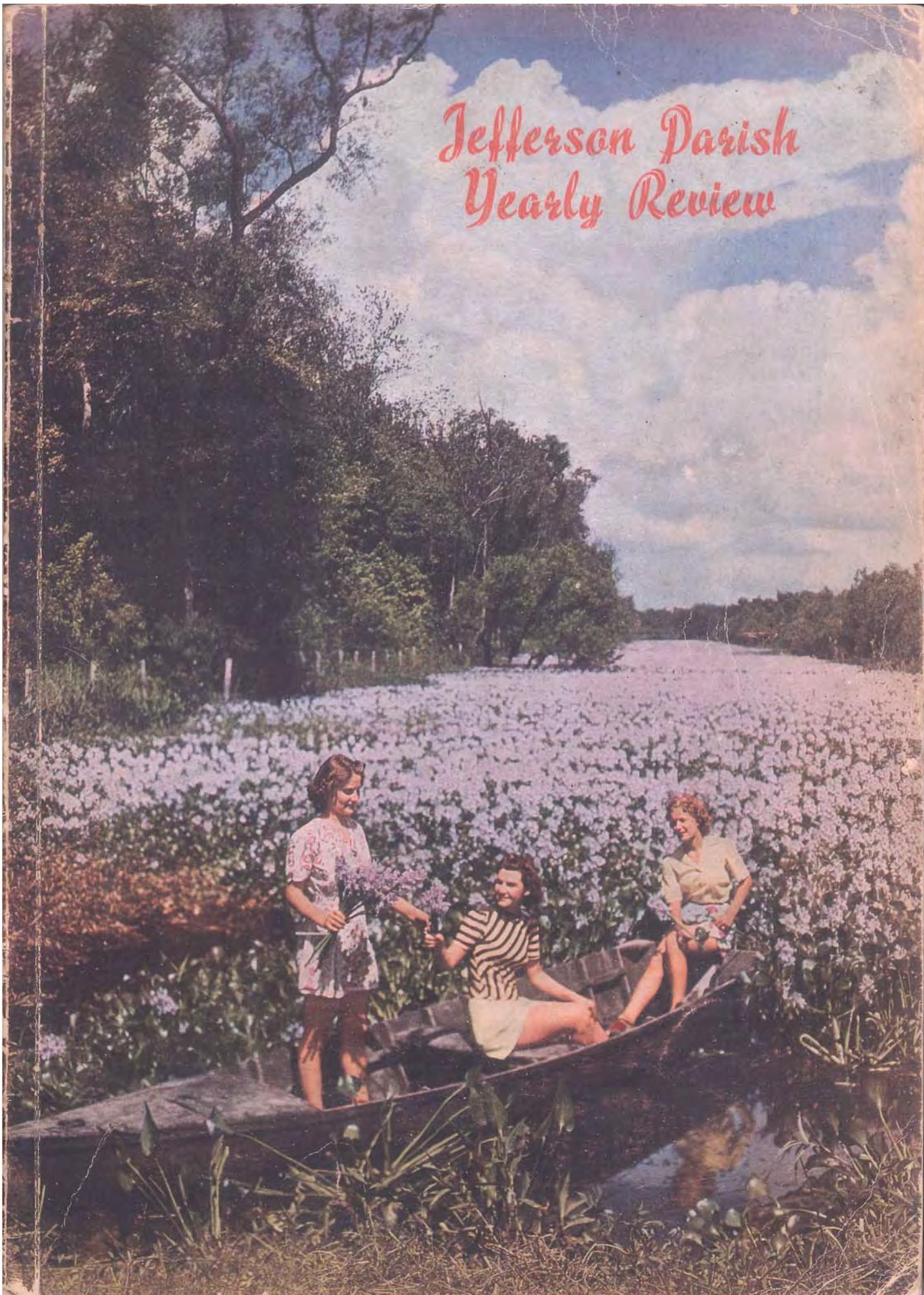
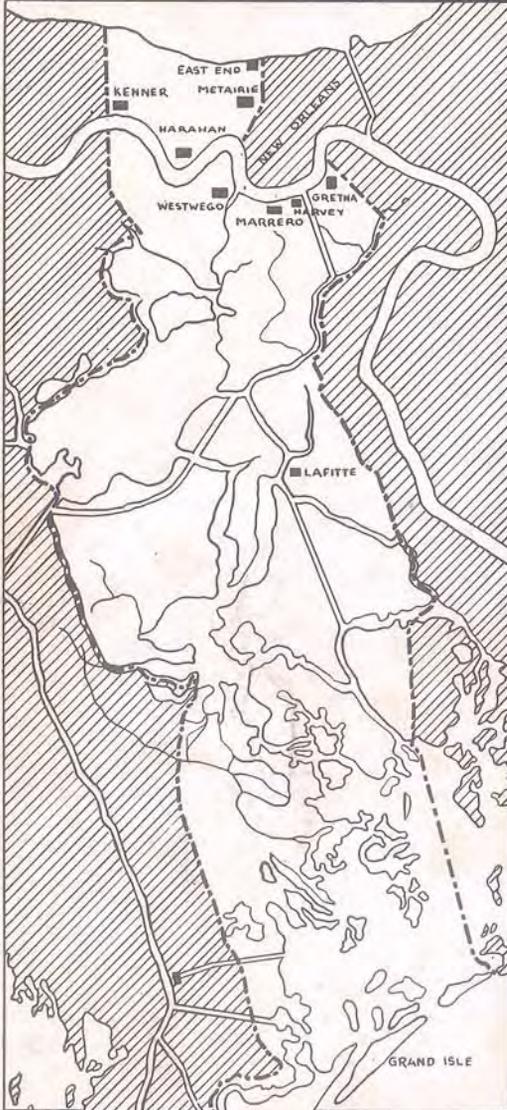


*Jefferson Parish
Yearly Review*



JEFFERSON PARISH

INDUSTRIAL & MANUFACTURING
CENTER OF THE SOUTH



*"The
Southern
Eden"*

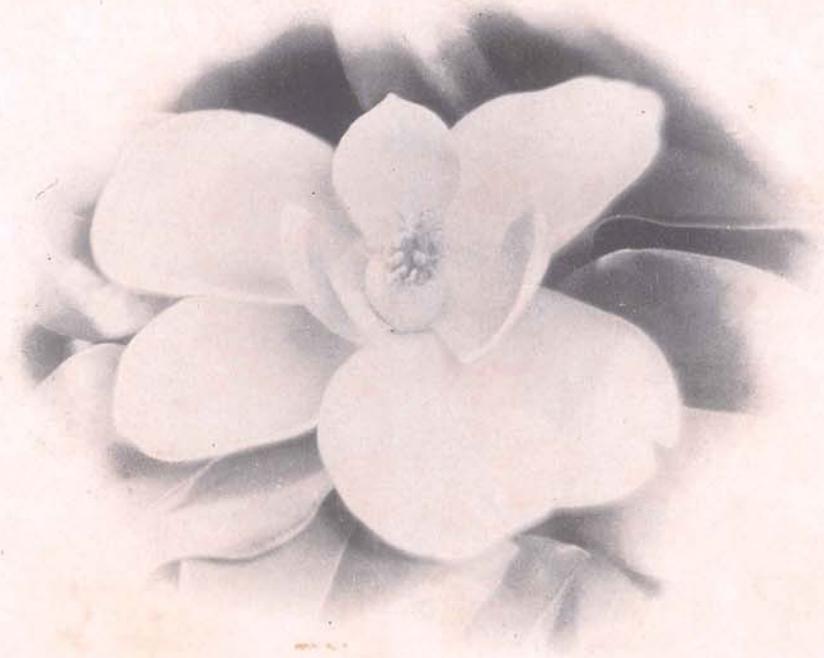
Home of . . .

- 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
- Six Oil Fields—(111 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 Piroque Race

JEFFERSON PARISH POLICE JURY

1943
JEFFERSON PARISH
YEARLY REVIEW

To Jefferson Parish's workers on the home front, the tireless and efficient "men behind the men behind the gun", this volume is respectfully and appreciatively dedicated.



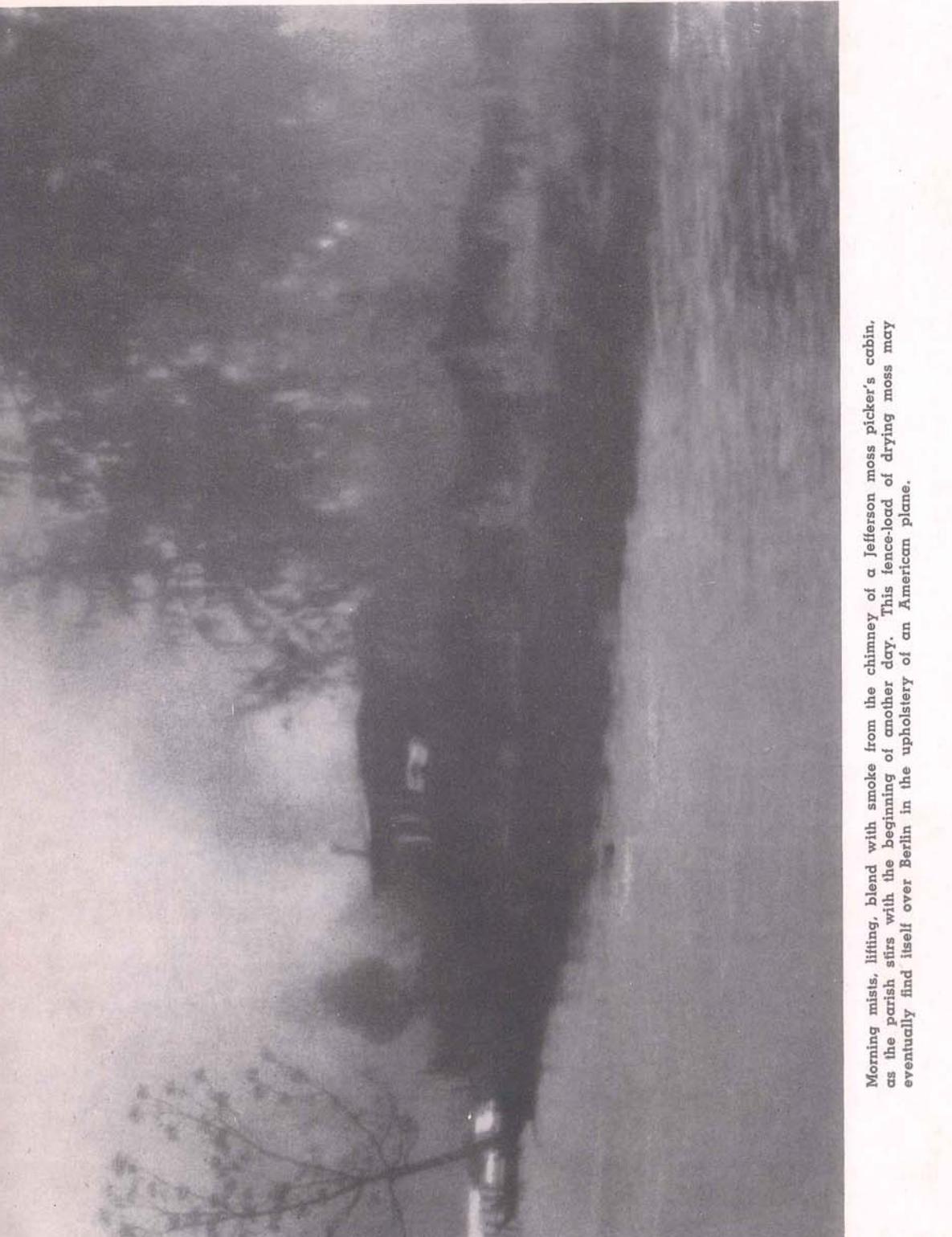
JUSTIN F. BORDENAVE
Editor and Publisher

WEAVER R. TOLEDANO
President of the Police Jury

JOSEPH H. MONIES
Business Manager

H. D. CHAMBERLAIN
Associate Editor

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Morning mists, lifting, blend with smoke from the chimney of a Jefferson moss picker's cabin, as the parish stirs with the beginning of another day. This fence-load of drying moss may eventually find itself over Berlin in the upholstery of an American plane.

Foreword

An open letter to the Commander-In-Chief

Hon. Franklin D. Roosevelt, President,
United States of America,
Washington, D. C.

Dear Mr. President:

Knowing your comprehensive interest in all things that concern the welfare of this country, and in particular your complete absorption in the 100 per cent coordination of the man-power and energies and wealth of the United States toward the one aim of winning this Global War, the outcome of which means the life or death of the greatest democracy the world has ever known, we are sure that you will be proud of and pleased with the record of the Parish of Jefferson, in the State of Louisiana, a small cog in the tremendous working machinery of the country.

Production is going forward to the utmost limits of our capacity, which has been enlarged from time to time in certain fields to meet increasing needs. There is no disaffection in our ranks. Since Pearl Harbor, the conglomerate whole that is Jefferson has been working as a unit, our ultimate aim being the output of more and more, at an even faster rate. As Your Excellency is probably well aware, we here in the Deep South have a tradition of leisure. Not laziness, never that. But life has been keyed to a slower tempo, with a greater stress on just living, as opposed to striving, than is found in other parts of our country.

For the duration, we have broken with this tradition. It will be well enough to resume our happier ways in the happier days that are sure to come. The right to our way of living is what we are all fighting for. In the meantime, it is full speed ahead here in Jefferson, and a full green light for the war machine. For one small area, we have a remarkable variety of enterprises, and each one is working for the country toward victory. Industry is wholly or partly producing for war needs. Farmers and dairymen have increased output for food. And, with fewer workers, our fishermen, oystermen, and shrimpers are working long hours to bring in their catches for the nation's tables.

So, sir, when, in reviewing your troops on the home front, you reach Jefferson Parish in your roll call of good and willing fighters, our answer, clear and strong, is: "Here!!"

Jefferson Parish



JEFFERSON PARISH POLICE JURY—MEMBERS AND OFFICERS

Seated, left to right: Clem Perrin, Ward 6, Lafitte; Wm. E. Strehle, Ward 2, Gretna; Hirsch 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. Rousse, West Bank Road Superintendent; Leon Gendron, Ward 3, Harvey; John J. Holligreve, 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.

WAR—AND THE HOME FRONT

W. R. TOLEDANO

President, Jefferson Parish Police Jury

The past year has been a very busy one in Jefferson Parish. From Lake Pontchartrain on the North to the Gulf of Mexico on the South, the people of the parish have turned to and are giving their all for the war effort. With the aid and encouragement of the Jefferson Parish Police Jury, our industries, our farmers, dairymen and stock raisers are producing more and better supplies for the army and for the civilian workers. Our sons and daughters are in the services, and those on the home front not only are working time and overtime, but are buying bonds beyond their quotas. They have given generously to the Red Cross and the Community Chest, agencies which, besides their peacetime duties, are most deeply involved in the welfare of the fighting men and their families.

During the year, new industries have come to Jefferson Parish, and old ones have expanded and increased their output. We have many firms directly and exclusively concerned with production for war, but besides these, there are many which have installed new equipment to manufacture for the services in addition to their usual production. It would be safe to say, I think, that all parish industries are in some manner tied into our national war production.

More and more stress nationally is being put on the production of food-stuffs, and Jefferson Parish's farming population is responding to this need 100 per cent. More of the Parish's land is being put into crops, and dairying is growing. In spite of the shortage of farm labor which is being felt over the whole country, of which Jefferson has its share, we are raising more and more truck, more and more cattle, hogs and chickens to help insure an adequate supply of food for our troops as well as for our civilian population.

Oil, the food of mechanized armies, continues to be produced in great quantities in Jefferson Parish. The six fields within our borders now have 111 producing wells, where last year there were 101. The May allowable this year for the combined fields is 22,449 barrels a day, as compared with the June allowable last year of 15,483 barrels daily, an increase to meet war's greedy need. Also, the Texas Company has a gas well at the Delta Farms field from which they are marketing five million cubic feet of gas a day. Other gas wells in the parish are not being used at the present time.

Throughout this period of stress, the Jefferson Parish Police Jury has been particularly mindful of the needs of the people of the parish. During the past year over 100 miles of roadways have been resurfaced—not just repaired, but completely rebuilt. A tremendous undertaking, when we consider that the whole distance from New Orleans to Baton Rouge is considerably less than this. It is also a very valuable achievement, in conserving automobiles and tires, and facilitating war-workers in reaching their places of employment. Additionally, the two largest streets in Metairie, Bonnabel Ave-



Metairie Road, widening and repaving of which was completed during the past year.

nue and Codifer Boulevard, are now paved. Paving of Metairie Road, which started last year, has been completed and this wide smooth thoroughfare is something of which we can justly be proud. Serving as it does the whole Metairie area, widening it has helped relieve traffic congestion.

In line with service to our citizens, some essential sidewalks in McDonoghville and Metairie have been installed.

A new project that will be valuable to the people of East End particularly is the re-opening of an old road that has been out of use for a long time. Originally a dirt road along the Seventeenth Street Canal connected East End, the tip of the parish on Lake Pontchartrain, with Metairie. Through the years this road fell into disuse and was abandoned. Recently, feeling that it would prove a convenience to East End citizens who had business in Metairie, where branch parish offices as well as stores are located, besides considerably shortening the route used by school busses which transport children from East End to the high school in Metairie, the police jury decided to re-open this road as a graveled thoroughfare. Work is progressing, and it has been quite a task to clear the old road so that our men could go forward with the new.

In connection with road building, it gives me great pleasure to report that the police jury's road crews are now making all concrete pipes and culverts used. Moulds have been secured and we are operating our own concrete mixers, at great saving to the parish.

Another police jury activity looking to the welfare of Jefferson's people, this time those of Lafitte, is the draining of that section. Lafitte was the site of an old drainage district, for some years inoperative, but in view of the danger of flooding there, the police jury felt that it should undertake to protect the affected territory. A dredge was purchased, and with it, a completely new levee has been built, and drainage canals dug. What remains

of the old levee, being on the outer side of the new, will act as a breakwater protecting the present levee. A pump will be installed to carry off any excess water. The land thus being drained will make fine farms after the completion of the present work, and the people living at Lafitte will be well protected from the dangers of flood waters caused by high tides, winds, or excessive rainfall.

The Health Unit, established over a year ago by the Jefferson Parish Police Jury in cooperation with the State of Louisiana and the Federal Government is very active. The parish provides \$7,080 annually toward the maintenance of this unit, and it is felt that the money is well spent in the protection of the health of the citizens and school children of the parish.

Another interesting and essential activity undertaken by the police jury during the past year is the surveying of the Jefferson-St. Charles boundary line. This survey will round out an undertaking that was begun several years ago, namely, setting accurate bounds for all the borders of the parish. Surveys of the Jefferson-Plaquemine, the Jefferson-Orleans and the Jefferson-Lafourche lines have already been made. The present survey therefore will fix legal boundaries on all sides of the parish.

On the lighter side, but of no less value to the Parish of Progress because of the national recognition and publicity received, were the visits of two charming ladies. During the latter part of 1942, Lois Lenski, writer of juvenile fiction, visited Jefferson and was given the aid of parish authorities and the staff of the **Yearly Review** in gathering information on the history, folklore and traditions of the bayou country. After a comprehensive study of her subject and a protracted stay in Jefferson, Miss Lenski sent her manuscript back here for factual review. Her finished story, "Bayou Suzette", will appear on the September list of Frederick A. Stokes & Co., New York.

In the spring of 1943, Jefferson Parish had the pleasure of entertaining

Codifer and Bonnabel Boulevards at their intersection. Both of these important Metairie streets are now paved.



Jean Speiser, associate editor, and Peter Stackpole, ace photographer of the staff of Life Magazine. The editors of Life contacted Lyle Saxon, well-known local writer and authority on the bayou country and Jean Lafitte and his pirates, for a story in pictures about the bayous and Lafitte. Mr. Saxon referred this inquiry to the **Yearly Review** staff, who assured Life Magazine of complete cooperation in depicting any phases of the parish's scenic beauty or historic background. Miss Speiser, Mr. Stackpole and Mr. Saxon on their arrival to do the story, were taken through the bayous and to Grand Isle, spending several days collecting their information and pictures. The results of their trip, a four page layout in the May 10 issue of Life Magazine, placed particular emphasis on Lafitte facts and legends, and gave the parish very extensive national publicity.

Both Miss Lenski and Miss Speiser were fascinated with the picturesque side of the Parish of Progress. Their articles in this issue of the **Yearly Review** reflect this keen interest.

So altogether Jefferson Parish has had a busy year. The pace changes, growing ever faster. The Jefferson Parish Police Jury has its place in this increased activity, cooperating with industry, encouraging farming, dairying and stock raising, looking to the health and welfare of the people, and furthering the interests of Jefferson Parish—all of which is an integral part of the matter immediately at hand—the furtherance of the war effort.

Under the oaks on Grand Isle, Miss Jean Speiser, associate editor of Life Magazine, with, left to right, Sheriff Frank J. Clancy of Jefferson Parish, Peter Stackpole, photographer for Life Magazine, and Lyle Saxon, author, and authority on Lafitte the pirate, relax between "shots" of the pirate's haunts.





INDUSTRY!

RAY M. THOMPSON

Contributor to National Publications

Population is the yardstick of progress. In 1938 the Louisiana official records gave Jefferson Parish 42,087 people. Just five years later, this Spring of '43, our Parish official records show that we issued more than 63,000 War Ration Books No. 2. Add to this figure approximately 7,000 absent in the armed forces or in war work and Jefferson now can confidently claim 70,000 population.

And—we'll beat the skeptics to the punch on this—our gain in population is not a synthetic war boom. By that, we mean it is not an increase that hit our several communities after Pearl Harbor to work on material of war only to disappear again, like water into sand, after the storm of conflict is over.

None—absolutely none—of our industries are purely war plants, subject to abandonment afterward. Some of them, of course, are now handling direct war work—all of them are operating indirectly to serve the war effort—but the point we make with pride is this: our factories were here before the war and they will be here after the war and our progress, while stimulated by war work, will continue steadily and healthily forward when peace comes. The very character of our industries proves it.

In Jefferson Parish are 6 abundantly rich oil fields. In these fields there are 111 oil wells, 2 high ratio oil and gas wells, and 3 gas wells. The oil wells, capable of producing much larger quantities, were restricted during May to a daily allowable of 22,449 barrels, a wise regulation



Rail lines serve the docks where ocean shipping loads and discharges cargo in Jefferson Parish.





A trainload of oil from the wells of Jefferson starts on its way to further the war effort. These 32 cars are only a minute part of the production of the 111 wells in the six fields of Jefferson Parish.

by a wise government. Even with the hungry metal monsters of Mars growling for oil and gasoline, those that guard the future know that the automobiles and planes and trucks and Diesel engines and heating plants and inventions to come after the war will create a demand so great that our war weary imagination cannot now possibly conceive it.

Serving these Jefferson oil fields or allied with the Jefferson Parish petroleum industry are 19 separate and distinct industrial concerns. They are: American Iron and Machine Works Co.; The California Company; Carter, Perrin and Brian; Coastal Engineering Corporation; Danciger Oil and Refineries, Inc.; General American Tank Storage Terminals; Gretna Machine and Iron Works (who have developed a new and faster method of oil barge cleaning); Gulf Refining Company; Halliburton Oil Well Cementing Company; Hunt Tool Company; International Lubricant Corporation; Intracoastal Terminal Company; Orleans Refining Corporation; Reese Carter; Sinclair Refining Company, Inc.; Southport Petroleum Company of Delaware; Standard Oil Company of Louisiana; Stanolind Oil and Gas Company; The Texas Company; and United Gas Pipe Line Company.

All of these, when the war is over, will march steadily forward helping to build Jefferson, because petroleum will be one of the postwar products most in demand—and Jefferson will play a prominent part in its production.

**MAKE YOUR CAR
LAST LONGER . . .**

Let Your
Texaco Dealer
ASSIST YOU

In Aiding National Defense By Letting Him
Service Your Car With

FIRE CHIEF GASOLINE

HAVOLINE & TEXACO MOTOR OIL

MARFAK LUBRICATION SERVICE

and the other essentials so vitally necessary
to keep your car in good operating condition



**YOU'RE WELCOME AT A TEXACO
DEALER**



Nature bountifully blessed Jefferson Parish in another form. In our bays and bayous are the most delicious oysters, the sweetest shrimp, the finest crabs and the best speckled trout the seafood industry can offer. Paradoxically, the war has slowed down this industry, not stimulated it. The diversion of skilled fishermen to the armed forces and the lack of equipment have cut the potential seafood production drastically, even though the urgency for food is vital and even though government agencies are striving to correct the handicaps under which the industry is working.

But it is an ill wind that blows no good. The demand for food in all forms has finally made Congress and the people of the United States conscious of the long ignored Southern seafood industry. The War has also made everybody see that the airplane will shorten the distances of the post-war period as dramatically as the automobile did after World War I. Oysters from Barataria Bay, crabs from the bayous and lakes, and shrimp from the lakes and Gulf will be placed on the tables of Chicago and Denver and St. Louis a few hours from the water. "Flying fish" will be the new food of the future—moved by plane in dry ice from Jefferson Parish to points far inland immediately and swiftly. People on the prairies will know the taste of fresh seafood, and fish can well become as popular as beef-steak and pork. Our present plants will, by the law of greater demand, become larger and more people will fish and cull oysters and process seafood. Yes, the seafood industry of Jefferson need not fear the future. The penetrating eye of Progress has already cast an appreciative glance toward the limitless wealth of our Southern waters. And Jefferson Parish is sitting pretty in that picture, too.

Not counting the hundreds of independent oystermen or fishermen, whose boat operations are really small, individual industries, nor the seafood dealers who handle seafood products, Jefferson Parish can list 10 major manufacturing plants actually engaged in or serving the seafood industry: Continental Can Company, Inc., (also serving the syrup and vegetable canners and producers from 100 to 125 million cans annually); Cutcher Canning Company; Fisher Shrimp Company, Inc.; Louisiana Blue Crab Distributors, Inc.; Ed. Martin Sea Food Company; Ping and Wing; Quong Sun Company, Inc., (whose plant at Grand Isle is the oldest shrimp drying concern in the world); Robinson Canning Company; Southern Shell Fish Company, Inc., (the largest shrimp packing plant in the world, which is now also engaged in packing oysters, string beans and sweet potatoes); and Westwego Feed Meal Mills (newly enlarged to process by-products of local seafood plants into much needed fish meal for poultry and cattle).

There is still a third natural resource of Jefferson Parish which we are in the habit of overlooking when listing our industrial activities—the fur industry.

Hundreds of parish residents whose annual catch of fur, muskrat mostly, runs into thousands of dollars follow this specialized business—usually trapping in winter and fishing for shrimp or crabs in the summer.

RIVER TERMINALS CORPORATION



Regular Barge Service
between
New Orleans, Monroe and Camden, Ark.

Regular Barge Service
between
New Orleans and points on Intracoastal Canal --- West

HOUSTON, TEXAS

HARVEY, LA.

Evidence of the industry's importance lies in these facts — Louisiana leads every state in the Union in fur production, the 1941-42 value being \$5,747,549, which is greater than the combined gold and silver output of Alaska.

From these general figures you will be able to estimate, as we are forced to do in the absence of a breakdown of State totals, the value to Jefferson Parish of this usually overlooked industry.

When one starts prophesying about the future of a community—when he starts charting its development far ahead, one of the first factors he must study is TRANSPORTATION. In spite of what the old axiom says, the world will not beat a path to the door of the man who makes a better mousetrap. Not today or tomorrow! You need rail and highway and water and air. The combination of the four will make the topflight communities of post-war America—AND WE HAVE THEM ALL.

Seven trunk line railroads, two railroad yards and a railroad shop serve Jefferson Parish. Water transportation terminals and service depots line our West Bank and the Harvey Canal. We are connected with New Orleans and the whole United States either by water or excellent highway, by ferries or by the Huey P. Long bridge, both approaches of which are in Jefferson Parish. And, as the future airlines between South America and the West Indies and the whole world will have terminal points within a few miles of our factory doors, it would seem that Jefferson Parish will be able to hold its own in the faster tempo of peacetime competition—when it arrives.

Here is a list of those companies whose transportation facilities are a part of the present and potential Jefferson Parish: Alcoa Steamship Co., Inc.;

A good day's work done, employees leave the plant of The Celotex Corporation, Marrero.



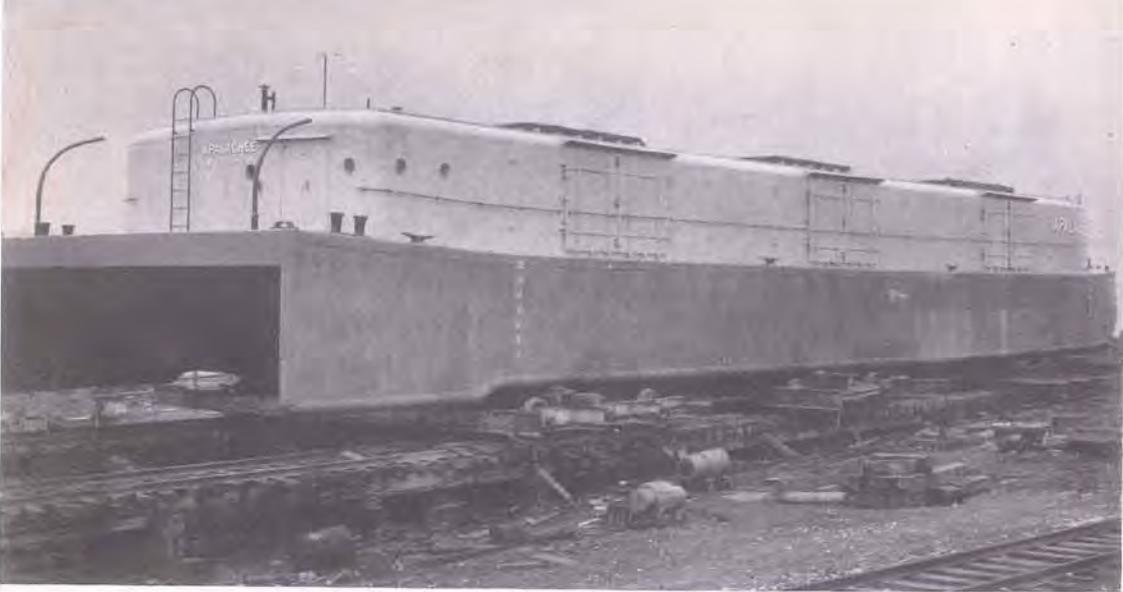
The Southern Cotton Oil Company



Manufacturers of
WESSON OIL
SNOWDRIFT SHORTENING



GRETNA, LOUISIANA



A dry cargo, sea-going, all steel welded barge ready for delivery by Avondale Marine Ways, Inc.

Coyle Lines; Gulf Coast Lines; Illinois Central System; Intracoastal Canal; Jefferson Highway; The Kenner Airport, which will possess some of the longest runways in the world, permitting the landing and takeoff of any size craft and which will be but 15 minutes from Canal street in New Orleans; Louisiana and Arkansas-Kansas City Southern Ry. Lines; Mississippi River; Missouri Pacific Lines; Public Belt Railroad Commission; Old Spanish Trail; River Terminals Corporation, which during the past year, built a complete new plant and office on the Harvey Canal, and is concentrating all operations there; Southern Pacific Lines; Texas and Pacific Railway Co.; Whiteman Bros., Inc.; and Yazoo and Mississippi Valley Railroad Co.

In addition to the generosity of nature in bestowing upon Jefferson Parish resources that can be piped from the ground or pulled from the water or caught in the marshes in limitless abundance; in addition, also, to the complete facilities for moving products which Jefferson will enjoy in the post-war struggle for markets, this lucky parish also possesses a third advantage which strengthens her position tremendously for the World of Tomorrow. And that is DIVERSIFICATION.

Many a prosperous community has suddenly been transformed into a ghost town because its whole economic life was dependent upon one industry. It is the inexorable law of the cycle of depressions and prosperity that when one type of business is up another may be down. The locale that has infinite variety in its activities can best guarantee the future of its citizens—and the locality that is interested in many enterprises grows faster, thinks clearer and develops more gracefully. Such a community's progress is usually steady and strong. And this is our third reason for prophesying a prosperous post-war future for Jefferson Parish. Its industries are diversified. Its interests are varied. Its vision, therefore, broader.

A breakdown of Jefferson Parish industries, apart from the petroleum, seafood and transportation concerns already discussed, discloses seven concerns

AVONDALE MARINE WAYS

INCORPORATED

RIVER FRONT—JEFFERSON PARISH

AVONDALE, LOUISIANA

DESIGNERS
FABRICATORS **BUILDERS**

STEEL TUGS

STEEL DECK BARGES

STEEL OIL BARGES

STEEL DERRICKS

STEEL TANKS

DOCKING AND REPAIRS

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WAlnut 8970

WAlnut 8970

NINETEEN HUNDRED AND FORTY-THREE

17

engaged in manufacturing products from wood—six companies manufacturing products from sugar cane, of which three are producing molasses and three distilling alcohol—three concerns concentrating on shipbuilding—five specializing in fabricated steel products—three in the manufacture of building products—three making fertilizer and one producing sanitary supplies—three producing products from cotton seed and one making chemical derivatives—two handling Spanish moss commercially, one vegetable packer, one in the cotton warehousing business and one operating liquid storage facilities—an international short wave station and an enterprising bottling concern.

All in all, thirty seven plants which, although many are now diverted to special war production, represent industries that in their normal peacetime pursuits will be busier than ever when this is over. Our post-war millions will be clamoring in the market place for the products these concerns regularly make and for those new ideas which many of these concerns have developed during this war emergency. Let's look at them more in detail.

Wood and Its Products

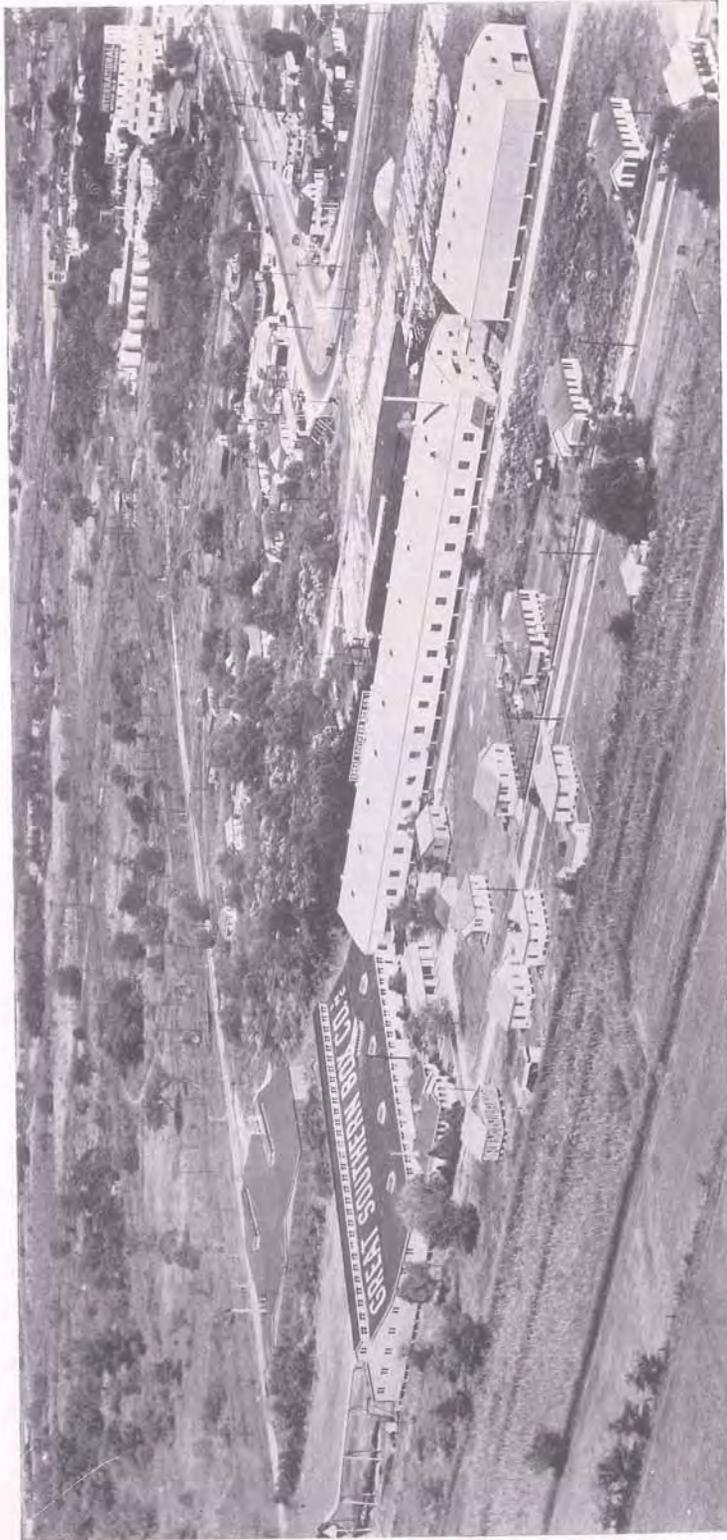
The American Creosote Works, Inc., was a pioneer Jefferson Parish industry. Its home plant in Southport was organized 42 years ago. During its nearly half century of operation it has shipped millions of feet of treated forest products to the Americas and distant foreign ports. During this war, because of the scarcity of alternate products, it has seen wood come back into its own for building construction at its plant, creosoting and Wolmanizing of lumber is being carried on, and will continue after the war is over. In the post-war period officials of the company look for a greater and broader use of fire-proofed lumber, especially in the building of homes and frame buildings.

The Ipik Plywood Corporation and The Freiburg Mahogany Company, whose products are lumber and wood veneers, can tell you that peace time will again see a resumption of the demand for wood veneer which was really getting into its stride when war began.

The Chickasaw Wood Products Company, the Great Southern Box Company, Inc., the Mancuso Barrel and Box Company, Inc., and the Louisiana Box and Lumber Company—all engaged in producing containers of wood and pulp—know that the peacetime demand for their products will equal or exceed the present war time boom. Remember, America will need so much to replenish her own long unfilled wants—plus the fact that America will, by necessity, maintain a greater world trade, which will require packaging.

Sugar Cane Products

In the production of molasses are American Molasses Company, which maintains a barreling plant at Gretna; Penick and Ford, Ltd., Inc., the world's largest canners of cane syrup, and North American Trading and Import Company, which both imports and distributes.



GREAT SOUTHERN BOX COMPANY, INC.

Southport - - - Louisiana

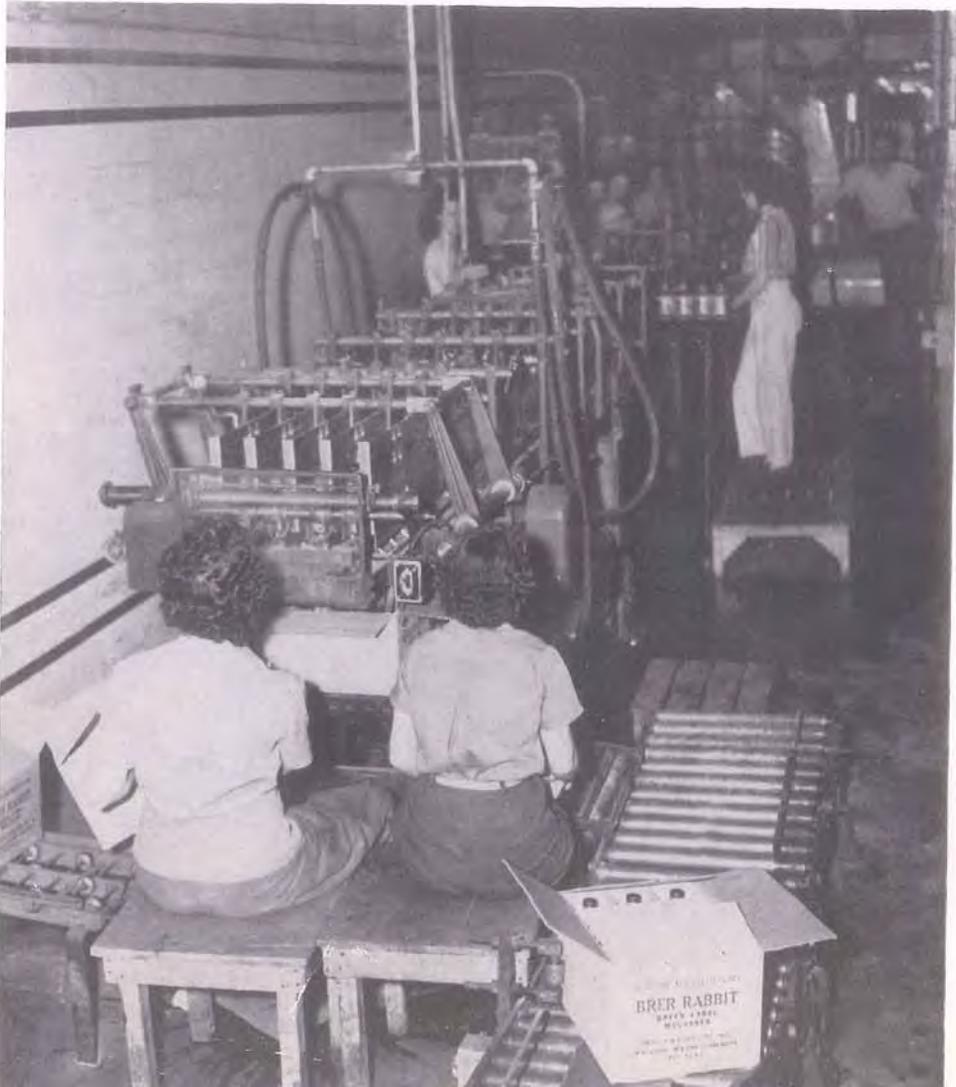
In the production of alcohol from molasses are Commercial Solvents Corporation, U. S. Industrial Chemicals, Inc., and Gulf Distilling Corporation. The Celotex Corporation uses bagasse, a sugar cane by-product, as the basis for its building material which is discussed later.

It is not necessary to enlarge upon the vast possibilities of the uses of alcohol and the by-products of sugar cane in the research laboratories. The many vital uses found in this war for chemicals, plastics and synthetic rubber alone, foretell the powerful place these and such factories will hold in our post-war period of greater things.

Shipyards

Under this category appear the Avondale Marine Ways, Inc., the Allen Boat Company and Harvey Canal Ship Yard and Machine Shop. All of these are engaged now 100 per cent in war work, because of the very nature of their facilities. But all of these were organized and functioning long before war was declared. Their facilities were diverted and enlarged, not built for war work alone. They intend to serve private enterprise when peace comes and the tugs and barges and fishing trawlers go back to their normal pursuits.

Bottling and packing for shipment the famous Brer Rabbit cane syrup in Penick & Ford's plant in Marrero.





Miracle Homes of Tomorrowfrom Marrero

Twenty-one years ago newspapers from Maine to California headlined the making of "the largest board in the world" at Marrero, Louisiana.

Since then, Marrero men and Louisiana sugar cane have helped to make the Celotex plant at Marrero—now grown to ten times its original size—the world's largest producer of insulation board products. In achieving this, Marrero and Jefferson Parish have made a major contribution to the comfort and healthfulness of homes all over the world.

Today, some 2500 Jefferson Parish residents are working at Celotex, turning out building materials needed by Uncle Sam's fighting forces and war industries. Another 750 local Celotex men are serving with the Army, Navy, Marines and Coast Guard.

Tomorrow — when peace comes — the Marrero plant will have an equally important part in building a new America and helping to rebuild the rest of the world. Marrero men and Louisiana sugar cane will be called upon to produce a great volume of Celotex products, including many new ones.

These Celotex products will help to create new types of homes — Miracle Homes of the future — that will be finer and less costly than any built in the past — homes that will probably be erected at the rate of 2,000,000 a year after the war.

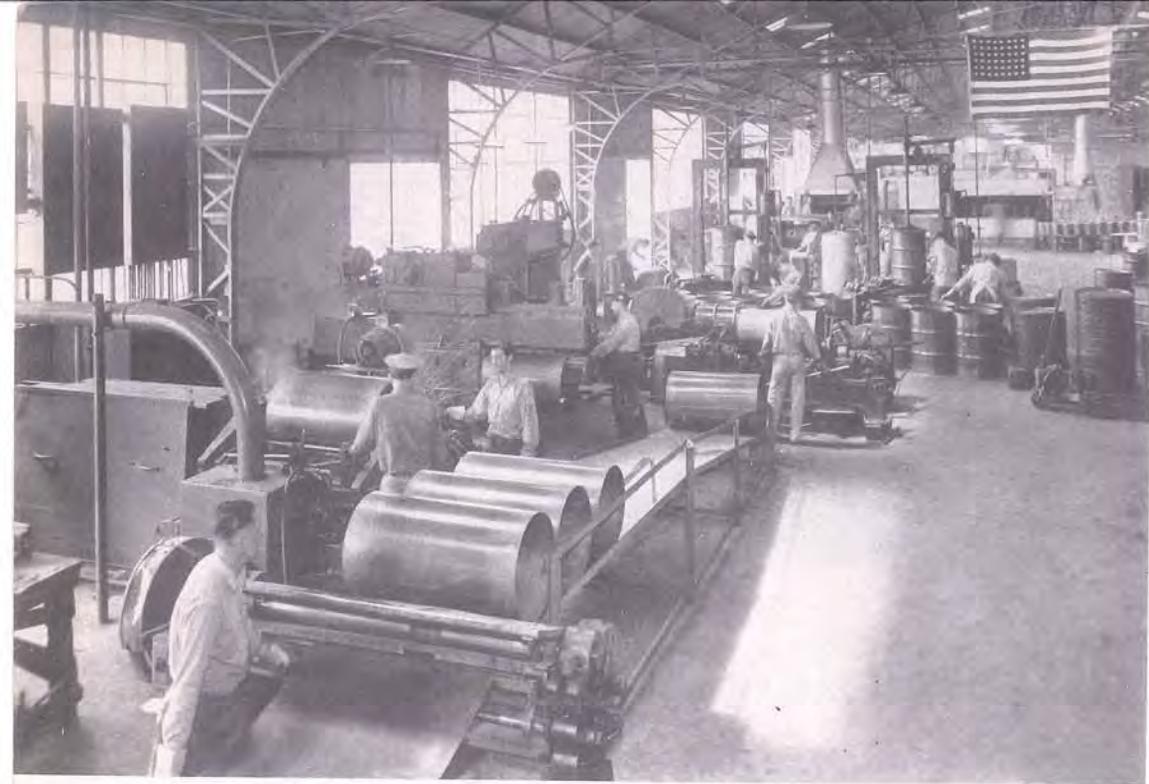
in these future days, as in the 21 years that have passed, Celotex will continue to do its full share for the well-being of the people of Jefferson Parish.



THE CELOTEX CORPORATION

NINETEEN HUNDRED AND FORTY-THREE

21



A portion of the interior of the daylight plant of the Rheem Manufacturing Company, located on the East Bank of Jefferson Parish, which has added the processing of essential war materials to its industrial production of steel barrels, lithographed pails, water heaters, range boilers, tanks, etc.

Cotton Seed Products

The Southern Cotton Oil Company (and its subsidiary Blue Plate Foods, Inc.), organized in 1887, is the world's largest processor of cotton seed oil. Swift and Company has operated a plant in Jefferson Parish since 1911 manufacturing shortening and other cotton seed oil products. The Seaboard Refining Company, Ltd., has refined cottonseed oil in Jefferson Parish since 1902.

Fabricated Metal Products

The Rheem Manufacturing Company, which specializes in the construction of steel barrels, lithographed pails, water heaters, range boilers, tanks, etc., recently expanded its plant to care for processing essential war materials; and is doing its part in National defense in addition to industrial requirements. You only need to look around you and see the many items that private business uses in their line to know that they will continue to supply their many customers when Hirohito and Hitler go down for the count of ten. This also applies to Bennett Manufacturing Company and J and L Steel Barrel Company, makers of steel drums. The Hake Galvanizing Works, Wm. F. Spahr Foundry and Machine Works and A. M. Lockett & Company, Ltd., also come under this category.

Chemicals

The Paper Makers Chemical Department of Hercules Powder Company, with its diversified line of chemical products is a big producer in this field.



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Fertilizer

Three plants are in this classification: Swift and Company; The Davison Chemical Corporation and Armour Fertilizer Works.

Sanitary Supplies

The firm of John Stumpf's Son specializes in this type of manufacture.

Building Products

The Celotex Corporation plant in Marrero has been the point of origin of three history-making developments in home and industrial construction. Insulation to keep out summer heat and winter cold—sound quieting to eliminate distracting and nerve-fraying noises from every-day home and industrial life—and most recently, a new conception of home construction which replaces the costly, laboriously erected, traditional walls and roofs.

In the course of 10 years, almost single handed Celotex made insulation a basic part of the American home. They were just getting going when war came along. You can bet that when peace comes again they will really strike their stride.

The Johns-Manville Products Corporation, now employing approximately 400 people, manufacturing asbestos and asphalt shingles, roll roofing, etc., is one of those companies whose products in peacetime are in great and constant demand.

Concrete Products Company, operating in Jefferson Parish since 1930, intends to go further into the production of concrete units for permanent construction in the building lines in the post-war era.

Moss

This unusual industry, typical of the bayou country—moss ginning—is represented by Claude Autin of Barataria and the Crescent Moss Company of Gretna.

Vegetable Packers

The Squire Dingee Company, specializing in pickles and mustard, and the Southern Shell Fish Company, are the Jefferson Parish representatives in the vegetable packing industry.

Cotton Warehousing

This typical division of Southern industry is represented by Shippers Compress Warehouse, operating a large cotton storage warehouse.

Liquid Storage

The Douglas Public Service Corporation provides liquid storage for molasses, cocoanut oil, whale oil, alcohol, gasoline and crude oil.

J-M'S MARRERO PLANT SERVES HOMES THROUGHOUT THE SOUTH



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 400 men and women are regularly employed on a payroll that runs to more than \$525,000 a year, while approximately \$1,500,000 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 85-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

Serving homes and industry for over 85 years

Communication

The Tropical Radio Telegraph Company, a subsidiary of United Fruit Company, operates short wave communication with far flung ports of the world.

Beverages

The Jefferson Bottling Company, Inc., in Metairie caters to the insatiable Southern appetite for soft drinks when the thermometer starts pole vaulting.

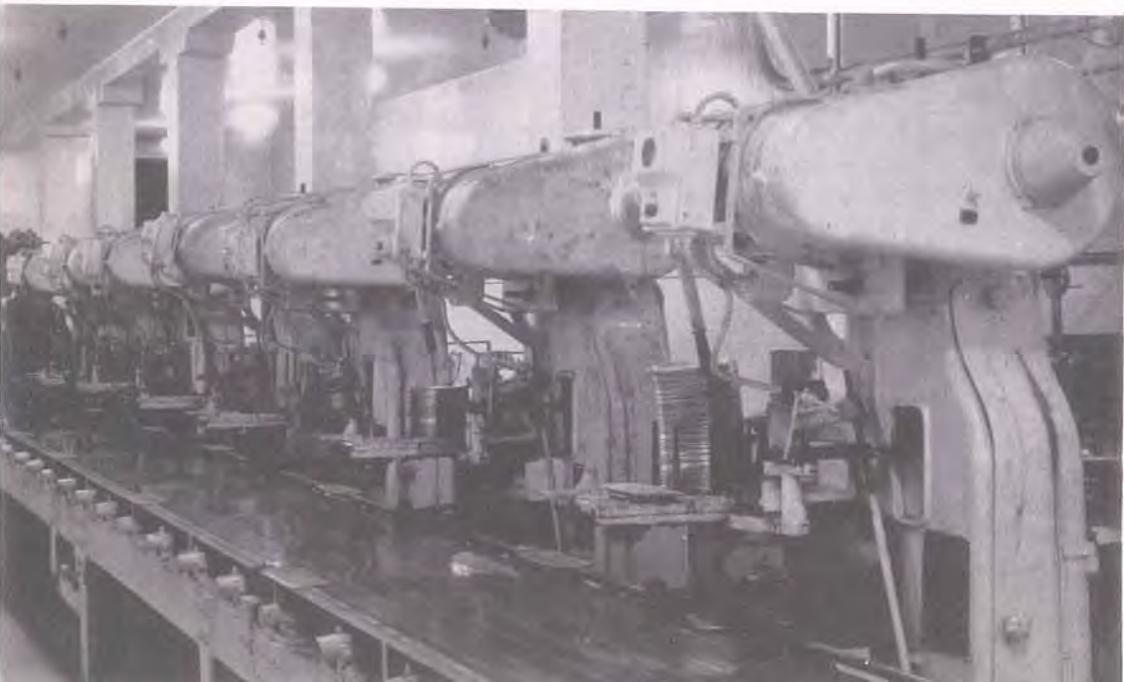
Every once in a while, a Jefferson Parish man or woman undoubtedly has this disturbing thought: "What will happen to my job or my company or my business after this war boom ends?"

It is for that reason we have spent so much time outlining the parish industrial picture. Let's summarize! In the parish at present are 49 industrial concerns on the West Bank, 12 on the East Bank—61 altogether. These, plus at least 25 supply houses, make 86 business concerns employing people. There are 15,000 Jefferson Parish citizens employed on the West Bank alone. There is one spot on the Harvey Canal about a mile and a half long where, in seven short years, twenty-nine firms bought property and located. That is the picture now!

Not long ago in the newspapers there was mentioned the organization of the National Committee for Economic Development, under the chairmanship of President Paul G. Hoffman of the Studebaker Corporation.

This committee embodies a move by far-sighted American business men, social scientists and economists to get set to win the peace after the war. The objective is to win the peace in terms of heavy output of the goods which Americans will be wanting avidly by that time and in terms of jobs for everybody who is willing to work.

A battery of crimping machines used in packing Snowdrift at the Southern Cotton Oil Company's plant in Gretna.



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NINETEEN HUNDRED AND FORTY-THREE

27

We believe that this National Committee would be glad to look at Jefferson Parish—and see the bright post-war future it has: four outstanding advantages to work with—THE BOUNTIES OF NATURE, COMPLETE FACILITIES FOR MARKETING GOODS, DIVERSIFICATION OF INDUSTRIES and one we haven't mentioned yet, which we deliberately left until last because it is the most important—LOCAL LEADERSHIP.

We refer not to any one, two, three or dozen men. We refer to the composite character of the Jefferson Parish official and business man. He will not be licked. He will not be argued down. He will not be discouraged by defeats. He intends to make Jefferson Parish bigger and better and stubbornly sticks to his plans and dreams.

All we have to do is look at a few famous results of such leadership in other localities to realize why Jefferson is on her way and will keep going!

Magdalena Bay, on the coast of Lower California, is one of the finest harbors on the Pacific but there is not even a Mexican pueblo there. Los Angeles shouldn't have been a harbor by all the natural laws but the business men of Los Angeles decided it was going to be. And neither San Francisco nor San Diego, both of whom tried, could beat the determination of those Los Angeles fighters.

Shanghai was one of the greatest cities of Asia. It was built on a swamp because the Chinese wouldn't let the British go anywhere else. It isn't on the sea, or even on the Yangtze River. But its business men made it Asia's No. 1 spot.

And here's one closer home. Houston, Texas, is a "new arrival" among the seaports, a young upstart, having only been opened to large steamers since 1915, but in 1940 its total tonnage was only exceeded by New York and Philadelphia.

All because the business men of Houston decided to dig down deep in their pockets and match Federal dollars to make a real ship channel out of Buffalo Bayou—200 to 400 feet wide and with a depth of 34 feet throughout.

It took money and guts—but mostly leadership with vision.

Such leadership has Jefferson Parish. Such a plan has been formulated and fought for and only the war called a truce. The officials and business men of Jefferson see a Greater New Orleans built around a Jefferson Harbor with its upper end at Crown Point, its lower end at Barataria Bay.

Utilizing present natural waterways most of the way, through territory inexpensive to purchase, easy to engineer and leading by the most direct route to the Gulf, ship distance is cut over half, ship time is cut from twelve hours to three on the trip from tidewater to Crown Point, and such a harbor would cut the costs of handling freight \$1.00 a ton.

After the war trade will increase between the Americas, a good reason for the route of the proposed Jefferson Channel. Before the war, 55 per cent

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Spanish moss drying in the sun before being ginned at Claude Aulin's in Barataria.

of all goods manufactured in and shipped from the Port of New Orleans originated in West Side Jefferson Parish plants, showing the natural advantages of the West Bank even without the proposed Jefferson Harbor.

A Greater New Orleans must include both sides of the Mississippi. They cannot be separated any more than can a man's right and left hands. But like a man, Greater New Orleans has more punch in one hand than in the other.

The Men of Jefferson claim that the punch of a post-war, more powerful Port lies in the West Bank's natural advantages for this proposed Jefferson Harbor—and they have the facts to prove it.

Jefferson Parish has pulled itself up by its bootstraps. A few years ago it was the famous former haunt of a pirate. Now it is known as the Parish of Paradoxes with teeming, multiplying industry on its northern end and at its southern tip the last American outpost of an earlier, more leisurely era. Tomorrow it will no longer be known as a Parish, say its planners, but as the Harbor of Greater New Orleans.

With such leadership—that can plan and refuse to be discouraged—plus the natural advantages outlined, we prophesy a post-war period greater for Jefferson Parish than any of us can now visualize.

HISTORY FOR
THE CLASS
OF 1953...



Being written today in the *Gulf South!*

• After the bomb bays of giant flying birds of destruction are sealed and the last cannon is fired . . . when the husbands, sons and fathers return to their homes in a peace-restored world, history will record the Gulf South's part in this Global War.

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how a mighty industrial machine was quickly geared to war production.

It will be a dramatic, heart-throbbing story, too, of the priceless sacrifices, the untiring efforts and determination of an aroused people.

In unison with all America, the citizenry of the Gulf South pledge THEIR ALL to complete and final Victory.

UNITED GAS PIPE LINE COMPANY

NINETEEN HUNDRED AND FORTY-THREE

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"LIFE" VISITS JEFFERSON

JEAN SPEISER

Associate Editor, Life Magazine

I wish LIFE had been able to devote a whole issue to the bayou country. Maybe we are prejudiced because the people of Jefferson Parish did so much to make our stay pleasant. But aside from the fact that it was a dream assignment to go drifting around in the Conservation department's comfortable boat or skidding through the sky with John Flynn or eating Sheriff Clancy's turtle soup at midnight—we feel very strongly that the bayou country has something the rest of the world ought to know about.

Peter Stackpole, who made pictures of the trip, comes from California, and everybody knows how Californians feel about California, and how they refuse to feel anything about any place else. But even he forgot himself and raved a little when some four thousand Nigger geese rose in a body from the waters of Baratavia Bay and silhouetted themselves against the sunset sky, and again when we looked down from the air on the jig-saw puzzle of black land and water and fishing boats sparkling in the morning sun. It's something we don't need pictures of to remember. Probably the secret of it all is the subtle way the bayous invite you immediately to dismantle yourself of all your cares and worries, along with your shoes and stockings, and urge you to enjoy life. A few miles out of New Orleans you begin to reach a wonderful lazy state of relaxation, and by the time you get a whiff of damp, sweet bayou air, you're sunk.

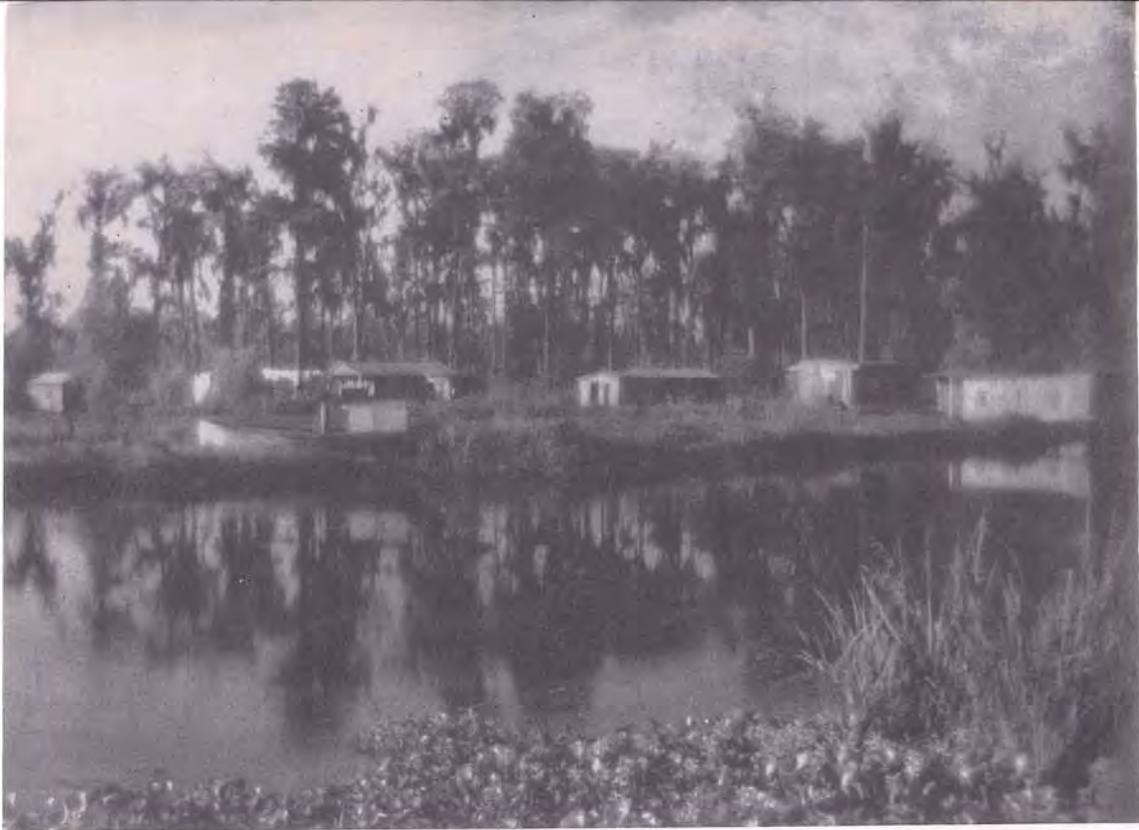
It is difficult to determine the factors that give the bayous their charm. Nature had something to do with it when she planted little spots of land here and there among the waters, and put great oaks and cypress trees to growing

From the top of the granite stairs of old Fort Livingston, on Grand Terre, Grand Isle and the Gulf of Mexico are being studied by James N. McConnell, oyster expert of the Louisiana Department of Conservation; Jean Speiser, associate editor of Life Magazine; Lyle Saxon, author and authority on Jean Lafitte; and Peter Stackpole, photographer of Life Magazine.



When In
METAIRIE

Visit
Louis E. Gruber

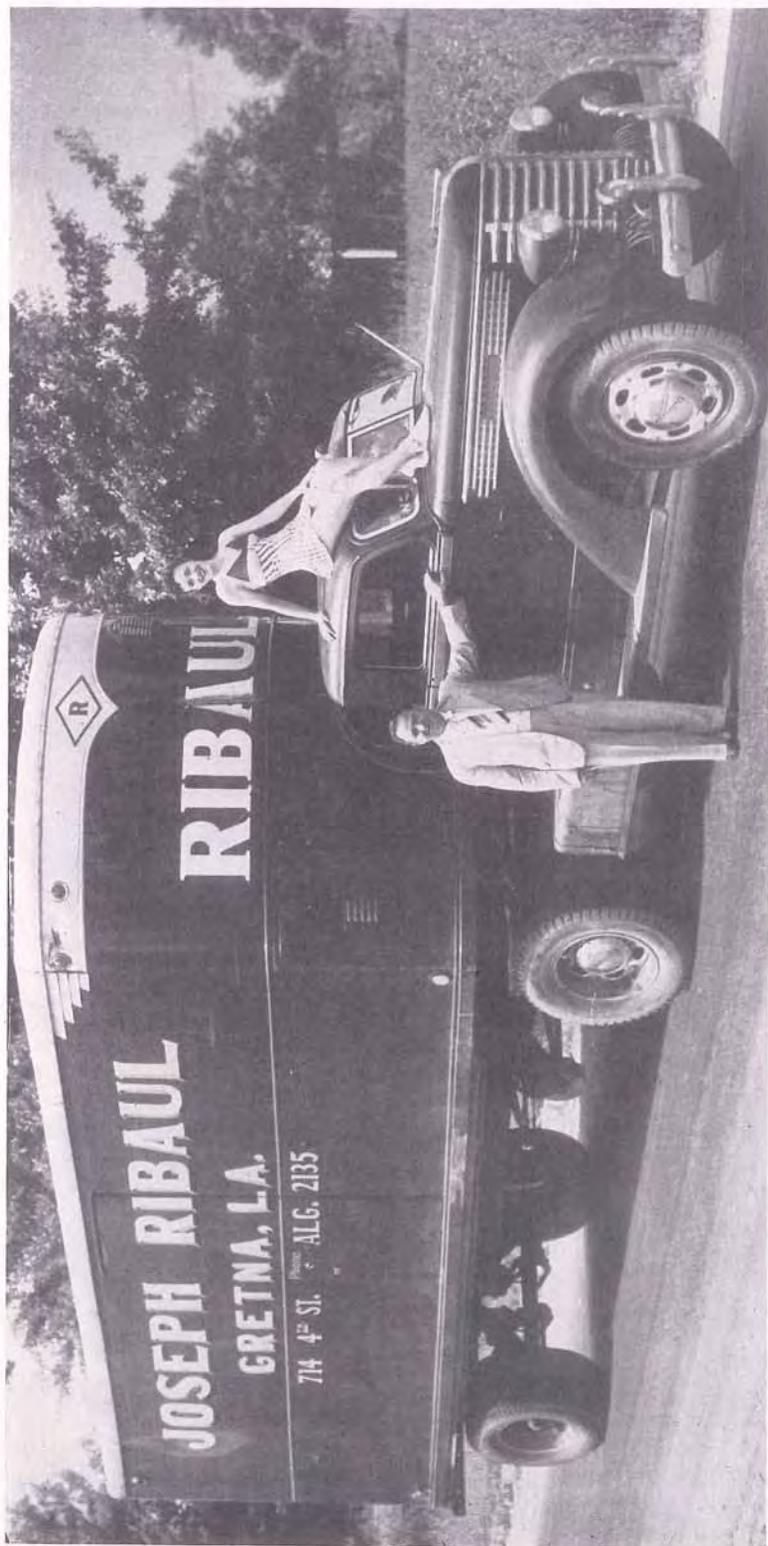


Along Bayou Signette, typical Jefferson Parish bayou country, are the homes of families who earn their living as trappers in the winter, and as crab fishermen during the long summers.

in the midst of it, and draped them with Spanish moss. Then she scattered water hyacinths and flowering trees and marsh grasses around to make it more lush and fragrant. You could go on for hours about the countryside—because of which, I won't, except to note that the gradual progress from the humid, sweet-smelling inner bayous to the salty breezes of Grand Isle is a pretty fine experience.

The people who live there have a lot to do with why the bayous are so wonderful. From the hospitable officials of Jefferson Parish in Gretna to the fine folk on Grand Isle who have pirate blood in them but who act far less like pirates than the people in New York, they made us feel at home wherever we went. We were fortunate to have Lyle Saxon along as guide and commentator, who, because he knows the bayous so well, added much to our appreciation of the country we were seeing. Our hosts: W. R. Toledano, president of the Jefferson Parish Police Jury; Joseph H. Monies of the *REVIEW*; James N. McConnell of the state department of conservation, and the jolly sheriff of Jefferson Parish, Frank J. Clancy, showed us what southern hospitality really means.

The first day we called on Mary Perrin, who told us the story of the cemetery where, according to legend, the remains of Napoleon, Lafitte and John Paul Jones are buried in a common grave. I hope they are: it would be wonderful to think that those three men, all of whom contributed to a brave and colorful history of life on this planet, are now permitted to lie quietly beneath Mary Perrin's willow trees. I hope they slip out now and then for a



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smoke down by the waterfront, and occasionally wander over to the Tavern for a glass of beer and some devilled crab.

Our next visit was to Lafitte, a little bayou village that stretches out along the water, house by house, with a boat before each doorstep. We stopped at the cemetery where the children's toys are sealed in small glass cases above the grave, wandered down the path past rows of small houses whose porches were filled with mattresses and pillows airing in the Spring sun, and talked to fishermen working on their boats or stringing crab-bait.

Then we met Horace and Marie Perrin, and learned that the pretty little French girls playing in their front yard were only a few of their many grandchildren. We heard how Horace "poled a skiff" through the bayous to get to his wedding 55 years ago, and how, although he reached only the fifth grade himself, he has a fine young grandson in Gulf Coast Military Academy. We visited the church where the names of the bayou boys in service are posted, the general store which has been there almost as long as the village, and then, because we had to get an early start for Grand Isle next day, we started back to New Orleans.

The Gulf islands are windswept, with the trees almost bent over double, giving you some idea of the weather they've seen; beaches piled high with driftwood that would make such elegant fires if the Coast Guard wasn't there to chase you away at dusk; long, shady lanes of oleanders that showed pink blossoms here and there.

It was a fine, sunny morning (like June in March) when we started a tour of the island, walking through people's yards to get from one house to

In the "new" cemetery at Grand Isle, where lie the remains of the son of the pirate "Nez Coupé", metal and bead wreaths and crosses are still favored as Saints Day offerings in memory of the dead.





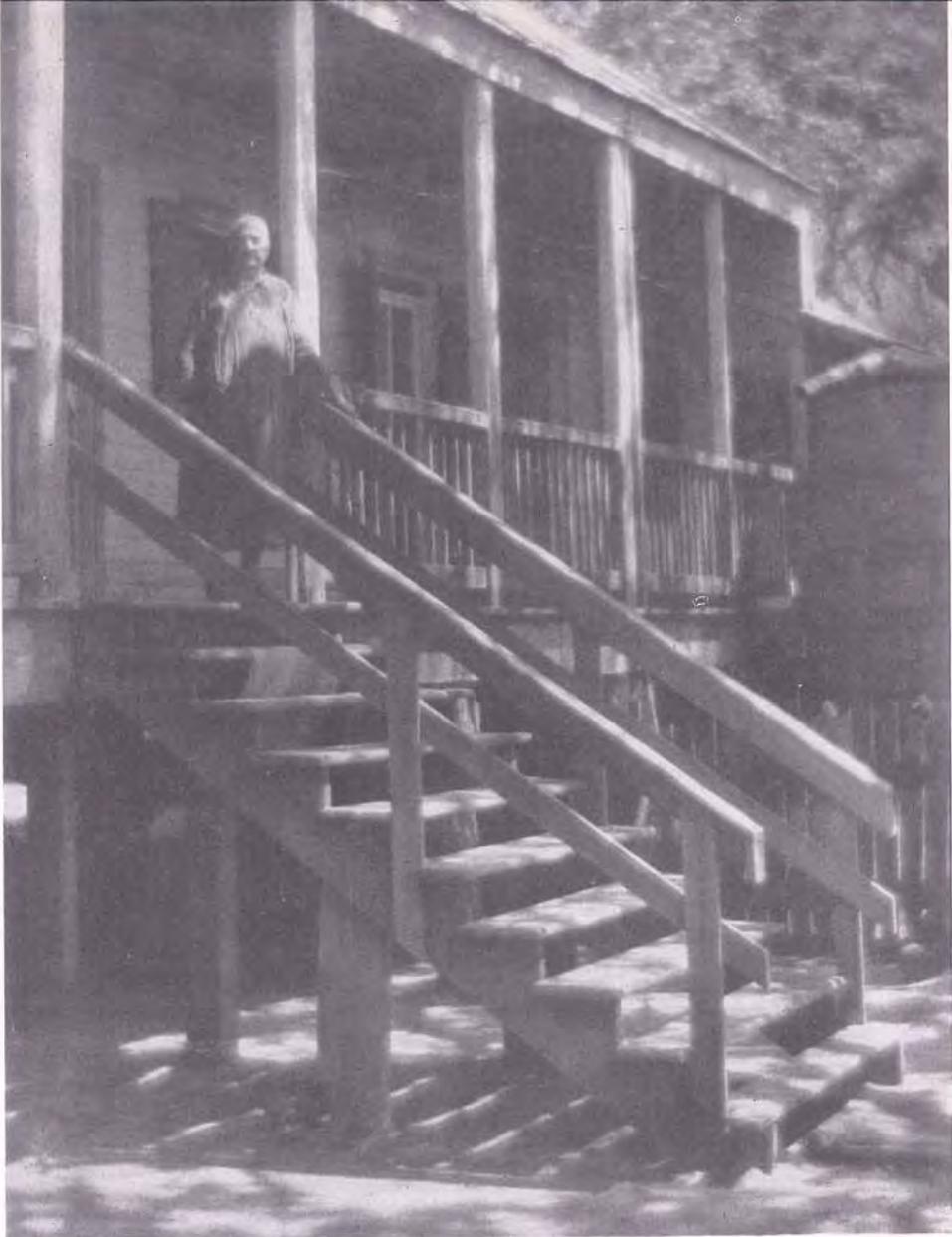
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Madame Therese Rebaud Rigaud at 88 is a fine representative of the original French and Spanish stock that settled Grand Isle. Her home is solidly built on stilts to withstand storm and tides.

another, as friendly as you please. We were glad to find Judge Mercedes Adam at home, and were amazed and respectful that one woman could be so indispensable to 700 islanders. Judge, doctor, horticulturist, ration and draft-board administrator, first-aid instructor, spiritual confessor—she has fulfilled these and many other official and unofficial responsibilities for many years. From her house we went, with Innoces Terrebone as interpreter, to call on Madame Therèse Rebaud. She is a charming Frenchwoman, who at 88 keeps her sizeable island house (built intriguingly and solidly on stilts) as neat and pretty as a flower garden.

But the island women haven't cornered all the charm. We swooped down on a group of fishermen in the bay while they were busy culling oysters,



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and they stopped long enough to tell us what they were doing, and let us take their pictures, and when we returned in the afternoon, they invited us to sample their haul. They were mighty good! We went to the island dance Saturday night, where there was a wedding reception going on in one room and a ball game in another, and not one person sat around looking bored, as too often happens at dances. Chief Petty Officer Joseph Clinton Chighizola was there, looking handsome in his Coast Guard uniform and probably hoping that he would have as important a part to play in this war as his Great-grandfather Louis Chighizola did in the War of 1812, when he helped to win the Battle of New Orleans.

Sunday morning we saw the Coast Guard boys with their dog patrol, guarding every inch of island coastline, and soon after we started back to the city. I think we shall always miss the bayous until we return; I hope it will be very soon.

The little waves chuckle and the wind whispers softly while these Jefferson girls, Willie Mae Richoux and Lois Gehring of Gretna and Gloria Gomes of Westwego play under the tropical Grand Isle sun.



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King of the Swamps, the cypress holds sway over this lovely spot where Bayou Signette flows into Lake Salvador.

BAYOULANDS OF JEFFERSON

PERCY VIOSCA, JR.

Louisiana's out-standing geophysicist and naturalist

Jean Lafitte pirated the riches of many lands and deposited his loot in Louisiana. Old Man River, for thousands of years, purloined the richest soils of thirty states and a section of Canada and deposited them in Louisiana. Today, while Lafitte's treasures have vanished, these river deposits form the great alluvial valley of the Mississippi and the great delta plain, no small part of which are the Bayoulands of Jefferson Parish. Deep beneath the soil of Jefferson lies still greater wealth, the black gold buried there eons ago by the grandparents of Old Man River.

But whether we are interested in oil or soil, or simply wish to romance in the land beloved of Jean Lafitte, a little knowledge of her bayouways, and the ways of her bayous, may stand us in good stead.

Scientists use the unimaginative name "alluvial deposit" for good earth which was filched from somewhere and placed somewhere else—which seems to be Old Man River's most consistent crime. If we look back in time more than twenty centuries, there was no Jefferson parish. In fact the Mississippi River, changeable fellow that he is, was not where it runs today. Instead, it ran past the present sites of New Iberia and Morgan City, through what physical geographers call the ancient Teche channel, and emptied into the Gulf somewhere between Little Lake and Grand Isle. Where most of us

CRAFTSMANSHIP

Few printing establishments still regard their work as a craft as well as a business . . . and we like to think we are of that number.

The necessity for holding down costs does not restrain us from imparting that extra quality of craftsmanship that distinguishes good composition.

This issue of Jefferson Parish Yearly Review is representative of our craftsmanship, ability and capacity.

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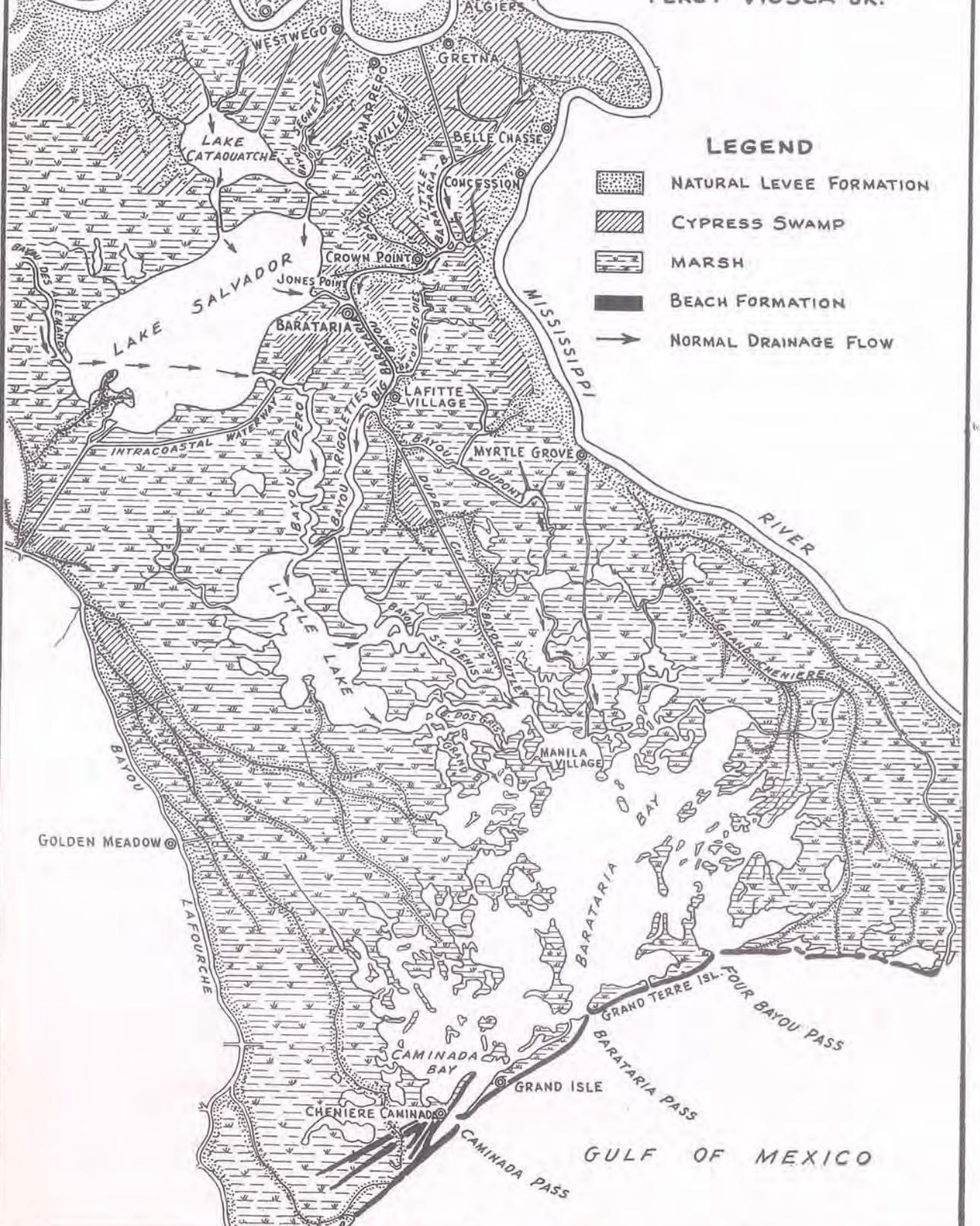
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PHYSIOGRAPHIC MAP OF JEFFERSON PARISH AND ADJOINING AREAS

PERCY VIOSCA JR.



LEGEND

-  NATURAL LEVEE FORMATION
-  CYPRESS SWAMP
-  MARSH
-  BEACH FORMATION
-  NORMAL DRAINAGE FLOW

GOLDEN MEADOW

GULF OF MEXICO

In looking forward to the future growth of Jefferson Parish, our efforts are being put forth to building a greater friendship among its people in offering our services for their security and happiness.

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live today, there was an arm of the Gulf of Mexico extending westward towards Lake Des Allemands and beyond. Marine life flourished where Kenner, Gretna and Lafitte now stand.

Sometime during that stretch of centuries, Old Man River decided to abandon his Teche Channel and move over to a new position on the other side of his valley. So into this arm of the Gulf he poured alluvial deposits (his loot from the north) through a series of delta fingers—major channels, minor channels, crevasse channels—ever changing, but always progressing in a southerly direction until this arm of the Gulf was practically filled—and, thanks to the Robinhood of the Rivers, Jefferson Parish began to take the form we know today.

So what was an open expanse of water became a series of delta extensions, where delta passes constantly overflowed their banks and walled themselves between natural levees formed by silt deposits from the overflow waters. Thus Jefferson Parish emerged above sea level, and land plants and animals began to live and thrive where porpoises and devil rays once gambled.

Naturally the entire arm of the Gulf was not leveled off evenly with silt like a bricklayer spreads mortar. There were many irregularities, between which were formed the bays and lakes which we know today. But the old paths, followed by prehistoric channels of the Mississippi, are still present. Some are clogged with silt and known as coulees, some have been adopted by drainage channels, others have become tide channels.

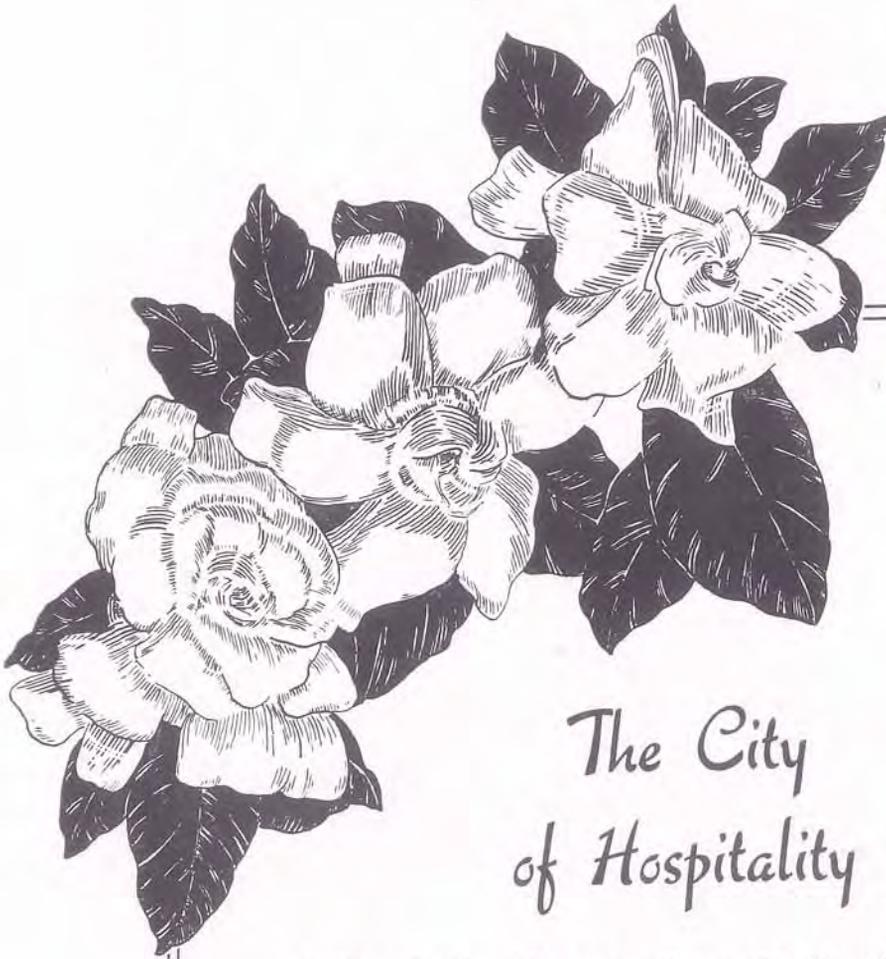
To simplify matters, we can say that out of the maze of waterways that reached into the former arm of the Gulf, depositing earth and gradually filling it up, there were three main branches which concern us most in Jefferson Parish. One of them deposited enough good earth to form the Metairie-Gentilly Ridge. Another poured out enough silt to form the Barataria Ridge. The third and highest natural levee formation lies along the main channel of the river traversing the parish today.

Of course, this third unit, the main river itself, is disciplined now by man-made levees and can no longer throw silt over the sides with its former reckless abandon. This may hinder the building of a higher natural ridge from ground stolen from our northern neighbors, but it is good business for the parish.

Meanwhile, other delta fingers, working southward along different paths to the sea, formed the eastern, western and southeastern shores of Barataria Bay.

Thus, several main waterways established the elevations and contours of Jefferson Parish. As they deposited their silt, the heavier material formed the crests of the natural levee. Finer silts were carried on and the still finer stuff further on—so that the natural levees slope gradually away until they pass below the surface of the water.

On these natural levees the live oak is predominant—but also there are the red or sweet gum, elm, hackberry and the stately magnolia. In the



The City of Hospitality

Traditionally New Orleans has thrown wide its gates in hearty welcome to the newcomer.

In times of Peace, visitors to New Orleans have succumbed to the charm and historic allure of the "Old City", and the modern appeal of the new, have regaled themselves with the succulence of world-famed cookery, and, seasonally, Mardi Gras gaiety, have enjoyed the Sugar Bowl, the Spring Fiesta's beauty, and a hundred other things.

Today New Orleans goes about the grim business of winning the war, a job which has brought tens of thousands of new people into the city. Times have, indeed, changed; but nothing can ever change the hospitable spirit and courtesy of generations. Whatever your business here, you are welcome in the

City of New Orleans

salt water areas, however, the live oak stands almost alone on the ridges or chenieres.

Beyond the dry land of the ridges are the cypress swamps, found on both sides of the Mississippi River and as far south as Barataria Village. Beyond this village, where salt water is waging an unending battle to overpower the fresh water vegetation, the hardy cypress fights the rear guard action of a slowly losing fight. Here spectacular ghost forests, like weathered crosses in an old cemetery, stand as mute evidence that the cypress army once advanced in imposing array. Today, however, trunks of many dead cypress trees can be seen on both flanks of the Barataria Ridge, and dead stumps lie far out in the marshes.

Beyond the cypress swamps lie extensive marsh areas. Those farthest from the Gulf are nearly fresh water, but not strictly so. Southward from Lake Salvador, the salinity of the marshes rises rapidly, and the cypress

The hardy cypress fights the rear guard action of a slowly losing fight against the encroachment of salt water into the swamps of lower Jefferson. Dead cypress forests such as these in the midst of swamps mark the finish of the battle.



JEFFERSON DEMOCRAT

Official Journal of the
PARISH
OF
JEFFERSON
SINCE 1896

Gretna, Louisiana

NINETEEN HUNDRED AND FORTY-THREE

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swamps between the ridges and marshes disappear entirely. Between the nearly fresh and the extremely salt marshes lie extensive areas of brackish marshes, the favorite habitat of the Louisiana muskrat.

Thus Jefferson Parish represents the entire succession of phases in the fight between the river and the sea. First the ridges, then the swamps and marshes, next the lakes and bayous, then the bays, and finally the omnipresent Gulf.

As the Gulf, bays and lakes curve into and round off the irregular delta shorelines, they wash away the clay and silt and throw back the shell and sand to form beaches. Naturally the beaches are widest and highest along the Gulf, especially at Grand Isle, but lesser beaches occur on the banks of lakes and bays, wherever sand and shell are available. Wind built dunes are formed beyond the beaches, only where large quantities of sand are available. Here again, the best dune development is on Grand Isle.

We must not fail to mention the artificial land formations of Jefferson Parish. The oldest are Indian shell mounds and ancient refuse heaps dating back centuries. Some of these, located in the Little Lake and Bayou Cutler area, are now partly submerged below marsh level. Their tops are covered with live oaks making them very conspicuous landmarks.

The natural formations have also been altered since the coming of the white man. Artificial levees, road embankments, canal banks, ditch banks, hills and furrows of the plough, denuded forests, and farms and pastures are the contributions of modern civilization.

Lying between and often crossing the fingers of land in Jefferson Parish is a pattern of drainage channels. A series of lakes, extending from Pontchartrain on the north to the Gulf of Mexico on the south, act as drainage basins for temporary storage of the rainwater runoff. The land is at no place more than twelve feet above sea level, except on Indian mounds and on the dunes of Grand Isle. The greatest depressions in the bayous and lake bottoms are seldom more than fifteen feet below sea level. Notable exceptions are the deep cuts of the Mississippi River Channel and Barataria Pass. The swamps and marshes lie approximately at mean sea level.

This explains the peculiar nature of the Louisiana bayous, which flow into or connect the larger bodies of water. A bayou is commonly considered a sluggish stream. This is not always true. A better definition of a Louisiana bayou would be a stream which, throughout its length, has the same mean water level as the area which it traverses. The land on the whole is so nearly level, that bayous may be slow or swift, or may even reverse direction, depending on wind, tide, rain, or drought, and, before the days of artificial levees, the effect of periodic floods.

Let's take an imaginary trip through Jefferson Parish, and, since this doesn't require a "C" card, but merely a light to see by—let's get going!

South of Lake Pontchartrain—the northern boundary of Jefferson Parish—lies a reclaimed marsh area. South of this is a cypress-tupelo swamp and

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METAIRIE L A .

NINETEEN HUNDRED AND FORTY-THREE

51



Berthaud's Cemetery on Little Bayou Barataria is built on one of the largest Indian shell mounds found in Jefferson Parish.

then Metairie Ridge which extends eastward across the parish from Kenner. This was one of those three delta fingers which did the big fill-in job—remember? There's a shallow depression or coulee in this ridge which bisects it longitudinally. Today you would notice it only as a dip in the pavement north of Metairie Road, but a physiographer would recognize it as the former Metairie Bayou. Parts of the lagoon systems in Metairie Cemetery and in City Park, New Orleans, are remnants of Metairie Bayou.

Let's keep going! South of Metairie Ridge is the Harahan Swamp, now drained, but once a great place for crawfish, bullfrogs and snapping turtles. Working south from the swamp we arrive at the wide natural levee of the Mississippi itself. Crossing this through dairy and truck farms, we finally reach the bank of the river. Come on across—no ferry charge on this trip!

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We are now in Marrero where highway 30 heads straight for the Barataria country. Almost immediately we find another coulee, Bayou des Familles. It has no tributaries and, due to its position on the top of a ridge, receives very little water even in time of heavy rainfall. Coulees, like des Familles and Metairie, are characterized by growths of black willow, red maple, ash, cypress, tupelo gum and various shallow water plants, among them delta duck potato and the beautiful russet iris.

At Crown Point our coulee, Bayou des Familles, joins Little Barataria Bayou, a stream of another ilk. This is a deeply entrenched channel, has tributaries and drains a large area. In the language of the physiographer, Little Barataria is essentially a "swamp drainage bayou," but today, serves additionally as part of the Intracoastal Canal, an important transportation artery subject to man-made rules.

Incidentally, below Crown Point, the depressions and open swamps are the favored habitat of the giant blue iris, so spectacular in April.

Bayou Villars, which joins with Little Barataria to form Big Barataria, is a changeable cuss. Ordinarily it is a relief outlet for the Lake Salvador drainage basin, but when the Barataria system is overburdened by local rains, it reverses its flow.

In Big Barataria, we have a drainage channel of no small proportions. In fact, together with its tributaries, we have what amounts virtually to a river system. Only the drowned condition of the country which it traverses and consequent lack for erosion, prevent the Barataria current from cutting a valley. Big Barataria, like any other Louisiana bayou, is subject to the reversal act. During storm tides on the Gulf, it backs up from Little Lake all the way to Bayou Villars and Lake Salvador, contrary to its normal current.

The flow from Big Barataria enters Bayou Rigoletts, which is joined by Bayou Pero before we reach Little Lake. The largest body of water between Lake Salvador and Barataria Bay, Little Lake connects with the Bay through two main channels, Grand Bayou and Bayou St. Dennis.

Arriving at Barataria Bay, we find it to be a protected pocket of the Gulf of Mexico, separated from the open sea by Grand Isle and Grand Terre, which islands form the southern boundary of the parish.

If we had wanted to be very professional throughout this trip we would have called more attention to the various types of bayous which we saw. As they pass in review, there were coulees and deeper channels occupying ancient delta passes; there were drainage channels meandering through marshes and swamps; there were relief channels connecting different drainage basins; there were tide channels and passes; and finally there were various combinations of them all. That's Jefferson Parish! We have a lot of bayous but a lot of variety in our bayous!

Actually, however, from the standpoint of origin, there are only two basic types. The relatively shallow depression with their broad natural levees of alluvial soil, characterized by straight stretches and sudden, often angular, curves, are the abandoned channels of former delta distributionary systems.

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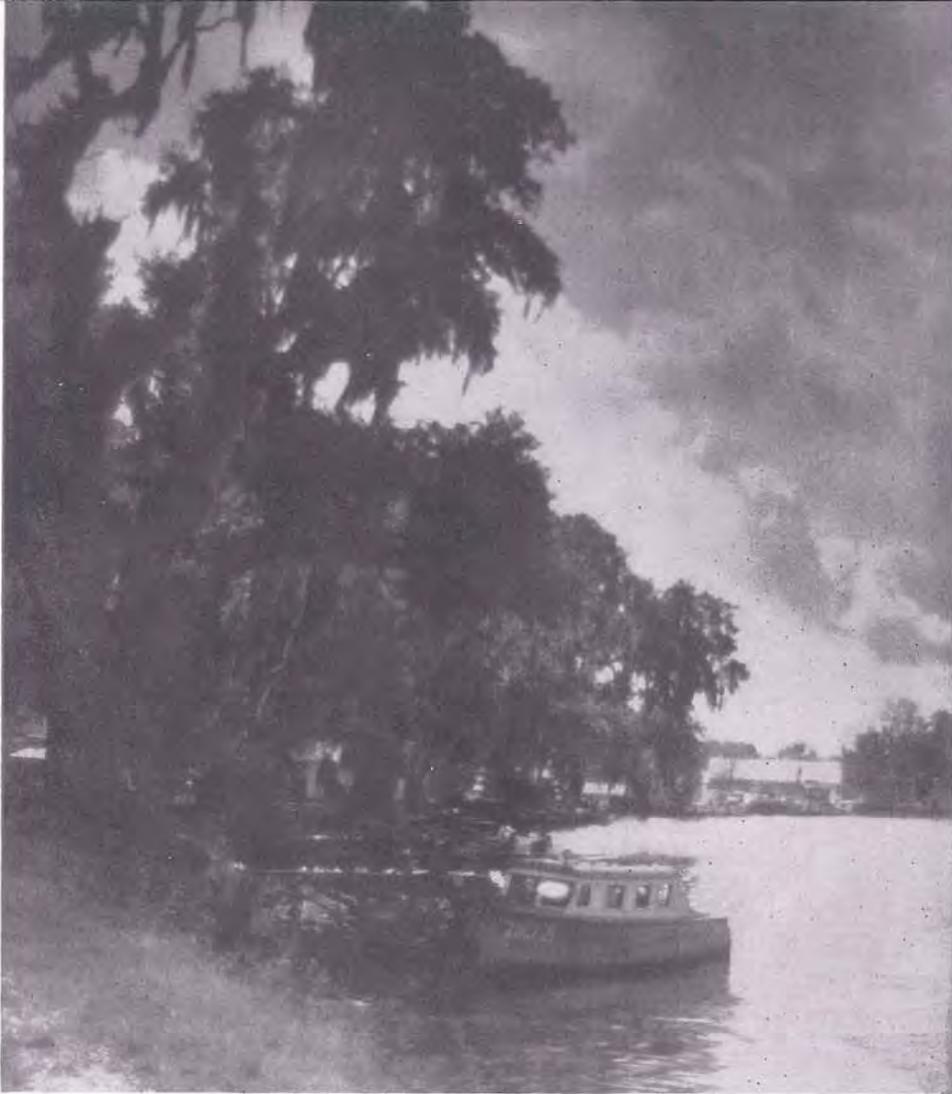
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Magnificent oaks grow on this natural levee formation at Flemings'. Here three bayous meet: Big Barataria, Little Barataria, and Villars.

They represent the natural irrigation channels through which the land-forming sediment was conveyed in centuries past to be spread fanwise over the lowlands or to form deltas in shallow coastal waters.

The other basic type is very sinuous and, typically, meanders through the lowlands between the former delta fingers. Sometimes it crosses them, sometimes it appropriates the old pass channel as did the lower part of Little Barataria and all of Big Barataria. This type of bayou, which develops tributaries, is formed by the run-off of overflow waters which carve their own drainage channels along the paths of least resistance to some drainage basin lake or directly to the sea.

Earlier in this article, we mentioned delta fingers reaching into the Gulf—building throughout the centuries. A glance at the accompanying map will show the three main delta fingers which form the heart of Jefferson Parish. It will also show those which extend eastward from the Terrebonne-Lafourche delta system along the western flank of Barataria Bay. Cheniere Caminada,

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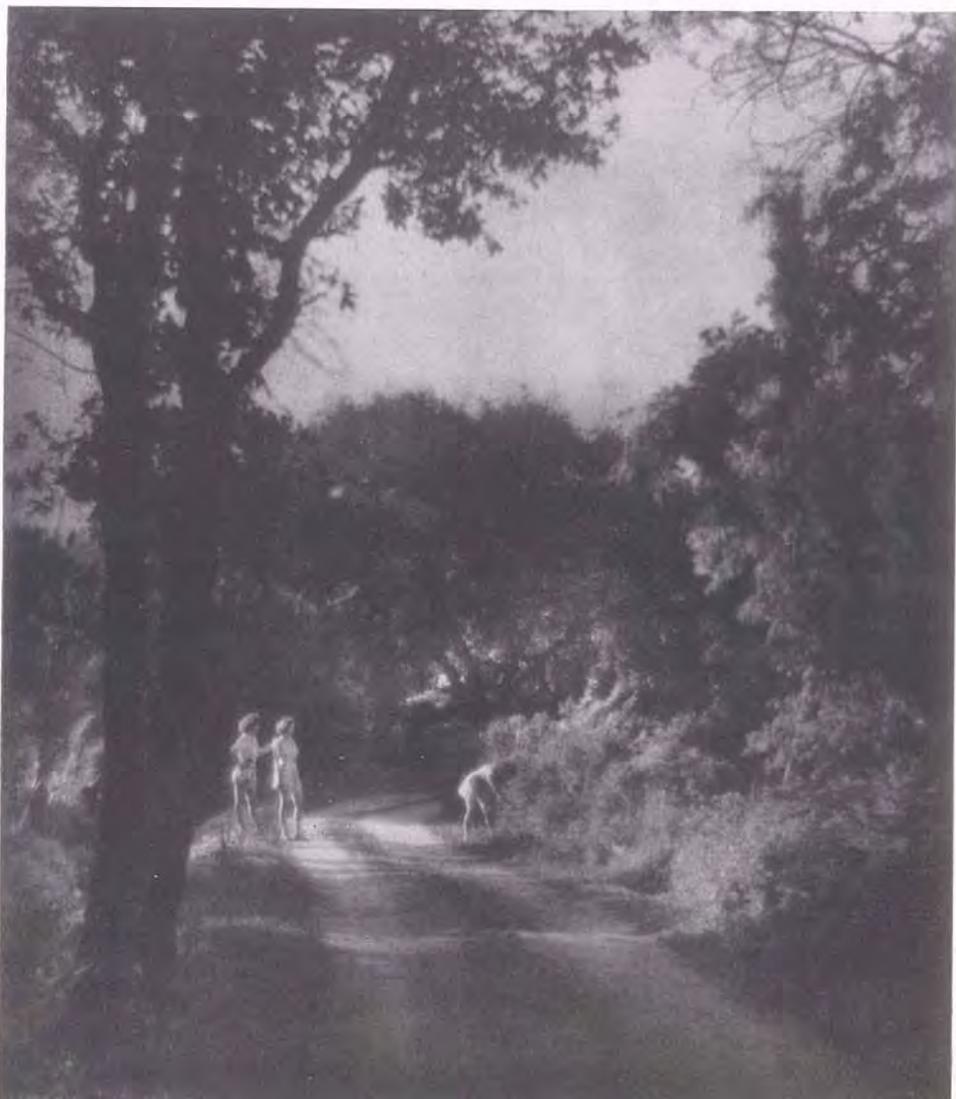
Grand Isle, and part of Grand Terre belong to this delta complex. The map also shows the Bayou Grand Cheniere delta finger of Plaquemines Parish, which formed the irregularities of the eastern shore of Barataria Bay.

The rounded arc which is the southern shore of the parish is a receding shoreline formed by the waves of the Gulf. Thus the river and the sea are two cataclysmic forces, working with sand and clay, moulding each other into ever changing lines.

Maybe the next two thousand years will see some serious real estate changes in Jefferson Parish, but we won't be here to find out. All we know is that Old Man River took a long time to give us this parish and all its buried wealth, and he doesn't propose to change the tempo simply because we come and go so quickly.

Statisticians estimate that enough "alluvial deposit" is poured into the Gulf each year to build a pyramid a mile square at the base and 268 feet high—something to think about.

Picking wildflowers at the edge of the lane on the way to the beach at Grand Isle.



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Upper left: Hon. John H. Overton, United States Senator from Louisiana.
Upper right: Hon. Allen J. Ellender, United States Senator from Louisiana.
Center: Hon. Sam Houston Jones, Governor of the State of Louisiana.
Lower left: Hon. Paul H. Maloney, Member of Congress, Second Louisiana Congressional District.
Lower right: Dr. Marc M. Mouton, Lieutenant Governor, State of Louisiana.

A MESSAGE TO HITLER

. . . . from **PLAQUEMINES PARISH**

When America's war production goals were announced to the world a year ago, Axis propagandists frantically insisted it couldn't be done. No nation, these propagandists brayed through their controlled press and radio, could produce that many planes and ships and tanks. Since then, America has been busy making liars of them. Our factories and farms have been turning out even-greater quantities of the necessities of war. One of the most vital raw materials, sulphur, for this war production comes from Plaquemines Parish. Sulphur helps make aviation fuel, fertilizer, explosives, rubber, steel chemicals, paper, paint, rayon, insecticides, fungicides, lubricants, refined metals, textiles, food products and thousands of other essentials. During the first World War, America faced a sulphur shortage. Today, thanks to such new mines as Grand Ecaille in Plaquemines Parish, America's needs are being met promptly and fully—at no increase above pre-war prices. Sulphur's record today is—"on time . . . with enough." This is Plaquemines Parish's message to Hitler!

Freeport Sulphur Co.

PORT SULPHUR

NEW ORLEANS

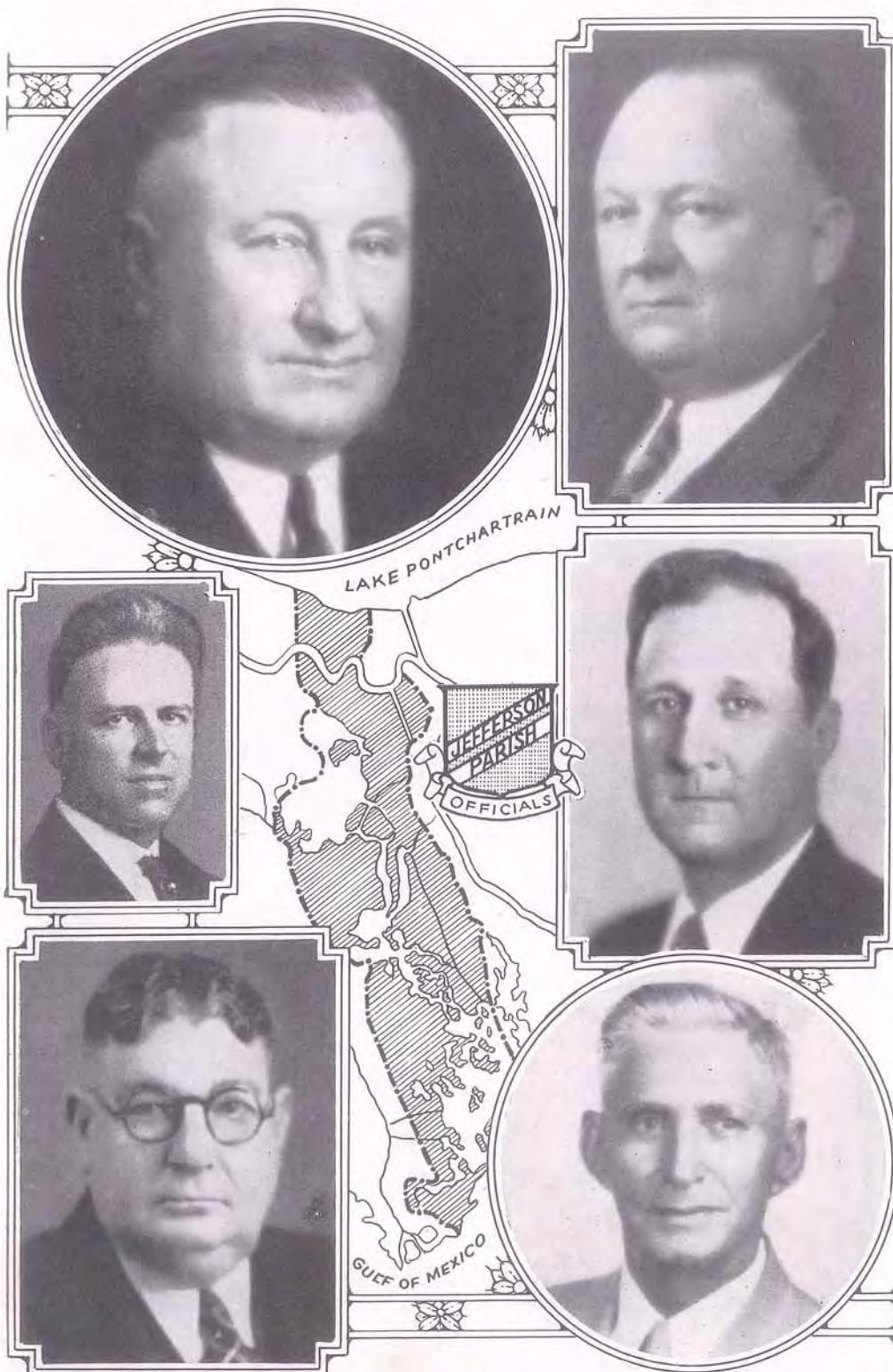
BACKGROUND

The technical knowledge and skill of the peacetime industries of America are tipping the scales in this war in favor of the United Nations. For the past eight years this firm has been specializing in machine designing and engineering under the leadership of Wm. F. Spahr, who has been in the business for 25 years. Today this background of knowledge and skill is vital to the war effort. Tomorrow, when victory comes, it will place us again in the forefront of American industry.

WM. F. SPAHR FOUNDRY and MACHINE WORKS

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SOUTHPORT, LOUISIANA



Top, left to right: Hon. Frank J. Clancy, Sheriff; Hon. George Heebe, Jr., Assessor. Center: Dr. M. M. Odom, Coroner; Hon. Alvin T. Stumpf, State Representative. Bottom: Hon. Weaver R. Toledano, President, Police Jury; Hon. Albert J. Cantrelle, President Pro-Tem., Police Jury.

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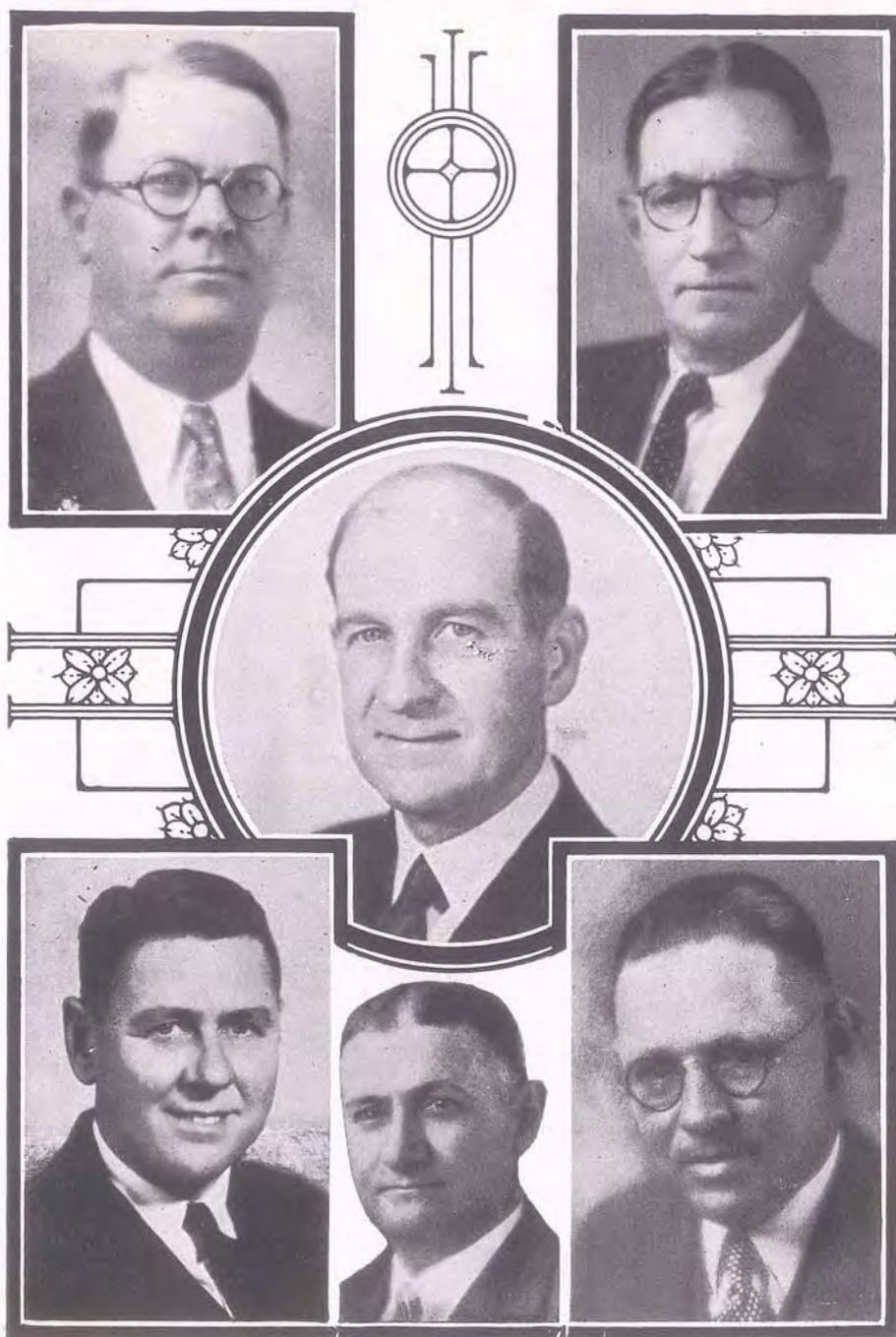
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Upper left: Hon. John E. Fleury, District Attorney. Upper right: Hon. L. Robert Rivarde, Judge, 24th Judicial District Court. Center: Hon. A. T. Higgins, of Jefferson Parish, Associate Justice of the Louisiana Supreme Court. Lower left: Hon. E. Howard McCaleb, of Jefferson Parish, Judge of the Court of Appeals. Lower center: Hon. Vic A. Pitre, Clerk of District Court. Lower right: Hon. Ernest M. Conzelmann, Assistant District Attorney.

Pictorial Section



JEFFERSON PARISH has a unique charm that lures the lover of sheer beauty and is a delight to the professional or amateur artist and cameraman. Within its borders is an unequalled variety of scenery, lowland and beach, forest and bayou, river and farm, each with its own individuality, its own people, and its own appeal.

On the following pages is presented a group of photographic art studies made especially for the Jefferson Parish Yearly Review by Eugene Delcroix, outstanding cameraman-artist of the South, whose prize-winning work has been accepted and hung in exhibits throughout the United States and abroad.



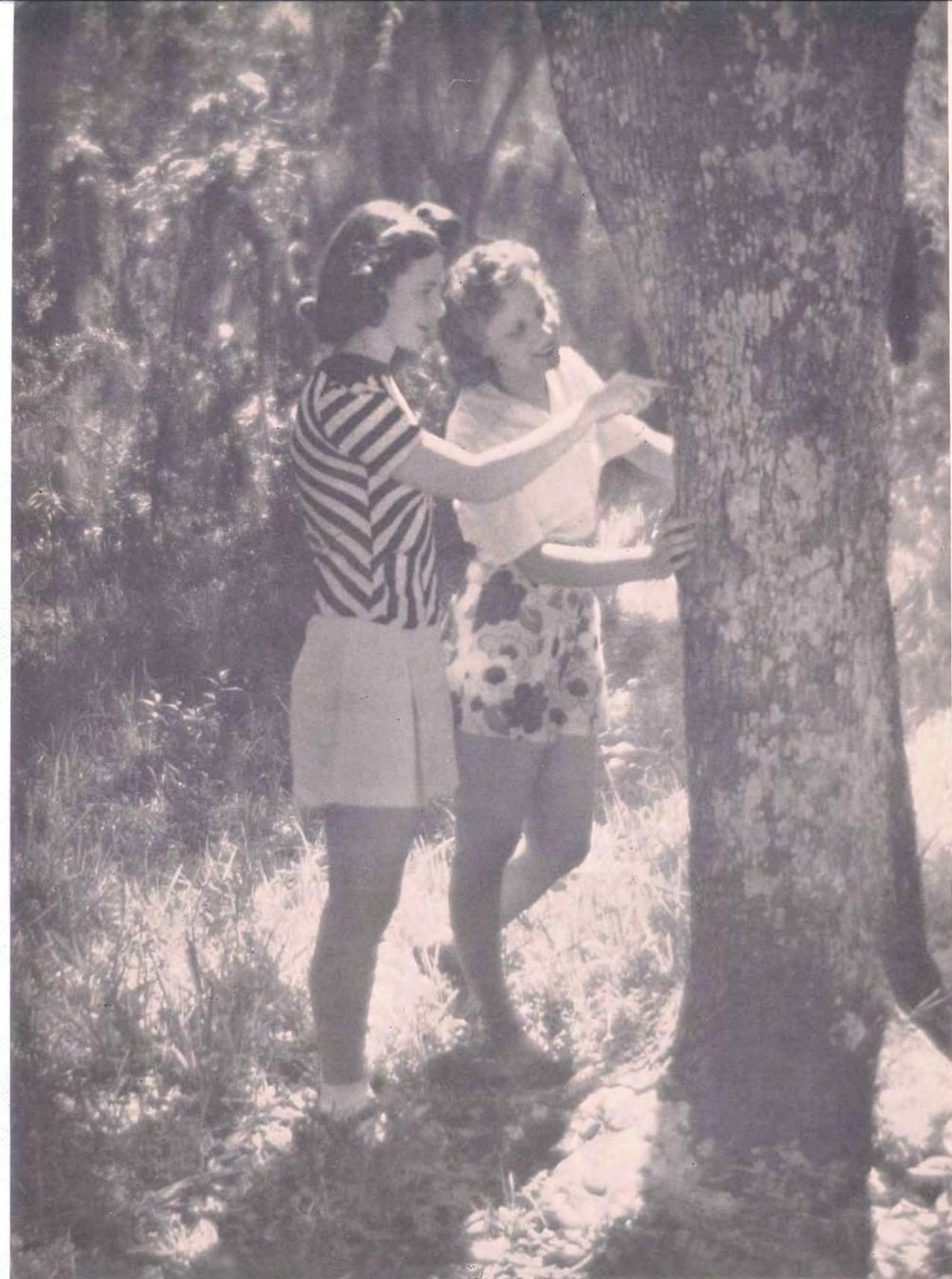
FOG-BOUND

The clammy fingers of the fog holding their giant eraser, blur the outlines of the forest.



RECIPE FOR JUST PLAIN FISHING

To a willow pole and line attach one man; place in pirogue on a bayou fringed with Spanish moss and latanier for an hour or two; add perch and sac-au-lait to taste.



"MARY LOVES BILL"

Lovers through the years have left behind them their initials carved on the trees of Grand Isle.



LET ME CALL YOU SWEETHEART

Mickey Adam looks adoringly at Bobby Santiny as he opens the gate so that his lady may pass through.

**THE DAWN COMES
UP LIKE THUNDER**

Suri lines underscore the
menace of the gathering
storm.



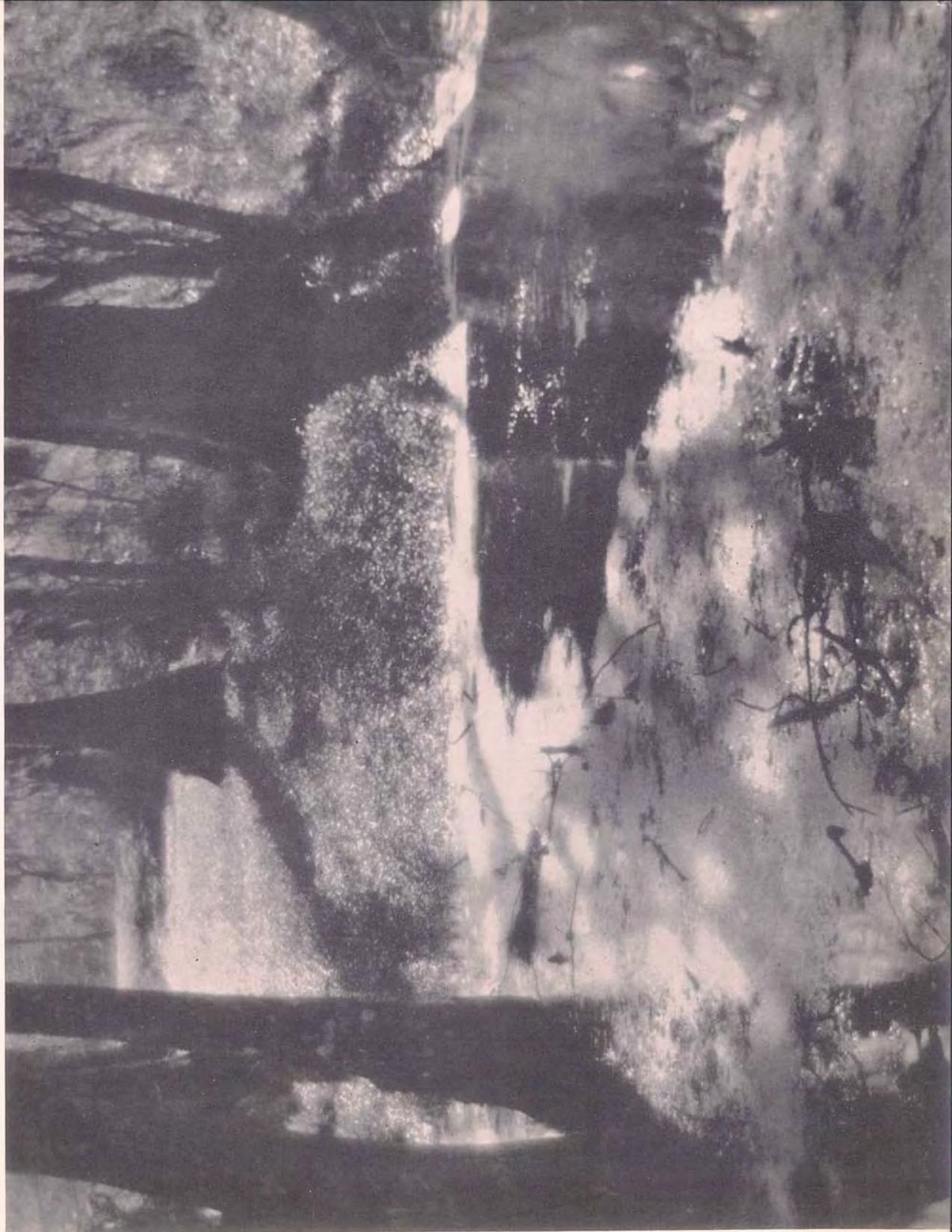


X MARKS THE SPOT
Twin tree trunks mark a
lone's turning to the beach
at Grand Isle.

A LAZY LANE—

Vagrantly winding toward
the promise of Spring and
the cool serenity of peace
regained.





**BIRTHPLACE OF A
BAYOU**

Along the road to Lafitte
this pond is the beginning
of Bayou Coquille.

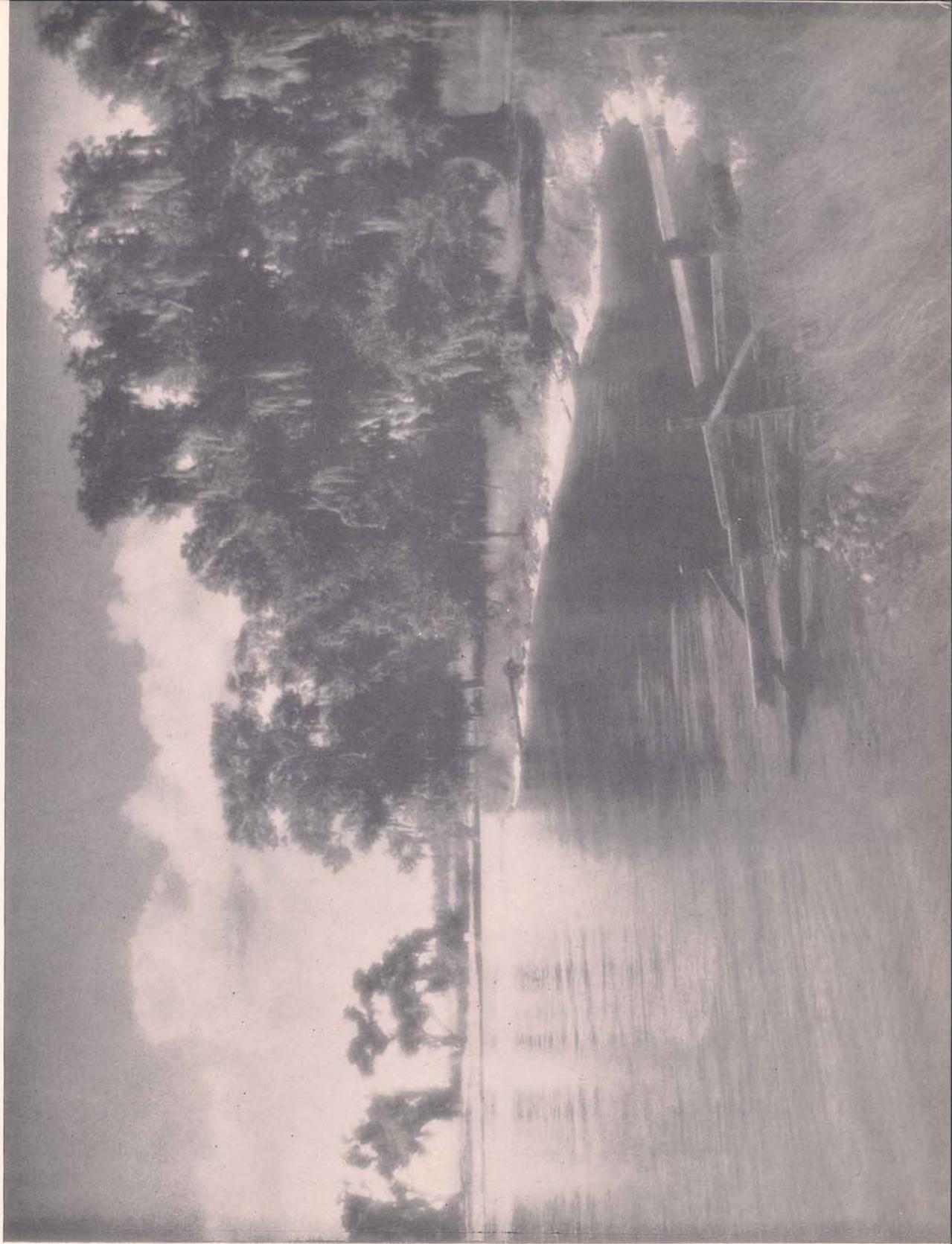
**QUICK CHANGE
ARTIST**

A bayou leaves its dark swampland, and assuming the guise of a quiet river, flows sunnily to the sea.



IN NEW DRESS

Lingering on its way the bayou adopts the role of a small lake.



BUSINESS

This Crown Point trapper's cabin on Little Bayou Barataria, from its thatched roof with moss-and-clay chimney to its ladder-step entrance, is his home, when he's not in the marshes.



PLEASURE

Tree-shaded, comfortable and modern, this Grand Isle cottage serves another "season"—vacation's lazy days and relaxation, which "trap" willing victims.



**BY-WAYS FROM
THE SEA**

The beauty of streams like this cannot dispel the need for guarding against their possible use by enemy agents.





SEMPER PARATUS

A bearded oak makes stately framing for a Coast Guard auxiliary small craft about its business of patrolling Bayou Barataria.

SUNSET SILHOUETTES

Against the evening sky, these windblown oaks on Grand Isle look like they are growing on the tops of hills, but the hills are only other and smaller trees banked in the foreground.





JUSTIN F. BORDENAVE
Editor and Publisher

H. D. CHAMBERLAIN
Associate Editor

JOSEPH H. MONIES
Business Manager

THE JEFFERSON PARISH YEARLY REVIEW

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Jury of Jefferson Parish

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Eastman's Kodakrome by
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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THE COVER

A natural color photograph of one of Jefferson Parish's beautiful bayous with the water hyacinths in full bloom, bank to bank. These ribbons of color running through the low-lands of the parish are lovely to look at, but they are a constant nuisance in navigable water. It is impossible for boats to force their way through this mat of vegetation, and the lilies must either be dragged out of the water, or destroyed by spraying. The plants were imported into this country, and have spread like wildfire ever since.

JEFFERSON'S SURGING GROWTH DEMANDS THIS BRIDGE

THOMAS EWING DABNEY

Metropolitan Press Feature Writer and Publisher

Every war has been followed, in the progressive, essential community New Orleans (and by that I mean not only that city in its narrow municipal sense, but the entire countryside of which it is the economic projection) by enormous and expanding activity. The Revolutionary war gave this section its first great impetus, though it was far from the battle and was the possession of another nation. The Mexican war touched off a vast development. So did the War Between the States, even while it brought financial and political impoverishment to the dominant classes of an obsolete economy. The Spanish-American war—assuming that it was more of a war than a circulation stunt of a New York newspaper publisher—put an impressive stimulus behind this section. Symbols of the new economic era opened by the first World War are the Industrial Canal of New Orleans, connecting Lake Pontchartrain and the Mississippi River, and the new Harvey locks of Jefferson, Intracoastal Canal outlet into the Mississippi River from the West.

Peace, whether it comes this year or next or the year after or ten years from now, will open such development as no one has ever seen in this section. Already the plans are in the making—leavened by the policy of the federal government to get behind such a program of public works as even the most visionary, up to this time, had never dreamed. From the mistakes of the other World War, and from the depression of the 1930's, our people have learned that the only way to keep America out of the bread line is to keep it on the production line; that the creation of new wealth, new facilities and new comforts is the only way to prevent such bloody revolution as other nations have suffered during their periods of readjustment.

One of the most ambitious—and one of the most needed—projects planned for this section is the construction of a vehicular bridge to make one continuous community of the east bank of the Mississippi—which is congested New Orleans—with the west bank—which is Jefferson, with a large industrial development already but with the land, the water frontage and the tax advantages to attract expanding production and commerce in the great days to come.

This bridge-plan is not new. Concocted by the late George A. Hero, a visionary who lived to see many of his predictions come true, and Allen S. Hackett, a New Orleans engineer able to turn dreams into practical value, it was launched nearly 20 years ago. The first story appeared in the New Orleans Times-Picayune June 2, 1926. Congress, on March 2, 1927, passed a bill authorizing the construction, and there was much enthusiasm for the



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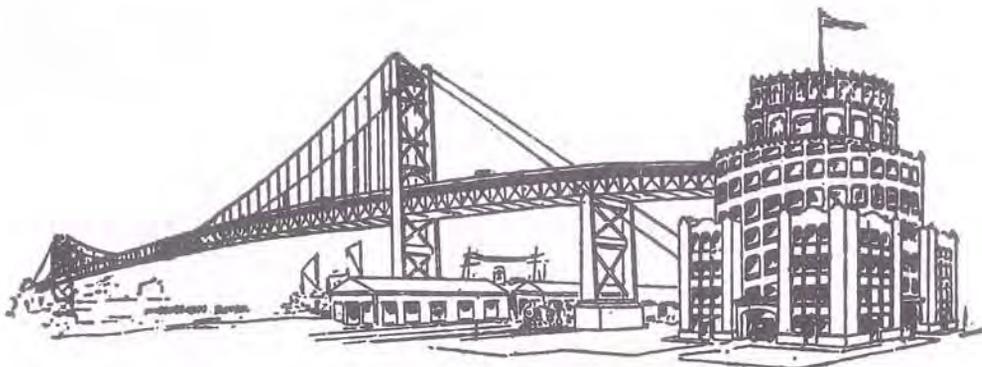
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Engineer's sketch of the proposed "Hero-Hackett" bi-helical bridge, as seen from the New Orleans approach. At right, the ramp building; center, the New Orleans waterfront; far left, Gretna. The approximate dimensions are: main span, 1700 ft. long; approach span, (ave.) 800 ft. long; width between trusses, 65 ft.; width of roadway, 40 ft.

project—on the part of those with far vision. But the plan was forgotten in the depression years.

Now it has been revived; it has the full support of the New Orleans, Gretna and Jefferson parish authorities and business organizations; it has the support of the state highway department and of Governor Sam Jones; it has the state's senators and representatives working like beavers in Washington to get an extension of the federal authorization to build the structure, and also what federal support may be needed. If the effort behind the movement continues at the present tempo, one does not have to be a prophet or the son of a prophet to say the bridge will be built.

One of the strongest arguments in favor of it is the economic enhancement of this section since the building of the railroad-automobile bridge above the city limits. This has removed a barrier to the westward development—the most productive direction for the expansion of the community that is New Orleans.

That bridge, though it well serves the railroad movement, and the trans-continental automobile flow, is too far upstream to be of benefit to the workaday life of New Orleans and the production centers on the west side of the river—Gretna, Marrero, Westwego, Harvey and Algiers. Their business still has the water barrier to hurdle.

The state highway director has announced that the proposed bridge will be one of the principal studies of his department under the new-projects plan which is backed by \$147,961 of federal money. He also has announced that about \$12,500,000 of federal funds earmarked for highway (and of course bridge) construction have accumulated in Louisiana. Not all, of course, would be applied to any one section of the state; but we may be sure that an excitingly large percentage will go to the section which contains about half the state's population and production. A bridge committee, composed of Utilities Commissioner Fred A. Earhart, Olin Linn, Allen S. Hackett and W. S. Bender of New Orleans, chose Thalia street as the site for the New Orleans

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JEFFERSON PARISH

terminus of the bridge. The west-side terminus will be McDonoghville, one of the up-and-coming communities in Jefferson.

These are virtually the sites of the original Hero-Hackett proposal. That section was chosen for the crossing, first because it is central to the business development of both sides of the river, and second because the Mississippi is relatively narrow there—the river channel is only about 1700 feet wide. And hydraulic conditions are favorable.

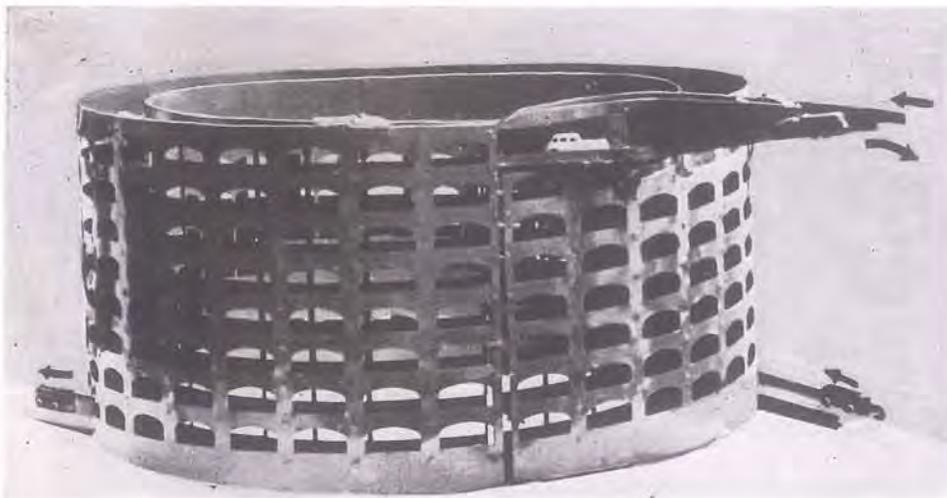
The general Hero-Hackett construction plans are unchanged. The distinguishing feature of the bridge would be the helical ramp-approaches. These are two towers, one on each side of the river, containing ascending and descending roadways. This would save about \$3,000,000 in real estate which would otherwise have to be bought for building such straight approaches as mount to the bridge level of the other river span. The towers would also serve as anchor posts for the suspension construction.

According to the Hero-Hackett plans, the ramp-towers would be 310 feet in diameter and 130 feet high. They would support two roadways each 30 feet wide—each a one-way traffic channel. The gradient of the roadways would be about 4 per cent, which is considerably less than the gradient of the ferry roadways when the river is low.

The bridge would be 174 feet above high water, 194 feet above low water. This provides ample clearance of the tallest ships that come into this harbor. The main span of the bridge would be 1760 feet long, the approach spans between the towers and the main span, about 800 feet long each. The roadway would be 40 feet wide.

The cost of the bridge, when the plans were launched, was estimated at ten to twelve million dollars. Under present or future economic conditions,

Helical ramp planned to save the immense cost of real estate in a crowded industrial area that would have to be acquired to construct the usual direct approaches. Top right, entry to and exit from the bridge; lower right, entry to ramp; lower left, exit from ramp.



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Many of these cars parked around Courthouse Square in Gretna have been left here because it is easier for their owners to get across to New Orleans by ferry on foot. In background are cars lined up waiting their turn on the ferry and blocking the highway to McDonoghville and Algiers.

the cost may be more; but the need will be greater and therefore it will be worth more; likewise, we have and will have more money for such construction.

It was the original plan that this was to be a quasipublic, self-liquidating undertaking, and that the facility would be turned over to the state when it had paid for itself, in tolls. This still seems to be the most feasible and fairest method of financing the project, but there should be a provision that the state can purchase the bridge at any time, on a fair basis, and make it free.

Directors of the New Orleans Association of Commerce on February 16, 1927, passed a resolution that the bridge "is a move in the interest of the people of the city of New Orleans and that we approve the project and will help in every way we can to put it across." The enthusiasm of the Association of Commerce is just as large today, the board of directors having unanimously reaffirmed its 1927 resolution on February 23, 1943.

Since the plan was revived, the police jury of Jefferson parish has been very active in the movement. It has poured enthusiasm into Louisiana's congressional delegation. It has made it Project No. 1 for the local political and business organizations. The resolutions adopted by the city government of



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People of the East Bank of
JEFFERSON PARISH . . .*



LOUISIANA TRANSIT CO.

Gretna on January 5, 1943, and by the Jefferson Parish Police Jury on January 13, point out that direct benefits of the bridge would be:

"Quick and safe means of crossing the Mississippi river, saving two-thirds of the time now consumed in making the crossing by ferry;

"Enlarging the industrial and trade area of New Orleans and vicinity, particularly the west bank of the Mississippi river, where large industries are presently located;

"The development, industrial and commercial, would bring increased population resulting in home construction and increased taxation for the benefit of the cities, parishes and state.

"The provision of such a bridge would supply a public convenience and necessity;

"Such a bridge would be of great military advantage during the present emergency, and/or any other that may arise.

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A survey of manufacturers shows a great number of manufacturing establishments in Jefferson parish, principally in the area that would be served by the bridge. Some of these rank with the largest producers in this area, even under forced-draft conditions of wartime. After the war, they will probably employ more workers, pay more wages, and create more wealth. They certainly will, if the bridge is built.

The ferry has just docked on the New Orleans side of the river. These are New Orleans Public Belt Railroad tracks on which the automobiles are parked, used constantly, not only by the Belt, but also by all trains, passenger and freight, of the Texas and Pacific and Missouri Pacific rail lines.





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New Orleans, too, will benefit. When it was founded, it was on the right side of the river for economic conditions that existed then. Now it is on the wrong side, for the big market of New Orleans no longer lies to the east, where competition puts it at a disadvantage, but to the west and the south, where the opportunities are enormous. It can better cash in with west-bank development than with east-bank.

There is a possibility that some day the west bank will exceed the east bank; but that does not matter. Call it New Orleans or Gretna or Westwego or whatever you wish—it will still be the same community, this large and increasingly important part of Louisiana which should be one instead of two.

• • • • •

The blond beauty of Willie Mae Richoux of Gretna is enhanced by the fragile loveliness of white oleanders, with their pink centers.





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CHANGING TIMES ALONG THE BAYOU

LOIS LENSKI

Nationally-Known Children's Book Author-and-Illustrator

(Author of *Indian Captive*, *Blueberry Corners*, *Phebe Fairchild Her Book*, *The Little Auto* series, and other juveniles. Her new book, based on material gathered in Barataria, will be published by Frederick A. Stokes Company, New York, in September, 1943 and will be entitled: *BAYOU SUZETTE*)

What a wonderful country ours is! Wherever you go, you can always find new scenes, people with new customs and habits, and different ways of making a living from those which you have seen in other regions.

To the Northerner, Louisiana is a never-ending delight, not only glamorous New Orleans, whose praises have been sung so often in literature, whose many relics of the past are a constant invitation to the passing tourist—but Louisiana itself. It seems incredible that within twenty-five miles of this bustling, modern, sophisticated city, a simple life is being lived by simple people of French descent in much the same way as it was lived in little villages in France, before war came. It seems incredible, and yet it is true, that here French is still spoken in the homes—all the older people using it continually, many speaking no English at all or only a broken French-English mixture. We wonder why. Why has this section of Louisiana **not** changed along with the rest of the country?

It **is** changing, and it is changing fast. The automobile is responsible for rapidly changing the customs, habits, speech and ways of thinking of these people—mostly French, but with also a sprinkling of other nationalities. Forty years ago, no, even twenty years ago, Barataria was a remote country, reached from New Orleans only by boat. One of the earliest automobiles to try the first road to Isle Bonne, opposite Berthaut's Cemetery, did so in 1915, and the ride was reported a particularly bumpy one!

Before the World War, the Baratarians **did** sell produce in New Orleans, they had store-keepers, and peddlers who traveled in skiffs, who took their fish, furs and hides in trade for city products—food, clothing and other necessities of life. But to most of them, especially to the women and children, a trip to New Orleans by boat was an exciting adventure—an event to be long remembered, for fifty years perhaps! Even those who went did not go oftener than once a year.

And so the Barataria country was kept isolated from the rest of the world. The people spoke French and kept their French customs, handing them down from father to son—happy, secure, undisturbed.

As an artist, I have often taken sketching trips along the New England and Nova Scotia seacoasts, drawing and painting in the picturesque villages



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there. But nowhere have I had quite the same thrill over genuine beauty of location as I have had in the fishing villages of Barataria. Lured there first by the fascinating Lafitte legends, which these plain fisher-folk have refused to let die, I stayed on because I wanted to learn all I could about the place and the people. And so I began to get acquainted, study their sturdy means of earning a livelihood, also their ideas and ideals, listen to their humor and their sorrows, really get to know them—and the experience has been vastly rich and rewarding.

During repeated visits to this section, I was happy to run across a number of relics, still existing, of that simpler life, before the days of the automobile, which is already vanishing. Our modern life, controlled by machinery, is cold, harsh and un-beautiful, if not downright ugly. So we look back with nostalgic longing, with pity and even sorrow over the relentlessness of change, which wipes out these simpler ways, when more things were done by hand instead of machinery. It was for these things that I looked—things which I felt were worthy of being recorded before they disappear entirely.

One of the old fishing fleet, now gone from the bayous, this picture of an oyster lugger was made in 1912 by Major Frank T. Payne, who was then chief surveyor of the Louisiana Commission for the Protection of Birds, Game and Fish—now the Conservation Department.



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Grandmere sits on her bayou "front porch" and tells of the days of her youth. Bayou children carry on the Old World tradition of respecting their elders.

Along Bayou Barataria, the village now called Lafitte has all its houses facing the bayou, because at the time they were built, the bayou furnished the people their means of livelihood, it furnished their transportation, their communication with each other—it was their very life. The modern highway has crept up behind the houses unaware, but let us ignore it. On top of the low, winding levee runs a foot-path, only a narrow foot-path, for human feet, dogs, cats and cows. There is no room for any vehicle except a bicycle. The people still sit on the old home-made bayou benches, nailed to crooked chinaberry trees on top of the levee, which separates their dooryards from the water-front, and protects them from high water. Some of the houses have front galleries it is true, but the bayou benches are the real front porches for these people.

Here the women sit in the mornings to shell their beans and darn their stockings, the men to mend their nets and bait their lines. Here the children

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stop to rest after chasing each other breathless down the bayou path—and poke at the tiny red lizard with a twig, calling out dire threats! Here Grand-mère comes, feeble and tottering, leaning on the arm of her young grandson. She sits on the bayou bench and all the children crowd round and listen with respect, while she tells of the past. A smudge fire burns closely by to keep the mosquitoes off. No one, not even the rough-hurly burly, half-grown boys, would dare to interrupt with a giggle or a sound out of place.

Such respect for their elders is not often seen among American children, but here, kept intact in "Little France," it still thrives and is beautiful to witness. One little girl said to me: "That boy, he don't listen to his Grandmère and his Maman. Me, I always listen to my Grandmère and do what she says." I was glad to have it put so plainly to me, by one so young.

I had heard about the **Tablettes à chaudière**, and I wanted to find one if I could. On all our drives through the countryside, I constantly craned my neck out of the car window, especially toward the oldest houses. I was rewarded by seeing and photographing not one but three of these old-fashioned "dish-washing shelves," two in Baratavia and one on Grand Isle. (But it was not on the modern highway that I found them!)

Before window sash and glass and window screens came into fashion down along the bayous, the windows were (and still are, many of them) closed by wooden shutters. Below the sill a sloping shelf projected outward, large enough to hold a stout dishpan. Here Maman could wash her dishes in the open air and splash the suds as much as she pleased, with no danger of splattering her spotless kitchen floor. If any water spilled, it rolled off the shelf and fell to the ground. But the really important advantage of this open-air dish washing (perhaps the real reason for its invention) was to give Maman the chance to keep her eye on everything that was going on—and I rather suspect she did not miss much!

Dish-washing shelves are no longer used, I am sorry to say, though one old lady **did** pose for me, as she pretended to use hers. I saw a dish-pan still standing on another, but the shutter was closed and locked, and the house itself deserted. But even though Maman does her dish-washing indoors, behind glass windows, perhaps in a modern porcelain sink, somehow she still manages to keep her eye on everything going on in the neighborhood. Unseen Mamans still call out through open window or door and scold their children and husbands. Nor does Maman miss out on local gossip. Many a spicy bit is wafted from one house to another still—it would seem that modern sash windows serve as well as the old shuttered ones for these universal purposes of woman-kind.

French families are usually large. One of the first questions I asked when I had seen the inside of a bayou French kitchen was, "How can you cook for so many on so small a stove?" (The common type of wood stove still in general use has only a four-hole top. Usually there is no chimney,



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GRETN, LA.

so the stove-pipe goes out through the window.) It was by asking that question that I heard about the old-fashioned outdoor oven.

So I went on a search—and I found two, still standing, though alas, not in use—one in Barataria and one on Grand Isle. The former was the true, very ancient bee-hive shape, the latter, barrel-shaped, having been molded over a barrel, both made of moss and mud plastered together and fired until baked into brick. In these could be baked **Pain chaud**, twelve to fifteen loaves at a time, as against the mere three or four which was all the small wood stove could hold—not even a smattering for the ten or dozen children in the family. "It was the best bread you ever ate," an old man told me, "much better than this store bread we eat now. It had some **taste** to it!"

Since the Barataria country is a network of waterways the people from time immemorial have made their living by fishing, trapping and hunting, and still do. Of all kinds of wild-life, of fish, oysters, crabs and shrimp, there was, before the days of the automobile, a super-abundance, with no restriction on what a man might take, as this was before the days of conservation by the government. Apparently there was never any thought that this state of abundance might some day end and that many species of wild life might be in danger of becoming extinct.

All the older men talk about "the good old days of their youth." They said like this: "You used to catch perch, not 'so many dozen', but 'so many till you got tired.'" "There were so many deer, you could take six in one

"The best bread you ever ate" was baked in these outdoor ovens, according to the old folks, who remember when every bayou home had one of them in the yard. This oven is one of the few remaining.





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night." "We used to kill sixty or seventy bucks a day." "When I was a young man, two men would kill 30 alligators in one night." "We used to catch minks and coons right here, close to the house. Wild-cats, too. One was comin' to jump on my uncle's back. They shot it just in time."

These people are completely at home on the water, being dependent on what the sea and the bayous give. As I was being taken on a motor-boat tour of the network of waterways through only a small section of Barataria, I marveled, for the expanse of water seemed greater than that of land, the wet prairies where these people go and live with their families for three months to trap muskrats in the winter, seemed endless, and it was often difficult to tell where the water ended and the land began, the land was so water-soaked. There is practically no farming done, and little vegetable gardening because of the wetness of the soil. It is from the water and not the land, that they get their living. So they live in, and are at home in, this water world.

And yet,—I was surprised to learn how few of the children can swim. They play freely on the rickety wharves stretching out, one before each house, and they spend plenty of time fishing, but they can't swim. I asked why. One said her mother was afraid the gar-fish would bite her; another said she was afraid she might drown. One little girl gave me a graphic description of her little sister's drowning. There is a great prevalent fear of drowning. I heard mothers repeatedly calling to children "to stay away from the by'a", or telling older ones to keep younger ones away. "Johnny ain't used to the by'a" one mother said, as she locked her front gate to keep him penned in the yard. Yes, people who live close to the sea live also close to death. Children have been drowned in the bayou, so mothers are afraid. Small blame to them, when their very dooryard is the bayou.

But the greatest modern change that has come to the bayou is to the fishing luggers, all now run by motor instead of sail. What a sight it must have been along about 1910 seeing the shrimping fleet moving out to the Gulf, all the luggers with orange or red sails! The beautiful gliding movement of a sailing ship can never be equalled.

But they have gone and gone for good.

What a loss! Something of great beauty went out of bayou life when the last orange-colored sail dropped down—when there were only pirogues and skiffs—no tugs, no barges, none of the chug-chug-chugging of motors to disrupt the silence—life must indeed have been quiet, peaceful and beautiful along the bayou.



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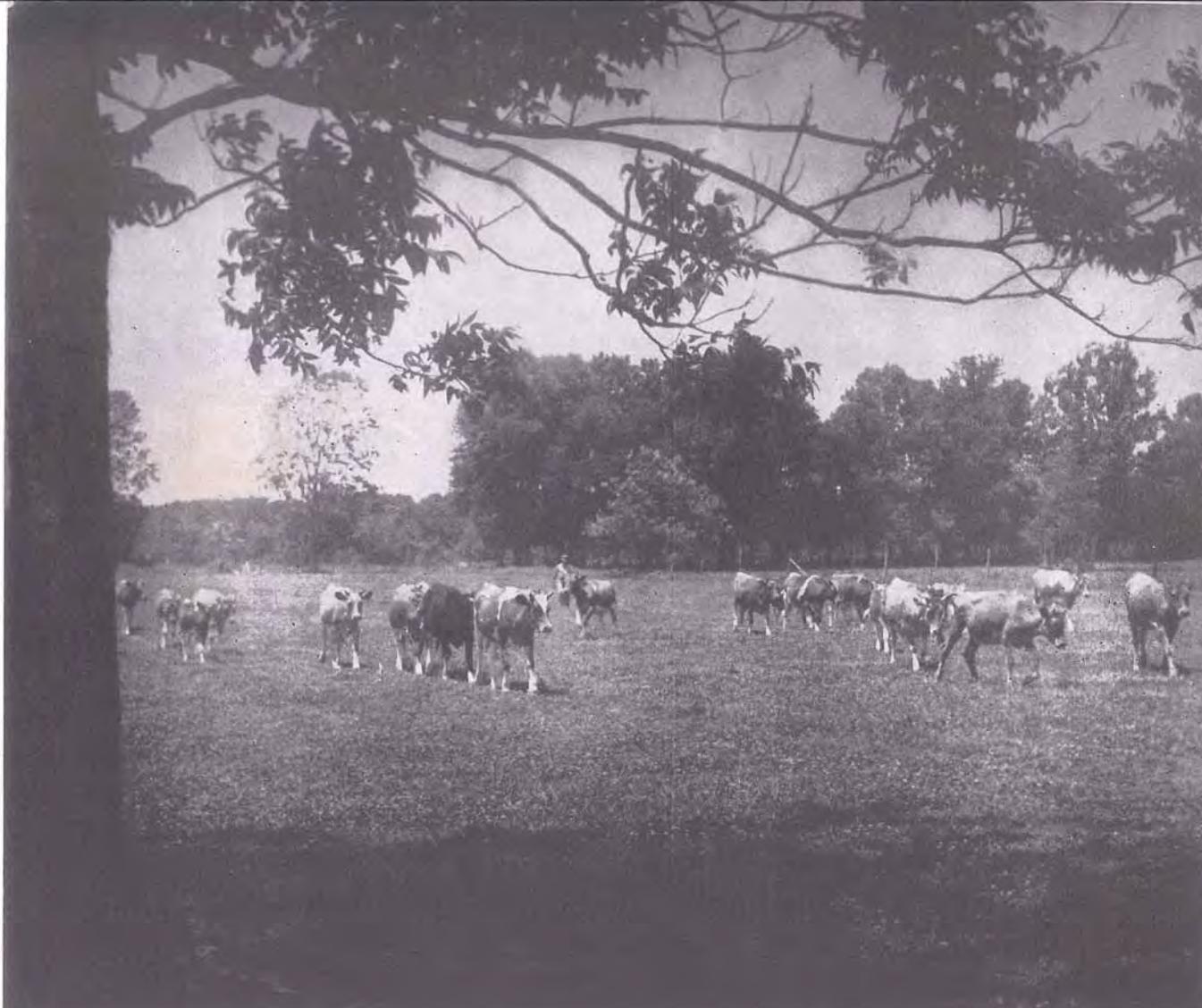
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GRETNA

Parish dairies supply a large portion of the dairy products used in the metropolitan area of New Orleans. Jefferson poultrymen supply a considerable portion of the area's chickens and a large amount of eggs. There is scarcely any period from Sunday morning when the farmers' section opens at New Orleans' famous French Market until it closes Friday night that you won't find Jefferson men there merchandising the products of their truck farms. Shippers send Jefferson Parish farm produce to all the metropolitan markets in the eastern half of the United States.

After you have visited the Jefferson Parish farmers and are trying to find a good word to describe the food production scene, all you can think of is "Fabulous".

First you are whisked along a beautiful highway in a modern suburban metropolitan setting, you are turned into a beautifully landscaped yard where a trim, artistically designed business building stands before you. A sign near the door gives the name of the dairy or poultry farm. A girl at the information desk directs you down the hall so many doors to the office of the manager where a secretary interviews you to see if your visit is of sufficient importance to justify taking the manager's time. It is like calling at the office of a railroad or metropolitan bank president.

Next you are driven along a lonely swamp road. Almost whipping you in the face is the fleecy looking moss swinging from the limbs of picturesque oaks that overhang the road. Amid a scene of wild, sub-tropical beauty on a gentle rise you come upon an almost hidden but trim, single-storied barn. To one accustomed to the rural districts of America there is nothing to suggest a farm about the place, and no road leading away to possible farm lands except the one on which you have approached and there didn't seem to be any farm land back that way.

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"They haul it out here each day in the trucks in which they deliver their milk to the market. These are business people and their business happens to be dairying. They could just as well have built their dairy on Canal street except that the cost would have been prohibitive and the neighbors would have complained of the bawling of the cows. They live out there because they like the freedom of doing as they please as all American farmers do. While the beauty of the sub-tropical swamp scene may not appeal to everyone, they like it and it is their own affair."

You have to agree that the swamp scenery has its points and they certainly do have real freedom out there. Mosquitoes do not fly far and mosquito abatement for the immediate area is simple. When you get inside the barn, you could easily forget that you are not in Wisconsin with a massive barn loft overhead and well-tilled farm-lands outside. And even in Wisconsin, the "Certified Milk," sold at a premium for being of extra high quality, is produced in single storied barns with the feed hauled in daily.

In the Jefferson parish dairies you see the Jamesway, Star and Loudon stanchions, modern pasteurizing units and other barn equipment and layouts of a strictly modern dairy of the best type that would pass inspection for sanitation and cleanliness anywhere.

Many of the dairies are of course in typical picturesque farm settings with huge barn loft and farm lands on which they grow much of their own feed,

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NEW ORLEANS, L A.

but arable farm land is scarce hereabout. Only 2.9 per cent of the Jefferson Parish area is available for farming purposes. Much of the parish area is in water that is rich in fisheries. Other sections are swampy and too low to be drained, produce frogs, furs and moss, and are really valuable properties. Quite a lot of the area is taken up by city residential districts and much by industrial establishments.

Jefferson Parish is adjacent to a large city with a big appetite. Dairymen could move away to arable farm lands and make some gains on the purchase of their feed, but it would all be lost in the daily cost of hauling the milk to market. They are doing an excellent job of dairying and helping to make the parish one of the largest producers of food per acre available for farming of any in America and probably of any in the world.

But not all Jefferson Parish dairies buy cattle feed. The Norwood Dairy has large acreage in dairy cattle feed crops and many other dairies produce at least a part of their feed. Hope Haven, the million dollar Boys Town of the south, has one of the finest dairies in the world.

The hog feeders in Jefferson Parish also have a wide range of types. High quality, blooded hogs live and feed on the grounds of the old Jefferson Park race track where the sport of kings used to give the horse lovers of America a thrill. Pedigreed porkers are now growing them some bacon and ham.

Other hog feeders take their swine to lonely places in the swamp where suitable feeding stalls have been built. Daily they haul feed out to their growing crop of pigs and watch them grow up into profitable producers of pork products. Only a small part of the hog feeders grow any feed at all, but there are a number of industries in the area that have by-products that make first class hog feed. Since it is quite a distance from here to the major hograising areas, the local swinekeepers have a market advantage and the hog business in Jefferson is rated among the very prosperous businesses of the area.

Poultry is grown on most farms as a family convenience. It is a lot nicer merely to walk out to your poultry house and pick up the eggs for tomorrow morning's breakfast than it is to stand in line to get them at the grocery.

But aside from this normal convenience of living on a farm, the poultry business of Jefferson Parish is something of a modern, fair sized industry. One of the largest is Jill's near Kenner. Jill's is strictly an inside production house. Although his floor space would run into acres, E. J. Morris, Jr., the proprietor-manager, speaks of how many square feet of floor space he has. Battery brooders, running so high that the attendant has to get on a ladder to feed the chicks in the top battery, cover the entire floor except for walking areas around them for attendants and the dressing section where the broilers are dressed for the market. Here you will find all of the modern machinery gadgets that are known to the broiler chick trade and handwork is reduced

The map of Jefferson Parish on pages 114 and 115 show the location of the various food producing industries which are found throughout the length and breadth of the parish.

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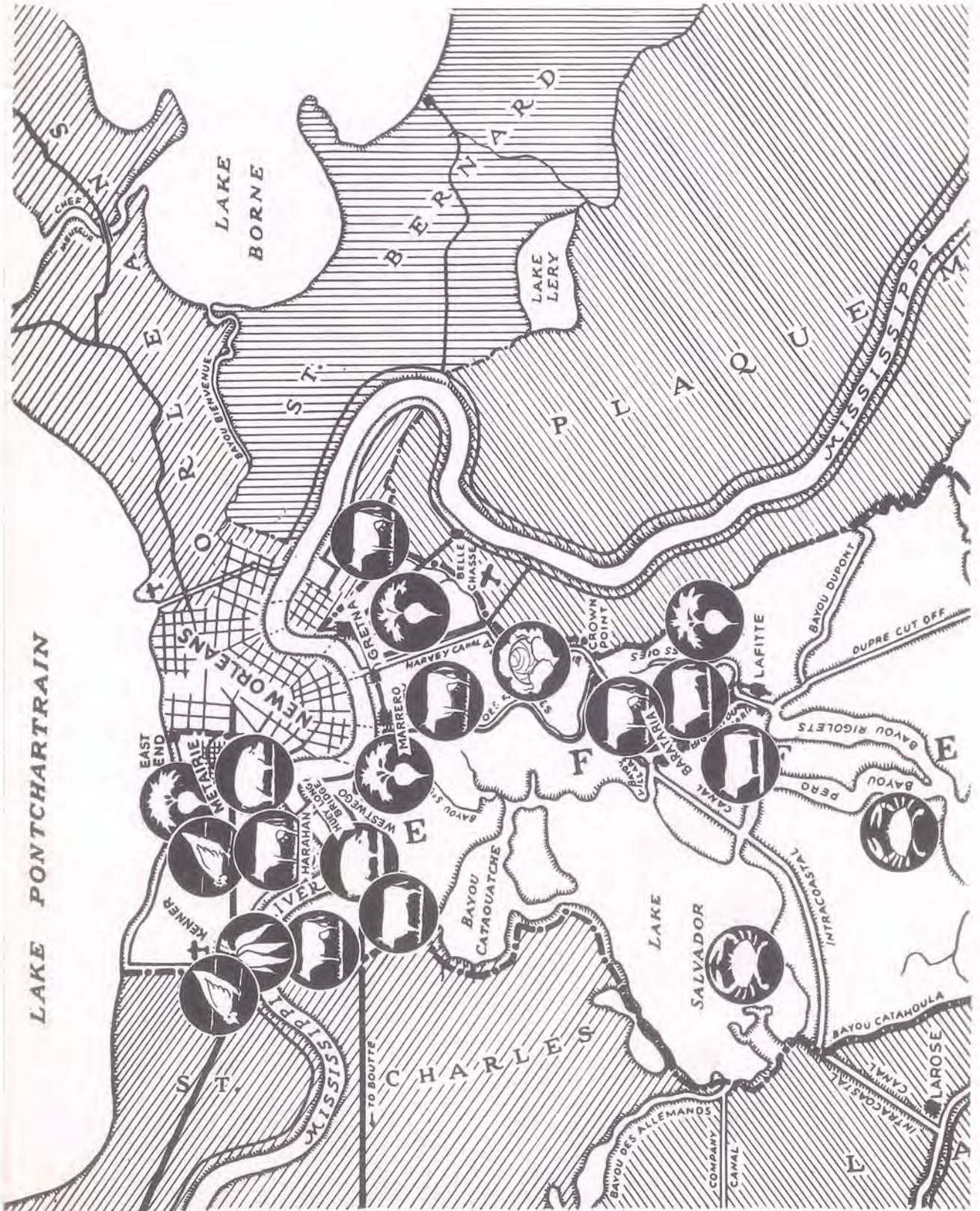
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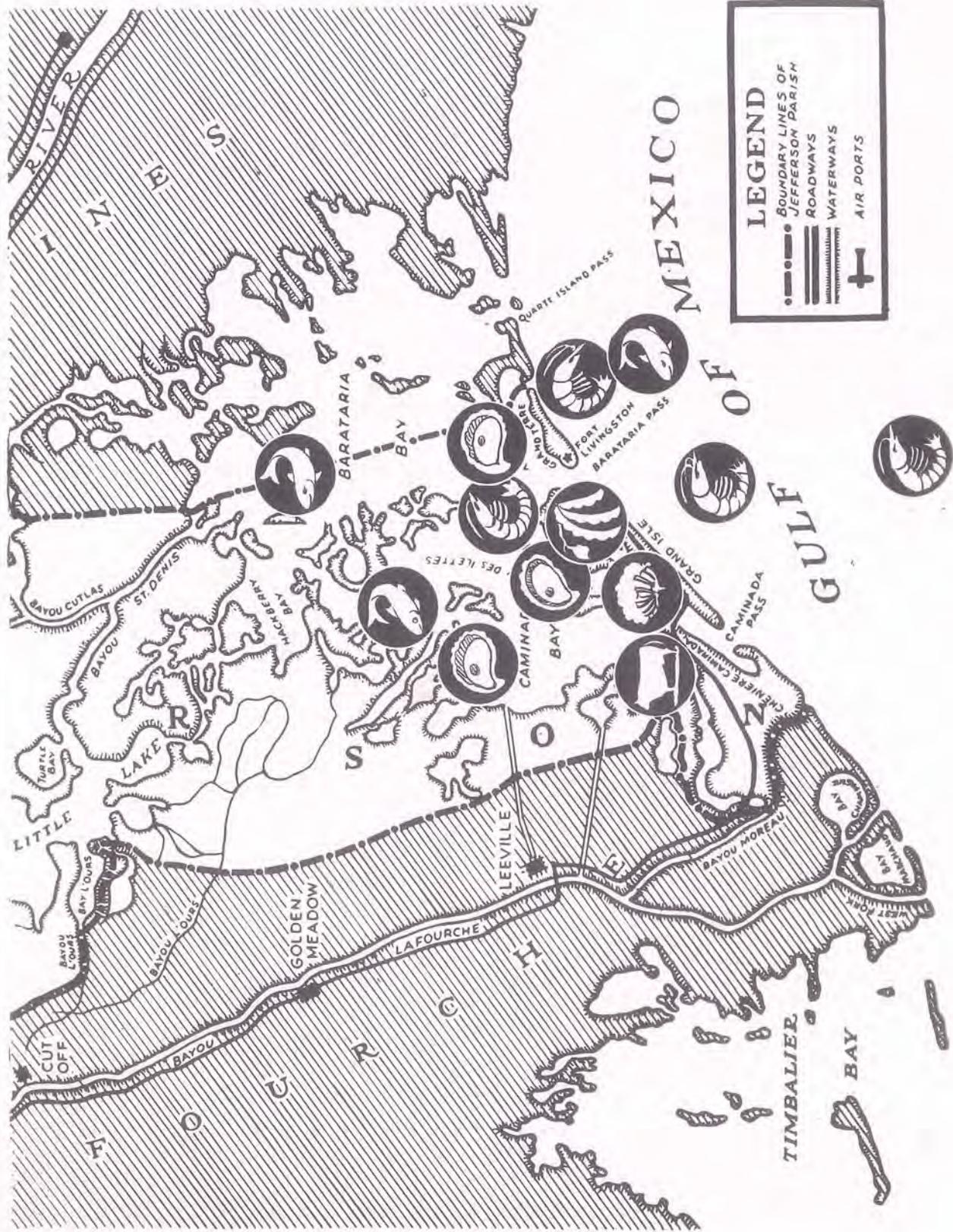
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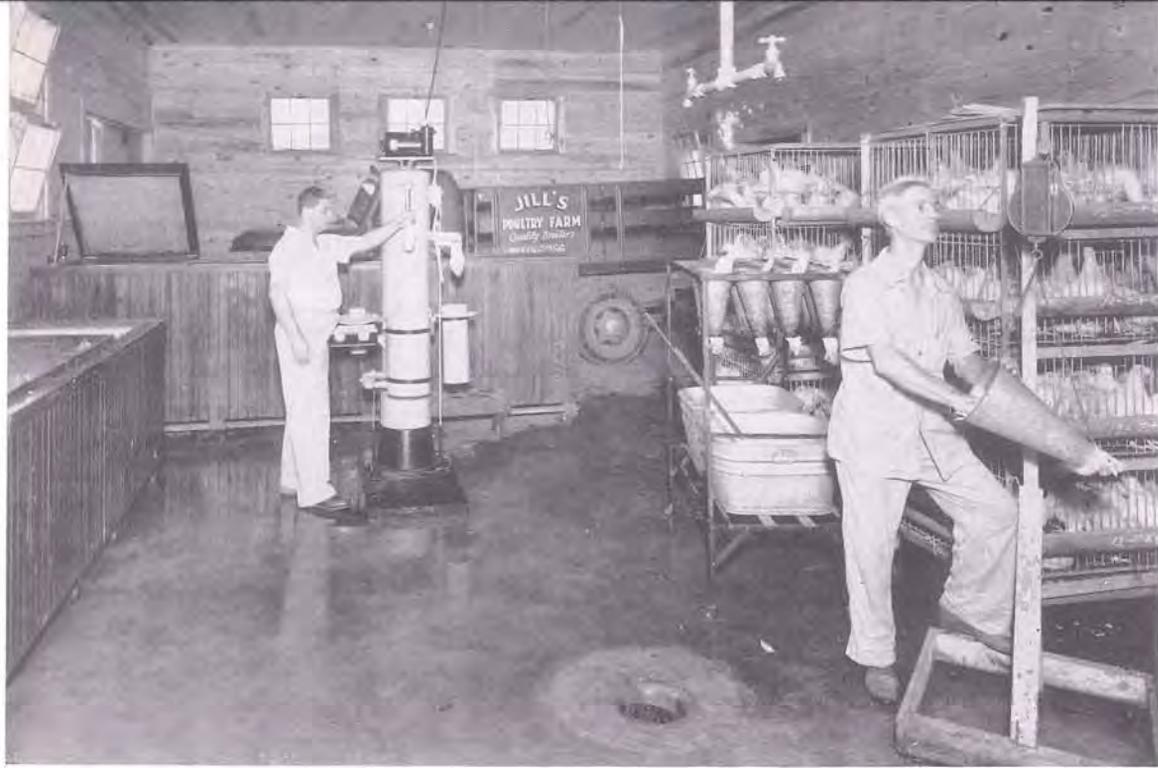
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CAMINATA BAY



Jill's Poultry Farm in Kenner is strictly an inside production house. Here, with modern equipment, it is one minute from the walking bird to the neatly dressed broiler.

to a minimum. With expert operators, it is just one minute of actual operating time from the walking bird to the neatly dressed broiler. When that broiler is properly chilled, it will be ready for your dinner table. The poultry men seem to prefer to live in the attractive suburban areas to either the city proper or the lowlands that have attracted some of the dairymen and hog men. It is a sound, solid business, of great service to the community, and brings prosperity to the owners and the area.

Dairying, poultry and hog raising with their vital health problems of live creatures require so much training that it is virtually impossible for untrained men or women to carry on the work, but in truck farming there are many jobs at which an untrained person can be of great value under proper supervision. Thus it is in the truck farming industry that the Jefferson Parish farm women have had an opportunity to show their metal and the fine edge of their patriotism.

On many Jefferson Parish truck farms when a son was taken or enlisted in the armed services and the head of the family was not able to hire someone in his place, the girls in the family have come through in splendid style. Also, under the direction of Mrs. Thelma S. Gray, Home Demonstration Agent, the wives of the parish farmers are doing a splendid job of assistance to their husbands in particular and all Americans in general in the diligent handling of their homemaking activities, their canning and general economical management of their homes.

Trucking is a year 'round business in this climate. As soon as one crop is harvested another is planted and the land is in use for 12 months of the

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year. There are more than 30 items grown on the Jefferson parish truck farms and many varieties of most of the items.

Mr. Geiger gave me a list of 33 items grown in volume by the Jefferson Parish truck growers and the first Jefferson Parish farmer I met down at the French market was selling out a truck load of parsley which was not on Mr. Geiger's list at all. As this is the only list that has ever been compiled of the Jefferson Parish farm products, this is just another item for Mr. Geiger to put into his book. Some farmer may add still another item tomorrow.

Mr. Geiger's list includes California Wonder and World Beater bell pepper, Crosby Egyptian and Detroit dark red beets, broccoli, Louisiana Sweet and Georgia collards, all of the popular varieties of cabbages and of carrots, Louisiana Sweet (strains I and II) and Truckers Favorite sweet corn, many varieties of cucumbers, endive, escarole, Creole and Telephone English peas, New York and Black Beauty eggplant, many varieties of field peas, Certified Triumph or Katahdin Irish potatoes, Henderson (bush) lima beans, several pole varieties of lima beans, mehrlitons, mustard, New York Improved and Big Boston head lettuce, Grand Rapids leaf lettuce, Creole and Bermuda onions, green velvet and white velvet okra, many varieties of both bush and pole snap beans, Yellow Crookneck and White Patty Pan squash, Lucullus and Green Rib Swiss chard, Bloomsdale and Broadleaf Flanders spinach, several species of red and white radishes, Imported White shallots, Unit I sweet potatoes, a wide range of varieties of tomatoes and of turnips and some very fine types of cauliflower.

The truckers constitute the largest number of Jefferson Parish farmers and are second only to the dairies in volume of income. It is impossible to get anything like an accurate estimate of the total volume of their income, but a good guess would run between two and three million dollars annually. They are largely of strong and industrious Italian stock who came to America to enjoy the liberty and freedom that ancient Greek and Roman philosophers

Joseph Balestra, his grand-daughter, daughter and daughter-in-law, carry on on the farm in the face of a man-power shortage.



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Vegetables, she grow big on Grand Isle, yes! With its almost tropical climate (freezes are rare and calamitous events) the island produces earlier crops than any other section of the state, and vegetables are remarkable for their size.

said was essential to any worthwhile living. They found that liberty and freedom more readily on the farm than elsewhere and have continued for generations on these Jefferson parish farms. They are good church going people and have made top quality American citizens. The marketing end of their business requires a merchandising sense as well as farming sense. One member of most family units takes a truck load of their products to the farmers' section in the old French Market of New Orleans each week and remains there until the load is sold out.

Through long experience they have come to know the many difficulties facing the man in the market and are content to sell exclusively wholesale, leaving the retailing to those in the retailing business.

As indicated on the map on pages 114 and 115, the trucking lands are on the higher ground along the river, the Barataria ridge, and down on Grand Isle.

There is also a thriving beef cattle business in the area around Lafitte and Barataria. The cattlemen there specialize in high grade Herefords, regarded as one of America's finest types of beef cattle. Barataria is a delightful place to live and a number of homes there are owned by outstanding business and professional men of the metropolitan area.

The water area of Jefferson Parish is rich in the production of gourmet specials. Lake Salvador and Bayou Pero produce the bulk of soft shell crabs

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found in the New Orleans market. As a crab grows he gets too big for his shell, sheds it, and during the time his larger shell is hardening, he is an easy prey to his enemies. Realizing his danger the crustacean seeks shelter in thick bushes in the water. Clever fishermen furnish just what the soft shell crab is looking for and each day they pull up the bushes and shake the crabs out into their boats and rush them to the market. It has grown to be an important business for the fishermen.

Shrimp is probably the one largest item of Jefferson parish sea food. Barataria bay is rich in the smaller shrimp and along its shores are the famous sun drying platforms. Fishermen living along the shores of Barataria or the connecting bayous with small shrimp trawlers ply the waters of the bay for the greater part of the year and bring in some excellent hauls. Their products are sold on the fresh shrimp markets in New Orleans as well as through the canneries. Bigger trawlers from Houma, Chauvin and Dulac, trawl the near shore waters of the gulf and sell a vast tonnage of shrimp, fresh, dried, and canned to the markets of the world. Then the even bigger trawlers from Morgan City, Patterson and Berwick trawl the deeper waters some miles off shore for the big jumbo shrimp that bring the top prices of any shrimp in the world and supply a massive volume of the world's shrimp business.

While some shrimping is done throughout the year, the spring is the poorest time and the autumn the best. They speak of the shrimp season beginning in the late summer when there is a magnificent ceremonial bless-

Soft shell crab fishermen in Bayou Pero provide just the sort of shelter sought by the defenseless crabs while changing their shells. Then the branches tied to lines are lifted out of the water, and into the nets fall the luscious soft shell crabs that are such a table delicacy.





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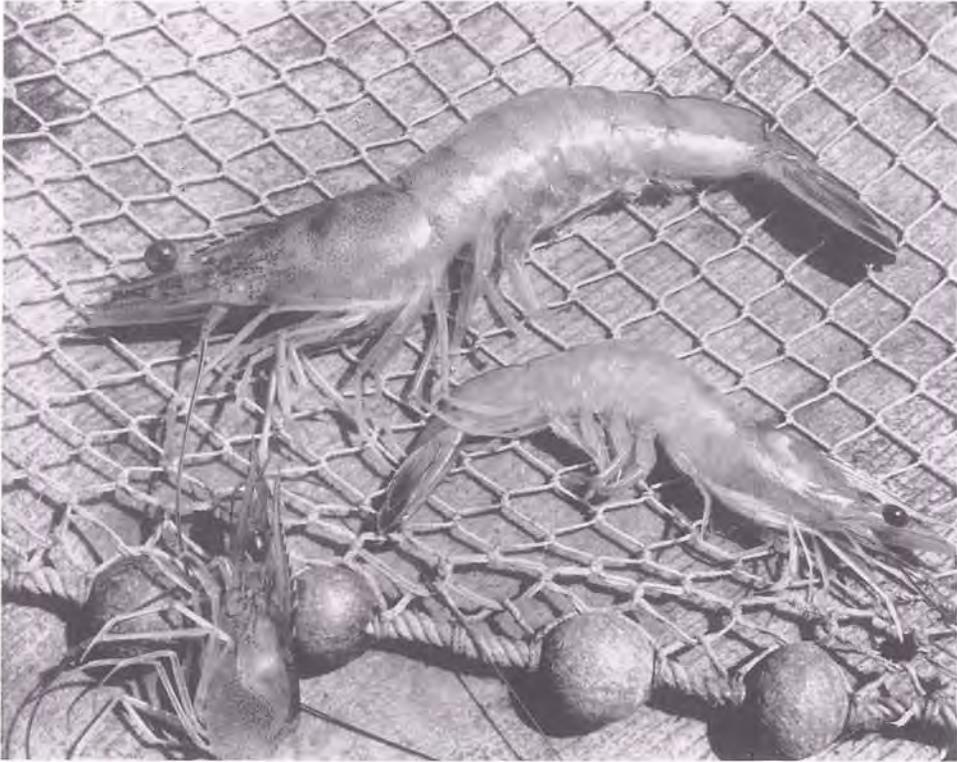
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Jumbo shrimp from the deep waters of the Gulf and smaller shrimp from the bays and lakes near the southern boundaries of the parish are both a part of the great seafood industry of Jefferson.

ing of the fleets which constitutes a major event of the year along the Louisiana coasts.

Oyster dredging is the other large scale business along the southern end of Jefferson Parish. The oyster reefs behind Grand Isle are among the country's richest and the water near the inlets are ideal for plantings of the largest and finest quality of oysters. While the hand tongs with which a fisherman floating in a small boat over the reef picks up the oysters are still in use the greater volume is now produced by diesel powered boats that cruise along the reefs, throw out their dredges and gather up the oysters by the barrel. When food was plentiful in the United States, these little boats dredged until they got a load and then sailed away to New Orleans or some other market where they sold their catch. But today with so many fishermen in the armed services and food a critical item in American war economy, these fishermen stay on the reef for weeks at a time, just going to a nearby market to buy food for themselves, while the packers and others handling the distribution of seafoods send freight boats to pick up and pay the fishermen for their loads right on the reefs and leave them to carry on with their food production.

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The fishermen, like the farmers, are brave, cheerful fellows. If you were out on the reef where they anchor for the night, you would hear the first thing in the morning their radios tuned in to the Catholic mass service being broadcast from Loyola University. They fear their God, but little else. Danger is taken in stride and passed up as something trivial. After mass, they listen to the news and then go about the day's business with a vigor and enthusiasm that is scarcely surpassed by any other group of men.

There is a wide range of other fisheries, both for food and for sport, all of which adds up to more food with which to win the war and the Jefferson Parish farmers and fishermen are all girded for that task in a manner that would make Hitler and Tojo tremble if they could see it.

Not the least factor in Jefferson Parish farm prosperity is their use of modern farming equipment and the utilization of the findings of the State experimental farms that prove the practicability of various types of operation, the relative productivity of various breeds and strains of plants. This information is made available to farmers throughout the parish by the farm demonstration agent's office.

Though the smallest parish in Louisiana in area of arable farm lands, Jefferson is well up among the biggest and best of the State in the quality and quantity of food produced. In the matter of variety it is second to none.

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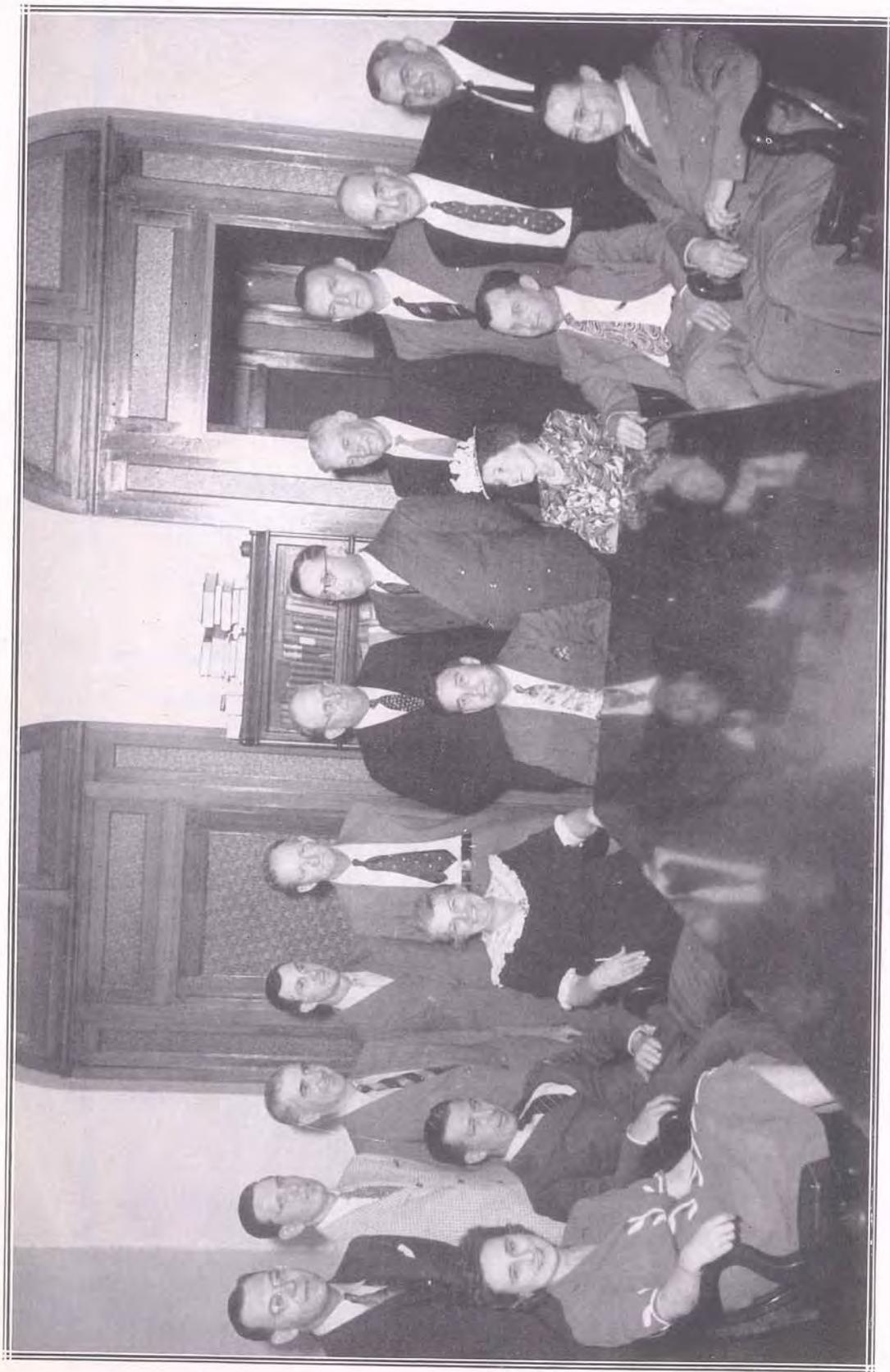
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Standing, left to right: J. B. Geiger, Jr., Ward 3, Gretna; Brownlee J. McMahon, Office Clerk; John Calzada, Ward 3, Harvey; G. P. Arnoult, Ward 7, Labarre Heights; William Hughes, Ward 4, Marrero; Louis E. Breaux, Ward 8, Metairie; Julius F. Hotard, Vice-President, Ward 2, Gretna; Abel Zerinque, Ward 5, Waggaman; Walter Schneckenburger, Athletic Director; John C. Bruning, Ward 8, East End, and Dave Dabrita, Ward 4, Marrero.

Member from Ward 1, Gretna (McDonoghville), Loney J. Aulin, is on leave of absence serving in the United States armed forces.

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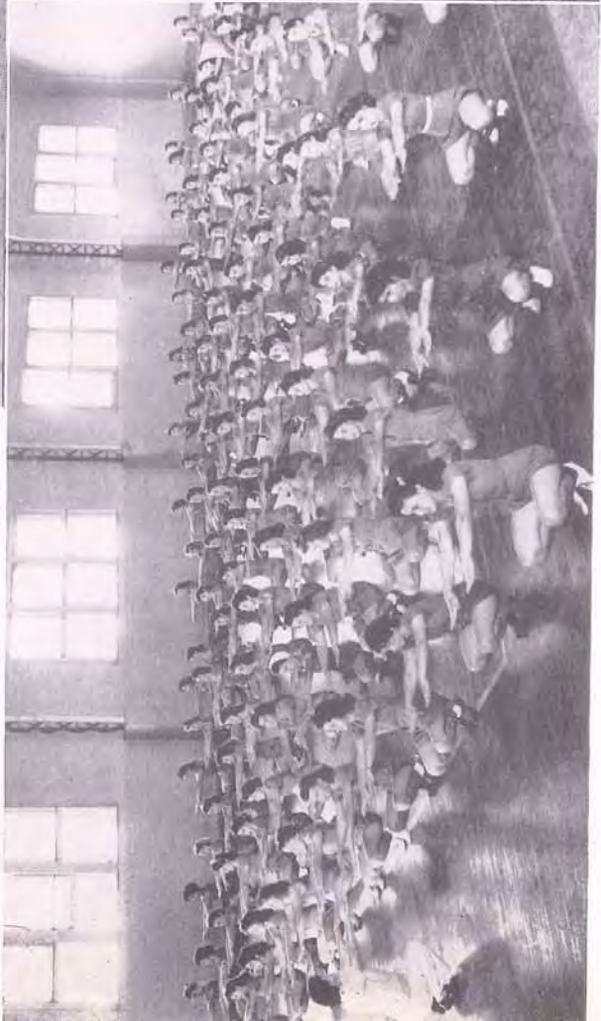
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ON THEIR TOES

Wartime activities and training in the Jefferson schools will make better men and women. Top right: The Victory Corps, Metairie High School. Below, left: Girls physical training class, Westwego High School. Below, right: Up and over the obstacle course, Kenner High School.





In Jefferson schools, girls are given physical training, so that as the women of tomorrow they will be fit and capable of assuming their tasks in a post-war world. Jefferson High School.

THE SCHOOLS AND THE WAR PROGRAM

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Superintendent of Schools, Jefferson Parish

The schools of Jefferson Parish have thrown their full cooperation into the struggle for democracy. Their entire program, curricular as well as extra-curricular, is geared for a complete victory over the enemy.

Education is a fundamental and underlying concept of self-government. The success or failure of this form of government relies indisputably upon the intelligent understanding of the citizens. When Thomas Jefferson, the spiritual founder of American democracy, selected the epitaph for his tombstone, he chose for posterity to remember not that he had been twice president of the United States, but that he had founded the educational system of Virginia.

Upon the declaration of war, Jefferson Parish school authorities agreed upon a procedure of gearing the schools to the war effort. It was decided that new courses bearing directly on the prosecution of the war should be added to the Course of Study. Traditional subjects were to be removed in order to emphasize those phases that would be the most useful.

The student bodies of our six high schools have responded magnificently to this change in educational policy. They, too, have felt the need for more courses in Mathematics and the Physical Sciences.

The national movement of the Victory Corps for all high school youth has found Jefferson Parish an enthusiastic participant. Our boys and girls have donned the attractive insignia of the Victory Corps to stand ever present so as to render assistance to the nation and the community on the home front.

This organization has a two fold purpose: first, it provides the parish with an auxiliary army of helpers on the farm and in the home, and second, it stimulates these youths to the highest expression of character and patriotism. As the shortages of manpower in the nation develop, this army of young Americans will take on an increasing importance.

Especial attention is paid to vocational guidance. It is our belief that the capabilities of each student should be carefully assayed throughout his school career. Our trained instructors are on the lookout for special talents and aptitudes which are valuable signposts to guide the child into a suitable life work. Complete records are kept which enable parents and teachers alike to evaluate the kind of work best suited for the pupils.

The defense program of the Jefferson Parish schools is one of our proudest achievements. Our nation's future depends in direct proportion upon the production of implements essential to prosecute the war. Both men and women trainees are enrolled in the Gretna welding school. We are proud to state that this school is the first of its kind to enroll and qualify women welders.

Our physical education program has undergone revisions to build strong and healthier bodies to withstand the nervous and physical strain of modern

The care of infants is studied by a Nurses' Aid Class in the Marrero High School. The baby, a real live one, seems to be enjoying this breathless attention.



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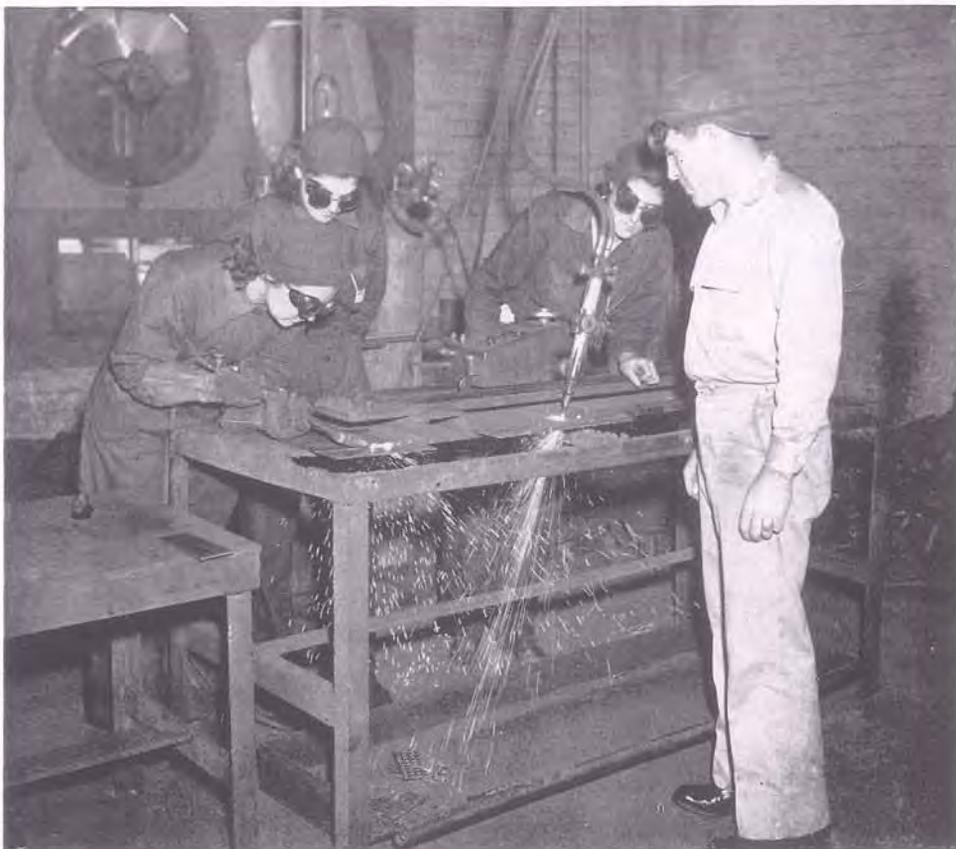
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The Gretna Welding School, which trains both men and women for work in our war industries, was the first school of its kind to enroll and qualify women welders.

warfare. Our physical education instructors are scientifically trained and are cognizant of modern techniques. Exercises and sports must be prescribed for the individual. A complete physical examination must be given before any exercises can be recommended.

It was hitherto believed that physical training and sports were the exclusive province of boys. Now that women are assuming many of the burdens on the home front they must be physically fit and capable for these tasks. We recognize that in a few years many of our girls will be mothers and auxiliary workers of our nation.

For the boys we are emphasizing military drill and discipline at present. Many of our boys have gone into the armed forces directly from the classrooms. Others are preparing to leave shortly. For these, the least that we can do is to build the necessary moral and physical stamina that will make them good soldiers and sailors.

A great part of our educational achievement this past year has been due in large measure to the generous cooperation from State Superintendent John E. Coxe and his staff of trained administrators who have at all times

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The girls of the Gretna High School spend many a busy hour working for the American Red Cross in the workroom in the school.

been eager and ready to aid in the development of Jefferson Parish education. To the State Department of Education therefore, we extend our sincerest appreciation for their helpful policies.

The public is cordially invited to visit the schools of Jefferson Parish in order to view a modern educational system at work. We cordially invite and consider the suggestions of all educationally-minded citizens. Our goal is clear and well defined: to prepare the youth of our parish to take their rightful places in a democratically managed community. Our entire educational program is permeated with a social consciousness that is designed to make the student a better citizen and participant in the affairs of a post war world.

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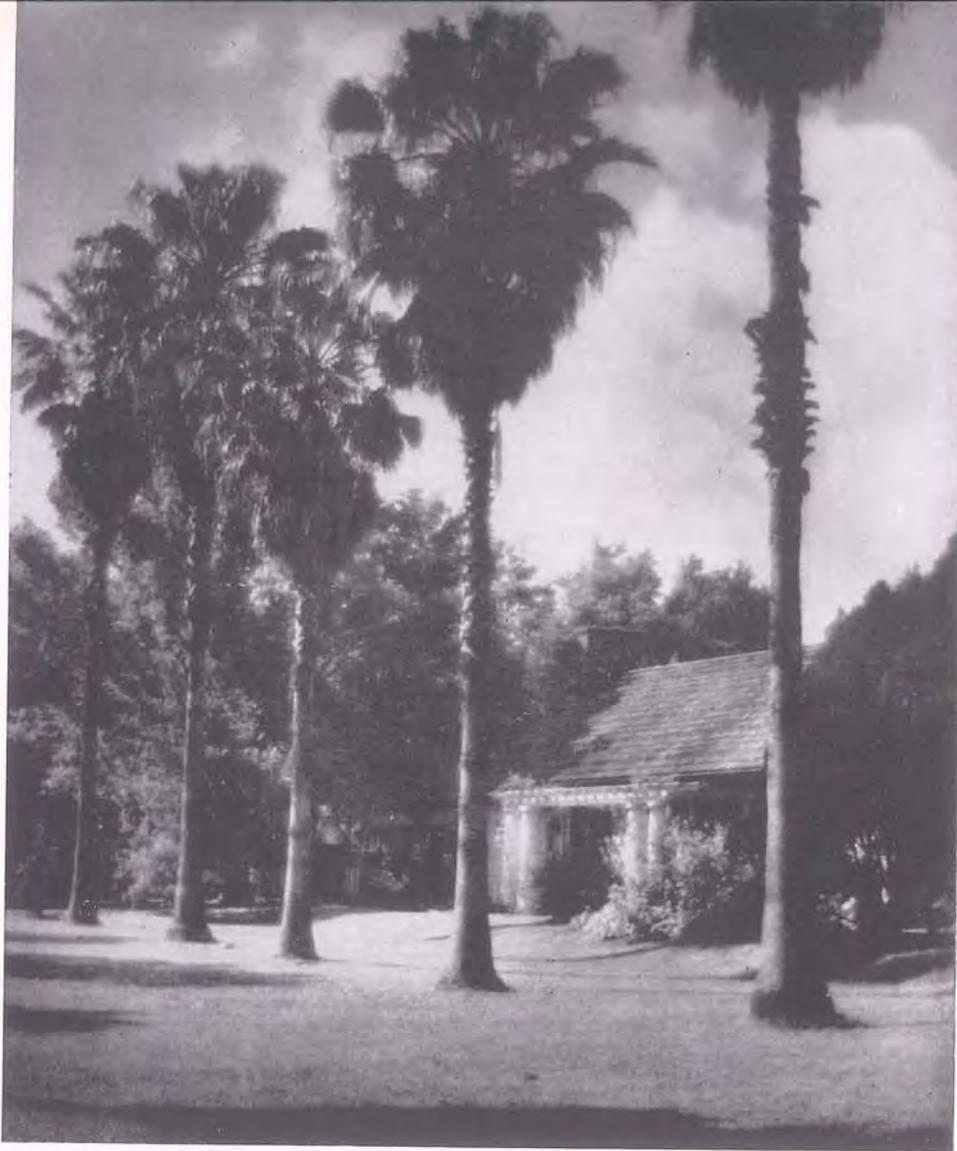
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"METAIRIE" MEANS "HOME"

H. D. CHAMBERLAIN
Associate Editor

St. Charles Avenue has moved to Jefferson. A generation ago, "The Avenue" was the most beautiful and fashionable residence street in New Orleans. The homes of New Orleanians of wealth and social standing looked proudly out from among the stately trees that still line this wide, long thoroughfare. But fashions change, and suddenly "The Avenue" was out as the best address, and lured by the beauties of Jefferson Parish, "Metairie" was substituted by the scions of money and society.

New Orleans has never been a city of commuters. The area of the city is large, distances therein are relatively great, and the idea of traveling to

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and from business from some far outlying home has caught on with very few of its citizens. But Metairie was not a far distant suburban section. On the East bank of the Mississippi it is right over the line from Orleans Parish, and so situated that it is closer to some sections of New Orleans, notably the business district, than are some other areas of the city itself.

So when business began to creep in on St. Charles Avenue and other fashionable sections, and the noise of traffic intruded more and more; when large families scattered and no longer live together in the big old houses, then, one by one, Orleanians "discovered" Metairie—its quiet streets shaded by ancient oaks—and built there their homes of the future, where they and their children could find peace, and enough room to breathe.

Of course the development of Metairie as a home section has been by no means limited to these Avenue dwellers seeking quiet and peace. The beauties of Jefferson appealed to people of all walks of life, once the development had started. At the present time, homes with price ranges from the most modest to the most lavish may be found in Metairie, and its population has grown by leaps and bounds, giving it a cross section of citizens in all income levels, and making it a sound, prosperous and well balanced community.

But what was Metairie, that has become Metairie the Golden?

Metairie Ridge, the higher strip of land along which the present Metairie has developed, follows the course of Metairie Bayou, in prehistoric times a branch of the Mississippi River emptying into the Gulf. In the main, the bayou has disappeared, only traces of it being evident, in some places as a depression, in others as a part of a series of artificial lagoons, where its old course ran through the present City Park in New Orleans. A hundred years ago, however, it was an active waterway, and Indians paddled their canoes along it on their way to New Orleans to barter their hunting and fishing hauls for goods from the city merchants. Lining the bayou stretched mile after mile of woodland, with here and there a farm hewed from the lush forest growth. For the first settlers of Metairie were farmers, but the name, Metairie, "a farm cultivated on shares," seems a misnomer. In France and Italy, a metayer is a farmer who cultivates another's land on shares, or the equivalent of our lowly sharecropper. But these citizens of a new world must have called their new home Metairie mockingly, with memories of another, harder life. For here they owned these expansive and productive acres. There was no sharing. Every man's produce was his own, with the amount limited only by his own ability.

Many of the old names still persist in Metairie, and descendants of a few old families still live there, but none of the original homes are standing. Bonnabel Place is named for an original settler, Betz Place for another, and the Fagots, the DeLimons, the Massets and the Rivieres, are still living in Metairie. The old Betz home, probably not the original farmhouse, but nevertheless a typical farm home in the midst of modern building, is an interesting example of the old resisting encroachment by the new. The old home still stands, facing what was once the bayou, and perhaps the trail along the waterway. But the developers of the subdivision that surrounds the Betz

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Eastman Park, from an old painting. Picnickers are enjoying themselves in this pastoral setting. The park is still owned and operated by the Eastman family, and still is the scene of all-day outings.

home decided to build streets that ran diagonally to the ridge and the old bayou site. So all the little homes newly built snugly face the new streets, and the Betz home quietly turns its shoulders to the streets, and, beyond its front yard, looks disdainfully into the side of a modern dwelling.

Perhaps the oldest house in the section is the Eastman home. Coming from Boston some 80 years ago, Ezekiel Webster Eastman purchased the property which is still in the family, and made an imposing three story residence, in the Boston manner, out of the farm cottage that was on the place. It is obvious that no Louisianian built this home. It is high, has more width than depth, and is New England behind a Southern colonial facade. It is not only the oldest, but by far the best known place in Metairie, for the Eastmans were an enterprising clan, and realizing the beauty of their rural surroundings, opened their home grounds to the public as Eastman Park, maintaining the homestead in the midst of picnic grounds, dance pavilions, and throngs of merrymakers who flocked to the country on outings. In later years, when the Park was in its heyday, it was possible to drive from the Eastman's home along the Seventeenth Street Canal to Carrollton, and in and out this road came horses, buggies, carryalls, and tallyhos, loaded with picnickers. It was no short trip in those days, and parties were planned long in advance. They were all-day affairs, holiday-makers returning to their homes long after dark, exhausted by their trip to the "country".

Even thirty-five or forty years ago, Metairie was still very much the country. Houses were few and far between, each still overlooking its own farm. There was one store, owned by the Fagots. This store house proudly possessed

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the only telephone in the whole area. The single community school was a one room "little red schoolhouse", where the school teacher taught all subjects, necessarily very limited, to all grades. The teacher at that time lived in New Orleans, and when the Napoleon Avenue streetcar came to the Orleans parish line at the Seventeenth Street Canal, that was the end of its line also. Teacher, from there on, was strictly on her own. It is recalled how she would leave the car, take off her good shoes, put on her boots, no matter what the weather, and begin her daily hike to school. When she got there, she and the pupils had to light the fire, or open up the windows and clean up the place—she was everything, teacher, janitor, and handy man.

The present development of Metairie probably saw its first slow beginnings about thirty years ago. The number of people in the section had increased to the point where it was advantageous for the street car line to be extended from its original terminus at the Seventeenth Street Canal through Metairie to Shrewsbury. People were beginning to invade the beauty of Metairie. But slowly, with no inkling of the impetus that would make a tidal wave out of this first trickle. About five years after the street car service was extended, came the first of the innumerable real estate developments, the Metairie Nursery subdivision, on land that had been sold to real estate operators by the Papworth family. This definitely marked the beginning of the Metairie of today.

Development started near the Parish line at the Seventeenth Street Canal. It spread from there in two main directions—along the canal for a limited

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distance toward New Orleans, and from New Orleans along the Metairie Road, which follows the old Metairie Ridge, mile after indefinite mile. Several years ago there were long stretches along the road at the Shrewsbury end that were uninhabited—today it is all settled. Automobiles with their shortening of distances have of course played a major part in this trend, and the opening of the Airline Highway at the Shrewsbury terminus of the Metairie Road has made it possible to reach New Orleans from that end of the road as quickly as from the other. So, little by little, all the gaps are being filled in, and the growth is now outward from the road, in ever-increasing numbers. With wartime restrictions, building is temporarily halted, but will probably be resumed at the earliest possible moment. As an indication of this trend, six months after the Jefferson Parish Sewerage District Number One was in operation in Metairie, there were 1500 homes in the area it served, and it had 300 customers. Today, five years later, the Sewerage district has over 3000 customers, and is growing constantly.

So Metairie of the farms is gone, and in its place we have Metairie of the homes. Thousands of them, large, small; pretentious, modest; expensive or reasonable, but homes. Traffic crowds the Metairie Road, once a trail along a long forgotten bayou. Business is brisk in the small shopping centers that are scattered along the way. Modern public, parochial and private schools teach the youngsters by the latest methods. But still, under the age-old oaks peace and quiet dwell, and happy families find in their homes a haven from which they can go forth refreshed to meet the cares of a weary and war-torn world.



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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 and Harold W. Mischler, 1942; Clarence H. Boehmer, 1943. Other officers presently serving are Harold W. Mischler, vice-president, and W. H. Wynne, secretary.

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But the wisdom of building for the future has been proven. Whereas at the beginning of 1932 there were 173 customers, at the end of 1942 the Waterworks district served 5566 customers, and was still growing. This was an average increase of 506 customers per year, and the only increase needed in actual equipment was some twenty miles of pipe which had to be installed to reach these new customers.

This average increase of 506 customers yearly by no means gives the true picture of the plant's customer expansion, however. In the first year, growth was slow, only 56 homes being added. During the second year, 673 customers were added, and from then on, as home building and expansion took place on the "East Bank" of Jefferson Parish, the number of customers using water from the East Jefferson Waterworks District Number One grew constantly. Today the pipe line system covers approximately 99 per cent of the populated sections of the "East Bank" of Jefferson Parish; all sections have adequate fire protection with standard fire hydrants in conformance with Fire Rating Bureau regulations.



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Seated, left to right: Blaise Camel, Commissioner; Chas. A. Boutall, Vice-President; Eugene J. Bender, Commissioner; Paul D'Gerolamo, Commissioner and Purchasing Agent; A. Maggiore, Secretary, and John W. Hodgson, President and General Manager.
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The author (J. W. Hodgson, president and general manager of the East Jefferson Waterworks District Number 1), left, receives routine report from A. Bologna in the laboratory of the plant.

The East Jefferson Waterworks District Number One is proud of its achievements on its 11th anniversary. It has reason to be proud of the foresight that built a plant for the future, capable of serving the expansion that its founders so rightly envisioned. When the war is won, and Jefferson continues its interrupted building and expansion, it will continue to meet the needs of a greater Jefferson, as it has in the past

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The Board of Commissioners are: J. W. Hodgson, President; C. A. Boutall, Vice-President; B. Camel, Chairman of the Finance Committee; P. D'Gerolamo, E. J. Bender.

The office of the East Jefferson Waterworks District Number One is located at Jefferson Highway and Arnoult Road with office hours: Monday through Friday, 8 A. M. to 4:30 P. M. Saturday, 8 A. M. to 12:30 P. M. Telephone: Office, CEDar 2000; Purchasing Department, CEDar 2751; Plant, CEDar 2539.

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The growth of a city can, within certain limits, be plotted ahead using statistics of the past to determine what might be expected of the future. In such cases a knowledge of the people may make for even greater accuracy of prognostication. From year to year in the past the City of Gretna has enjoyed a steady growth—a growth which could be reasonably foretold and which was confirmed as it occurred by the factors available for checking. Not the least of these, especially during the past five years, is the record of new meter installations kept by the Gretna waterworks.

This record discloses that users of water have increased by 1,000 since 1938. By far the greater part of these were meter installations in the rapidly growing Gretna-McDonoghville section. In other words, family users. On the basis of these figures, at an average of only three persons to the family, Gretna, the tenth city in Louisiana, has increased its population by some three thousand persons.

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Gretna, like the entire Parish of Jefferson of which it is the parish seat and principal city, is bustling with the business of war. Her sons and daughters serve the clock around on every shift in production for Victory. Between times they are giving their talent and energy to civilian defense work, to



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 Beauregard Miller, Town Marshal.

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This battery of motors man the pumps at the Gretna waterworks.

war bond drives, to the Red Cross, to U. S. O., to aid to China, and the many other collateral activities which war has brought. Thousands of Gretna citizens have contributed their very life blood to the winning of this war, having gone not once but again, and sometimes again, to the blood banks nearby.

War work has not, however, materially slowed down the improvement to the city and its environs. Paving has increased and all gravel streets have been resurfaced. There has been a notable increase in building, with the city's development continuing in the area to the rear of the city and, directionally, away from the river. The Jefferson-Plaquemines Drainage District board is now engaged in drag-lining five direct and one lateral drainage canal in the rear of Gretna. This work is expected to require a year to complete, but the benefits from it are already manifesting themselves in the public interest.

While the war has brought new industry to Gretna, the city has long been the site of a number of important manufacturing concerns. A. M. Lockett & Company is a relative new-comer, having established a plant engaged in war work within the last year. War's requirements have brought about the enlargement and remodeling of the facilities of the Gulf Distilling Company. The Chickasaw Wood Products Company, manufacturers of wood containers among which are barrels, is one of the older Gretna-located firms. The company not only turns out the barrels but it also barrels molasses as a regular part of its business. Other Gretna industries are the Davidson Chemical Corporation, J & L Steel Barrels, Inc., the Gulf Refining Company's bulk plant and the American Molasses Company. These are all in the city proper. On the outskirts are Southern Cotton Oil Company and Blue Plate Foods, Inc., subsidiaries of the Wesson Oil and Snow Drift people.

Looking to the future, the City of Gretna has already worked out a program of building and improvements which will be undertaken immediately after the close of the war.

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TOWN OF KENNER

DR. J. S. KOPFLER
Mayor

As it has to the rest of the country and to the Parish of Jefferson, war has brought changes and increased activity to the town of Kenner. Many of our boys are in the armed forces, and those of us who are left at home are working harder than ever to help bring success to our troops and an early and favorable conclusion to the present struggle.

This is to be noted in our industries and in our farms. In and around Kenner is some very productive farming land, and more of this is being cultivated than ever before. Produce raised here is being shipped, not only to New Orleans, but throughout the country to ensure an adequate food supply for our services and on the home front. Also in Kenner are several florists and individual cultivators of chrysanthemums, who are continuing to supply New Orleans florists. These flowers are needed more than ever now to meet shortages caused by the transportation difficulties that are slowing down shipments from other parts of the country. People need flowers. Without them a great deal would be gone from life.

Egg and chicken production is another that has been stepped up in Kenner. There are a great many people here who raise chickens on a small

(Continued on Page 170)



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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VILLAGE OF HARAHAN

FRANK H. MAYO

Mayor

Camp Harahan, army city bordering on the Village of Harahan, (which we like to think we did our small part in rushing to completion), plays a large part in the life of our community. Here war is really brought home to us, and makes us redouble our efforts to help in the all-out fight for victory.

Farming and dairying, the main interests of this community, have been increased to our full power. Chickens are being raised in increasing numbers, and more eggs are marketed from this locality. All this to help fill the nation's food basket. Florists in this section are busier than ever, meeting shortages in the New Orleans market.

On the industrial side, Bennett Manufacturing Company and the Freiburg Mahogany Company have increased their output to help meet war needs. These industries are served by the Illinois Central System, and two highways connect Harahan with New Orleans.

But with all this increased activity, Harahan is still a simple friendly town, offering recreational facilities for those after work hours when relaxation is essential. The Colonial Golf and Country Club is one of the best and most beautiful in the country; rabbits, 'possum and squirrels are hunted in the nearby wooded sections; and perch, sac-a-lait and black bass, our famous green trout, are caught in fresh water streams and ponds nearby. Altogether, Harahan, while working busily, knows how to live.



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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TOWN OF WESTWEGO

MORRIS ROSENSTOCK

Mayor

Westwego is a thriving community in a parish where progressiveness is a watchword. But Westwego is more than that. It is above all a community whose people, busy as they are about earning a living, are happy and proud to do their living in their home town. As a matter of fact, few if any would live anywhere else. With this spirit, it is no wonder that Westwego stands close to the top in Jefferson Parish for civic-mindedness.

Take the case of Westwego's public park, for instance. Only a few weeks ago this seven-acre tract was formally dedicated with appropriate ceremonies, for public use by kids of all ages, provided they are not too old to walk. The land was owned by the town and had been acquired for the purpose of establishing a park. With the sanction of the mayor and board of aldermen, the officers and members of the Westwego Volunteer Fire Company No. 1 assumed the responsibility of equipping and maintaining the park, which today has neatly trimmed lawn, swings, a baseball diamond, a sand pit, and a wading pool for the younger boys and girls. Water for the pool is furnished by the Town of Westwego.

Civic pride must be practical, too, for it also means civic building. A monument to Westwego's practical accomplishment is its waterworks whose 900 meters record service to the population which had grown to 6,133 in 1942, and is now indubitably greater.

Although paved and hard-surfaced streets serve the residential and busi-



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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A freighter in battle dress discharges bauxite ore from Dutch Guiana at the Westwego terminal.

ness sections of Westwego, its principal business thoroughfare is a waterway. Along the banks of the Company Canal, built years ago by the Westwego Canal and Terminal Company, is a hive of industry which grew as a sort of natural phenomenon. The waterway is plied by the small craft of commercial fishermen. They reach "market" at its Westwego terminal where are located a number of canning factories. These concerns can hundreds of thousands of pounds of succulent shrimp, oysters and great blue-clawed crabs from Louisiana's teeming coastal waters. And in the process very little is wasted for along the canal's edge are also manufacturers of feed meal and fertilizer from the by-products of the canners. Their products are shipped to consuming centers throughout the country and in export.

Among the companies operating in these fields are Louisiana Blue Crab Canning Company, Western Feed Meal Mills, Otto Kuehn & Company, Ed

Children splash through the long summer days in the wading pool in Westwego's park.



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Martin Seafood Company, Cutcher Canning Company, and Robinson Canning Company.

At Westwego, too, are the yards of the Texas & Pacific-Missouri Pacific Terminal Company, which were put to greater use when the lines of the two railroads routed their traffic across the Huey P. Long bridge over the Mississippi River to their New Orleans terminals.

And to complete the industrial picture of the busy town are General American Tank Storage Terminals, Sinclair Refining Company's bulk plant, North American Trading and Import Company, U. S. Industrial Chemical Corporation, and Commercial Solvents, Inc.

TOWN OF KENNER

(Continued from Page 156)

scale, and besides these there is Jill's Poultry farm, which is a completely modern chicken "factory" on a relatively large scale.

In the Kenner agricultural picture, dairy farming continues to hold a large place.

The Ipik Plywood Corporation, the Louisiana Box and Lumber Company, and the Mancuso Barrel & Box Co., Inc., all located in Kenner, have had to increase their production to meet war demands. The Kenner Airport, also inspired by the needs of war, is under construction.

So Kenner, connected with New Orleans by bus lines and highways 91 and 51, is a busy community, and we are working in every way possible to further the war effort.

A magic light seeps through the branches interlaced above those who linger in "Fairyland," Grand Isle.



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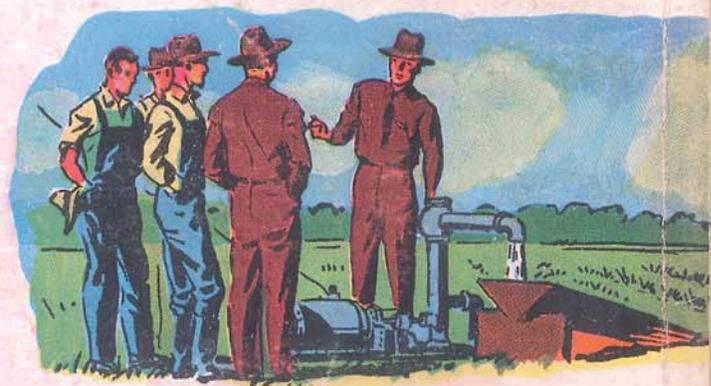
Conducted big bond-buying campaigns and campaigns to save scrap and stop rumors.

Delegated home service representatives to conduct war-time nutrition programs before women's clubs and gatherings, all over the state.

At Christmas time, the girls of our company sent packages to every one of our employees in the armed forces. And all year long, every one of our fighting men received our company magazine.

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