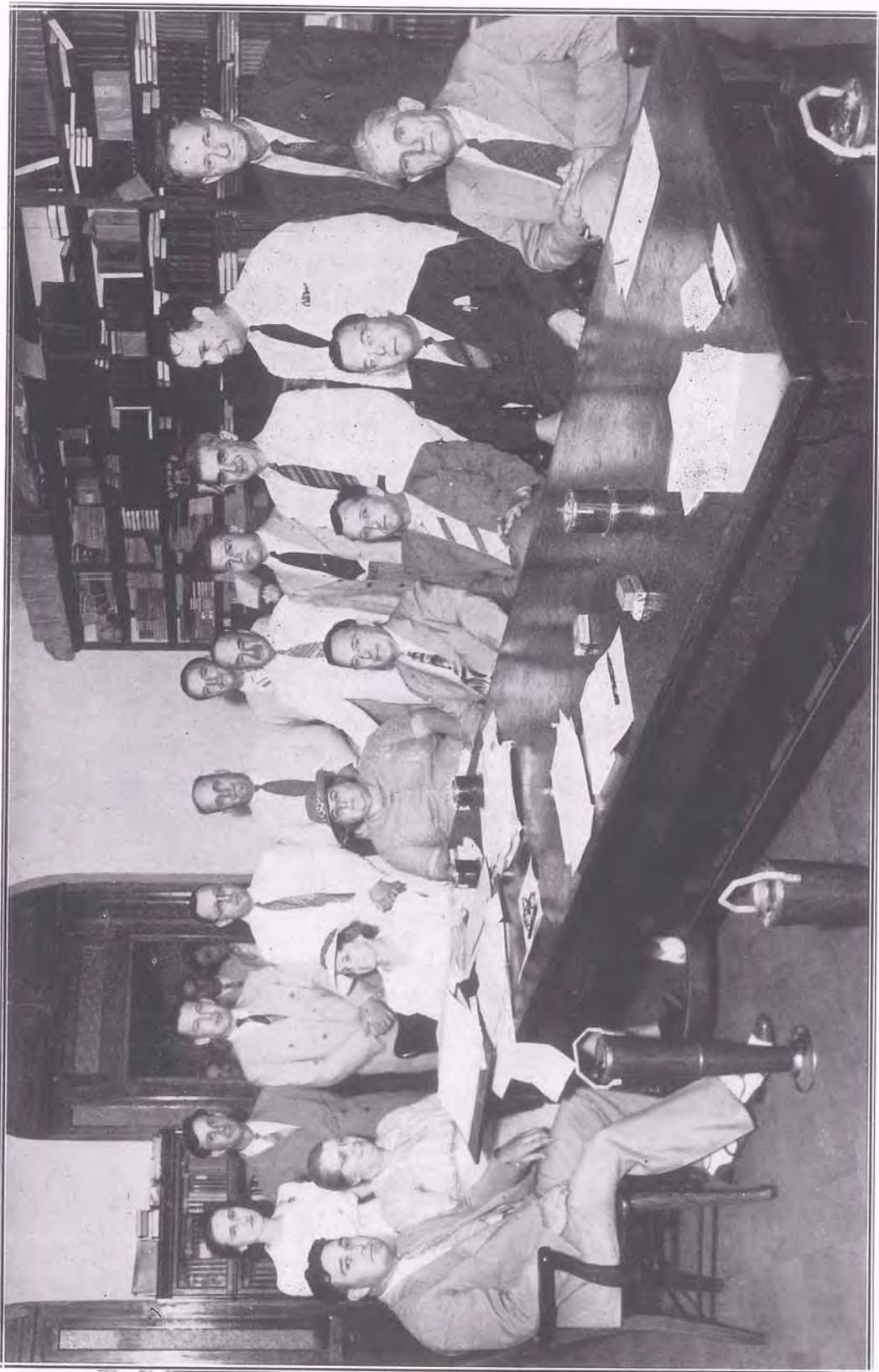
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Standing, left to right: Miss Ruth Pitre, Assistant Elementary Supervisor; G. P. Arnoult, Ward 7, Labarre Heights; Alphonse Marmillion, Ward 4, Harvey; Julius F. Hotard, Vice-President, Ward 2, Gretna; Louis E. Breaux, Ward 8, Metairie; Walter Schneckenburger, Athletic Director; John C. Bruning, Ward 8, East End; Patrick Clancy, Office Clerk; John Calcada, Ward 3, Harvey; Loney J. Autin, Ward 1, Gretna (McDonoghville), and William Hughes, Ward 4, Marrero.



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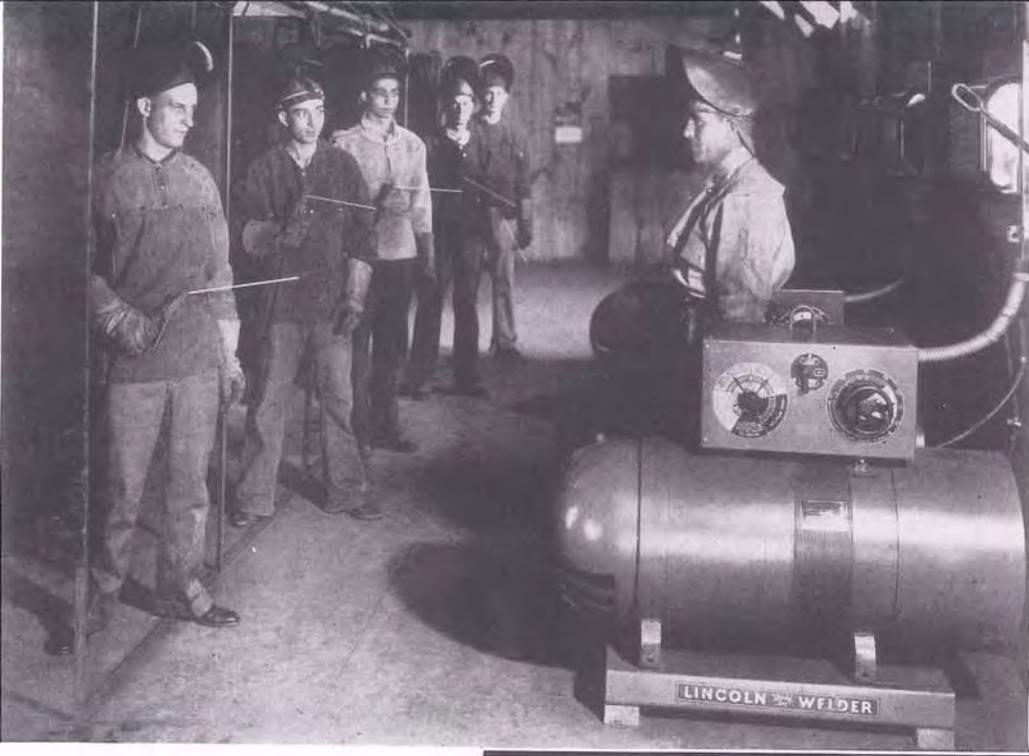
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From left to right: George Hepting, Roy Lynch, Nutcia Pilitire, Jehrey Brassett, Charles Beebe, students, and Joseph Hidalgo, instructor.

Students are holding electrode holders with electrodes. Leather jackets and gloves as well as steel helmets are used while welding. Men are standing in instruction booths.

WELDING SCHOOL AT GREYNA

There are now 60 men in training at this school. The course is a 12-week one. The school operates 24 hours a day. 36 men who have finished the course are now working in the ship-building industry. School started March 9th, 1942.

At right: Demonstrating the use and manipulation of the electric arc.



Acetylene burning or cutting torch instructions. Robert Day, an instructor, is pointing out to the students just what Joseph Hidalgo, another instructor is doing. The goggles are worn to protect the eyes from the glare of molten metal. Also shown is oxyacetylene equipment for cutting steel.

SCHOOLS IN WARTIME

L. W. HIGGINS, M. A.

Superintendent of Schools, Jefferson Parish

Since December 7, 1941, the United States of America has been at war. This is evident all about us—our friends and our brothers have gone into active service—our streets are crowded with men in uniform—prices rise—the red, white and blue is on display everywhere. On all sides we have evidence of the fact, and just as the war has affected all branches of industry and all modes of living, so has it come into the schools. As industry adjusts itself—curtains, eliminates, changes and enlarges to meet the situation, so must the schools direct their activities into those channels which, while maintaining high educational standards and values, will best serve the country in its hour of need and prepare boys and girls to take their places in the wartime activity after the holocaust.

Children have an important role in the nation's defense program. Even the youngster in the first grade can be taught the value of saving and the menace of waste. He need not be alarmed and frightened by stories that the enemy will come in the night and destroy him, but he can be taught that pennies given to the Red Cross buy milk for homeless children, that dimes for defense stamps help build planes and launch ships to keep our shores safe. Older children can study more deeply the value of savings bonds and may be made to realize how in helping the government now they are helping themselves later to perpetuate our mode of living. Using the school as a focal point the children can aid defense committees in all kinds of drives such as aluminum collections, scrap material and others.

In the organization of corps of defense workers, the school buildings have been used to a large extent. This tends to bring about a close and vital relation between the school children and the defense activity. Men and women who have never crossed the threshold of a school building since their commencement days come back and get a peep into the workings of the educational system they are supporting. Often their presence causes a decreased playground space, a detour to a back entrance or some other slight inconvenience. This brings a valuable lesson home to the children—a lesson in co-operation and in sacrifice—minute enough when compared to the hardships and sacrifice endured by our boys in active combat. School children see men and women give freely of their time and services and have a splendid chance to learn loyalty and unselfishness from them.

The teachers have an important task in the whole set-up. They must be prepared to give up much of their time to help defense workers when necessary. Recently the teachers in many schools assisted in the registering for ration books. Some of them worked hours after school and during lunch and recess periods, the normal school routine being completely altered. Whatever work was lost by the children had to be made up by redoubled effort



Photo, Courtesy New Orleans States

Model airplane builders in the Marrero High School, whose work ranks with the best that has been submitted to naval authorities. The government project in this area is sponsored by the New Orleans Young Men's Business Club and the New Orleans States.

on the following days. In the face of confusion and crowded conditions, discipline had to be maintained. More work—of course, but this is our country, this is our war and schools and teachers are responsible for their part in the fight for victory.

In the health program, the schools again must accept a major role. It has been as always the job of the school to teach health habits and food values. Now with our all out for victory program, authorities have come to realize that healthful living is vital to the nation's war effort and even to its morale. The importance of diet and exercise must not be taught merely as part of the course of study, but must be so strongly impressed upon the children that they will carry home the message to their parents and further see that the health measures are carried out to the proverbial letter. Nutrition classes are being given to parents by trained experts, and what better place than in the neighboring school house? In this way children can realize that health teaching is not a whim of a particular teacher, but an important part of winning the war.

A large number of schools are planting victory gardens. Children, aided by their teachers, plan and execute these gardens. This encourages the children to go home and either alone or with their parents, work out a victory garden for themselves. Here, too, the school acts as the driving force behind a worthwhile project.

Trade and commercial schools have the very practical task of actually preparing boys and girls to take places in defense plants, shipyards and government offices. Since the beginning of the war, many young workers have been trained and sent forth. Evening classes have prepared older men and women to work more effectively or have taught them more essential forms of labor. These schools seem to be actually doing the most in the war effort but in truth—all the schools serve.

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Gretna High School students make a big business of the salvage of waste paper.

Who can say whether it is more important to register for sugar, to teach first aid, to sell stamps, conduct a scrap drive or instruct a class in welding? All these are but a few of the functions of the schools in a nation at war. These are extra tasks that must be well done for victory. But more than these, or certainly along with these comes the chief purpose of the schools—training children to take their place in life. It is up to everyone of us to assure these children that the world they will inherit will be a proud heritage—a world of righteousness and humanity. Because of this, the schools must share their time: working to educate and train—working to keep for those they train, the American way of life.

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Grand Isle Mermaids watch the sun rise out of a quiet sea.

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President Roosevelt, shortly after the successful bombing of Japan by our Army bombers, jokingly told members of the press that those bombers came from Shangri-La. The editor of this publication, after describing the charms of Jefferson parish in the opening paragraph of the foreword in the 1940 edition, wrote: "This is no Shangri-La or Never-Never Land we are describing, this place exists in deepest south of the Deep South". I don't know of what place President Roosevelt was thinking, but I'm sure that when Mr. Bordenave was extolling the charms of Jefferson parish—Grand Isle, with all of its beauty of sea and land and the simplicity of the people who populate it, was foremost in his thoughts.

Grand Isle has become an obsession with me. I have photographed hundreds of scenes in the Viex Carré of New Orleans and in the bayou country surrounding that gallant and quaint old city—views that later hung in exhibitions in this country and abroad, but each spring when I see the new leaves filling the branches of trees that line the avenues of New Orleans; the azaleas bursting into bloom along the Floral Trail; and the wild iris swaying gracefully in the March wind at the bayou's edge, I anxiously await the call to



Foot-notes by, (left to right), Maxine Jourdan, Juanita Alfonso, June Vallee, Lois Gehring, Beverly Gomes and (in foreground) Jeannette Lentini.

go to Grand Isle and photograph some more of the beauty and the life of that intriguing island.

Grand Isle again! It is dawn and the wind is blowing softly from the Gulf and there is a slight chill in the air. The date is April 12th, 1942. As

The path from the beach leads through a rustic gate.





Beauty and the Beast spend the siesta hour in a sylvan setting.

• • • • •

Tree-shaded winding lanes in the late afternoon make inviting bridle-paths on Grand Isle.



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I walk to the beach to take a sunrise picture, I wonder: "Will all the primitive beauty of this semi-tropical island and the genuine friendliness and honesty of its people remain for the enjoyment and respect of future generations, or will inlanders be permitted to, or the islanders themselves, destroy the mile or more of oaks planted by "Nez Coupé" (Louis Chigazola, Lafitte's trusted man) over a hundred years ago; cut down the red, the yellow, and the white oleander trees that bloom so abundantly and arch themselves over the many lanes leading inland from the sea (Have you ever seen one of Grand Isle's white oleanders in bloom? You have! Aren't they the whitest blooms you have ever seen?); straighten those lanes that wind their way through spanish daggers (yuccas), oleanders, giant oaks and towering palms, and patches of beans, or cauliflower, or cucumbers (they have won world medals); remove those ancient trees that have grown with the wind into such fantastic shapes; erect hot-dog stands and other concessions along that strip of velvety light brown sand-beach that is the front property line of that part of the island that I have always found so intriguing? Will the spirit always remain as it now is—no Grand Isle boy will be drafted, for when the draft board sets a quota for the island there will be volunteers to answer the call; will a log washed upon the beach and marked with the initials of the person who found it, lie untouched and its ownership unquestioned, even though it may be on another's property; will all this and more live on or will some short-sighted people be permitted to destroy what to me is no longer a place, but another world—an island paradise?"

**"And departing, leave behind us
Foot-prints in the sands of Time."**



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Surrounded by the finest homes in New Orleans, the Metairie Club is one of the city's beauty spots. The clubhouse is spacious and the grounds have been landscaped to blend with the suburban surroundings.

The golf course is a championship one where some of the country's leading tournaments have been held. Many of the holes are replicas of famous golf holes elsewhere throughout the world. The course is exciting and interesting and a true test of golfing skill. It is carefully maintained and the fairways and greens are always in excellent condition.

While there are numerous social activities, probably more emphasis is placed on golf at Metairie than at any other country club in the New Orleans district, so it is only natural that everything pertaining to golf is of the highest standard including not only the course but the locker rooms, the golf shop and even the caddy personnel.

The club professional is Fred Haas. The course record of 67 is held jointly by Denny Shute and Fred Haas, Jr., son of the professional, an active member of Metairie, former Walker Cup player and probably the leading golfer in Louisiana.

Presidents of the Metairie Golf Club since its organization have been: C. B. Fox, 1923 and 1924; W. S. Penick, 1925, 1926 and 1927; W. P. Stewart, 1928, 1929, 1930, 1931, 1932 and 1933; R. E. Tipton, 1934; Joseph Lallande, 1934, 1935 and 1936; W. Horace Williams, 1937 and 1938; Clarence C. Barton, 1939 and 1940; A. E. Ralston, 1940 and 1941; I. R. Collord, 1942. Other officers presently serving are Harold W. Mischler, vice-president, and W. H. Wynne, secretary.

Visitors who are interested in golf always want to play the Metairie course. The club prides itself on its fellowship and the fact that anyone, regardless of golfing ability, can always "pick up" a friendly game at Metairie.

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JOHN W. HODGSON
President and General Manager

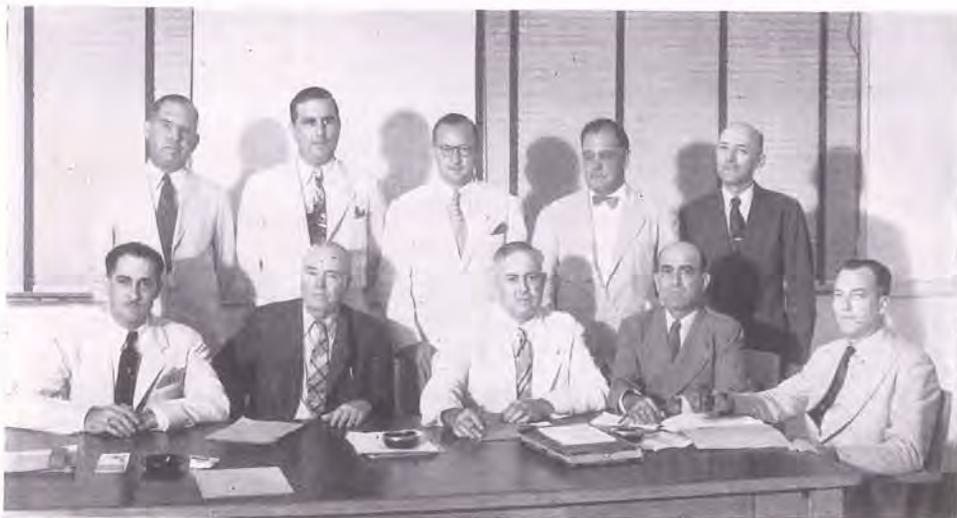
The purification of water embraces important problems of engineering, chemistry, physics, biology and economics, and thus it is evident that professional training in these applied sciences is essential for the satisfactory solution of the more complex problems of water purification.

It was upon the basic principals of engineering, chemistry, biology, and economics that the purification plant on the east bank of Jefferson Parish was built, and it has been operated likewise with these same basic principals in mind.

The East Jefferson Waterworks District Number One supplies the entire east bank of Jefferson Parish, the boundary lines of this section being from Protection Levee, through Kenner into Hanson city, and from the Mississippi River to Lake Pontchartrain.

In this area we have approximately 150 miles of water mains ranging in size from 4" to 20" in diameter. The plant can deliver about 3,200,000 gallons of water in twenty-four hours and maintain a pressure of 55 to 60 pounds per square inch. The equipment is modern and thoroughly efficient.

At the river intake we have a pumphouse in which three pumps deliver the water from the Mississippi River to the plant, a distance of three-quarters of a mile. At the plant itself we have three grit chambers, two mixers, four coagulation basins and four 1,000,000 gallon capacity filters, all of which hold 3,260,000 gallons of water. We have storage reservoirs with a capacity of



COMMISSIONERS OF EAST JEFFERSON WATERWORKS DISTRICT No. 1

Seated, left to right: Blaise Camel, Commissioner; Eugene J. Bender, Commissioner; Chas. A. Boutall, Vice-President; Paul D'Geralamo, Commissioner and Purchasing Agent, and John W. Hodgson, President and General Manager.

Standing, left to right: Edward A. Miller, Plant Superintendent; M. R. Tucker, Maintenance Superintendent; F. V. Draube, Secretary; Leo W. McCune, Attorney, and E. George Lorio, Treasurer.

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3,000,000 gallons and one elevated water tower with a capacity of 500,000 gallons.

Our pumphouse is equipped with one 6,000-gallons-per-minute wash water pump, for washing the filters, two clear water pumps that deliver the filtered water to the storage reservoirs, two 1,500-gallons-per-minute service pumps, three 3,000-gallons-per-minute fire pumps, one of which is driven by a Diesel engine, the other two by electric motors, and one service pump that discharges all refuse water away from the plant.

With a general idea of the equipment that we have to work with, we can now go into the method of purification.

Pure water, in its strictest sense, does not exist in nature because even rain water contains dissolved gases and dust particles washed from the atmosphere. The quality of natural water, therefore, must be viewed as a relative factor, which should be considered in the light of the use to which the water is placed. Water for domestic and potable use, generally speaking, should be moderately soft, containing sufficient calcium carbonate to prevent serious corrosion, be clear, colorless and attractive in taste, free from bacteria of public health significance. Even such an ideal water, however, would have to be subjected to further treatment at many industrial plants where special use is to be made of it.

The Mississippi river water that we use as a source of supply is in reality a surface water and in flowing through its tributaries picks up many impurities, color and much turbidity, all of which must be removed before it is delivered to the public for potable water. As stated above, it is pumped from the river to the plant, where treatment begins.

First, samples are taken and tested for alkinity, turbidity, hardness, and pathogenic organisms; the results of these tests determine the kind of treatment to be used and the kind and amount of chemicals to apply. These applications usually are administered in the mixing chamber, and for the most part constitute lime and sugar sulphate of iron; the lime for softening and the iron for coagulation, the two combining to form a feathery flock that is passed on to the coagulation basins.

When the water reaches the coagulation basins this small feathery flock, because of its jelly-like character gathers to itself the largest percentage of the organisms and mud, and this mass settles to the bottom of the basin, while the nearly clear water flows on to be further purified in the filters.

The filters are equipped with sufficient sand, so that when this treated water passes over and through the sand beds, the small percentage of impurities that remains is filtered out and the result is pure, clear, tasteless, reasonably soft water.

The community is, however, further protected from possible contamination by the use of chlorine. It is applied before the water leaves the plant, in sufficient quantity to insure complete sterilization.

We have a laboratory, fully equipped, where a chemist is employed constantly, to make the necessary analyses and tests, step by step, as the procedure of purification goes on. These records are compiled and retained and at the end of each month a duplicate copy is mailed to the State Board of

(Continued on Page 164)

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CITY OF GRETNA

DR. CHARLES F. GELBKE

Mayor

Are you looking for a city with a future? You are! Well, as mayor, I offer you the key to Gretna, Louisiana—a city of 12,000 persons in the deep south of Louisiana.

We are the tenth city in the state, because two years ago, New Iberia, with its influx of oil field workers, passed us up. Will we stay tenth? No! We have slowly but surely grown into a city of importance in Louisiana, but this slow growth I feel sure is about to be greatly accelerated. The city and Jefferson parish officials, together with citizens and businessmen of Gretna, Harvey, Marrero, Westwego and Algiers are determined that there shall be another highway (a four-lane one) connecting the present four-line highway leading to the west approach of the Huey P. Long bridge with the Belle Chasse highway that runs some sixty odd miles south along the Mississippi. The development of our natural resources and expanding business and manufacturing interests, together with the war situation demand it is as an immediate necessity.

The leaders of the community are just as determined that the Mississippi shall be bridged with a vehicular bridge in this section and have picked Hamilton street in Gretna as the site of the west approach to the bridge.



OFFICIALS OF THE CITY OF GRETNA

Inset Dr. Charles F. Gelbke, Mayor.

Seated, left to right: Henry F. Bender, Mayor Pro-Tem.; Frank Bessler, Alderman; Eugene Gehring, Alderman; John Ray, Alderman, and John T. Gegenheimer, Alderman.

Standing, left to right: J. E. Gehring, Municipal Democratic Committeeman; Andrew H. Thalheim, Attorney; William E. Strehle, Tax Collector and Superintendent of Waterworks; Andrew Kraus, Treasurer, and Beacuregard Miller, Town Marshal.

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From reports that come to us, the United States waterways engineers are planning to deepen and widen the existing Intracoastal Canal, which is a vital link in the country's inland waterways system, and passes through the center of this section. The great volume of traffic that moves through the canal here was not anticipated by the waterways engineers when, just eight short years ago, they built a \$1,700,000.00 lock to connect the canal with the Mississippi river. So it, too, will have to be enlarged to accommodate the ever growing amount of water-borne freight that has found this canal a very valuable and economic means of transportation.

With all this that WILL come, we also offer: Three trunk line railroads with switch tracks and spurs crisscrossing in all directions; dockside shipping facilities; good water, fine schools, churches of all denominations, a good fire department, up-to-date sewerage system, all sidewalks paved as well as the main streets in the city and a very friendly people—a people who will help you make Gretna a city to be proud of.

• • • • •

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TOWN OF KENNER

DR. J. S. KOPFLER

Mayor

Kenner, as a Town, offers the home owner all the facilities of the big city and still maintains the small town hospitality and country living.

With a population of over 2,500 persons there is still available space for home builders wanting large plots of ground on which to build their country estates.

Kenner, the air center, is in the making. The new Kenner airport, which has been planned by the city of New Orleans for almost a year, was started recently, and with the increase of air activity in this area, the facilities it will offer are badly needed. The United States armed forces have taken over the New Orleans airport in its entirety, and commercial lines and civilian fliers are expected to a great extent to use the Kenner airport in its stead. Construction of the new field should be completed in the near future.

Two splendid concrete highways connect Kenner with New Orleans' shopping district, U. S. 90 and U. S. 51, which is a matter of only fifteen minutes. Several railroads as well as two bus lines serve Kenner.

Anyone interested in gardening or chicken raising will find splendid conditions prevailing. Fresh vegetables are grown year round and have a steady market in New Orleans as well as being shipped to markets in the East and North, and dairying is also one of the major items.

Additional information will be gladly furnished by the writer.



OFFICIALS OF THE TOWN OF KENNER

Seated, left to right: Leo Gautreaux, Alderman; Marie Neidhardt, Tax Collector; Dr. Joseph S. Kopfler, Mayor; Philomene Paasch, Secretary-Treasurer. Standing, left to right: William Mancuso, Alderman; Joseph D'Gerolamo, Alderman; Victor Carona, Marshal; Joseph Centanni, Alderman; Frank Perrone, Alderman.

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This 6-lb. black bass or green trout is a handful for Master Bryan Dupepe, grandson of Sheriff Frank J. Clancy, who landed the prize catch.

WATER PURIFICATION

(Continued from Page 156)

Health for its files. At fifteen day intervals we collect samples from the plant and send them to the Board of Health authorities for their own personal examination, and they in turn mail us a copy of their findings.

Samples are taken from the distribution system at various intervals and examined both by us in our laboratory and by the State Board of Health.

The office of the East Jefferson Waterworks is located on the Jefferson Highway and Arnoult Road, with hours from 8:30 a. m. to 4:30 p. m., daily, and from 8:30 a. m. to 12:30 p. m., on Saturday. Contact can be made after office hours, Saturday afternoons, Sundays and holidays by calling the plant. The plant is manned day and night.

The object of this short story is only intended to express in a layman's manner the essentials of operation of our plant. Should further information be requested, we, as a whole, will be glad to accommodate any interested party. Complete records are always on file from the date the plant was started up to the present time.

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VILLAGE OF HARAHAN

FRANK H. MAYO

Mayor

The war is very real to the people of the Village of Harahan, on the east bank of the Mississippi River, for on its boundary line is rising a great camp, which has been building for months, and is now nearing completion. Workmen busy with the camp have filled Harahan to overflowing, and all of us of the village have co-operated with army officials in every way in our power to help rush to completion this army city, which will be a bigger town than Harahan itself when it is filled with the soldiers of this country.

In this small village there is always simplicity, co-operation and friendship. Indeed, it is a place where everyone knows and respects the other; where southern hospitality is extended to the utmost.

But this is not all. To the sportsman it offers a variety of attractions. For instance, the beautiful and most modern Colonial Golf and Country Club; rabbits, o'possum and squirrel to be hunted in the wooded sections; perch to be caught from the drainage canals, sac-a-lait and green trout from the well known "mill pond."

Then, too, there are the many acres which are available for industrial sites, and which are located near and are served by the I. C. R. R. and the various highway truck lines.



OFFICIALS OF THE VILLAGE OF HARAHAN

Seated, left to right: Joseph Crochet, Alderman; Frank H. Mayo, Mayor; L. Julian Samuel, Attorney. Standing, left to right: Ernest Barron, Alderman; John Contrado, Marshal and Chief of Volunteer Fire Department; Philip Boudreaux, Alderman.

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THE CROCHETS OF HARAHAN



Joseph Louis Crochet and his family. Mr. Crochet was the first marshal of Harahan, having been appointed by Governor Parker when the village was incorporated in 1920. He has been an alderman for 18 years, and was recently again reelected. He is also president of the Harahan Improvement Association; member of the Harahan Fire Department and of the Pontchartrain Levee Board. An employee of the Illinois Central System he is a bridge and building foreman, and local chairman of the Brotherhood of Maintenance of Way, a railroad labor organization. This year Mr. Crochet celebrated his sixtieth birthday surrounded by his eight children and their families.

• • • • •

WESTWEGO FIRE DEPARTMENT



Standing, left to right: A. A. Hanson, President; A. B. Dufrene, foreman; J. Gassenberger, Chief; Charles Taylor, Chief Instructor; Lucius Walker, Vice-President and Instructor; Caesar Baril, Secretary and Instructor. In the foreground, left to right: E. J. Bussiere, Jr., Recording Secretary; August Barbette, Instructor; Harry Pitre, Treasurer.

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TOWN OF WESTWEGO

MORRIS ROSENTOCK

Mayor

We invite you to come to the fastest growing little town in Louisiana—Westwego, on the west bank of the Mississippi river and opposite uptown New Orleans.

Things are really booming here: The Texas & Pacific railroad is moving its main yard to Avondale, which is about two miles west of our town, so that it will be nearer the Huey P. Long bridge, which they are planning to use in the very near future for all types of trains. There are now three flowing oil wells in the Westwego field and others are in the process of being drilled. New industries have settled on Company's Canal, the waterway that connects with the bayous and lakes to the south of us. These and other improvements are proving that Westwego's founding fathers were right when they picked the name for the town as West-we-go.

• • • • •

KEEP 'EM FLYING
BUY WAR BONDS AND STAMPS



OFFICIALS OF THE TOWN OF WESTWEGO

Seated, left to right: Ed. Martin, Alderman; Morris Rosenstock, Mayor; Charles Taylor, Town Marshal, and Sidney Pertuit, Alderman. Standing, left to right: Clement Klause, Alderman; T. A. Adams, Alderman; E. E. Dawson, Alderman; Eugene Wildblood, Municipal Democratic Committeeman; William Stehle, Municipal Democratic Committeeman and Hendrick Bourgeois, Municipal Democratic Committeeman.

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GRETNA

Table of Contents

	Page
Frontispiece	2
Foreword	3
Jefferson Parish Police Jury—Members and Officers.....	4
Streamlined For War	5
W. R. TOLEDANO, President, Jefferson Parish Police Jury	
Jefferson's Fabulous Harbor Plans	9
THOMAS EWING DABNEY, Metropolitan Press Feature Writer	
Women in War	25
DOROTHY DIX	
"The Spaniard's Beard"	34
LYLE SAXON, Internationally Famous Author	
Island Inventory	50
OLIN CHAMBERLIN	
Pictorial Section	65
Information	81
The Cover	81
Louisiana State Officials	82
District and Parish Officials	84
Court Officials	86
To Protect Jefferson Parish	88
FRANK J. CLANCY, Chairman, Jefferson Parish Defense Council	
The Waterways Patrol	98
C. E. AMMEN, Commander, 5th Flotilla, U. S. Coast Guard Aux- iliary	

Shipbuilding in Jefferson	102
J. H. BULL, President and General Manager, Avondale Marine Ways, Inc.	
Jefferson's "Burma Road"	108
The Red Cross in Jefferson	114
ALVIN T. STUMPF, Active Chairman, Jefferson Parish Chapter, American Red Cross	
Eat—To Be Healthy, Wealthy, and Wise	122
THELMA S. GRAY, Home Demonstration Agent and Chairman, Jefferson Parish Nutrition Committee	
A Silver Lining	130
GEORGE T. GEIGER, JR., County Agent	
Jefferson Parish School Board—Members and Officers.....	138
Schools in Wartime	141
L. W. HIGGINS, Superintendent of Schools, Jefferson Parish	
An Island Paradise	146
EUGENE DELCROIX, Cameraman-Artist	
Metairie Golf Club	152
HAROLD W. MISCHLER, Vice-President	
The Story of Water Purification	154
JOHN W. HODGSON, President and General Manager	
City of Gretna	158
DR. CHARLES F. GELBKE, Mayor	
Town of Kenner	162
DR. J. S. KOPFLER, Mayor	
Village of Harahan	166
FRANK H. MAYO, Mayor	
Town of Westwego	170
MORRIS ROSENSTOCK, Mayor	
Index of Advertisers	174

Index of Advertisers

	Page		Page
A			
A. & P. Food Stores.....	125	Clerc Lumber Co., Inc.....	115
Abdo's Drug Store.....	167	Codifer, Inc.	163
Algiers Music Co.....	171	Collins, J. C., Agent.....	123
Algiers Public Service, Inc.....	139	Colonial Golf & Country Club.....	129
All Star Bar.....	167	Colonial Hotel Courts.....	105
Allen Boat Co.....	99	Commercial Solvents Corp.....	171
Alto Tourist Court.....	99	Concrete Products Co.....	93
American Beverage Co., Inc.....	113	Continental Can Co., Inc.....	171
American Creosote Works, Inc.....	105	Cottam, H. T., & Co., Inc.....	115
American Heating & Plumbing Co., Inc.	117	Cotton Club	109
American Printing Co., Ltd.....	23	Coyle Line	165
Arctic Pure Ice Co.....	135	Crane's Clothing Co.....	155
Avondale Marine Ways, Inc.....	103	Crescent City Engraving Co.....	133
B			
Baldwin, A., & Co., Inc.....	131	Crescent Typewriter Exchange, Inc.	145
Barataria Tavern	83	Cutcher Canning Co.....	167
Beaumont Cement Sales Co., Inc....	127	D	
Bechtel, Jones & Bechtel, Inc.....	165	Davis, Ad Given.....	159
Beekman's	119	Davis-Wood Lumber Co., Inc.....	171
Bell Distributing Co.....	53	Davison-Chemical Corp., The.....	113
Bennett Manufacturing Co.....	153	DeBardeleben Coal Corp.....	165
Billionaire Cafe	133	De Weese Pharmacies.....	143
Bishop-Edell Machine Works, Inc....	143	Ditta, Carlo	157
Black, Charles, Gravel & Sand Co., Inc.	109	Dixie Tourist Court.....	121
Blue Horseshoe Tourist Court.....	107	Durham's Feed Store & Hatchery..	153
Blue Light Inn.....	169	E	
Blue Plate Foods, Inc.....	149	East Jefferson Waterworks Dis- trict No. 1.....	154
Borden-Aicklen Auto Supply Co., Inc.	139	Eighth Ward Democratic Club of Jefferson Parish	145
Boudreau's La Casino Restaurant..	139	Ellzey Stores	157
Boudreaux, Willie	171	F	
Boulevard Garage & Beer Parlor....	127	Fairbanks, Morse & Co.....	123
Boulevard Hardware Store.....	143	Falcone's, Jake, Grocery.....	171
Bowers Feed Store, Inc.....	159	Feitel's Ed. E., General Depart- ment Store	91
Bridge Circle Inn.....	159	Firestone Auto Supply & Service Stores	171
Brook Tarpaulin Co.....	139	First National Bank of Jefferson Parish, The	133
Brooklyn Land Co.....	157	Fisher, E. B., Agent.....	31
Brown's Restaurant and Cafe.....	128	Fisher Shrimp Co., Inc.....	111
Brunies' Restaurant	163	Fisher's Store	159
Bush, J. B.....	97	Fitzgerald's Lake House.....	161
Bush the Builder.....	97	Fleming Canal Store.....	100
C			
Carey & Helwick.....	149	Foray's Restaurant	167
Carter, Perrin & Brian.....	157	Foundation Plan, Inc.....	155
Carter, Reese	101	Franklin Printing Co., Inc.....	137
Celotex Corp., The.....	37	Franz Bros.	161
Christy, Mrs. Arthur H.....	165	Freeport Sulphur Co.....	63
City Ice Co., The.....	135	Freiberg Mahogany Co., The	125
		Frey, L. A., & Sons, Inc.....	163

	Page
G	
Garden of Memories.....	152
Garsaud's (retail).....	123
Garsaud's (wholesale).....	171
Gauthier's, Sidney, Grocery.....	143
Gendron's, Leon, Grocery, Cafe and Barber Shop.....	95
General American Tank Storage Terminals.....	85
General Outdoor Adv. Co.....	55
Gennero's Inn.....	171
Godchaux Sugars, Inc.....	115
Godchaux's.....	153
Gonzales Motors, Inc.....	55
Gordon Theatre.....	106
Grand Isle Chamber of Commerce..	125
Great Atlantic & Pacific Tea Co., The.....	125
Great Southern Box Co., Inc.....	41
Gretna, City of.....	158
Gretna Hardware Co.....	128
Gretna Sheet Metal Works.....	155
Grover's Place.....	161
Gruber, Louis E.....	15
Guenther, Leo S.....	129
Gulf Distilling Corp., The.....	99
Gulf & Valley Cotton Oil Co., Inc.	149

H	
Hansell, F. F., & Bro., Ltd.....	149
Harahan Service Station.....	163
Harahan, Village of.....	166
Harvey Canal Ship Yard & Ma- chine Shop.....	63
Harvey Lumber & Supply Co., Inc.	33
Harvey Mud Co.....	157
Heebe's Bakery.....	111
Hercules Powder Co., Paper Mak- ers Chemical Department.....	97
Higgins Industries, Inc.....	97
Hill, H. G., Stores, Inc.....	83
Hope Haven Dairy.....	145
Hotard, Alvin E.....	151
Humble Oil & Refining Co.....	171
Hyatt, A. W., Stationery Mfg. Co., Ltd.....	137

I	
International Lubricant Corp.....	135
Interstate Electric Co.....	139
Intracoastal Terminal Co.....	43

J	
Jahneke Service, Inc.....	93
Jefferson Bottling Co., Inc.....	135
Jefferson Democrat.....	51
Jefferson Music Co.....	169
Jefferson Parish Police Jury.....	Inside Front Cover

Joe's Inn.....	167
Johns-Manville Products Corp.....	39
Johnston, A.....	153

K	
Kammer, C. A., Mercantile Co.....	167
Kemker, D. H., Distributor.....	149
Kenner, Town of.....	162
Kennington, A. S., Distributor.....	93
Keyhole, The.....	153
Klause's, E., New Beer Garden & Bar.....	157
Klotz Cracker Factory, Ltd.....	117
Kraak's, Henry, Nursery.....	145

L	
La Belle Tourist Court.....	163
La Casino Restaurant, Boudreau's	139
Lamanna-Panno-Fallo, Inc.....	149
Lauricella, John L., & Associates, Inc.....	61
Lawyers Abstract Co., Inc.....	143
Leader, The.....	106
Leitz-Eagan Funeral Home, Inc.....	137
Leson Chevrolet.....	107
Levy, Charles.....	159
Little Forest Tourist Court.....	161
Longino & Collins, Inc.....	121
Loose-Wiles Biscuit Co.....	135
Louisiana Ice Service, Inc.....	149
Louisiana Power and Light Co.....	Outside Back Cover
Louisiana Tractor & Machinery Co.	19
Ludwig, E. B.....	157

M	
Marine Paint & Varnish Co., Inc....	117
Marrero Land & Improvement Assn., Ltd.....	59
Matthews, Geo. B., & Sons, Inc.....	165
Mayfield's Grocery & Bar.....	169
Mayronne Lumber & Supply Co., Inc.....	125
Melling Cement Block Works.....	144
Messina's Suburban Inn.....	165
Metairie Golf Club, The.....	152
Metairie Hardware & Paint Store..	121
Metairie Ridge Ice Co., Inc.....	135
Metairie Ridge Nursery Co., Ltd.....	151
Metairie Roofing & Sheet Metal Works.....	169
Met'ry Tourist Court.....	143
Midway Inn.....	167
Milliet, Fornest.....	131
Montaldo Insurance Agency.....	49
Mothe Burial Benefit Life Insur- ance Co., Inc., The.....	113
Mothe, E. J., Funeral Director.....	113
Mullen Ship Yard.....	153
Muller Furniture Mfg. Co., Ltd.....	137
Murphy Iron & Boiler Works, Inc....	117

	Page
Mc	
McWilliams Dredging Co.....	161

N	
National Corp. Service, Inc., of La.	115
Neeb's Hardware Store.....	165
Nelson's Roof Terrace.....	144
Newcomb, H. Sophie, College, The	151
New Orleans Brewers' Association	57
New Orleans Concrete Pipe Co., Inc.	123
New Orleans Public Service, Inc.	Inside Back Cover
Norwood Farms	87

O	
Oakpark Cabins	167
Oleander Hotel	155
Original Bruning's Restaurant.....	151
Orleans Materials & Equipment Co.	135
O'Shaughnessy Service, Inc.....	21
Ozone Co., Inc.....	159

P	
Paletou, J. Wallace, Inc.....	121
Pendleton, Forest C.....	115
Penick & Ford, Ltd., Inc.....	109
Perrin, Charles, Warehouses.....	131
Perrin, Clem	100
Pines Tourist Courts.....	101
Point Inn Club.....	165
Pontchartrain Lumber Co., Inc.....	127

R	
Rainbow Inn	169
Rantz Ice Factory	165
Rathborne, Joseph, Land Co., Inc.....	131
Rathborne Lumber & Supply Co., Inc.	159
Rene's Restaurant & Bar.....	155
Rheem Manufacturing Co.	17
Ribaul, Joseph, Transfer.....	29
Rittiner, Geo. M., Agent.....	31
River Parishes Lumber Co.....	129
Roof Garden Club	137
Rosenstock, Morris, Mayor	159
Rotolo Motor Co.....	87
Roussel's Circle Service Station.....	144
Rowan, Peter P., Co., Ltd.....	151
Roy, A. K., Inc.....	113
Royal Crown Cola	113
Rykoski, Inc.	135

S	
St. Regis Restaurant.....	163
Samtel Bros.	169
Schayer-Badinger, Inc.	145
Schunke, Fred	169

Page	
Seaboard Refining Co., Ltd., The...	157
Security Building & Loan Assn.....	91
Smith, Ed., Stencil Works.....	163
Smitty's Cabs	153
Soulé College	155
Southern Cotton Oil Co., The.....	35
Southern Shell Fish Co., Inc.....	127
Southern States Equipment Co., Inc.	95
Southport Petroleum Co. of Del.....	85
Spahr, Charley, Distributor.....	119
Speck's Rose Room.....	169
Stauffer, Eshleman & Co., Ltd.....	155
Stumpf, Archie C., Druggist.....	107
Stumpf's, John, Son.....	47
Suburban Bowling Alley.....	13
Super Service Station.....	152
Swanson, Frank	161
Swift & Co.....	101

T	
Texas Co., The.....	27
Thomas, A. G.	105
Tichenor, Dr. G. H., Antiseptic Co.	163
Tip Top Pavilion.....	169
Trico Coffee Co., Inc.....	155
Tropical Radio Telegraph Co.....	133

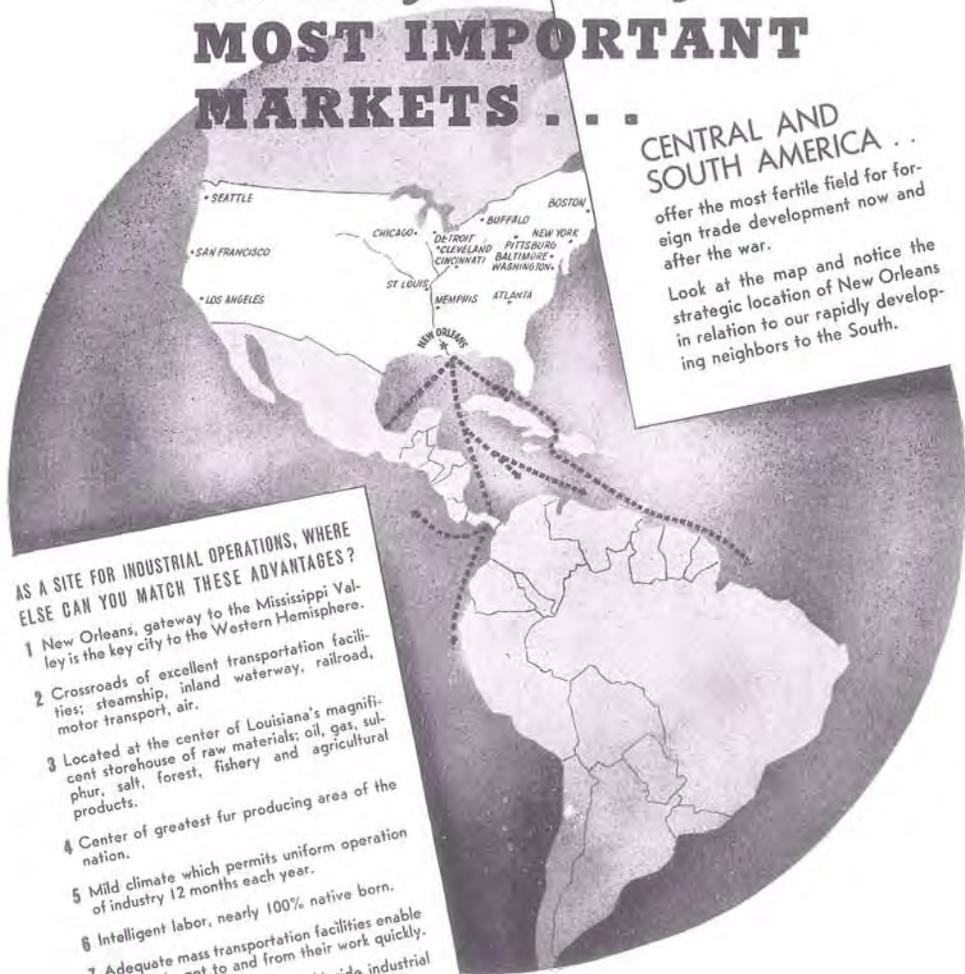
U	
U. S. Industrial Chemicals, Inc.....	119
Union City Transfer.....	153
United Cash Grocery — Algiers Branch	165
United Gas Pipe Line Co.....	45
Unity Plan Finance Co., Inc.....	59

V	
Villars, F. J., & Sons.....	161
Von Der Haar, Frank A.....	161

W	
WWL Development Co.....	57
Wackman Welded Ware Co.....	145
Webb, Clifford G.....	151
We-Go-Inn	159
Weiner's Furniture Co.....	167
West Side Materials Co.....	111
West Side Oil Co., Distributor.....	31
Western Union Telegraph Co.....	165
Westwego, Town of.....	170
Whiteside's Tavern	61
Whitney National Bank.....	129
Williams, W. Horace, Co., Inc.....	151
Wisser's Cafe & Grocery.....	107
Woodward, Wight & Co., Ltd.....	119

Z	
Zar's, Frank, Bar and Dance Hall.....	169

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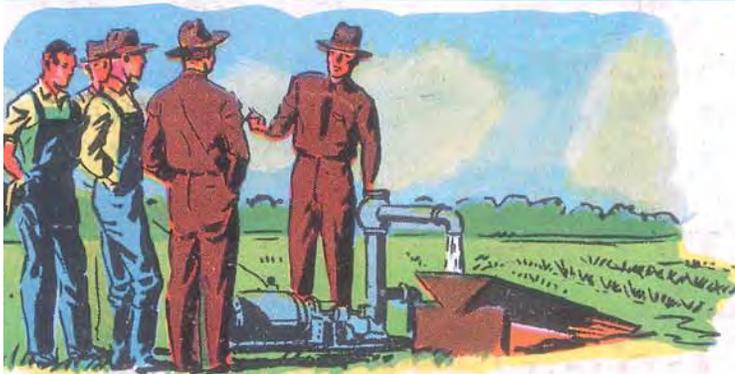
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