

S E V E N T E E N T H A N N U A L



1951

JEFFERSON

PARISH

YEARLY REVIEW

In the Middle South
NEW ORLEANS
 OFFERS YOUR BUSINESS...
TWO MARKETS!

In the Middle South
NEW ORLEANS
 OFFERS YOUR BUSINESS...
FUEL AND POWER!

NATURAL GAS...
 Louisiana produces nearly 3 billion cubic feet of natural gas every day—the second largest producing state in the nation. And huge, constantly expanding reserves assure an almost limitless supply for the future.

Here's a sure source of fuel—economical, versatile fuel to speed production in your plant, home, car, and truck. Inquire for storage facilities, natural gas offers another major reason for location in New Orleans.

ELECTRICITY...
 In New Orleans, the industrial partner of natural gas is electricity. In gas fields, the generating plants which provide base-load, dependable electric power to the city.

And electric generating facilities have grown again with New Orleans' industrial expansion. In the short period since the end of World War II, electric generating capacity has been boosted by nearly 50%—ensuring ample electric energy for your plant here.

In modern times, New Orleans has never experienced a shortage of natural gas or electricity.

Look Into New Orleans
 If you would like to learn more about opportunities in New Orleans for your business, write the Industrial Development Staff, New Orleans Public Service Inc., New Orleans 9, Louisiana. We will be glad to help you, without cost, all available information.

Public Service
 NATURAL GAS AND TRANSPORTATION

SEIVING NEW ORLEANS WITH LOW-COST ELECTRICITY, NATURAL GAS AND TRANSPORTATION

10-1-1946-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-2622-2623-2624-2625-2626-2627-2628-2629-2630-2631-2632-2633-2634-2635-2636-2637-2638-2639-2640-2641-2642-2643-2644-2645-2646-2647-2648-2649-2650-2651-2652-2653-2654-2655-2656-2657-2658-2659-2660-2661-2662-2663-2664-2665-2666-2667-2668-2669-2670-2671-2672-2673-2674-2675-2676-2677-2678-2679-2680-2681-2682-2683-2684-2685-2686-2687-2688-2689-2690-2691-2692-2693-2694-2695-2696-2697-2698-2699-2700-2701-2702-2703-2704-2705-2706-2707-2708-2709-2710-2711-2712-2713-2714-2715-2716-2717-2718-2719-2720-2721-2722-2723-2724-2725-2726-2727-2728-2729-2730-2731-2732-2733-2734-2735-2736-2737-2738-2739-2740-2741-2742-2743-2744-2745-2746-2747-2748-2749-2750-2751-2752-2753-2754-2755-2756-2757-2758-2759-2760-2761-2762-2763-2764-2765-2766-2767-2768-2769-2770-2771-2772-2773-2774-2775-2776-2777-2778-2779-2780-2781-2782-2783-2784-2785-2786-2787-2788-2789-2790-2791-2792-2793-2794-2795-2796-2797-2798-2799-2800-2801-2802-2803-2804-2805-2806-2807-2808-2809-2810-2811-2812-2813-2814-2815-2816-2817-2818-2819-2820-2821-2822-2823-2824-2825-2826-2827-2828-2829-2830-2831-2832-2833-2834-2835-2836-2837-2838-2839-2840-2841-2842-2843-2844-2845-2846-2847-2848-2849-2850-2851-2852-2853-2854-2855-2856-2857-2858-2859-2860-2861-2862-2863-2864-2865-2866-2867-2868-2869-2870-2871-2872-2873-2874-2875-2876-2877-2878-2879-2880-2881-2882-2883-2884-2885-2886-2887-2888-2889-2890-2891-2892-2893-2894-2895-2896-2897-2898-2899-2900-2901-2902-2903-2904-2905-2906-2907-2908-2909-2910-2911-2912-2913-2914-2915-2916-2917-2918-2919-2920-2921-2922-2923-2924-2925-2926-2927-2928-2929-2930-2931-2932-2933-2934-2935-2936-2937-2938-2939-2940-2941-2942-2943-2944-2945-2946-2947-2948-2949-2950-2951-2952-2953-2954-2955-2956-2957-2958-2959-2960-2961-2962-2963-2964-2965-2966-2967-2968-2969-2970-2971-2972-2973-2974-2975-2976-2977-2978-2979-2980-2981-2982-2983-2984-2985-2986-2987-2988-2989-2990-2991-2992-2993-2994-2995-2996-2997-2998-2999-3000-3001-3002-3003-3004-3005-3006-3007-3008-3009-3010-3011-3012-3013-3014-3015-3016-3017-3018-3019-3020-3021-3022-3023-3024-3025-3026-3027-3028-3029-3030-3031-3032-3033-3034-3035-3036-3037-3038-3039-3040-3041-3042-3043-3044-3045-3046-3047-3048-3049-3050-3051-3052-3053-3054-3055-3056-3057-3058-3059-3060-3061-3062-3063-3064-3065-3066-3067-3068-3069-3070-3071-3072-3073-3074-3075-3076-3077-3078-3079-3080-3081-3082-3083-3084-3085-3086-3087-3088-3089-3090-3091-3092-3093-3094-3095-3096-3097-3098-3099-3100-3101-3102-3103-3104-3105-3106-3107-3108-3109-3110-3111-3112-3113-3114-3115-3116-3117-3118-3119-3120-3121-3122-3123-3124-3125-3126-3127-3128-3129-3130-3131-3132-3133-3134-3135-3136-3137-3138-3139-3140-3141-3142-3143-3144-3145-3146-3147-3148-3149-3150-3151-3152-3153-3154-3155-3156-3157-3158-3159-3160-3161-3162-3163-3164-3165-3166-3167-3168-3169-3170-3171-3172-3173-3174-3175-3176-3177-3178-3179-3180-3181-3182-3183-3184-3185-3186-3187-3188-3189-3190-3191-3192-3193-3194-3195-3196-3197-3198-3199-3200-3201-3202-3203-3204-3205-3206-3207-3208-3209-3210-3211-3212-3213-3214-3215-3216-3217-3218-3219-3220-3221-3222-3223-3224-3225-3226-3227-3228-3229-3230-3231-3232-3233-3234-3235-3236-3237-3238-3239-3240-3241-3242-3243-3244-3245-3246-3247-3248-3249-3250-3251-3252-3253-3254-3255-3256-3257-3258-3259-3260-3261-3262-3263-3264-3265-3266-3267-3268-3269-3270-3271-3272-3273-3274-3275-3276-3277-3278-3279-3280-3281-3282-3283-3284-3285-3286-3287-3288-3289-3290-3291-3292-3293-3294-3295-3296-3297-3298-3299-3300-3301-3302-3303-3304-3305-3306-3307-3308-3309-3310-3311-3312-3313-3314-3315-3316-3317-3318-3319-3320-3321-3322-3323-3324-3325-3326-3327-3328-3329-3330-3331-3332-3333-3334-3335-3336-3337-3338-3339-3340-3341-3342-3343-3344-3345-3346-3347-3348-3349-3350-3351-3352-3353-3354-3355-3356-3357-3358-3359-3360-3361-3362-3363-3364-3365-3366-3367-3368-3369-3370-3371-3372-3373-3374-3375-3376-3377-3378-3379-3380-3381-3382-3383-3384-3385-3386-3387-3388-3389-3390-3391-3392-3393-3394-3395-3396-3397-3398-3399-3400-3401-3402-3403-3404-3405-3406-3407-3408-3409-3410-3411-3412-3413-3414-3415-3416-3417-3418-3419-3420-3421-3422-3423-3424-3425-3426-3427-3428-3429-3430-3431-3432-3433-3434-3435-3436-3437-3438-3439-3440-3441-3442-3443-3444-3445-3446-3447-3448-3449-3450-3451-3452-3453-3454-3455-3456-3457-3458-3459-3460-3461-3462-3463-3464-3465-3466-3467-3468-3469-3470-3471-3472-3473-3474-3475-3476-3477-3478-3479-3480-3481-3482-3483-3484-3485-3486-3487-3488-3489-3490-3491-3492-3493-3494-3495-3496-3497-3498-3499-3500-3501-3502-3503-3504-3505-3506-3507-3508-3509-3510-3511-3512-3513-3514-3515-3516-3517-3518-3519-3520-3521-3522-3523-3524-3525-3526-3527-3528-3529-3530-3531-3532-3533-3534-3535-3536-3537-3538-3539-3540-3541-3542-3543-3544-3545-3546-3547-3548-3549-3550-3551-3552-3553-3554-3555-3556-3557-3558-3559-3560-3561-3562-3563-3564-3565-3566-3567-3568-3569-3570-3571-3572-3573-3574-3575-3576-3577-3578-3579-3580-3581-3582-3583-3584-3585-3586-3587-3588-3589-3590-3591-3592-3593-3594-3595-3596-3597-3598-3599-3600-3601-3602-3603-3604-3605-3606-3607-3608-3609-3610-3611-3612-3613-3614-3615-3616-3617-3618-3619-3620-3621-3622-3623-3624-3625-3626-3627-3628-3629-3630-3631-3632-3633-3634-3635-3636-3637-3638-3639-3640-3641-3642-3643-3644-3645-3646-3647-3648-3649-3650-3651-3652-3653-3654-3655-3656-3657-3658-3659-3660-3661-3662-3663-3664-3665-3666-3667-3668-3669-3670-3671-3672-3673-3674-3675-3676-3677-3678-3679-3680-3681-3682-3683-3684-3685-3686-3687-3688-3689-3690-3691-3692-3693-3694-3695-3696-3697-3698-3699-3700-3701-3702-3703-3704-3705-3706-3707-3708-3709-3710-3711-3712-3713-3714-3715-3716-3717-3718-3719-3720-3721-3722-3723-3724-3725-3726-3727-3728-3729-3730-3731-3732-3733-3734-3735-3736-3737-3738-3739-3740-3741-3742-3743-3744-3745-3746-3747-3748-3749-3750-3751-3752-3753-3754-3755-3756-3757-3758-3759-3760-3761-3762-3763-3764-3765-3766-3767-3768-3769-3770-3771-3772-3773-3774-3775-3776-3777-3778-3779-3780-3781-3782-3783-3784-3785-3786-3787-3788-3789-3790-3791-3792-3793-3794-3795-3796-3797-3798-3799-3800-3801-3802-3803-3804-3805-3806-3807-3808-3809-3810-3811-3812-3813-3814-3815-3816-3817-3818-3819-3820-3821-3822-3823-3824-3825-3826-3827-3828-3829-3830-3831-3832-3833-3834-3835-3836-3837-3838-3839-3840-3841-3842-3843-3844-3845-3846-3847-3848-3849-3850-3851-3852-3853-3854-3855-3856-3857-3858-3859-3860-3861-3862-3863-3864-3865-3866-3867-3868-3869-3870-3871-3872-3873-3874-3875-3876-3877-3878-3879-3880-3881-3882-3883-3884-3885-3886-3887-3888-3889-3890-3891-3892-3893-3894-3895-3896-3897-3898-3899-3900-3901-3902-3903-3904-3905-3906-3907-3908-3909-3910-3911-3912-3913-3914-3915-3916-3917-3918-3919-3920-3921-3922-3923-3924-3925-3926-3927-3928-3929-3930-3931-3932-3933-3934-3935-3936-3937-3938-3939-3940-3941-3942-3943-3944-3945-3946-3947-3948-3949-3950-3951-3952-3953-3954-3955-3956-3957-3958-3959-3960-3961-3962-3963-3964-3965-3966-3967-3968-3969-3970-3971-3972-3973-3974-3975-3976-3977-3978-3979-3980-3981-3982-3983-3984-3985-3986-3987-3988-3989-3990-3991-3992-3993-3994-3995-3996-3997-3998-3999-4000-4001-4002-4003-4004-4005-4006-4007-4008-4009-4010-4011-4012-4013-4014-4015-4016-4017-4018-4019-4020-4021-4022-4023-4024-4025-4026-4027-4028-4029-4030-4031-4032-4033-4034-4035-4036-4037-4038-4039-4040-4041-4042-4043-4044-4045-4046-4047-4048-4049-4050-4051-4052-4053-4054-4055-4056-4057-4058-4059-4060-4061-4062-4063-4064-4065-4066-4067-4068-4069-4070-4071-4072-4073-4074-4075-4076-4077-4078-4079-4080-4081-4082-4083-4084-4085-4086-4087-4088-4089-4090-4091-4092-4093-4094-4095-4096-4097-4098-4099-4100-4101-4102-4103-4104-4105-4106-4107-4108-4109-4110-4111-4112-4113-4114-4115-4116-4117-4118-4119-4120-4121-4122-4123-4124-4125-4126-4127-4128-4129-4130-4131-4132-4133-4134-4135-4136-4137-4138-4139-4140-4141-4142-4143-4144-4145-4146-4147-4148-4149-4150-4151-4152-4153-4154-4155-4156-4157-4158-4159-4160-4161-4162-4163-4164-4165-4166-4167-4168-4169-4170-4171-4172-4173-4174-4175-4176-4177-4178-4179-4180-4181-4182-4183-4184-4185-4186-4187-4188-4189-4190-4191-4192-4193-4194-4195-4196-4197-4198-4199-4200-4201-4202-4203-4204-4205-4206-4207-4208-4209-4210-4211-4212-4213-4214-4215-4216-4217-4218-4219-4220-4221-4222-4223-4224-4225-4226-4227-4228-4229-4230-4231-4232-4233-4234-4235-4236-4237-4238-4239-4240-4241-4242-4243-4244-4245-4246-4247-4248-4249-4250-4251-4252-4253-4254-4255-4256-4257-4258-4259-4260-4261-4262-4263-4264-4265-4266-4267-4268-4269-4270-4271-4272-4273-4274-4275-4276-4277-4278-4279-4280-4281-4282-4283-4284-4285-4286-4287-4288-4289-4290-4291-4292-4293-4294-4295-4296-4297-4298-4299-4300-4301-4302-4303-4304-4305-4306-4307-4308-4309-4310-4311-4312-4313-4314-4315-4316-

JEFFERSON PARISH YEARLY REVIEW

STAFF

Publisher.....Justin F. Bordenave
 Managing Editor and
 Business Manager.....Joseph H. Monies
 Associate Editor and
 Art Director.....Arthur Charbonnet

Published annually with the endorsement and support of the Police
 Jury of Jefferson Parish.
 Weaver R. Toledano, President

Kenner, La.

1951

OUR COVER

The luggers of Southern Louisiana are an essential part of the industrial picture. Designed primarily for efficiency and sturdy seaworthiness, they have a peculiar charm and grace that blends well with their natural setting. The shrimp trawler "Ramos Pride," powered by Caterpillar Diesel, is truly representative of the hundreds of boats engaged in the valuable seafood industry of our coastal parishes.

The publishers of the Jefferson Parish Yearly Review will be glad, at any time, to furnish information to anyone interested in Jefferson Parish industrial opportunities. The establishment of new industries is encouraged in every way possible by the Police Jury and citizens of the parish. More detailed data will be furnished on its extremely low transportation costs, easy access to raw materials, excellent facilities for distribution and ten year tax exemption. To homeseekers, visitors or those just interested in the history or future of this prolific parish, the publishers offer the facilities of this publication. Your request for information or assistance will receive prompt and courteous response.

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FEATURES

Introduction	2
Jefferson Parish is Ready—Now! by <i>Weaver R. Toledano</i>	4
Metairie Metamorphosis by <i>Robert Tallant</i>	24
Oil is Ammo! by <i>David M. Kleck</i>	32
Exploring Our Offshore Food Bowl by <i>James Nelson Gowanloch</i>	40
Marrero—The Arc of Achievement by <i>Arthur Charbonnet</i>	48
It's Time for Tidewater! by <i>E. S. Pennebaker</i>	58
The Picnic by <i>Eugene Delcroix</i>	65
Transportation Blueprints	81
Mahogany—King of Fine Woods	89
Jefferson Parish Police Jury, Members and Officers.....	97
Federal, State and District Officials.....	99
Parish Officials	101
Court Officials	103
Schools That Build Citizens by <i>Mrs. A. C. Alexander</i>	105
Jefferson Parish School Board, Members and Officers.....	133
School Board Officials	135
Wonder-Working Waterworks by <i>J. W. Hodgson, Sr.</i>	137
Double Decade of Progress by <i>Ed E. Feitel</i>	147
A Report on Gretna by <i>William J. White</i>	151
Keeping Up With Kenner by <i>Dr. Joseph F. Kopfler</i>	163
Harahan Hits a New High by <i>Frank H. Mayo</i>	169
Going Ahead With Westwego by <i>R. J. Duplantis</i>	175
Plaquemines Parish Produces! by <i>Leander H. Perez</i>	180
The Wildfowl Funnel by <i>Arthur W. Van Pelt</i>	192
Index to Photography	197
Index to Advertisers	198

In this — our seventeenth — annual Review, we offer again a detailed report on the industrial growth and civic progress of Jefferson Parish. Both have been very great, especially in the post-war years, and the year 1950 was extremely productive. Conditions in Jefferson itself are exceedingly good, as a tour of our parish through these pages will show.

But we are wont — more than ever — to consider ourselves in the light of our relation to our country and the world and the present time. Today's free world looks to America for guidance, for help and for protection. These we know, are forthcoming, and because of our own fierce love of freedom and our championing of the natural rights of man everywhere, once more our nation is tense and on guard.

It is our hope and our firm belief that before too long the future, at present troubled and cloudy as the water in which the flaxen-haired little girls are playing, will be clear and shining again. This is what we live for and these children are a symbol of our faith.

—The Editors.





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Johns-Manville Corp., the Celotex Corp. and other industrial giants.



By Weaver R. Toledano

President, Jefferson Parish Police Jury

The ten years past have been for Jefferson Parish a decade of vast and significant change, which means in our case, development and improvement.

Since 1940 our industrial enterprises and our population have more than doubled. From 50,427, our population leaped to 102,691 at the time of the 1950 census. Our birth rate is in the ratio of 2.5 to 1 over the death rate, and figures from the Parish Health Unit show that during 1950 another brand-new little Jeffersonian was born on an average of every three hours.

Much of our great population increase, too, is due to the immigration here of folks from other parts of the country, the state, and especially the City of New Orleans, because of the double advantages of the pleasant suburban life and lighter taxes.

People like our fine, temperate climate, good working conditions, and neighbors who are warm and friendly, industrious and enthusiastic. They like our far-seeing, active governing body, which works in close cooperation with alert parish, district, state and Federal officials, for the benefit of all.

The industrial picture is amazing—"favorable" is too mild a term. At a time when the national by-word is "production", Jefferson is proud to proclaim an increase of 52% in the number of corporations since 1940. These bustling industries, we like to point out, were not war-founded.

Nothing that is produced in our parish is not used in peacetime, and our period of greatest development and expansion has been the postwar years.

On the other hand, and of this we are likewise proud, our productive output is



The Illinois Central Railroad began a \$7,000,000 expansion program of its Mays Yard at Harahan, last year.

of almost inestimable value to the national emergency, for in the desperate preparation for defense and possible war, few basic things are useless. Certainly everything produced in Jefferson is of great value in the present situation and the ominous conditions to come.

As examples proving Jefferson's position as a foremost industrial production center in this anxious time, let us consider some of the products streaming from this section, which accounts for more than 66% of all the manufactured goods shipped out of the Greater New Orleans area.

Oil is of a primary importance when military might is the order of the day. At the first of the year 183 wells in 13 fields throughout the parish produced a daily allowable of 32,857 barrels. This could be stepped up considerably almost instantly should the prodigious thirst of thousands of tanks, planes, ships and locomotives, as well as the many thousands of other vehicles, military and otherwise, require it.

Major oil companies operating here are the California Co., The Texas Co., the Humble Oil & Refining Co., the Gulf Refining Co., Tidewater Associated Oil Co., Stanolind Oil and Gas Co., Amer-

ican Liberty Marketing Co., which also packs and ships oil in its various forms; also operating here are Reese E. Carter, the Lynn Oil Co., Calley, Hurt and Bateman, Perrin and White, and Eddy Refining Co. International Lubricant Corp. also are packers of oil, and through Clark's Refinery on the Mississippi River pass 5000 barrels of crude oil daily.

Chemicals and alcohol are also of utmost urgent need, even in peacetime. In troubled periods the need naturally becomes greater. We have in Jefferson plants pouring out vast quantities of these necessities, such as the Harvey Division of Commercial Solvents Corp., Publicker Commercial Alcohol Co. of Louisiana, Davidson Chemical Corp., General Chemical Division of Allied Chemical & Dye Corp., United Distillers of America, the Plant Food Division of Swift & Co., Armour Fertilizer Co. and the Stauffer Chemical Co.

The production of medicines too, has major priority, and the Sherwood Refining Co. produces medicinal oils and

petroleum jelly, sulphurated salves and other unguents.

Food production is always important, and some of the largest plants in the world, falling into this category, may be found in Jefferson. Penick & Ford, for instance, occupying 23 acres on the West Bank, in Marrero. This is the largest cane syrup canning plant in the world. The Southern Cotton Oil Co., is another largest of its kind. We can list as food producers Swift & Co., the Southern Shell Fish Co., which puts up pickles and other vegetables, besides vast quantities of seafood, the Borden Co.'s \$600,000 plant, and the Jefferson Bottling Co.

A most important consideration is the seafood harvested from the waters in and around the parish. The Southern Shell Fish Co. shines here as the largest seafood canning plant anywhere. Others in the parish are General Seafoods Co., Cutcher Canning Co., Ed Martin Seafood Co., George Martin Seafood Co., Robinson Canning Co., Morgan City Canning Co.'s branch at Grand Isle, and the Quong Sun Co., located near our coastal playground. There is also the old Manila Village platform, which has been drying shrimp for many years, and at East End, on the east side of the

river, Charles & Charles.

Cotton is used in the production of some explosives and in the manufacture of canvas and other cloth, besides having innumerable other uses. In Jefferson are two immense cotton warehouses, each of which stores, ships and handles more than 100,000 bales annually: Shippers Compress Warehouse and the New Orleans Compress Co.

Shelter and building materials are vitally necessary in war as well as in peace. Three plants under this heading are "largest of their kind in the world": The Celotex Corp. produces from Louisiana bagasse 1000 carloads of wall-board a year; Freiberg Mahogany Co.'s warehouses can hold 18,000,000 feet of fine veneer, and production of this mahogany product will be expanded 50% by mid-summer; the American Creosote Works treats against deterioration, 26,000,000 board feet of lumber, pilings, crossties and other forest products per year.

Johns-Manville Products Corp., one of the largest in the business, employs 1000 workers to produce roofing material and asbestos-cement transite pipe. Ipik Plywood Co. is also in Jefferson, and in similar and allied lines, the W. A. Ransom Lumber Co., Airline Lum-



On both sides of busy Harvey Canal, more than 50 industries related to the oil industry are located.

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HARVEY, LOUISIANA

ber & Supply Co., Friedrichs Wood Specialties, Concrete Products Co. and other concrete fabricators, and other concerns engaged in related manufacture.

Containers in which products from Jefferson and other places are shipped to all the corners of the world are made here, of steel and wood and paper. The Great Southern Box Co., at Southport, has a branch in Kenner that makes veneer. In Marrero, the Continental Can Co. produces 175,000,000 cans of various sizes yearly. Steel drums are manufactured by the Rheem Manufacturing Co., U. S. Steel Products Co., J & L Steel Barrel Co. and the Louisiana Steel Drum Co. Containers are also made by the Kieckhefer Container Co., Mancuso Barrel & Box Co., Louisiana Box Co. and Evans Cooperage Co.

Sheet metal for many purposes is galvanized by Haik Galvanizing Works and Green-Walker Galvanizing Co. Protective covering for oil-well pipe is produced by the Pipe Line Service Corp. and H. C. Price Co.

Ship- and boatyards turn out a considerable amount of commercial and pleasure craft, notably the Avondale Marine Ways on the Mississippi River, which makes tuna clippers for the Pacific Coast fishing industry, costing between \$300,000 and \$400,000 each. This company has a branch on the Harvey Canal, the heart of the oil operations industry, where is also located the Harvey Canal Shipyard and Machine Shop. The Marcomb Boat Works has plants at Westwego and Lafitte. Amphibious craft for oil exploration are fabricated by the Marsh Equipment Co. at Westwego.

We must note especially the new power plant of the Louisiana Power & Light Co. at Nine Mile Point, whose initial capacity was increased even before completion of the plant's first unit.

In all, there are over 300 industrial and commercial concerns throughout the parish, over 100 of which are of considerable size.

Besides the shrimp and oysters, crabs and fish and other seafoods, our parish produces large quantities of truck vegetables, beef and dairy products, all of which is readily assimilated by our local and national economy.

Many of the industrial plants making up the 52% increase since 1940 were founded in the postwar years, and most of the expansion of established industries occurred during that time. Beyond



New building of the Southern Cotton Oil Co., built during 1950.

doubt Jefferson Parish's industrial development in the decade past is amazing.

But this is certainly not the only way in which Jefferson has progressed. Growth and development are continuous and on many levels and embrace the various aspects of life—industrial, commercial and civic.

The desire for civic improvement is a criterion of the highest state of civilization. It takes the form of projects that improve living conditions, facilitate transportation and communication, better educational standards, increase sanitation and health. In all these things, Jefferson Parish has made titanic strides forward.

The postwar years have been a period of general, well-rounded progress in the manifold qualities of better living. This time has been particularly represented by the past year, which saw the inauguration of many civic projects, constructive action taken on others, and the completion of quite a few.

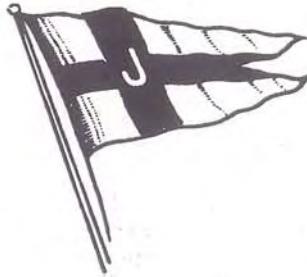
These works range from such basic, mundane considerations as improved sewerage conditions to the development of playgrounds for Jefferson's children.

Improvement work is not confined to one or a few parts of the parish, for everywhere is the sound of construction. The grinding clatter of concrete mixers and the rumble of steam rollers attest to our ever widening network of roads and streets. Other than those kept up by the State Highway Department, almost 1000 miles of roads throughout the parish are maintained by the Police

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Jury. Plans for paving and constructing subsurface drainage on 23 streets—more than six miles—in Metairie, the Eighth Ward, are underway and will most likely be finished by the end of the year. On the West Bank, in Westwego alone over four miles of hard surfacing was contracted for.

Because now more than ever, fast, efficient and economical transportation is essential to modern life, let us glance at the headway being made in the different media of transporting goods and people from one place to another. First we will consider what has been done, and then we will sum up what must yet be constructed.

At the present time the Illinois Central Railroad, which celebrated its 100th birthday on February 10, is spending \$7,000,000 on expanding its 21-track Mays Yard, to coordinate with the new Union Passenger Station which will be built at New Orleans. Moisant Airport in Kenner, is completing \$1,500,000 of development work. This airport, the largest in the country originally constructed for commercial purposes, averages 130 scheduled and unscheduled flights daily.

In the real stage too is the widening of the Fourth Street Highway, which stretches from Westwego to Gretna. This busy 5.5 mile road was broadened

by 6 feet to a 24-foot width. The east and west side river roads are being surfaced and drainage structures installed, 4.3 miles on the West Bank and 3.2 on the East Bank. These projects were executed by the State Highway Department.

In the planning phase are the major transport projects made vitally necessary by the great growth of the area and its relation to Greater New Orleans. The proposed new Mississippi River bridge connecting Gretna and the Crescent City is one such. Another is a causeway crossing Lake Pontchartrain from a point above Harahan to Madisonville on the north shore, and putting the lovely piney woods of St. Tammany Parish a scant 22 miles away, a half-hour's drive by automobile.

A transportation artery crying for realization is the proposed 4-lane super-highway from Westwego to the Naval Station at Algiers. A vital link along this expressway will be either a fixed-span bridge, or a tunnel, crossing Harvey Canal, to eliminate the bottleneck seriously hampering vehicular traffic now.

We also dream of two important canals, one large and one small: A tide-water channel to the Gulf, and the en-

Luggers unloading luscious Louisiana oysters at the Southern Shell Fish Co., largest seafood canning company in the world.



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GRETN, LOUISIANA



Nine Mile Point power plant of the Louisiana Power & Light Co., nearing completion. Originally designed as the first of four units of 66,000 kw. each, capacity of this unit was raised to 70,000 during construction. A second unit scheduled for 1954, has been advanced to 1952 and raised to 105,000 kw., making a total output of 175,000 kw. for the plant.

larging, in depth and width, of Bayou Segnette, now shallow and clogged with stumps.

These great civic projects are treated more fully in other articles elsewhere in this publication. Let us now take a look at some of our recent accomplishments.

Early this year the first legal steps were taken toward obtaining paid fire departments for the parish, when the Police Jury created Fire Districts Nos. 1 and 2, which comprise the Seventh and the Eighth Wards. These two districts, with the fire equipment and volunteer firemen of the Ninth Ward, will provide protection for the entire East Bank. Further steps were: On January 23, the property owners of the Seventh Ward approved a \$700,000 bond issue to acquire property and equip a paid fire department, and also voted for a 5-mill maintenance tax for the department; the Eighth Ward voted likewise on March 27, and the amount of the bond issue was \$850,000.

The Eighth Ward is the site of much other improvement work, of note the \$330,000 enlarging program of Sewerage District No. 1, completed in August, 1950. This construction, which doubled the capacity of the plant, was coupled with the creation of Subdistricts Nos. 1 and 2, which will provide sewerage service for the entire populated area of the ward. An election was held in March of this year to authorize the issuing of bonds in the amount of \$290,000 to begin the building of another plant and

the laying of 60 to 70 miles of sewer main for Subdistrict No. 1. The balance necessary to complete the work, \$2,710,000, is expected to be raised later.

Construction in this same category in current in the Seventh Ward. An existing sewerage plant on the site of former Camp Plauche, was purchased from the Illinois Central Railroad. It will be overhauled, one half at a time while the other half is operating. The sewerage system called for 7 miles of main lines and 10 lift stations, completed and ready for operation by mid-February. About 185,000 feet of lateral lines are being installed, the job to be finished by November of this year.

Across the river in Marrero, a sewerage district was created by the Police Jury, the governing body of the parish. During February a survey was made and an election planned to determine the desirability of taxes for the activation of this district.

In Marrero also the old Municipal Drainage District was re-created, with installation of a 52-inch pump, of 86,000 gallons per minute capacity. The Second Drainage District also installed new equipment and reconditioned old equipment, enlarged buildings and replaced some others.

In Ward Five and a portion of Ward Four, a new water district has been formed to furnish fresh water to consumers in the area west of the limits of the Town of Westwego to the St.

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Charles Parish line, approximately six miles away. Plans for this project are being worked on. For this district there will be three alternative sources of water: It will draw from either the Westwego Waterworks, which will be enlarged for this purpose, or from the Jefferson Waterworks No. 2 at Marrero, or it will build a new plant of its own.

On the East Bank in this regard is the rehabilitation program of the Fourth Jefferson Drainage District, now in progress. Much work has been done to rehabilitate the main and lateral canal systems, restoration of main ditches and auxiliary drains has progressed, and existing pumping stations are operable at designed efficiency, thereby resulting in improved drainage. As other work, such as enlarging of pumping stations and installation of additional equipment is completed, further drainage improvement will be noted.

This ties in with the flood control work along the lakefront, for which Federal funds have been expended in the amount of \$6,900,000.

All phases of modern democratic living have been taken into consideration in our desire for civic betterment. An election will be held some time this year to decide upon the purchase of voting machines for the entire parish, for which we will have to levy taxes upon ourselves.

After a year of excellent demonstration service by the Louisiana State Library, the parish voted to continue the service on a local support basis. Thus in November, 1950, the Demonstration Library became officially organized as Jefferson Parish Library with headquarters in Gretna, 10 branches

throughout the parish and a bookmobile for the outlying sections. A staff of 25 ably conducts the handling of almost a hundred and twenty-five thousand books a year. In charge is the Parish Librarian, Mrs. Bertha Hellum, who received her credentials at the Graduate Library School of the University of California at Berkley, and has been an administrative librarian for many years.

A law recently enacted by the Legislature gave us authority to levy up to 5 mills for the support of our Health Unit expansion plans. The entire millage will not be necessary at first, but should unforeseen expenses arise, it will then be simple to raise the millage without further authority. Before this most of the cost was borne by the Police Jury, the School Board and the municipalities. The increased revenue will provide finances for more preventive measures than in the past. The activities of the Health Unit will be greatly broadened, and more and larger clinics will be provided.

We must mention here the fine work performed by the mobile Emergency Unit, whose truck is equipped with an iron lung, and is ready for any kind of accident from an automobile wreck to a near-drowning. The drivers are all First Aid experts, and have a wide variety of experience, including fire-fighting and river-rescue work.

Down at the other end of the parish, on the Gulf Coast, the Police Jury last year created the Grand Isle Public Improvement District. Its aim is the correction of the beach erosion problem on this beautiful island, famous for its scenery, deep-sea fishing and wonderful surf bathing. This objective was orig-

At left, huge new digester of the Jefferson Parish Sewerage District No. 1, constructed during 1950.



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Before and after. Drainage Canal No. 5, in the Fourth Jefferson Drainage District, before rehabilitation work had begun.

The same canal, along the north side of M. A. Green Subdivision, after it had been cleaned out and deepened. A vital part of the drainage system, this canal is a typical example of rehabilitation work now in progress.



JEFFERSON DEMOCRAT

Official Journal of the

PARISH

OF

JEFFERSON

SINCE 1896

Gretna, Louisiana



Modern X-ray equipment of the Parish Health Unit, whose facilities are being greatly expanded. Below, architectural drawing of the proposed new Alton Ochsner Foundation Hospital, to be located in Jefferson Parish.



inally pursued by the Grand Isle Civic Improvement Association, an organization of resident and non-resident property owners. Through their efforts and those of parish officials, \$300,000 for this purpose was appropriated by the State Legislature at its regular session in 1950.

Great sporting features of our parish, widely known as a paradise for hunters and fishermen, is the annual Grand Isle Tarpon Rodeo and the thrilling Pirogue Race on Bayou Barataria. Both these sports classics attract thousands of people from all over the country, and the latter event is exclusive with Jefferson Parish.

A large playground and recreation program is currently "in the works." Late in 1950, a \$900,000 bond issue was approved for the Seventh Ward, for the construction of Playground District No. 5. This when completed will consist of a nucleus of two large community centers, one for white and one for colored

users, and smaller playgrounds in several other parts of the ward. The community centers, on a much larger scale than the one at Little Farms which was built directly by the citizens of that area, will each have a large auditorium, baseball, football and softball fields, tennis and badminton courts, track and playground equipment, and will be under the direction of a full-time paid supervisor.

Of the new playgrounds for the Eighth Ward, one was completed before February 1 of this year. It has baseball, football and softball fields, and swings and other apparatus for the smaller children. A similar one, for colored children, is expected to be completed this spring. The largest of the three in the program, which alone will cost \$200,000, will adjoin the Metairie Golf Club. On its 42 acres will be fields for regular outdoor sports, large picnic grounds, and a gymnasium-auditorium, with stage and basketball courts. There will be an athletic director in charge, and teams will engage in competitive games. This one should be completed early this year.

On the more serious side of the advantages for our youth is the educational expansion program, for which bonds totalling \$5,500,000 were sold by January of this year. The thorough, parish-wide project calls for new construction, repairs and additions, plus the augmentation of courses and subjects on the academic side. The work is to a great extent completed, and the School Board hopes to wind up the schedule by the middle of 1952.

Many thousands of homes were built in the postwar years, and the year past was one of greatest residential construction. In 1950, on the East Bank alone the number of new homes built was close to 2000.

To guarantee the safety of our ever increasing population, our law enforcement personnel has been increased in numbers and efficiency. A training and refresher school was founded by Sheriff Frank J. Clancy early this year. The first 20-hour course was held in February, and will be repeated periodically. It was attended by police officers and deputies from every section of the parish and from neighboring parishes. Lectures, classes and demonstrations were given by members of the Federal Bureau of Investigation, the New Orleans Police Force, and District Judge Leo W.

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Copper	100 mg.
Zinc	100 mg.
Selenium	100 mg.
Manganese	100 mg.
Cobalt	100 mg.
Chromium	100 mg.
Molybdenum	100 mg.
Silicon	100 mg.
Boron	100 mg.
Vanadium	100 mg.
Nickel	100 mg.
Strontium	100 mg.
Barium	100 mg.
Lead	100 mg.
Aluminum	100 mg.
Calcium	100 mg.
Magnesium	100 mg.
Sulfur	100 mg.
Phosphorus	100 mg.
Potassium	100 mg.
Sodium	100 mg.
Chlorine	100 mg.
Bromine	100 mg.
Iodine	100 mg.
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Tungsten	100 mg.
Rhenium	100 mg.
Osmium	100 mg.
Iridium	100 mg.
Rhodium	100 mg.
Palladium	100 mg.
Silver	100 mg.
Cadmium	100 mg.
Mercury	100 mg.
Gold	100 mg.
Platinum	100 mg.

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McCune. Approved methods of inspecting the scene of a crime, searches and seizures, fingerprinting and other identification were taught the interested "students."

It is evident from these few examples of solid and substantial development that Jefferson Parish is progressing astonishingly well in a balanced system that neglects no aspect of the community and the individual and promotes all that is best for the greatest number.

In an editorial in the New Orleans Item, in December, 1950, Mr. David Stern, its publisher, commented upon a tour by a group of New Orleans business executives, of the industrial West Bank. Of this section, with a \$40,000,000 annual payroll, approximately 85% of which is earned in Jefferson Parish, he said in part, "We are apt to think of the wealth of the community in terms of dollars. But, in the last analysis, the true wealth of an area is in its people and its productive capacity."

We consider ourselves fortunate in having such a high quality of the former and a vast quantity of the latter.

The volatile future dictates a period of unparalleled production if we are to do what we must to defend ourselves and still hold aloft the light of hope to the world of free men and men who dream of freedom.

Because Jefferson Parish has never depended upon wartime booms for its development, we are far ahead of many other industrial centers in output potential. As we have noted, in the section that has become recognized as "the heart of the Industrial South" nothing is produced that is not used in peacetime. Yet in the preparation for defense against aggression, and in the fighting of a great war, should that terrible event be forced upon us,—*everything* is



Jefferson Parish Trade School operates in a building donated by the School Board, on funds appropriated by the State Legislature. Here Instructor Ralph Marino teaches auto engine repair, one of eight practical trades offered free. Night enrollment is double that of day classes.

used.

Greater demands will be made as time goes on for the oil and natural gas, food, furs, lumber, building materials, chemicals, medicines and the scores of other products pouring out of our humming plants and our productive parish, and we will be ready. We *have* been ready—and we are ready *now*.

We are ready and ahead if only because we do not have to retool or convert our factories and our plants. In the six postwar years we have practically completed the expansion demanded of us by the needs of peacetime. We are now producing as fast as we possibly can. But when the time comes for still more production, we will go even faster!

Workers laying subsurface drainage structures preparatory to street paving on Glendale St. are symbolic of the construction work going on everywhere in the parish.





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of a large organization like DOERR is reflected in the "extra value" you find in DOERR furniture. We reach out all over the country and bring you products of the biggest, most important manufacturers, the style and quality leaders—either in our regular stock or as special orders.

comparisons of prices and quality

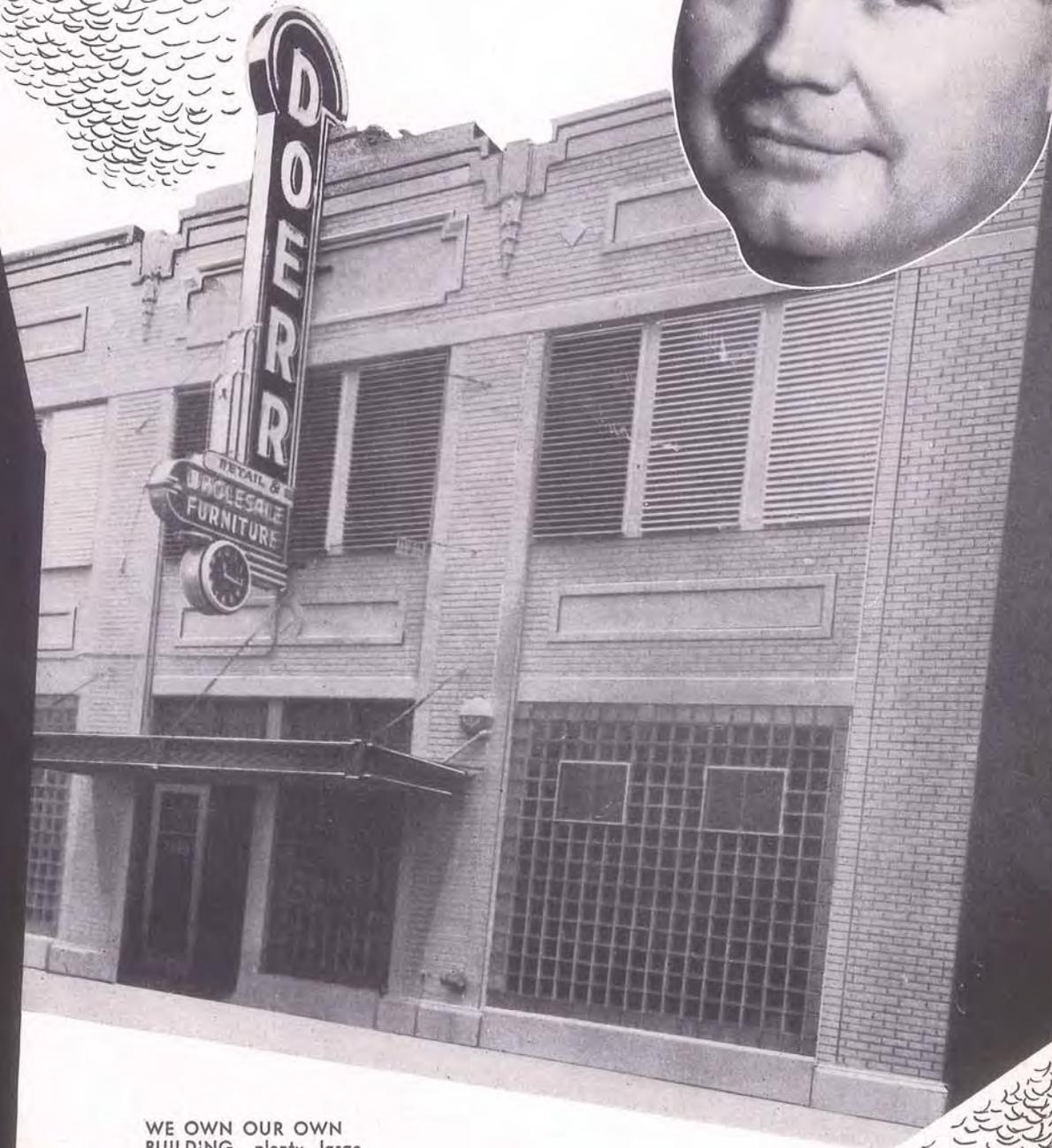
will prove that this tremendous buying power brings you far better furniture than you could find closer to home. Comparisons prove that EVERYTHING is in YOUR favor when you buy the DOERR way.

Satisfaction Guaranteed

In addition to any guarantee that the factory may give you have the added protection of our policy of "SATISFACTION GUARANTEED"—the customer MUST be pleased—the customer WILL be pleased!

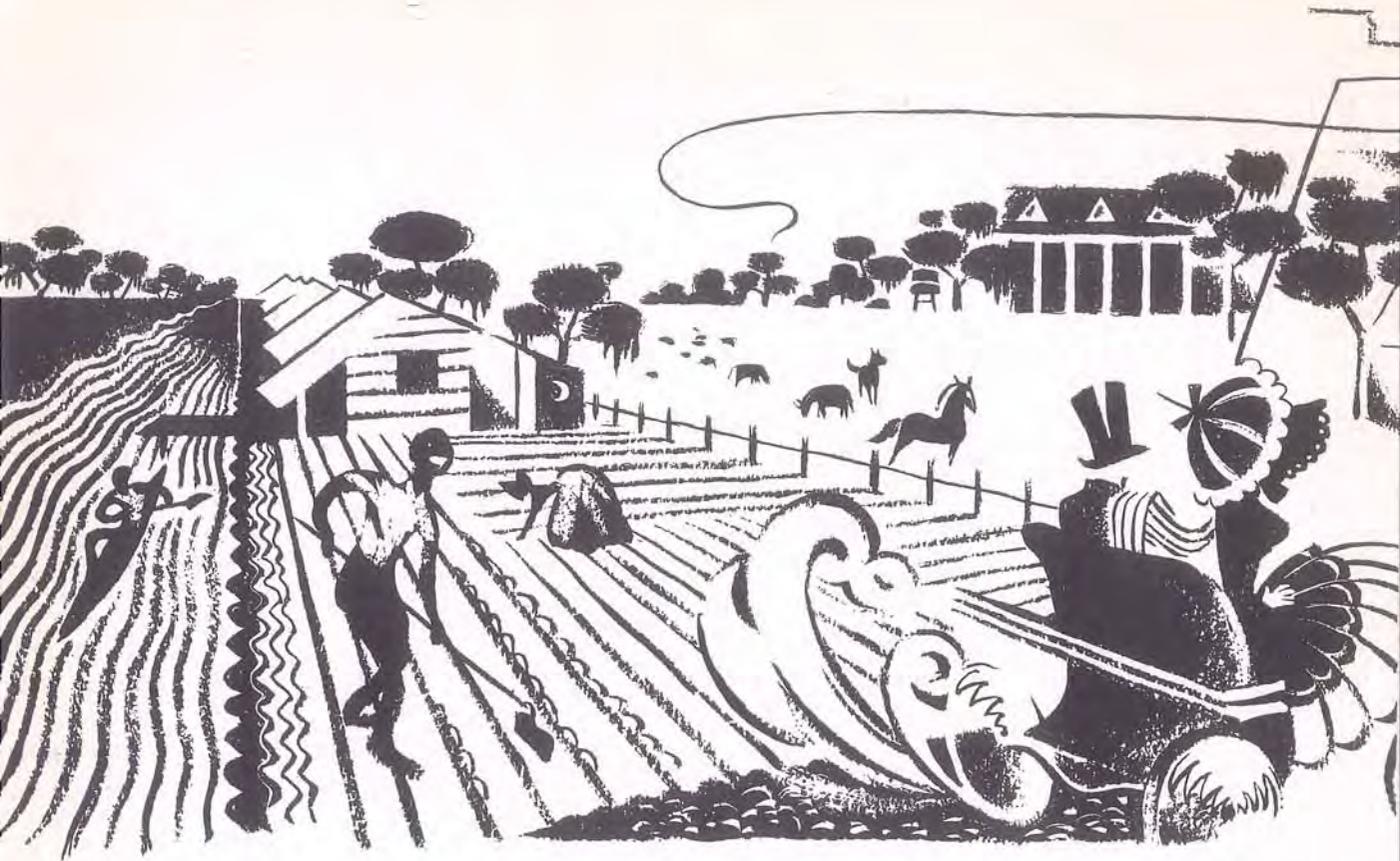
Complete display of Traditional, Victorian, Modern, Sectional Livingroom, Bedroom and Diningroom furniture from Virginia House, Morgantown, Thomasville, Hickory, Brandt, Sligh-Lowery, Jamestown, Colonial and others. Arvin, Kuehne Dinettes, Mattresses, Springs, Bedding, Kitchen furniture, Baby furniture and Occasional Pieces.

CHARLES L. DOERR, Sr., 30-year resident of Jefferson Parish (Metairie) and for the past 10 years actively interested in all types of civic endeavor. The second of the three generations of the family which have built DOERR Furniture Company to the institution it is today.



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By Robert Tallant

Author of *Mrs. Candy and Saturday Night*,
A State in Mimosa, Etc.

Metairie

When you and I were very young a trip from New Orleans to what was then known as "Metairie Ridge" was considered a journey into the country. One left New Orleans by way of the old road that skirts Metairie Cemetery and follows the course of the now almost vanished Bayou Metairie. Crossing into Metairie proper at the Seventeenth Street Canal, the road led into a land of truck farms, small dairies and jungle. It was a place where kids went picnicking, older folk could purchase fresh vegetables and eggs, and boys hunted with BB guns or indulged in Boy Scout safaris.

Then as now, the Moriarity monument in the cemetery guarded the en-

trance, but the Four Graces, as they have been called, had little to interest them in the direction away from New Orleans. Today, however, they must sometimes turn around when no one is looking and inspect what has gone on behind their backs. Even these immortals, named, according to legend, Faith, Hope and Charity and Mrs. Moriarity by a certain Mr. Dooley, who always vowed that Mr. Moriarity had insisted his wife represent a fourth Grace on the monument he erected in her memory, must be astonished at what has happened in that part of Jefferson Parish.

Yet the rapid growth of Metairie is even more surprising to ordinary humans. Today a stranger can scarcely



Metamorphosis

ILLUSTRATION BY BEVERLI VERDIER

know when he has left New Orleans and has entered Metairie, whether he enters it via the old Metairie Road, Palm Street as it crosses the Airline Highway or some other route, but there *is* a difference—more space, more gardens and more new and modern homes of every size, cost, and type. And Metairie residents will soon let him know that theirs is an independent community, for they are proud of their individual status, of their quiet, tree-shaded streets, their several expanding business centers and varied residential sections, and few have ever favored incorporation with the city, even when they have come from there. Orleanians have never been commuters, yet most Metairie residents

have moved there from the city, and the population of Metairie, only a few hundred some twenty-five or thirty years ago, amounted to 26,533 at the time of the 1950 census.

Going to live in Metairie has not really meant commuting. Often it is closer from Metairie to the business section of New Orleans than if one lived in certain sections of the city itself. The Metairie Road almost runs into Canal Street and the Airline Highway ends but minutes away from the skyscrapers of "downtown." And if Orleanians have never been commuters they have always been movers. Fashionable Orleanians first moved from the Old French Quarter to

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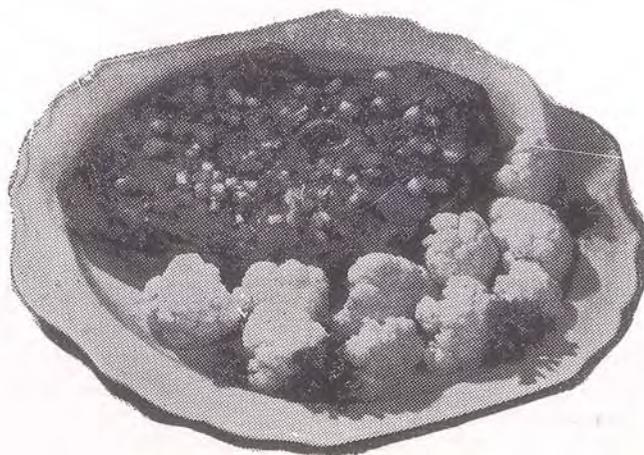
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Esplanade Avenue; then, in the last decades of the last century, came what is still sometimes referred to as the "exodus from Esplanade Avenue," when many of those families moved to the Garden District and St. Charles Avenue. In the last quarter century, as St. Charles Avenue commercialized and the big mansions became more difficult to maintain and less desirable in an era when people spent less time in their homes, many of these people moved to Metairie, particularly the younger generations. Older people, it is true, did not always like this. Some of the diehards then began referring to Metairie residents as "The Spangled Set." In retort fashionable Metairians have been known to term Garden District inhabitants "The Vinegar Set"!

But of course not only wealthy or stylish people live in Metairie. The overwhelming majority of the population are folk of modest means seeking a better environment than is possible in the overcrowded city, escaping cramped apartments and "shotgun" houses for cottages with yard space for children and flowers. Even since the end of World War II there has been an unbelievable growth in Metairie, with whole new subdivisions and streets lined with

the new homes of veterans appearing almost overnight where once had been farm and pasture land. More and more are still appearing.

Despite its newness in this regard, however, Metairie as a habitation of humans is not really new at all. For centuries Choctaws paddled canoes through Bayou Metairie, originally called Indian Bayou, which once connected the Mississippi River with Bayou St. John, and which in turn ran past what is now City Park to Lake Ponchartrain. Only the faintest vestige of Bayou Metairie is visible today, but it was still an important waterway a hundred years ago that coursed past large plantations, including part of the land of the great Chauvin family. Now almost all that remains of the bayou is the lagoon in Metairie Cemetery. The McCartys also owned land in Metairie as well as the Soniats, the Trepagniers and the La Barres, all famed Creole names. Here dashing and colorful Creoles rode and hunted and played. Even Metairie Cemetery has a gay past. Once one of the country's most famous race tracks, this spot is Metairie now in name only, as it is east of the Seventeenth Street Canal and legally in Orleans Parish since its annexation by the City of New Orleans by an

The elegance of former years seems to live again in this modern version of the southern plantation mansion, one of the many lovely homes in Metairie.



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This unusual dwelling on William David Parkway is a dream of luxury and convenience. It has a glass-enclosed swimming pool which also cools the air-conditioning system, a television set in the kitchen, and a 40 by 35 foot playroom. The combination chimney-front door, with closets inside, contains 10,000 bricks.

act of the Legislature. Here Bennett Barrow raced his "Josh Bell," the Minors and the Kenners ran their thoroughbreds, and Lexington, the pride of Kentucky, won the famous race of 1854 against the entries of Louisiana, Alabama and Mississippi. The race track did not become a cemetery until 1873, during Reconstruction days, when the South had become poor and sad.

It was during this period, too, when the great plantations disappeared, and in their place came the small truck farms, the infinitely divided land. The name Metairie is of course derived from "metayer," or "metairie." In France a *metayer* is a parcel of land developed on a kind of sharecropping system, or it is the farmer who works such land. This, however, was always something of a misnomer in Metairie, for even in the earliest days there was no sharecropping. As most residents of Metairie are homeowners now, so, even in those days of little farms, each was privately owned. The land was cheap then, and its acquisition depended only on each man's ability and willingness to work. Furthermore, the land was lush and re-

paid abundantly. Many of the residents of that period prospered and thus attracted others to the section, to start *métairies* or farms.

In those days there was only one store in the entire community. There was only one school, too, a tiny one-room building, painted the traditional red, which was taught by a teacher who lived in New Orleans, a Mrs. H. Hopkins. She rode out to the end of the streetcar line each day, disembarked from the trolley at City Park Avenue and Canal Street and trudged the rest of the way on foot. She changed into rubber boots and started the three mile walk up Metairie Road, frequently getting a lift from one of the dairymen returning from his milk route in the city. She taught all grades and all subjects to her small group of pupils, then walked back to the end of the carline each evening, regardless of the weather.

Then, as Metairie grew, so grew the trolley line. About thirty-five years ago it was extended out the Metairie Road to Shrewsbury. Soon Orleanians began to find it pleasant to ride out to visit friends on Sunday afternoons, or simply to take a pleasant ride through the country. As more and more people acquired automobiles they, too, began to brave the then somewhat rugged Metairie Road to see what lay out there. Before long some of them had decided that Metairie was not far away and that it would be a pleasant place to live. They began buying land and building homes.

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A real and concrete first step toward large-scale migration occurred when a real estate firm bought a large tract of land from the Papworth family and began developing the Metairie Nursery subdivision. Paved streets began appearing and modern conveniences, for these new residents were not farmers. They wanted to live in the country in a city style. In no time at all much of the land was bought up by Orleanians. After that more and more subdivisions were opened, land prices climbed and realtors were all busily and happily engaged in encouraging the new trend.

Today there is no trace of the *metairie* of the Chauvins, although you can still travel—by automobile or the bus line that has replaced the old trolley—along the winding, tree-shaded road that once led into it. None of the plantation homes remain, although there were never many in Metairie itself, for most were along the River Road, with land extending back into Metairie. Even most of the farmhouses are gone. However, there are still old names to be found in Metairie. Modern Bonnabel Place and Betz Place are named for early residents. Other original settlers were the Rivieres, DeLimons and Eastmans. These were followed by the Fagots and Massets and others. There is one plantation house, moved piece by piece by its present owners from another site. There are famed gardens, each a Mecca for tourists.

Most of Metairie is brand new, alive and very much of the present. There are

Pretty, modern homes on Beverly Drive are representative of much of Metairie's residential construction.

fine, wide streets, large schools of all grades and types. There are churches of all denominations, theatres, restaurants and night clubs. There are shops and stores, supermarkets and service stations. But mostly there are homes—homes of all kinds and all gradations, from the very grand to the very modest. There are thousands of homes, and there are more being built every day, every minute.

So many families live in Metairie now that the flow of traffic into and out of the section is becoming something of a problem. But this is being worked upon and it will be solved as Metairie has solved other problems in the past. For Metairie is still growing and expanding. People are still moving into it, and there is no doubt that this will go on until all of it is settled, and its borders are widened, and its being and its beauty are increased.

All this is what the Four Graces at the entrance to Metairie Road have witnessed in their time. But they will become used to it. They know that the cemetery in which they stand used to be a race track, so the metamorphosis of Metairie from Indian hunting ground, to plantation land, to farm land, to modern city suburb may not seem strange, or at least to Faith, Hope and Charity no stranger than the addition of their new sister, the late Mrs. Moriarity.

A young and healthy oil field is maturing slowly on the West Bank of the Mississippi River near the Huey P. Long Bridge. While the drills search out its oil-bearing limits, striking even beneath the river, production figures are mounting.

In a manner this interesting Avondale field, opened in 1949 by Humble Oil and Refining Company, characterizes the 1951 Jefferson Parish petroleum picture: stable, but growing, rich, but devoid of spectacular developments.

For last year, lacking a single bright new discovery to fire the imagination, the Jefferson oil yield increased over 1949 by an approximate 1,500,000 barrels, enabling the parish to maintain its position in the booming Louisiana industry.

Based on approximate production figures, it is a criterion of Jefferson's black wealth to note that the parish accounts for six percent of all Louisiana oil, compared to an approximate five percent the year before when two discoveries hit the headlines.

Total Jefferson Parish production of hydrocarbons rose to approximately 11,300,000 barrels in 1950, a tremendous flow which compares to 9,800,000 barrels in 1949. The increase was due to the invigoration of continual field expansion, the most notable of which is Lafitte, and a steady increase in the Louisiana oil allowable.

With the close of 1950 Jefferson's oil industry passed its 15th birthday. Those 15 years ago The Texas Company blazed a historic trail and sank a well nearly two miles deep near Lafitte. The result not only opened parish production, but discovered one of the few major fields in the state. The gauge on that early well—the Louisiana Land and Exploration Company-Bayou St. Denis No. 1—topped 1000 barrels daily.

Like the great work of nature it is, the mighty Lafitte field grows more prolific with the years. In 1950 The Texas Company, which holds all the production from the field, added seven new wells, raising the total to 73. The 1950 flow surpassed 4,000,000 barrels, an increase over 1949 of about half a million.

With the hard light of military necessity searching out the nation's vital resources in this time of trouble, the petroleum wealth of Jefferson takes on new significance, apart from the economic field. Oil drives the machines of

OIL

Petroleum and its derivatives are as important to defense as ammunition. Without it the strongest nation would be immobile and helpless. Jefferson Parish produces a sizeable share of the oil that gives America a great advantage in this troubled time.

By David M. Kleck

Oil Editor

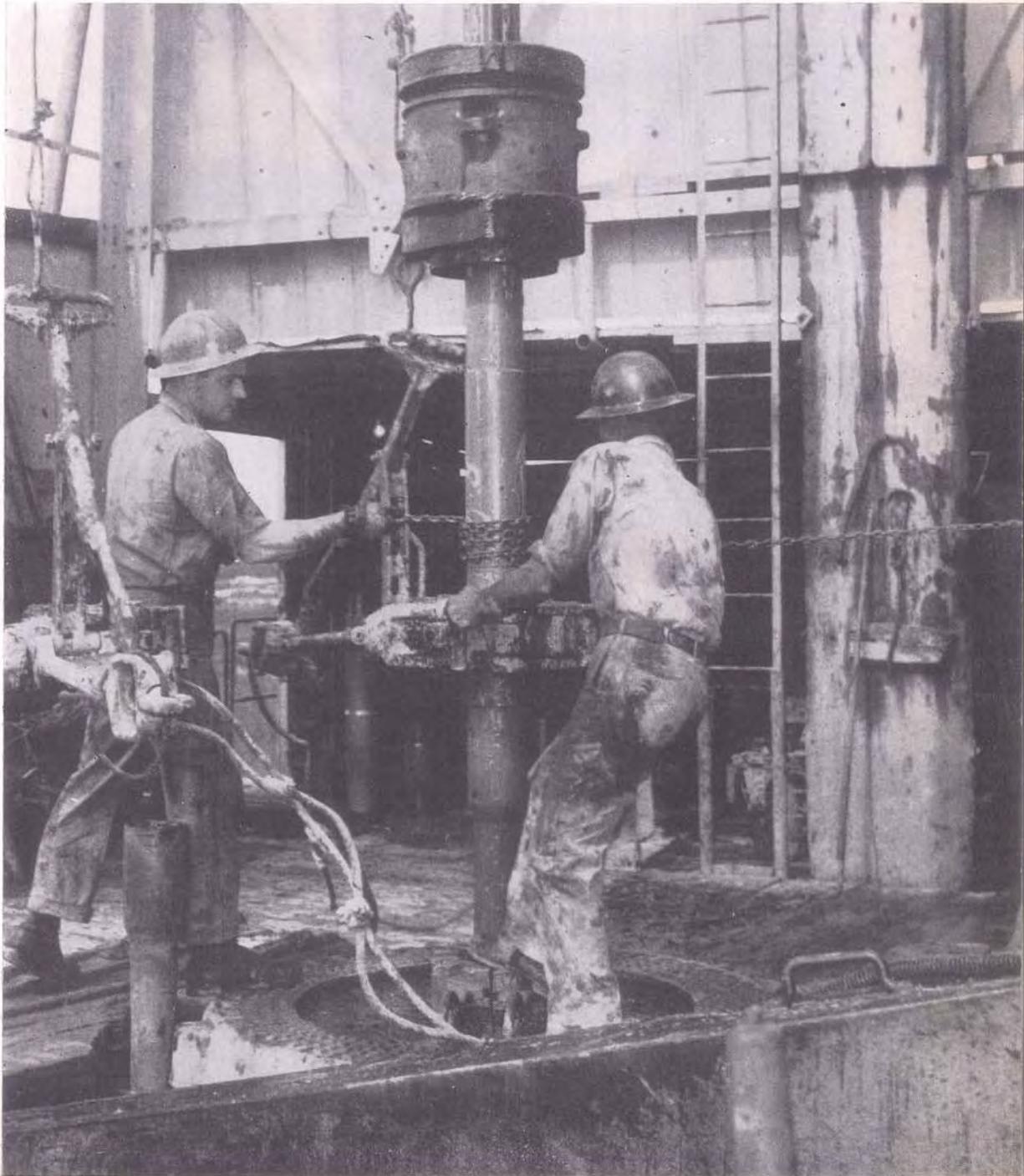
The Times-Picayune

war. And in this connection it is interesting to note that the parish production is equal to approximately 3.5 percent of all oil presently flowing into Soviet hands from Russia and Eastern Europe. Judging by land masses, this is an almost incredible fact. Jefferson's yield amounts to about 35 percent of the well-publicized booming oil areas of the Canadian north. And yet Jefferson's output, great as it is, is only a small part to the total United States production.

In this time with kerosene propelling jet fighters, oil firing ships, and gasoline pushing tanks across foreign land, petroleum achieves a prominence as important militarily as it is as an economic foundation of the parish and state. This dual role of the industry—a giant turning wheels both in peace and war—is not always characteristic of industries nurtured by conflict, subject as they are to fluctuations of trends of the times. The Jefferson Parish oil industry is happily stable.

Domination of the parish oil production is held by two major companies. Between The Texas Company, the lead-

IS AMMO!



California Co. workers "making up the Kelly" on a Jefferson drilling rig.

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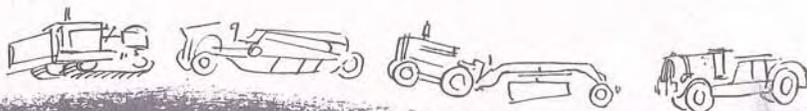
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NEW ORLEANS

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MORGAN CITY



Natural gasoline plant of The Texas Company, at Lafitte, Jefferson Parish. Here about 20,000,000 cubic feet of natural gas pass through every day, from which is extracted approximately 12,000 gallons of natural gasoline. The residual dry gas is used as fuel by industries in the vicinity. Natural gasoline is used for blending with lower grades of refinery gasoline, to which it gives quick-starting and other qualities.

er, and The California Company, 90 percent of the oil is held, together with 85 percent of the wells. The lion's share belongs to The Texas Company, leaseholder in Lafitte, Bay de Chene and that part of the massive Delta Farms field that juts over into Jefferson. This is 53.7 percent of the annual parish flow.

Breathing close behind is The California Company, an aggressive, fast-moving outfit with headquarters in New Orleans. In 10 years California gained outright Bayou de Fleur and Bayou Perot, and the major share of production in Barataria, West Barataria and South Barataria fields—35.5 percent of annual parish production.

Curiously, neither of these giant operators has any production in the Jefferson offshore areas nor have they conducted much exploration work in these particular areas. Production off Jefferson is exclusively the operation of the Humble Oil and Refining Company, discoverer of Blocks 16 and 18 off Grand Isle—two fields that could never be classed as exciting at other than their inception.

Difficulty with the producing sands, restriction of operations by the hurricane season, together with huge expenses, have made the Grand Isle ven-

ture a costly investment with slight return. The flow from both these fields in 1950 was approximately 280,000 barrels, not much, but still an increase over the 150,000 barrels of 1949.

However, these watery areas which seem destined for Federal hands, have little or no effect directly on the parish. Jefferson continues to receive the maximum of severance tax yield, \$200,000 returned by the state. The indirect effect of the tidelands seizure by the Federal Government will probably be felt sooner or later; the loss of lease rentals and royalties deprives the state of an enormous revenue dedicated to the school system.

Exploration in Jefferson during 1950 saw no new discoveries. About six wildcats were drilled, most of them efforts to extend production of known fields, but all of them met failure. Several fault block discoveries were made on the rim of known fields.

Prospects for exploration of rank wildcat areas in 1951 do not seem too bright. The oil industry is faced with a severe shortage of steel goods, principally casing and pipe, and it is probable that attention will be given more to development of known fields than to wildcatting. This, on the record, was



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pretty much the case in 1950.

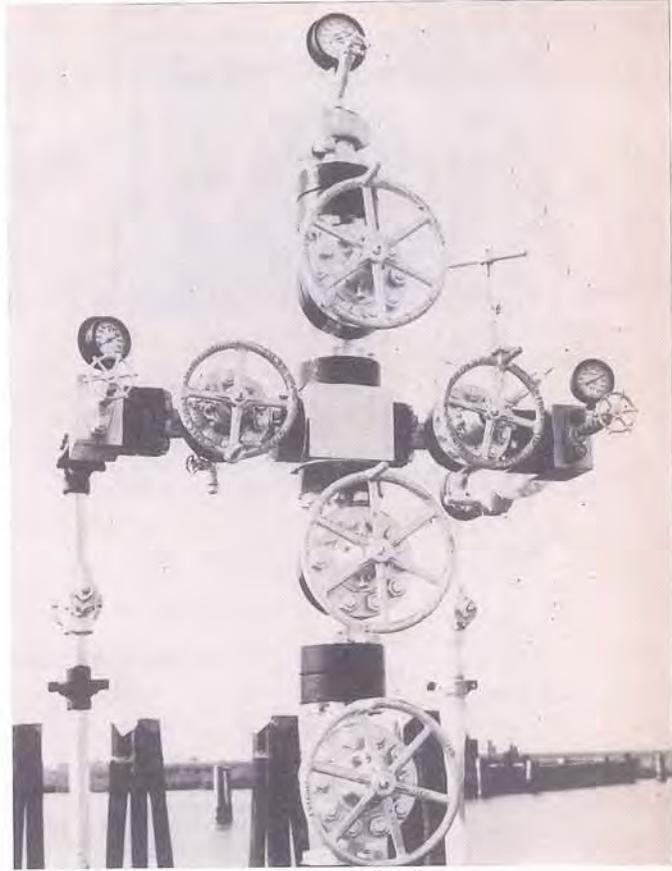
Looking at Jefferson Parish, today's geologist sees the prolific Miocene strata beginning to hold oil in commercial quantities from the Mississippi River southward to the Gulf of Mexico. As the Miocene travels south it commences to thicken and production is more plentiful. The geologist points to that part of the parish stretching above the river to the lake, asserting that the chances of oil there are feeble.

One of the few tests drilled on the East Bank of the Mississippi was Bateman Drilling Company's try at an extension of the Avondale field. Drilled near the Colonial Country Club at Harahan, it was dry all the way down. This, however, has not removed all hope that the Avondale field may extend under the river to the East Bank.

With the large majority of the parish oil held by The Texas Company and The California Company, the balance is divided among 10 operators, among these the American Liberty Oil Company which has done part of the development at Avondale. This company had production of about 50,000 barrels in 1950.

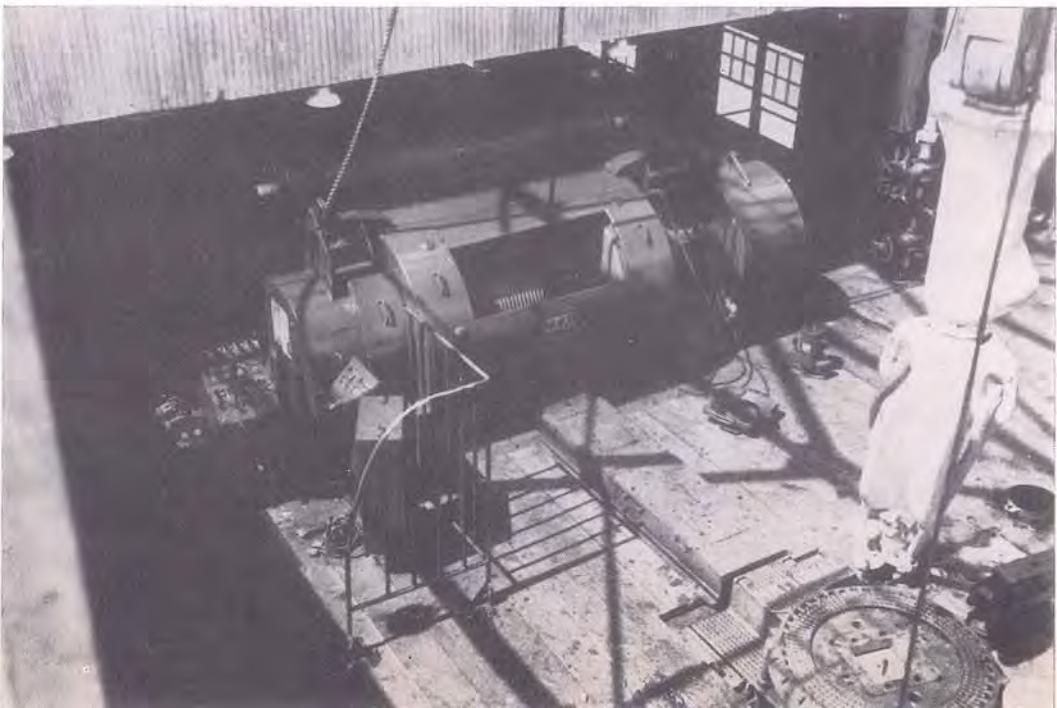
In the huge Barataria field, Reese E. Carter produced about 80,000 barrels, and the Lynn Oil Company approximated 84,000 barrels. In West Barataria, Calley, Hurt and Bateman own seven wells, showing production of about 313,000 barrels.

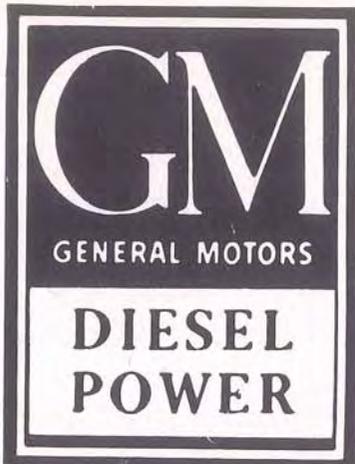
The deep, high-pressure field of Manila Village is producing oil from two sands for two companies, Hunt Oil Company and Tidewater Associated Oil



"Christmas tree" of the highest pressured oil well in the world. The Tidewater Associated Oil Co.'s No. 1 well in Manila Village Field has a surface pressure of 8350 lbs.

Base of floating drilling rig of The Texas Co., operating in Jefferson Parish waters, with rotary table at lower right.





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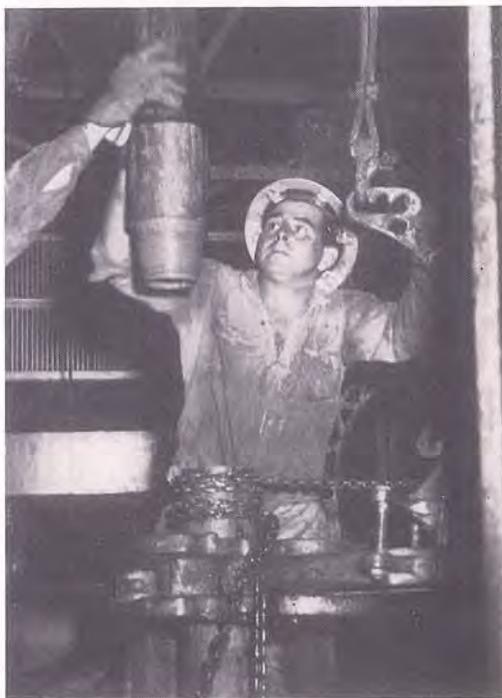


Company, a combined production of about 66,000 barrels yearly. High pressures have retarded development in this field.

Not far from Avondale is the old Westwego field, brought in back in 1941, a four-well producing area that never fulfilled its earlier promise. Production is shared by the Eddy Refining Company, Perrin and White, and the Stanolind Oil and Gas Company—a total of about 84,000 barrels annually.

Jefferson Parish thus finds itself in possession of a wealthy, stable industry. This position was further enhanced by The California Company moving into a permanent headquarters in a new building in New Orleans and foundations being dug for the Humble Building, indicates that they plan to be around for a while.

While most of the prospects in the parish have been found, this fact does not preclude wildcat exploration in the future. The stature of the existing fields assures Jefferson of oil prosperity, field development gives greater significance to this fact, and the progressive behavior of the oil industry guarantees it an economic bulwark, whether in peace or war.



At top, seismograph operations of the California Co. The men are laying out telephone lines between the shot point and the recording point. Right, drilling crew man of the Humble Oil & Refining Co. handling the bottom end of a 90-foot, one-ton stand of five-inch drill pipe. Bottom, Humble's Mississippi River No. 1, at Avondale. Drilled directionally, the well bottom was 1329 feet from the derrick location, or approximately under the barges on the river, at 9396 feet. Though a dry hole, it shows how drilling problems are surmounted by modern technique and equipment.





Tuna and red snapper are among the species of edible fish taken by "long lines," fish traps and other fishing gear tested by the Oregon.

Exploring Our Offshore

FOOD BOWL

By James Nelson Gowanloch
Chief Biologist

Department of Wildlife and Fisheries
State of Louisiana

The Gulf of Mexico, which is approximately in area three-quarters of a million square miles, has been without doubt one of the most neglected areas of water in the world in point of biological exploration. Alexander Agassiz, son of the famous Louis Agassiz, financed and led the Hawk expedition, probably the most comprehensive of such investigations in the Gulf of Mexico. In terms of modern marine research ships, the Hawk was indeed a small vessel. The work that Alexander Agassiz accomplished, necessarily limited by operational equipment, did arouse great interest because of the unusual discoveries that were made. Strangely enough, this interest was not again translated into a rounded, systematic program until the passage of over half a century. This does not mean that a great deal of information was not in this interval

acquired but the knowledge of the facts gained remained widely scattered in fugitive and often little known scientific journals. One exception must be noted—namely, the publications resulting from the systematic work of the cooperative shrimp investigations using, first, the *Black Mallard* of the Louisiana Department of Conservation (now the Louisiana Department of Wild Life and Fisheries) and, thereafter, the much larger sea going ship, the *Pelican* of the Federal Fish and Wildlife Service. For some years, the headquarters of these shrimp researches was located in the Louisiana Department of Conservation in the Civil Courts Building, New Orleans, and Louisiana made financial contributions together with Louisiana's scientific personnel for the conduct of this work. The writer served throughout those years as the scientific

supervisor of Louisiana's contributions to this long range program. This deficiency will presently be remedied. Dr. Paul Galtsoff of the United States Department of the Interior, Fish and Wildlife Service, has undertaken, by request, the compilation of a listing of all of these references that can be found. He is far along in this work.

Then came the creation of the Gulf States Marine Fisheries Commission. Never before had there existed any agency concerned with the mutual examinations of the scientific problems of administration, exploration and careful utilization of the marine resources of the five states bordering on the Gulf. Then the President of the United States signed the necessary implementing Congressional enactment. For the first time, there came into existence authority permitting that these five states, Florida, Alabama, Mississippi, Louisiana and Texas, enter into mutual agreement to establish these coordinated activities.

At the Commission's request, the Fish and Wildlife Service of the United States Department of the Interior was designated by Congressional enactment as the official investigative agency for the Gulf States Marine Fisheries Com-

Captain Davis with red snapper taken on a northern Gulf snapper lump.



M/V Oregon before removal of the bait tank.

mission. The response by the Federal Government has been superb. There have been detailed two excellent vessels, one the Motor Vessel *Oregon* for exploratory fishing, the other the Motor Vessel *Alaska* for biological research. This work coincides with imperative national defense in the production of food necessities.

The *Oregon* went into operation on an initial shakedown cruise out of the Port of Pascagoula on April 17, 1950.

Two of the most modern sounding instruments, each of a different type, are part of the equipment in the pilot house. One writes a continuous record, the other registers the depth by another method and confirms the continuous graph recorded by the first instrument. These depth records are of basic importance since many important fish arrange themselves according to depth.

The other vessel, the *Alaska*, because of the national emergency, has been considerably delayed in the operation of its program. It is expected that this latter extremely important technical program will enter into action in April of this year.

The program of the researches conducted by the *Oregon* has been most carefully considered. It represents the discussions of a State Biologist, designated by each of the five states, to-

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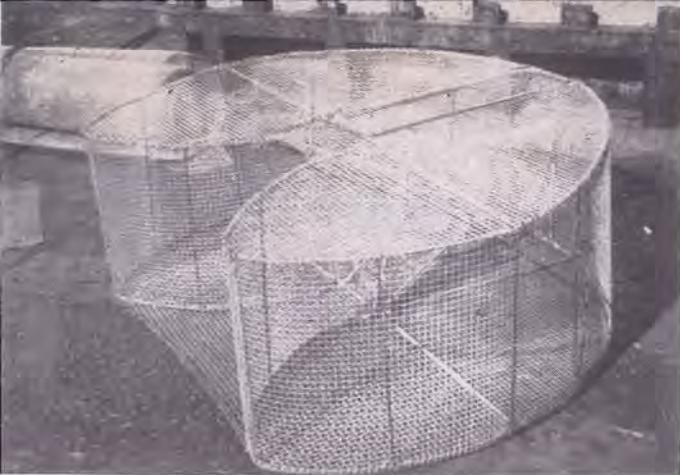
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Snapper trap (heart shaped) on deck of the research vessel.

gether with the finest, most fully given advice of the Federal scientists, the acting agency for the Gulf States Marine Fisheries Commission, the Fish and Wildlife Service, and the friendly and full consultation with the leaders of the fisheries industries of these five states. At their personal expense, these gentlemen traveled far and repeatedly to participate and to contribute from the vast wealth of their experience to these quite highly complicated procedures. Never before had there existed an agency whereby at last the Gulf States could co-equally speak and thus fill in the last gap in the ring of the coastal United States, joining hands with the Atlantic Marine Fisheries Commission and the Pacific Marine Fisheries Commission. This is truly significant history.

The purpose of the *Oregon* is exploratory fishing. There does now exist a new category of human being called a Fishery Engineer. His job is that of applying his biological thoroughness to discovering how can be better and more fully used the fisheries resources in the area he explores. Stewart Springer, who is in charge of this work, and Norman Haugland, who is second in command, could not have been better chosen. Their job is scientific decision. The operation of the vessel and equipment is performed under their supervision by a thoroughly competent operating staff. The writer had the pleasure of participating in one of these cruises and out of his long experience from Nova Scotia to the Dry Tortugas to Monterey Bay, California, and in many parts of the Gulf of Mexico, could recall no occasion when scientific work was more properly and expertly executed.

Tuna bait, tuna fish, red snapper, shark and whiting (kingfish) have been some of the other objectives. The reported results of the already completed exploratory cruise of the *Oregon* fill many pages. The useful application of these findings will mean many millions of dollars in wealth from the Gulf of Mexico.

The *Oregon* is testing out a wide variety of gear including many types of fishing equipment not ordinarily operated in the Gulf. Two examples of these are, first, practical small size fish traps (these fish traps in no way interfere with sport fish) and, second, "long lines" (a "long line" is an extremely lengthy line provided with short baited side lines, all of which lie on the ocean bottom). The Gulf of Mexico possesses some peculiar characteristics that suggest the use of fish catching gear never before tried. In addition, the *Oregon* program involves the modification of known gear and the experimental intervention and development of new types of gear to increase the commercial fisheries harvest.

Master Fisherman Steve Pitolo with two red snappers (*Lutjanus pensacolae*) caught—at the same time—on a snapper lump in the northern part of the Gulf of Mexico.



I just checked 'em an hour ago!



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Gulf South

Knowledge of currents is of primary importance. The former elaborate, expensive drift bottles are now replaced by colored, transparent plastic envelopes containing the cards. Unaffected by wind, they float and are readily recovered, and give a truer drift course.

Some understanding of the extent of the plan and (as far as the *Oregon* is concerned, already some months in progress) program for these researches may be gained by the following references from the report of the Gulf States Marine Fisheries Commission's Committee to Correlate Research and Exploratory Fishing Operations, of which the writer served as chairman:

Long Range Program:

Ascertain the normal oceanographic pattern of the Gulf throughout the year. This will include studies of currents, salinities, temperatures, nutrients, and their biological significance.

Ascertain the distribution and relative abundance of fish eggs and larvae, and associated organisms through the year. This is to be directed toward an understanding of the adult stages of the fishes.

Ascertain the nature of the Gulf bottom as related to fisheries.

Short Range Program:

Species to be given first consideration include shrimp (grooved), tuna, shark, snapper, and menhaden.

Stewart Springer, who is Fishery Engineer in charge of the operations of the *Oregon*, submits promptly at the end of each exploratory cruise a report to the Gulf States Marine Fish-

eries Commission and to the Federal Fish and Wildlife Service. Mimeographed copies of each individual report are distributed by W. Dudley Gunn, Secretary-Treasurer of the Commission, to the Commissioners and other interested officials, to one hundred and sixty-three newspapers in the Gulf States, to twenty-seven fishermen's unions and associations. The total number thus distributed is approximately two hundred and twenty-five. The purpose of this procedure is to make available as directly and quickly as possible new discoveries of economic importance.

As an example of Mr. Springer's reports, the abbreviated statement concerning Cruise No. 4 follows:

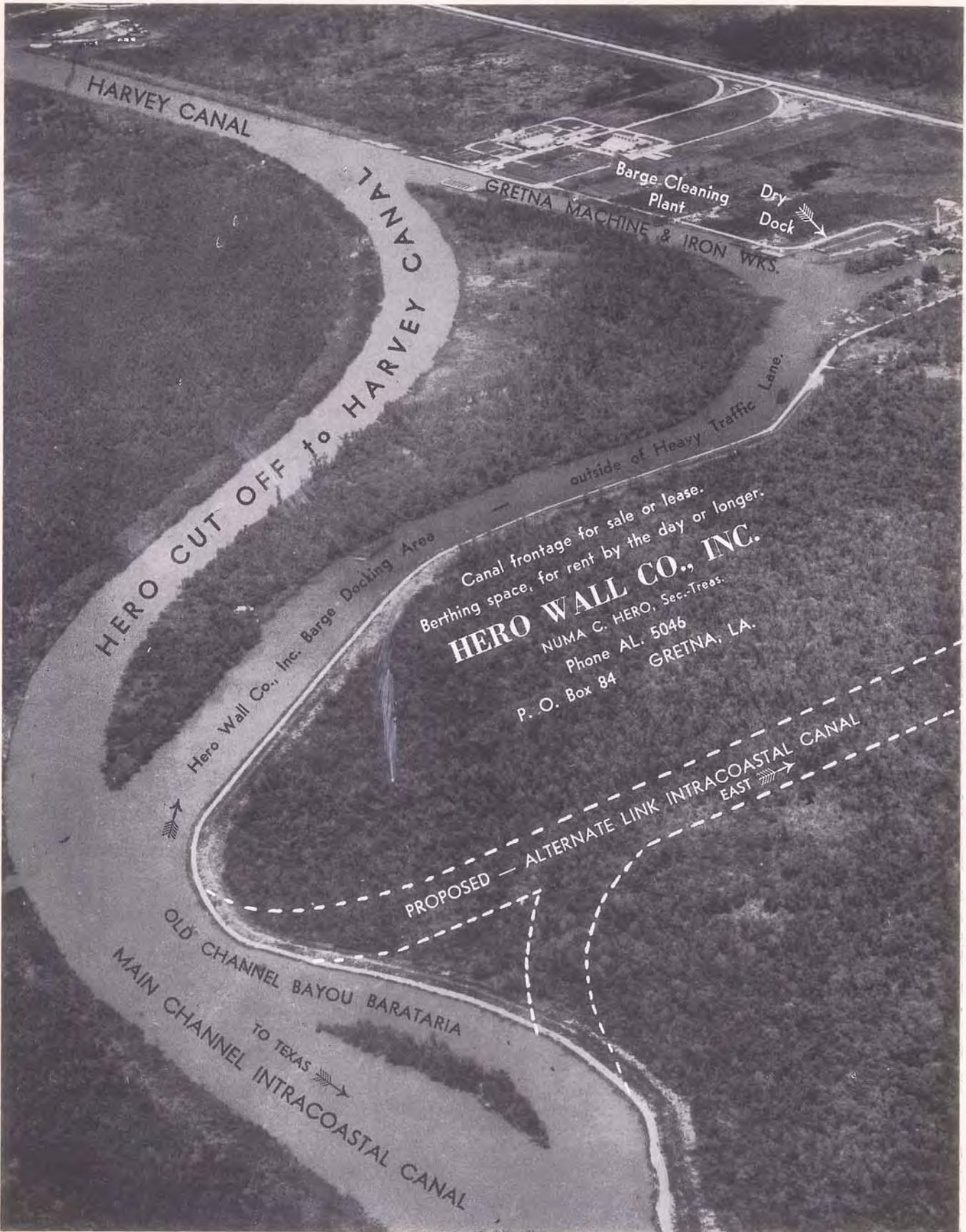
"The *Oregon* trawled for shrimp, during the period September 11-26 (1950), in the area near the mouth of the Mississippi River between the 88th and the 91st meridians.

Observations on Grooved Shrimp:

"Following a short period of strong winds at the beginning of September the bottom water temperatures in 30 to 50 fathoms were generally a few degrees lower than in the preceding period. The larger brown shrimp, *Penaeus aztecus*, 16 count heads-on, and larger, were found to be most abundant in 32 to 34 fathoms; that is, in water somewhat shallower than in the preceding period. The *Oregon* caught 12 to 16 count shrimp for eleven hours in 32 to 34 fathoms, about 15 miles west to west by south of Southwest Pass at the mouth of the Mississippi River, on the night of September 14th at a rate of 240 pounds per hour. The depth, distribution and size of the shrimp were apparently the same in the

Crew working on a West Coast tuna seine, spread out for drying in the sun. Bait tank removed from the M/V *Oregon* for its new job is in the background.





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areas immediately east and west of the mouth of the river but in September the concentrations appeared to be greater west of the mouth. Although the brown grooved shrimp is known from deeper water, none were taken by the *Oregon* in more than 46 fathoms during September. In this September cruise, as well as in the July-August cruise, the largest shrimp were found in the deepest water with slightly smaller shrimp in a few fathoms shallower. However, examination of all of the information available from these cruises shows a closer and more consistent relation between bottom water temperature and size of the shrimp than between depth and size. Studies are being continued on movements of populations of shrimp.

“Miscellaneous Observations:

“Comparatively little bottom suitable for trawling was found near the mouth of the Mississippi in depths from 50 to 150 fathoms. One drag of 45 minutes duration in 195 fathoms with a 40-foot shrimp trawl produced 60 pounds of 23 count, heads-on, red shrimp, *Hymenopeneus robustus*, along with 61 pounds of scrap.

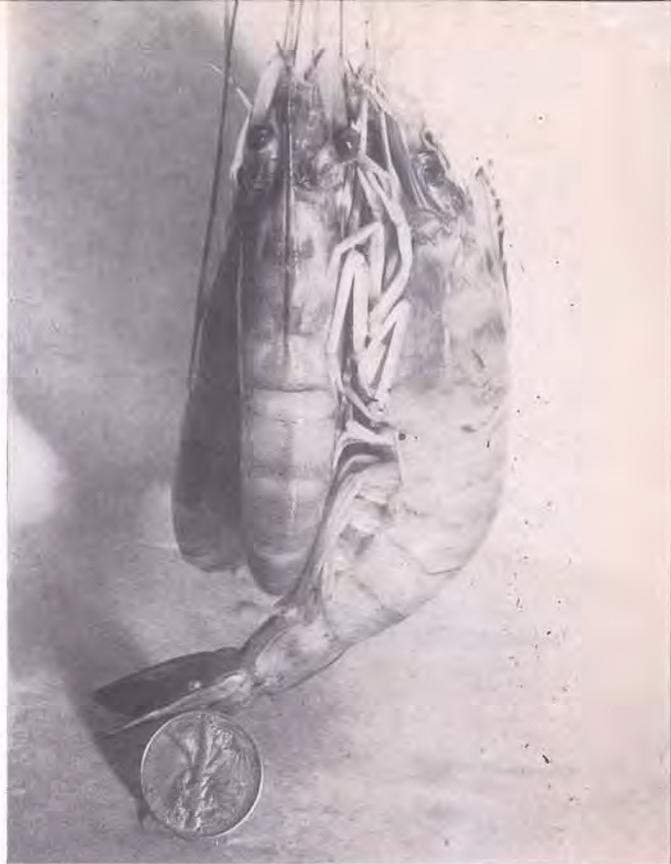
“While a shrimp trawl was being pulled on deck from 258 fathoms on September 23rd, a school of tuna, not identified as to species, came to the surface around the *Oregon* briefly and sounded, accompanied or followed by silky sharks. Trolling was not successful. In this location the surface temperature was 83.5 degrees, the temperature at 50 feet 84.5 degrees, and at 100 feet 77 degrees. Observations such as this suggest the possibility that stocks of tuna may exist in the north Gulf but that they are confined to cooler layers of water below the surface unless driven upward by unusual circumstances.”

As a result of the national emergency, there has been created by the order of the President a “Defense Fisheries Administration” headed by Albert M. Day, Director of the Fish and Wildlife Service of the United States Department of the Interior, as Administrator, and Milton C. James, Deputy Administrator.

When, as never before since Valley Forge, has this nation been in greater peril, there is the additional imperative need for the production of food. It is also significant that the Gulf of Mexico can probably be better protected from prowling enemy snorkels than our Atlantic and Pacific coasts.

This great body of water is embraced protectively by our own country and friendly allies whose cause is our cause.

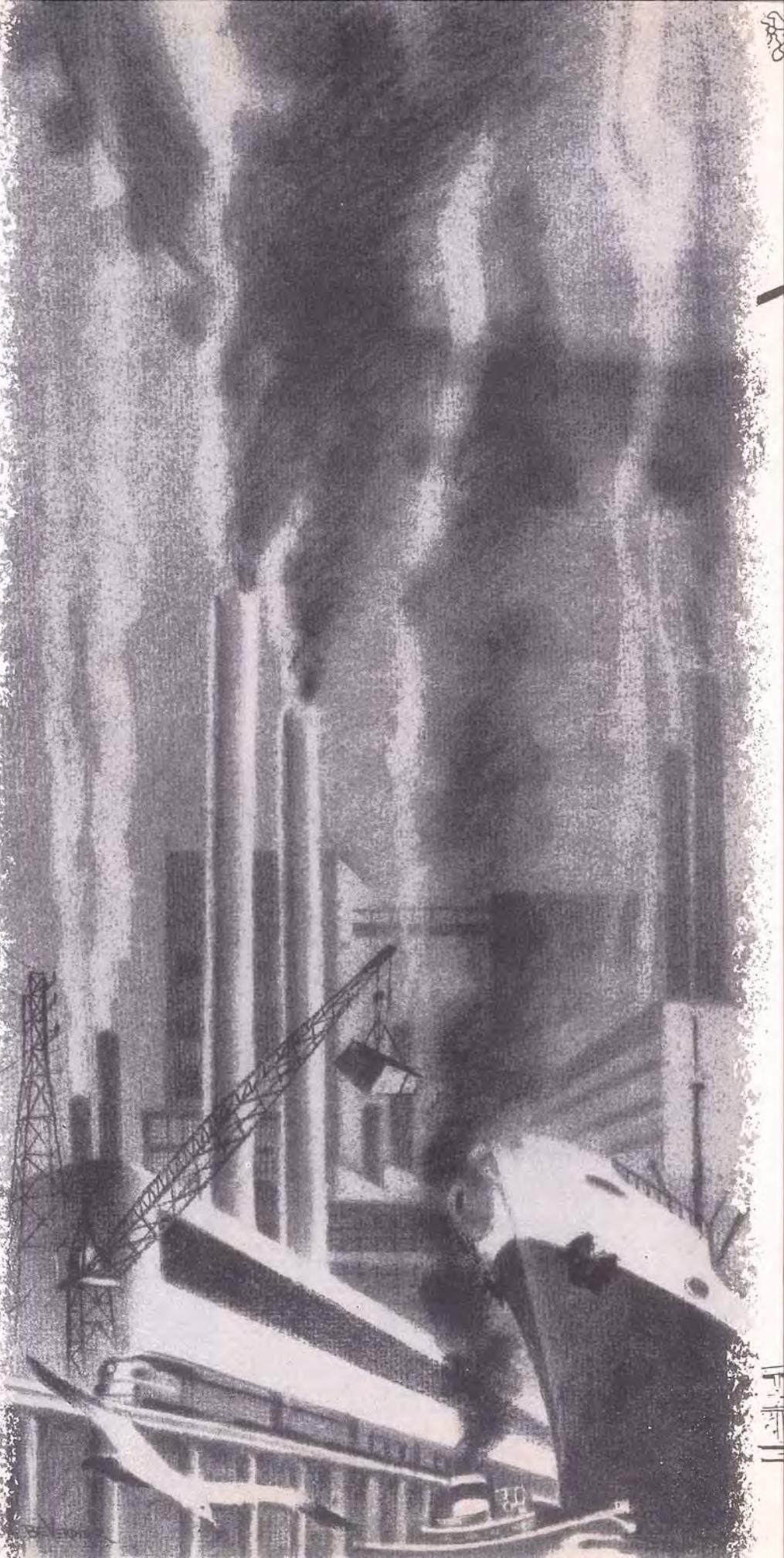
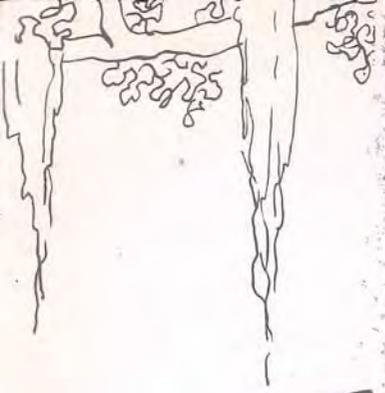
It is in this time of emergency that the long range program already in active operation by the *Oregon* has entered into existence. At no time in our history could it have been more opportune.



The fifty-cent piece gives an idea of the size shrimp caught in some parts of the Gulf. It doesn't take many of these to make a pound.

A never-ending job. Crewmen mending shrimp trawl on after deck of the M/V Oregon, research ship which has made important discoveries concerning new sources of food in the Gulf of Mexico, our “inland sea.”







Natchez

THE ARC OF ACHIEVEMENT

By Arthur Charbonnet

Dreams of the romantic past are a natural and acceptable part of life. It is pleasant at times to mentally picture the days of hoopskirts and old lace and fluttering fans, the era of "gracious living" on the old Southern plantations.

Those were the "good old days," as we indulgently refer to them. And despite the fact those were the days before indoor plumbing, penicillin, television and quick-frozen foods, many people yet dream wistfully of this long-past time.

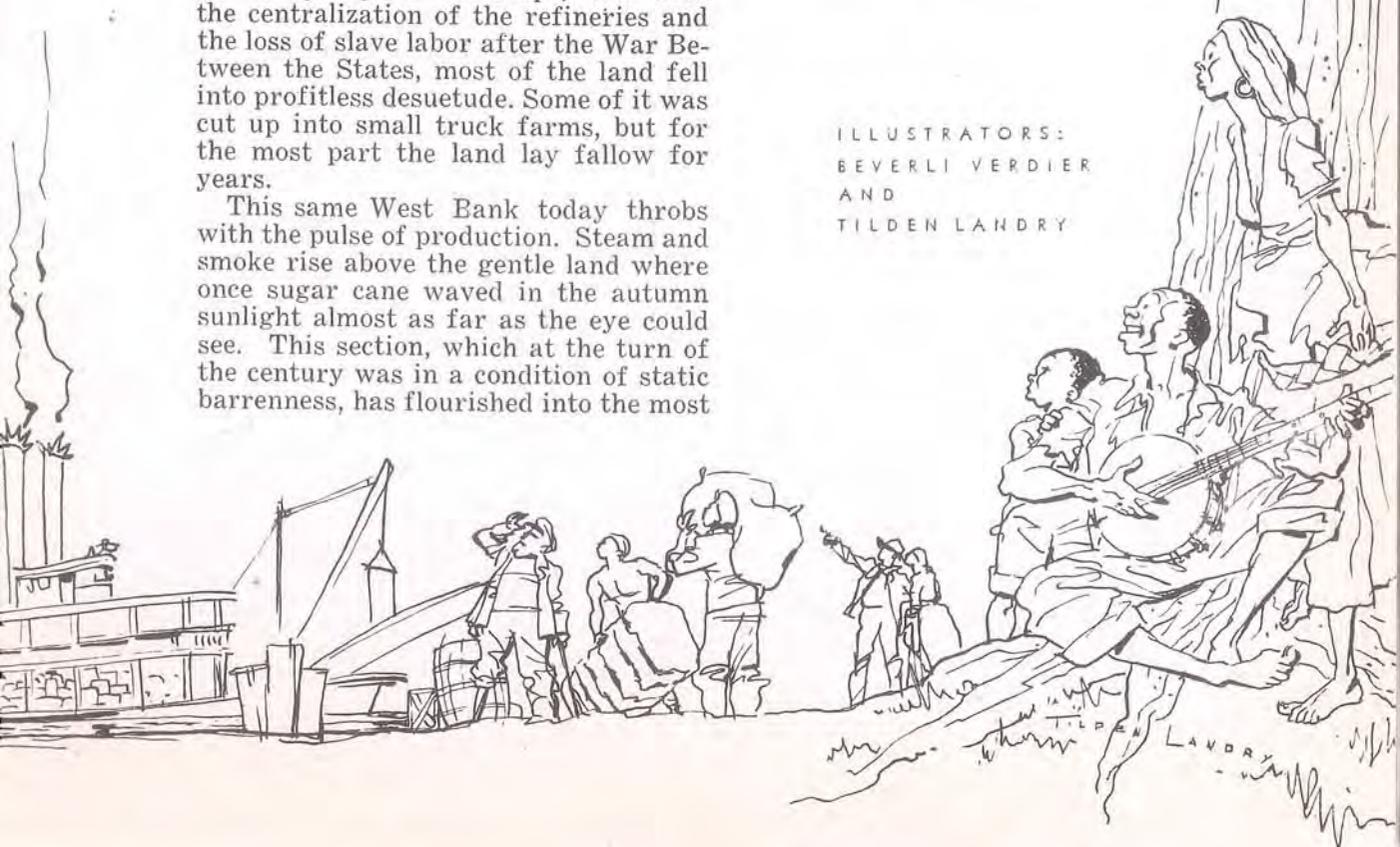
The West Bank of Jefferson Parish, like much of the Southland, had its plantations. These vast properties were supported by sugar cane crops, and with the centralization of the refineries and the loss of slave labor after the War Between the States, most of the land fell into profitless desuetude. Some of it was cut up into small truck farms, but for the most part the land lay fallow for years.

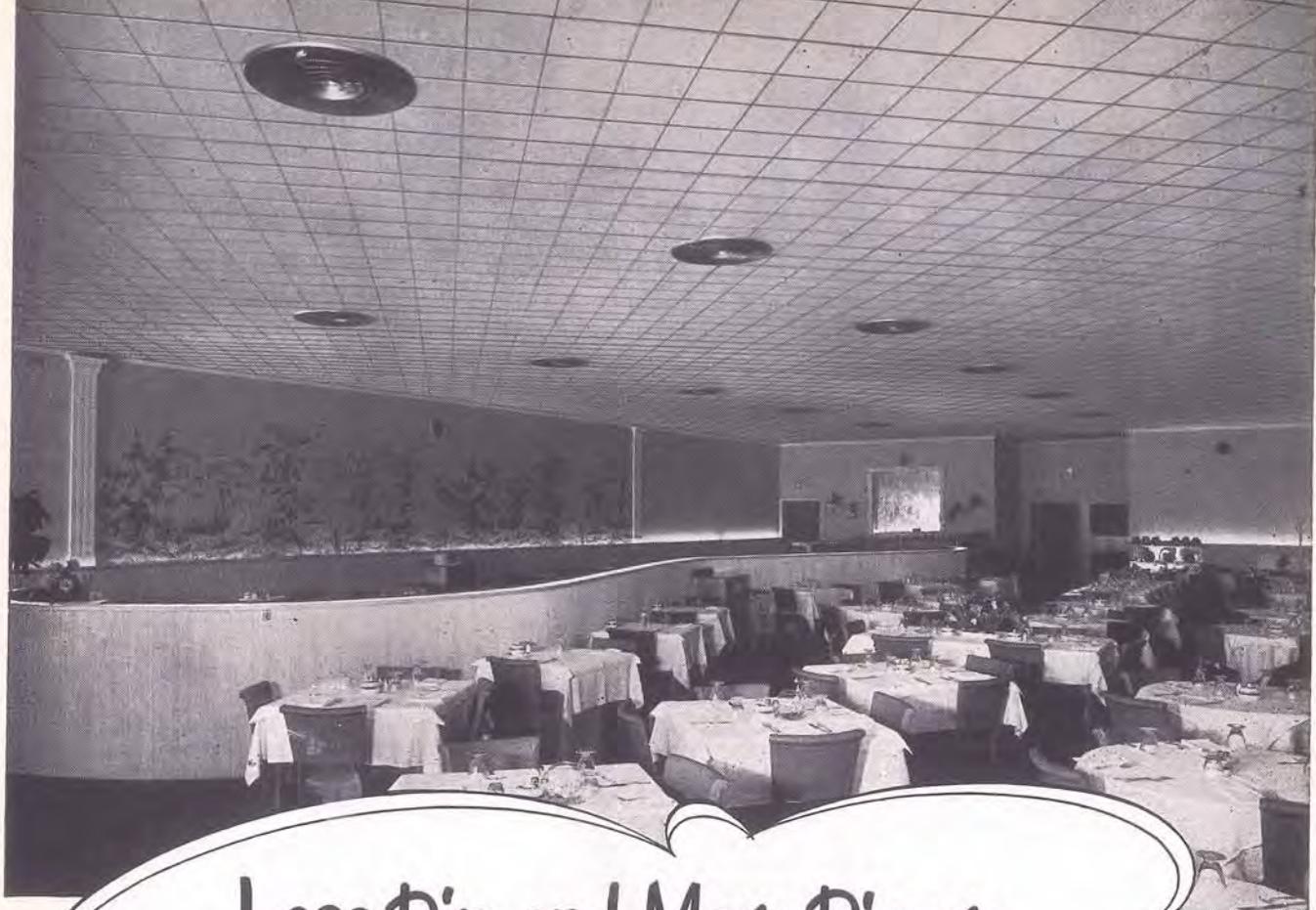
This same West Bank today throbs with the pulse of production. Steam and smoke rise above the gentle land where once sugar cane waved in the autumn sunlight almost as far as the eye could see. This section, which at the turn of the century was in a condition of static barrenness, has flourished into the most

important industrial center in the South. For the end of one era presaged the beginning of another, and the Plantation Age was firmly ushered out by the efficient, businesslike Machine Age.

In the interim, when the dormant South was still unaware of its almost unlimited industrial potentialities, the City of New Orleans on the East Bank grew and residential development spread out to all its boundaries, and the overflow began into the outlying districts. Thus when industrialists began to discover the many assets of this area

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there was little room in the Crescent City itself for plant sites.

What more natural move then, for them to cast their eyes upon the spacious reaches of next door Jefferson Parish and especially the West Bank, where were all the benefits peculiar to the Greater New Orleans area—plus room to work in and expand.

Today the West Bank, the "rim of the Crescent," is considered the heart of the Industrial South. And of especial importance is the Marrero section, that stretches along the Mississippi River in a great arc from the Village of Harvey to the outskirts of the Town of Westwego.

The entire waterfront along this span of humming activity is occupied by almost a dozen industries, several of them the largest of their kind in the world. They represent the investment of many millions of dollars, and they turn out an annual production valued at hundreds of millions of dollars that is shipped to all parts of the world.

That part of the West Bank named Marrero was originally composed of three large sugar holdings, the Ames, Bell and Fazende Plantations, interlarded with several very narrow tracts starting at the river's edge and continuing for some distance inland. These plantations were the real thing, the kind you read about in historical novels, complete with magnificent old steamboats puffing up to their private wharfs, and soft-voiced darkies strumming on their old banjos. The largest was the Ames Plantation, owned by Frank M. Ames, a native of Boston. The small community along the waterfront was originally named Amesville after him.

The Bell and Fazende Plantations became the property of Louis H. Marrero, who was aware that the day of the sugar plantations was passing when he moved to Jefferson from St. Bernard Parish in 1881. He foresaw that this land had a valuable future in the new economy, as industrial and residential real estate, and he embarked upon a career of acquisition that made him a great landowner.

Dreamers are of two kinds: Those who reminisce wistfully about the glories of the dead past, and those who imagine the rich possibilities of the inevitable future. Of this latter sort was Louis H. Marrero. He was public-spirited, enterprising, daring and firm. Soon after he took up residence in Jefferson Parish his worth was recognized



A Confederate soldier at the age of 15, Louis H. Marrero was with Bragg's Army in Kentucky and Tennessee and was wounded at Murfreesboro. Taken prisoner at Missionary Ridge in 1863, he was held by the Union forces until 1865.

Besides his many other activities, he operated the first Mississippi River ferry between Marrero and New Orleans, was president of the Jefferson Commercial & Savings Bank at Gretna, and president of the Marrero Land and Improvement Association, which he founded.

by his fellow citizens. He became a member of the Police Jury in 1883, and was elected President of that august body in January of 1885, a post he held until 1896. During his last four years as President of the Police Jury he also served in the State Senate, which was permissible at that time. During this period he was also a member of the Lafourche Basin Levee District. In 1896 Marrero was elected Sheriff of his parish, an office he discharged boldly for many years, which resulted in earning him many bitter enemies who damned his ruthlessness.

After the death of this able civic and political leader in 1921 at the age of 71, the affairs of the family and the Marrero Land and Improvement Association were administered by his oldest son, Leo A. Marrero. Leo passed away in October, 1950, at the age of 79, and early this year a grandson, Louis H. Marrero III, was made president of the association, of which he had been vice-president and secretary for ten years.

Marrero's dream of vast industrial

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Hope Haven Institute on Barataria Boulevard has graduated many orphan boys into the happy, productive life of exemplary citizens. Right across the highway is Madonna Manor for girls and very small boys.

development along the waterfront with residential sections in the rear thereof for the convenience of the workers, worked out almost exactly as he envisaged it, and the community in whose interests he was so active has taken to itself his name. This dream is now reality of the genuine sort that produces millions of dollars of goods for the needs of the freedom-loving nations of the world, and provides work for thousands of employees.

Typical of this salutary change is the site of the 1884 crevasse on the Bell Plantation. Here where the swollen river rushed through a break in the levee, carrying sand two and three miles inland where it may still be found, is the Continental Can Company, turning out \$7,000,000 of cans—175,000,000 of various kinds—yearly, and with a payroll of almost \$1,000,000 in 1950.

Three other industries front the river on this plantation. The Stauffer Chemical Co., which grinds Louisiana sulphur for many uses, produces other chemicals, and mixes insecticide vital in cotton and peanut insect and fungus control; Penick & Ford, with its shining

one- and two-million gallon tanks of syrup and molasses; and the Mayronne Lumber & Supply Co., which operates a complete planer mill and sash and door factory.

On the Fazende Plantation next door across Barataria Boulevard, once an ancient road used by the gentleman-buccaneer Jean Lafitte on his journeys to Isle Bonne, are located three highly important and representative industries. The Texas Company has been situated here since 1906 and today two of its divisions operate on the original site: a crude terminal which handles 9500 barrels of oil daily, with a capacity if necessary of 12,000 barrels, and a sales terminal equipped to service four kinds of transport: tank cars, tank trucks, barges and tanker ships. Douglas Public Service Corporation maintains bulk liquid storage tanks in this part of Marrero, and the adjoining plant is Clark's Refinery, where an average of 5000 barrels of crude oil is refined daily.

On waterfront property that once was part of the huge Ames Plantation the 1000 employees of the Johns-Manville Corporation manufacture building

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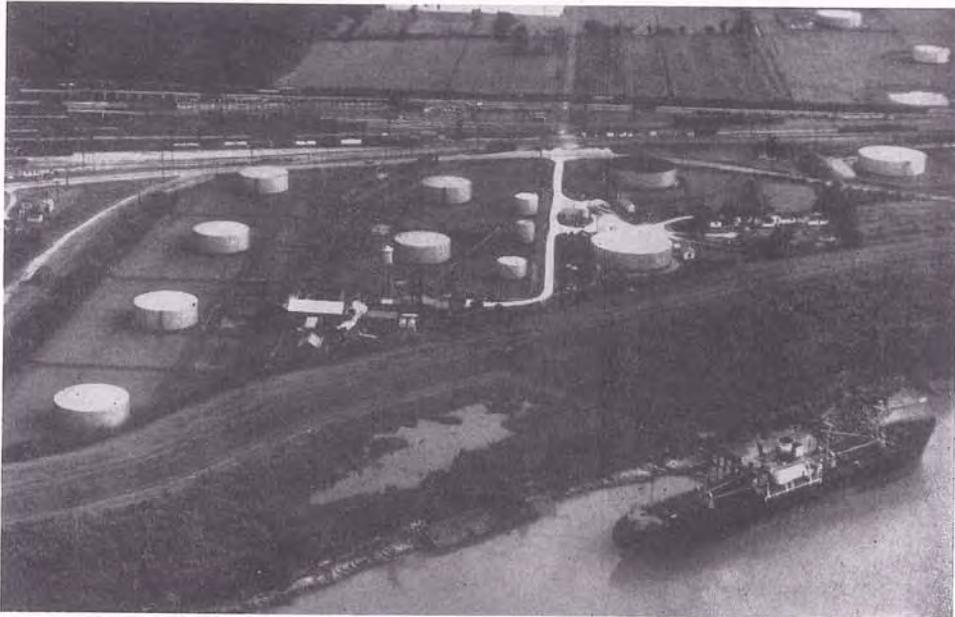
New Orleans



Marrero as it looked in 1926. Bottom center is the ferry landing at Barataria Blvd. crossing to Napoleon Ave., New Orleans. Though industry had begun its influx to the West Bank, much of the area was as yet undeveloped and unoccupied.

The same view as it is today, with Barataria Blvd. just to right of center. Note Hope Haven two-thirds up the highway, and along the riverfront, the many bustling industrial plants.





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material and asbestos-cement transite pipe, a pressure pipe excellent for water-mains and other subsoil installations. Conveniently established along the tracks of the Southern Pacific Railroad and the Texas Pacific-Missouri Pacific Railroad the General Chemical Division of the Allied Chemical & Dye Corporation produces, for water purification and paper manufacturing, approximately 15,000 tons of aluminum sulphate annually. Extending to the outskirts of the Town of Westwego is the immense plant of the Celotex Corporation, which employs 2700 workers. This plant converts bagasse—sugar cane fibre—into 1000 carloads of manufactured products every year.

It is interesting and somewhat ironical to note that the Celotex Corporation and Penick & Ford, two of the largest plants of their kind in the world—situated on the sites of former sugar cane plantations—owe their existence to the sugar cane production of other parts of Louisiana. Yes, elsewhere in this fruitful state the Industrial Age invaded and revived some of the plantations by a different twist, and today the work formerly done by thousands of slaves is accomplished with a few ingenious pieces of machinery.

Having little to do with industry, except in a preparatory sense, but important as producers of fine men and women, Hope Haven and Madonna Manor face the east and west sides of Barataria Blvd. These institutions and neighboring St. Joseph's Deaf-Mute Institute are splendid assets to the community of Marrero. Founded over a quarter of a century ago by the beloved late Right Rev. Msgr. Peter M. H. Wynthoven, P.

A., these two centers for orphan children, Hope Haven for boys and Madonna Manor for girls and very small boys, have graduated many worthy and exemplary citizens. Many successful local men are graduates of Hope Haven, which takes an active interest in them after they leave its roof. They have formed an Alumni Association and each year they celebrate Alumni Day. And of foremost importance in the education of the community's youth is the L. H. Marrero High School, with an enrollment of 933 in 1950.

So in Marrero where once the slaves toiled in the summer sun and Old Black Joe sang "Gone are the days—" and majestic paddlewheel steamers plied the muddy Mississippi with traditional cargoes of freight and beautifully gowned ladies and dashing gentlemen-gamblers, today there is a more equitable distribution of the labor—and the wealth. Employees of the industries that completely occupy the waterfront from one end to the other share in the results of their work by various forms of benefits, insurance and compensation. Smiling residential areas are constantly being developed, some of which restrict construction to homes of various financial levels. The population has leaped from 2000 in 1936 to approximately 13,000.

Gone are the days, indeed, of the one-crop agricultural system. Today the land is too valuable for anything but industry and homes.

The industrial wealth of the "rim of the Crescent," foreseen and made real by men of vision and men of action is today brilliantly typified by the community of Marrero—the Arc of Achievement.

In 1915, when Marrero looked like this, with a blacksmith shop at the foot of Barataria Blvd., The Texas Company's tank farm had long used the building at right as offices. Just recently the structure was demolished and replaced by a new building.



The port community that is New Orleans should begin now to plan intelligently and to organize cooperatively, so that when this national emergency passes, it will be ready for the increasing industrial and foreign-trade development which experience after World War I and World War II tells us to expect.

If New Orleans is not ready for that golden moment, it not only will fail to benefit from the inevitable advance of the national economy, it may even lose, to increasing port competition, the high place it has already won.

This is an age of speed, and we will have to work fast. That is why our port community must organize its thinking now, not tomorrow. It must be united on a program for immediate release.

Our port community includes not only the city that was founded on the East Bank of the Mississippi because of convenient bayou connection with Biloxi, Miss., the first capital of the Louisiana Territory, on the Gulf Coast; but also Jefferson Parish above New Orleans and facing it, on the other side of the river, and St. Bernard and Plaquemines Parishes below it, the former on the east side, the latter on both sides. New Orleans rose to greatness on the commercial movement between the Mississippi Valley and the world. The adjoining parishes contain the vast and increasing industrial, petroleum, natural gas and sulphur developments which have put new drive behind the port services of New Orleans.

The big port need of New Orleans revealed itself a hundred years ago when far-visioned men declared that this city must have a shorter and safer route to



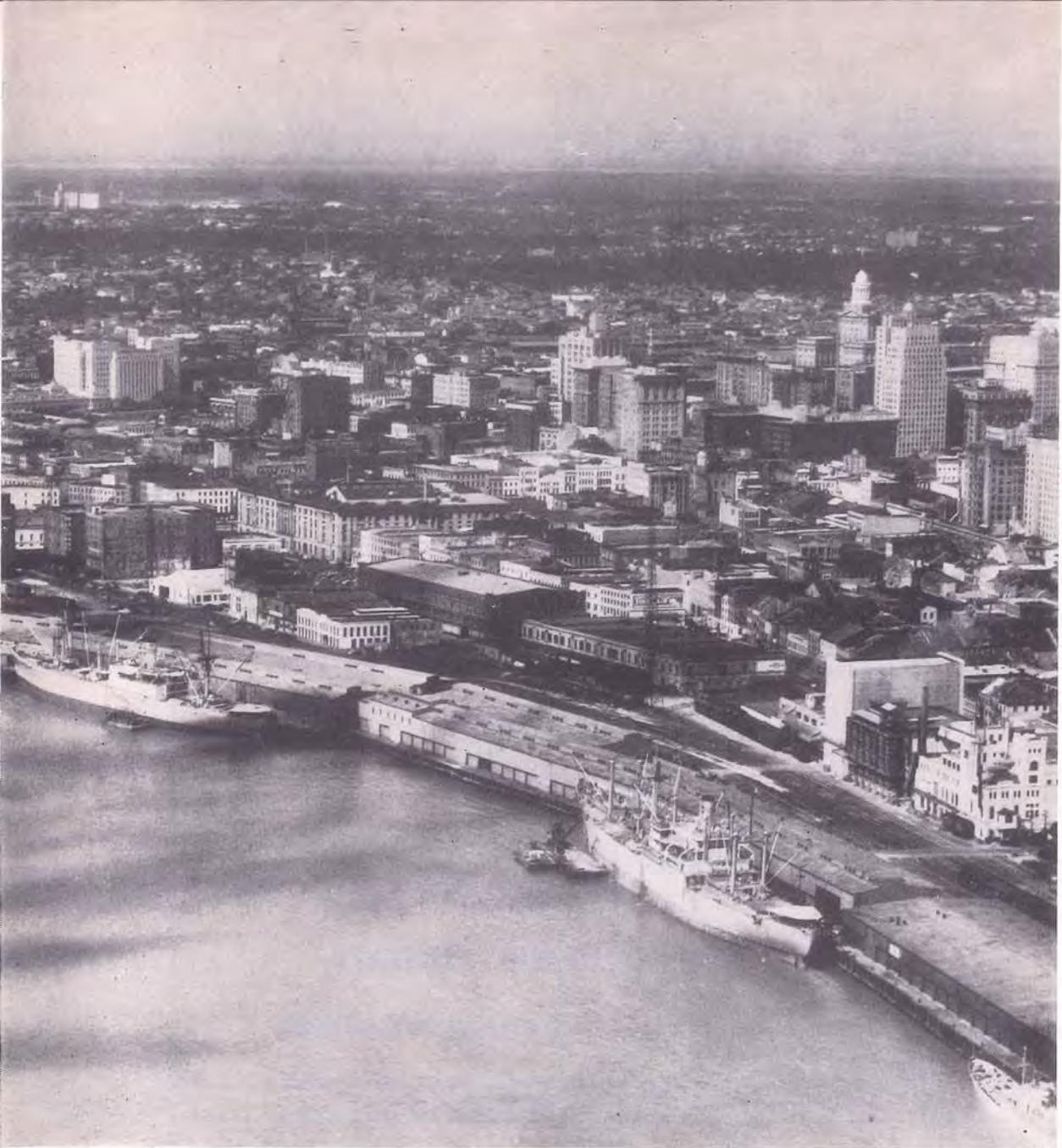
By E. S. PENNEBAKER

Manager, Texas Pacific-Missouri Pacific

Terminal Railroad of New Orleans

It's Time for Tidewater!

A tidewater channel to the Gulf of Mexico has long been needed by the Greater New Orleans Area. Besides choosing the route that will best serve the present time, we must be sure that the future, which will maintain this seaway, can find no fault with our choice.



Greater New Orleans has long outgrown its harbor, where parallel-type wharves stretch along the Mississippi River for eleven miles, and the warehouse floors can support only 350 lbs. per square foot where 1000 lbs. capacity is needed.

the sea than the 110 miles or so of river, with its shoals, its fogs, its swift currents. Time after time did the planners of the future drive at New Orleans to open such a channel to the sea, by dredging through the coastal marshes.

New Orleans paid no heed. It had a monopoly, so it believed, on the Mississippi Valley trade to and from the world. Even when competition began to swing the movement into other channels, New Orleans made no move. That competition has by now reached formidable proportions—on the west, Lake

Charles in Louisiana, and in Texas, Houston, Galveston, Texas City, Beaumont, Orange, Port Arthur, Corpus Christi and Brownsville; and to the east, Gulfport, Mobile and Pensacola on the Gulf of Mexico, and Savannah and Charleston on the South Atlantic. All are closer to tidewater than New Orleans, and most of them, through the Intracoastal Inland Waterways system, have tapped into the river commerce of the Mississippi which formerly belonged almost exclusively to New Orleans.

At last New Orleans has seen the

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Finger-type piers such as these on Staten Island are the only solution for the heavy demand for berth accommodations in busy New York harbor. Note that at these piers, used extensively for freight carriers, seven vessels are berthed with additional room for a total of fourteen vessels on a waterfront that would accommodate only two vessels berthed at a parallel-type wharf, the only type possible along the Mississippi in the Port of New Orleans.

need for reorganizing its port facilities, but it is planning more on a local-pride than on a port-wide basis, for of the two proposed short-cut routes to the sea, the city (not the port community) has chosen the longer and more expensive for selfish and short-sighted reasons.

What will best serve the entire port community? What will give the Mississippi Valley, which contains more than half of the producing and consuming capacity of the country, the best and most economical service? These should be the sole considerations in planning for a waterways development of such magnitude.

The time has passed when local scheming achieved lastingly—if it ever did. In the astonishing development of Westside Jefferson Parish in the past 17 years, we of the New Orleans port community have seen how the progress of the part helps the progress of the whole.

During the 1940-50 decade, the Westside population doubled, rising to 80,000; and employment climbed to 17,000,

more than half of it in industrial plants whose pay roll exceeds 40 million dollars a year.

Industrial development has been established for many years in Jefferson Parish, especially on the west side of the river; the past decade has seen its impressive increase.

The New Orleans area has benefited greatly from this Westside growth, and the proof is seen in the thousands of new homes, the increasing business totals and the rising bank figures.

When the Harvey Canal lock, connecting the Intracoastal Waterways system with the Mississippi in the Westside industrial development, was dedicated in 1934, the hope was expressed that it would eventually carry a million tons of freight a year. By 1948 the total had risen to 17 million, and development had possessed the entire Westside riverfront and pushed down both sides of the Intracoastal Canal for several miles.

This—especially the canal's industrialization—was largely due to the oil fields served by it and its extensions.

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NEW ORLEANS

These oil fields had not been discovered in 1934, and only the most fantastic optimism could have envisioned such possibilities as have come to pass. But development, or growth, is the natural order, not the exceptional accident. This has been especially true of ports, which have always prospered as their physical facilities and operational methods met the economic needs.

The development movement of the United States, of the South and of the New Orleans port community is still surging forward. Westside growth so far is only the overture to the progress that will be put underway when New Orleans reorganizes its foreign-trade facilities, and does so on a port-wide, Valley-wide basis.

Since 1852, when a tidewater channel to the Gulf was first urged, several engineering surveys and economic studies of possible routes have been made by the Engineer Corps of the United States Army, and by outstanding civilian engineers, the former at the instruction of Congress, the latter for interested groups in New Orleans and the Mississippi Valley. Almost without exception, until 1946, they decided that the most feasible route is on the west side of the river, beginning at a point near Westwego and dropping almost due south to deep water near Grand Isle, 50 or so miles away.

The Dock Board and other interests in New Orleans, however, favored an eastside route, hoping that this would retrieve the blunders which have saddled the people of Louisiana with the large and continuing losses of the Industrial Canal. That facility was placed in the wrong location, and development policies for many years destroyed the advantages that might have been reaped even under this handicap.

In 1946, Major General Robert W. Crawford, Lower Mississippi River Division, Army Engineer Corps, recommended such a route. Beginning at the Industrial Canal, or near it, that route extends 81 miles southeastward through the Louisiana and Mississippi coastal marshes and the shallow waters of Chandeleur and Breton Sounds to Errol Island. Despite the increased cost of this longer route, and the difficulties of maintenance, by dredging and by jetties, the Engineer Corps recommended this seaway to Congress.

General Crawford in 1946 estimated the costs of the east side and Westside

proposals as follows:

East side: Seaway, ship lock and accompanying harbor developments, \$119,780,000, of which \$86,920,000 would be provided by the Federal Government, and \$32,860,000 by the State Government; estimated annual charges for interest, amortization and maintenance, \$6,480,000.

Westside: Seaway and twin locks at the Mississippi, \$67,420,000, of which \$56,180,000 would be provided by the Federal Government, and \$11,240,000 by the State Government; estimated annual charges for interest, amortization and maintenance, \$3,960,000.

The Westside route, then, is 31 miles shorter than the east side. It is \$52,360,000 cheaper to build, and \$2,520,000 a year cheaper to maintain—on the basis of the 1946 figures. Today's costs would be a great deal higher, putting a new emphasis on economy at a time when the Federal debt is more than a quarter of a trillion dollars, or more than \$1800 for each man, woman and child in the country.

Both projects have been proposed for

The Port of New Orleans is the two-way gateway between the Mississippi Valley and the rest of the world. Below, a native on a plantation in Latin America, "backing" a bunch of bananas, that will later enter the United States through New Orleans.



public development, the traditional course of such undertakings in the United States. But both, even allowing for the cost increase since 1946, are within the means of private development.

Which of the two routes do you believe private capital would take: The east side route, longer, more expensive and laid out by political pressure; or the Westside, better placed in reference to the port community's development as a whole, a great deal cheaper, and chosen because it offers the largest return per dollar of investment?

Every advantage which General Crawford claims for the east side route applies equally to the Westside—such as "savings in terminal handling charges," "savings in annual charges on wharves," "benefits to Intracoastal Canal commerce," "enhancement of value of waterfront property," etc.

The Westside route leads through the offshore oil fields, probably the largest source of oil supplies in the future, and would benefit from the developments there, besides helping in those developments.

Oil refineries would probably be built on the seaway, a few miles from the producing wells; if they were not, the largest barges and tankers could carry the crude through the seaway to the Mississippi, and to the refineries above New Orleans.

No such petroleum developments exist on or near the east side route.

The Westside development would put a new drive behind the industrial progress which has already made its largest growth, in the port community that is New Orleans, on that side of the river.

Each lock would be 80 feet wide (inside dimensions), 1000 feet long and 40 feet deep over the sill. This means that heavier-draft ships could come to New Orleans, for dredging has never been able to maintain such a depth at the river mouth for extended periods of time. Rarely have the dredges opened channels deeper than 35 feet. Two locks would be a safeguard against damage and delays, and they would speed the movement of vessels between seaway and river.

The seaway would have a bottom width of 500 feet, and a depth of 36 feet, to start with; the depth could be pushed to 40 feet, if the tonnage so demanded.

More stable and higher above Gulf level is the marshland on the Westside

route than on the east side. Hurricane records show that storm waters drive only a few miles inland, on the west side, never far enough to interfere with any operations along or near the river. On the east side, however, even a moderate storm covers the marshes and floods the highways up to the heavily occupied city limits.

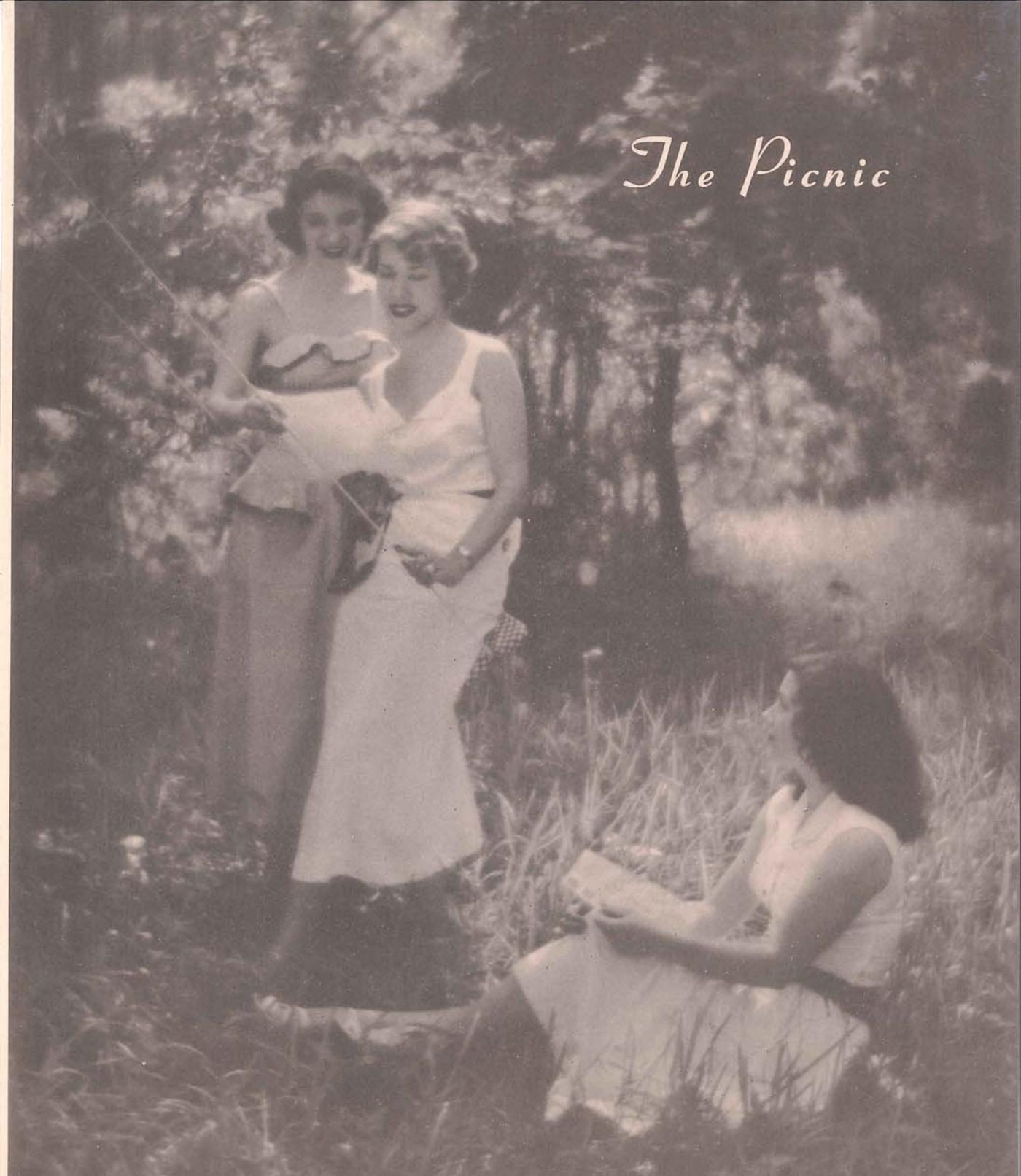
On the Westside route, the material from the channel dredging would raise the banks to a height of several feet; this "made" ground would be as high as New Orleans or higher. It would be as strong a foundation for wharves, warehouses and factories as any ground in New Orleans. Laterals could extend the waterfront facilities indefinitely.

This channel to the sea would not be plagued by the fogs which delay river navigation in the winter and spring, when the cold water of the Mississippi comes in contact with the warm, moisture-laden air of this sub-tropical country.

The proximity of the Westside route to the oil, natural gas and sulphur production of South Louisiana, and to the heavy deposits of lime in the shell banks, would invite a new concentration of the chemical industry. Electrical power is already in ample supply, and the generating program projects an enlarging production of power in the future.

The importance of private industry being free to develop its own waterside facilities on the proposed channel and its extensions can not be emphasized too greatly. On the seaway and on its laterals, private enterprise could erect and operate its manufacturing and processing plants, and install its own export-import facilities. The railroads would extend their lines to these new facilities, and that entire port development would be served by all of the coordinated transportation facilities. Private enterprise would be subject only to such regulations as are applied to industries occupying their own properties on the Houston Ship Channel, and in practically all other American ports. These regulations open the opportunities and provide the incentive necessary for commercial port development which are generally denied by monopolistic restrictions under state ownership and control.

The Westside harbor would be closer to the heart of New Orleans than the harbor expansion if the east side route
(Continued on Page 178)



The Picnic

PHOTOGRAPHS BY **EUGENE DELCROIX**

"Oh, listen! We've been invited on a picnic next Sunday!"

*“Our
cousines
will
meet us
right
after
early
Mass.”*





“Wonderful!

Maybe

we can

all

pile into

that

old

wagon—”

"If

it's not

far,

you mean.

I hope

it's on

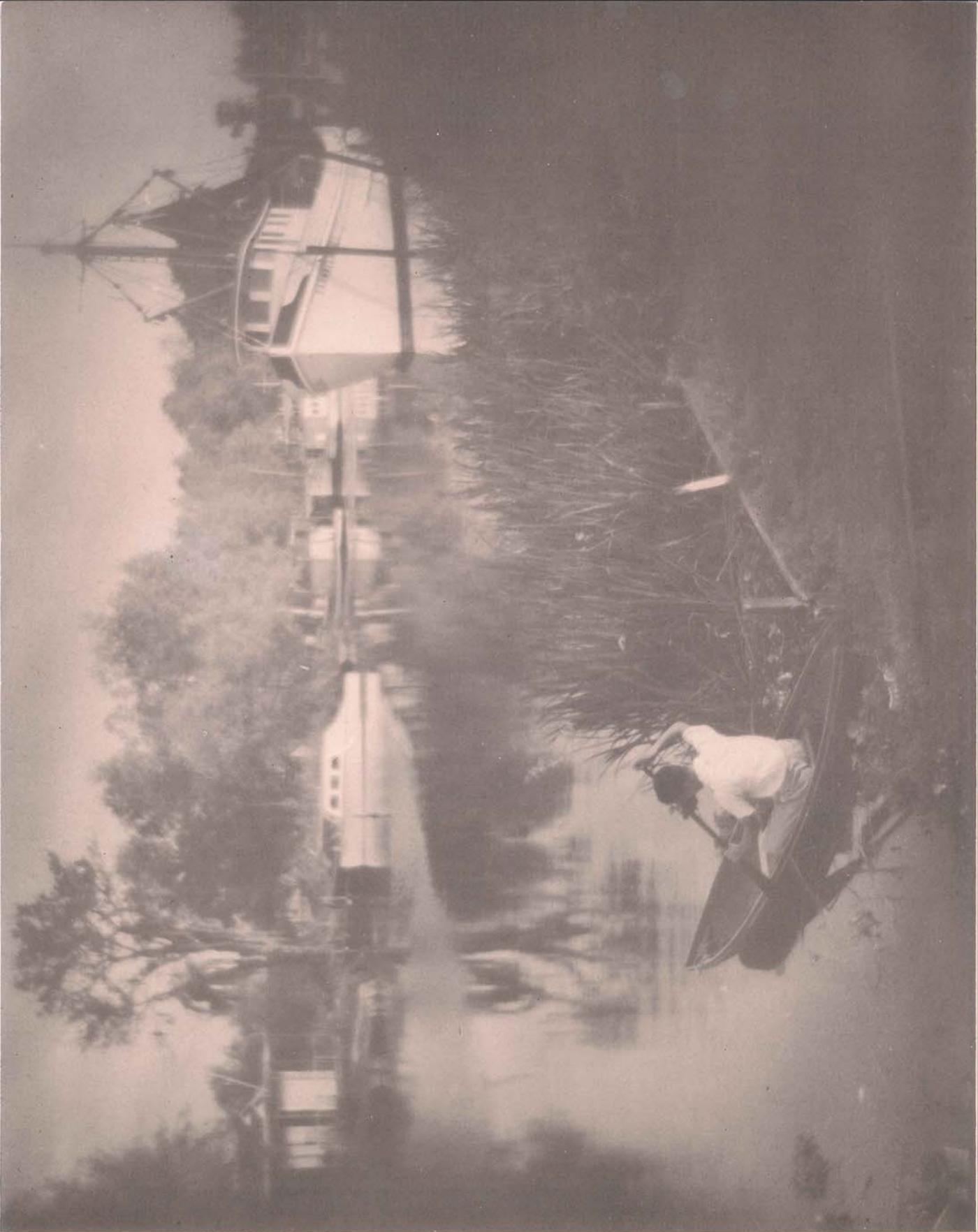
a bayou . . ."





*“ . . . where
there’s
big,
shady
oak trees
nearby.”*

*“Wouldn’t
it be
nice
if Louis
took us
out
fishing?”*



*"Or,
if it's
at
Grand Isle
we could
all
visit
Tante
Cecile."*



*"—and
spend
the whole
day
at the
beach!"*



“Perhaps

it will

be at

Lake

Pontchartrain

and we

can go

sailing.”

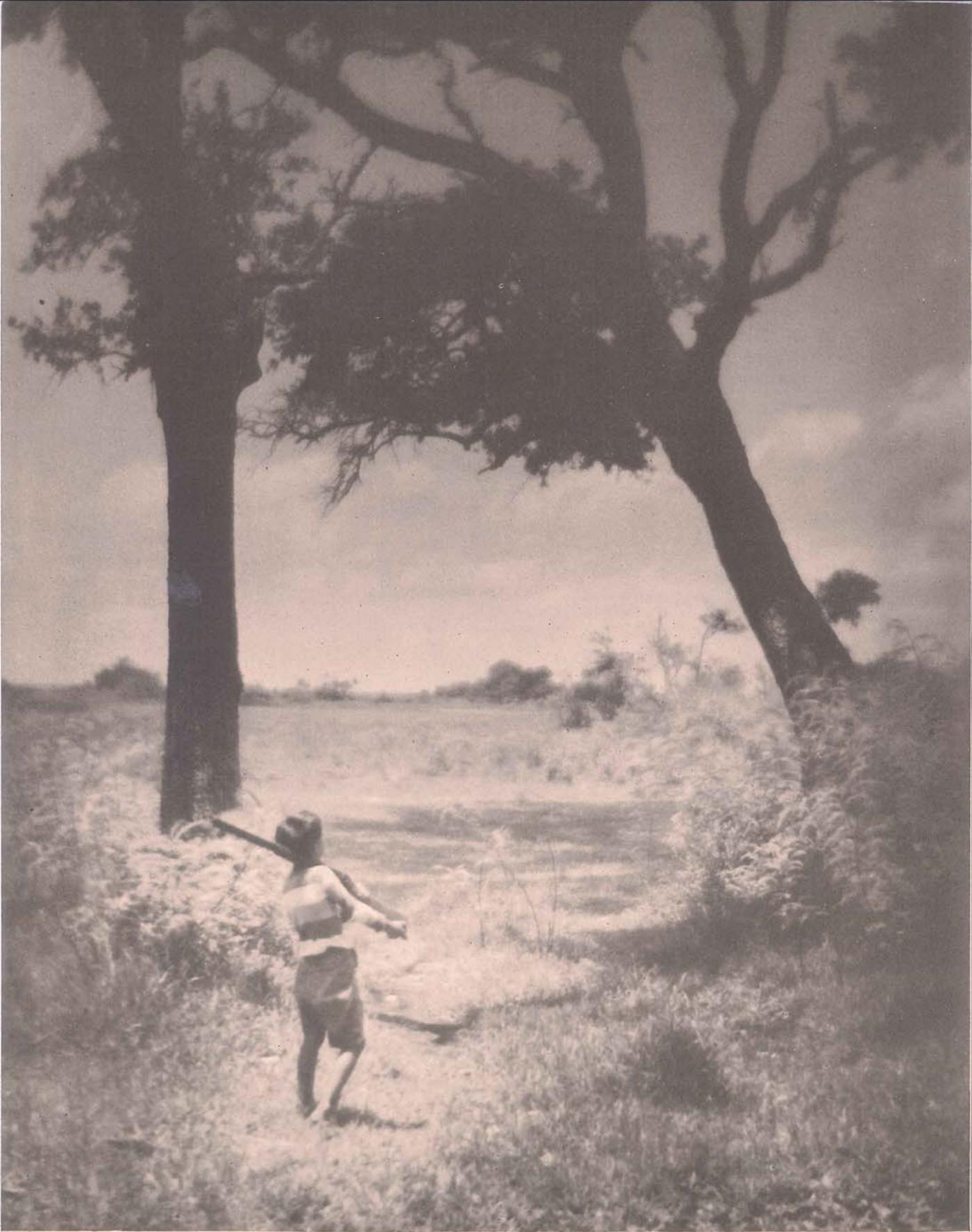




"Anywhere we go we will be able to pick wildflowers."



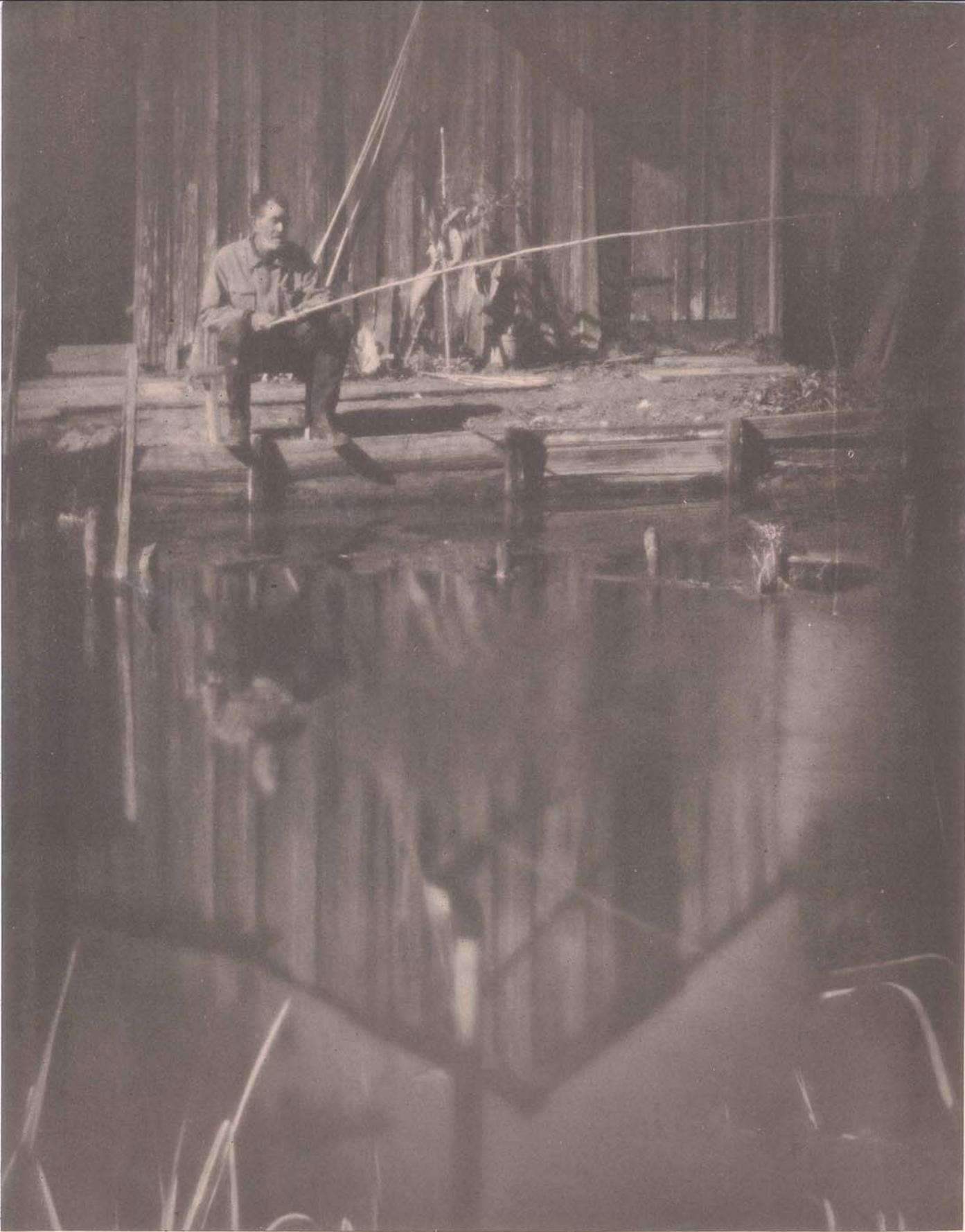
"Me, I like to climb fences."



"The little fellows can go hunting . . ."



"... and fishing, almost anyplace we pick."



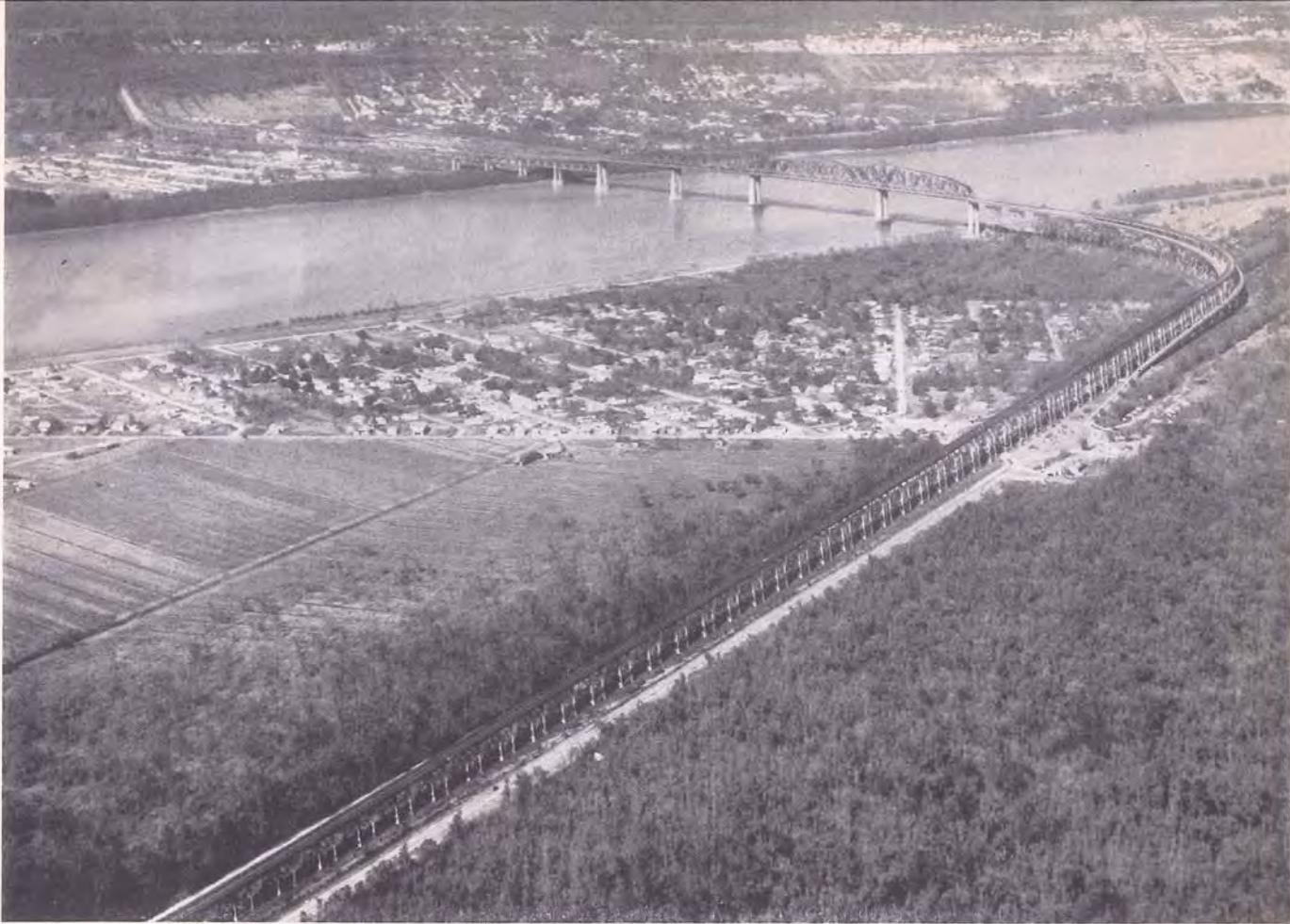
"You know Grandpere will want to go fishing right after lunch."



"And of course Susie will join him."



"Well, wherever we go in Jefferson, we're bound to have a wonderful time!"



Huey P. Long Bridge in Jefferson Parish, nine miles above the commercial section of New Orleans. Another Mississippi River span is sorely needed to facilitate East Bank-West Bank communication.

To Keep Up With Its
Amazing
Development
Jefferson Parish
Draws

Transportation Blueprints

Transportation has always been directly related to the development of an area. Good transport facilities speed growth, and growth requires ever increasing means of transportation.

Progress cannot stand still. If industry grows and a community prospers, increasing numbers of people and vehicles must get from one place to another, from residential to manufacturing areas, and goods must be shipped

out and raw materials brought in.

Water transport, rail, air and highway are the chief means of getting things — goods and people — from one place to another.

In Jefferson Parish growth and development have been so vast and so rapid that transportation has had to make great strides forward also. But in certain vital sections the strides have lagged and hobbles have tended to frus-



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trate our objectives.

There is a highway improvement program currently underway in the parish, much of which has already been completed. This is typified by the recently completed widening of the Fourth Street Highway, from Westwego to Gretna, with six "bus turnouts" along the first section. This congested artery, 5.5 miles long, was extended six feet in breadth, to a new width of 24 feet. Other examples of progress is the paving of the two "river roads", on the East and West Banks, and construction of subsurface drainage structures thereupon. This work will total 7.5 miles, and cost the State Highway Department \$420,800.

But the greatest needs along these lines to the West Bank and East Bank communities are yet in the planning stage. Foremost of these huge projects is a bridge spanning the Mississippi River, from the commercial section of New Orleans to the West Bank. The present ferry system that joins these areas has for years been grievously inadequate for the 39,000 persons making the crossing daily.

It is at once apparent that traffic dependent upon these boats — which served their purpose well in years gone by — is slowed up drastically. It has been found at certain rush hours, quicker to cross on the present Huey P. Long Bridge, nine miles above New Orleans, than to wait in line, inching along block after block, for the ferry that crosses to Canal St.

The West Bank needs this connection so desperately that Jefferson Parish officials and civic leaders have striven long and hard, and considered every possibility, including financing by private capital. Men of vision in this area see Gretna and New Orleans eventually as twin-cities, joining hands across the river. The surging industrialization of the West Bank makes this inevitable.

But until we get a span across the river on which freight and passengers can roll over unhampered, this union will be restricted and both West Bank and East Bank will suffer thereby.

Private finances are also thought of as a solution for the building of a causeway crossing Lake Pontchartrain. This proposed 20-mile long structure, stretching from a point north of Harahan in Jefferson Parish to a spot near Madisonville in St. Tammany Parish, would make going "across the lake" a scant half-hour drive, easy commuting for thousands of people in our parish and in New Orleans. The Police Juries of these two parishes have arranged with financial interests for surveys and advice on the possibility of such a structure.

Another desperately needed transport facility for the West Bank is the planned Gretna-Westwego 4-lane super-

Drawing of proposed Mississippi River bridge, from the Moses Arterial Plan for New Orleans, downstream from the present Huey P. Long Bridge. It would connect the Crescent City and the industrial West Bank with a broad, unimpeded flow of transportation.



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GEORGE B. BENOIST, Vice-President

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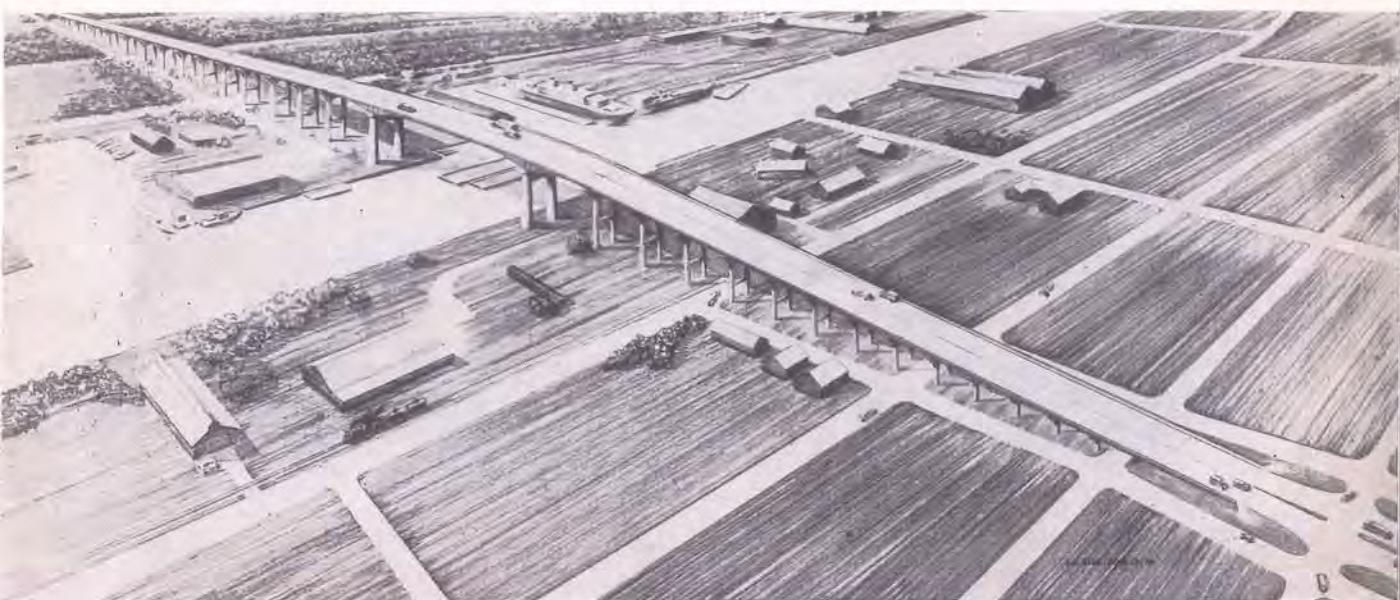
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Artist's conception of a proposed fixed-span bridge crossing Harvey Canal, which would eliminate "the worst traffic bottleneck in the State."

highway. Possibilities are very optimistic for this project, which calls for 11.5 miles of new concrete paving on a new location. It has been surveyed, preliminary plans have been completed and soil borings made. At Avondale, there will be an interchange of half-cloverleaf design to connect with U.S. 90 near the Huey P. Long Bridge. It will be built eastward, crossing the Company Canal, through Westwego, to Marrero, to the proposed Harvey Canal bridge or tunnel, and on to Gretna. There, plans call for forking the highway, with one portion continuing easterly to connect with the proposed new bridge across the Mississippi River. This expressway will include two 24-foot roadways with controlled access, two 24-foot service roads with eight-foot parking lanes on the property side. The expressways will be separated by a 40-foot neutral ground for safety in turning movements. The project will be in the \$10,000,000 class.

A cardinal link in this west side expressway will be either a bridge or tunnel crossing Harvey Canal. Vehicular traffic is seriously held up by the present bridge, whose span is open to vessels on an average of every twenty minutes throughout the day.

Popular opinion in the area favors a tunnel, which is estimated to cost about one-third more than a fixed-span bridge of 50-foot clearance. But a certain percentage of vessels using the Harvey Canal would require a greater height than that, which would make the

cost of a higher bridge and a tunnel approximately the same, about \$3,000,000. A tunnel, in the opinion of consulting engineers, has the advantages of being quicker to build, lasting longer, being less expensive to operate and maintain, using less steel than a bridge and being less vulnerable to bombing.

But bridge or tunnel, something has to be done to eliminate what has been called "one of the worst traffic bottlenecks in the State"—the present bridge over busy Harvey Canal.

Our plans include two important waterways. The tidewater channel to the Gulf is featured elsewhere in this publication in a brilliant article by E. S. Pennebaker, general manager of the Texas Pacific—Missouri Pacific Terminal Railroad of New Orleans. A lesser, but still very important project is the proposed deepening and widening of Bayou Segnette, now clogged and rendered impassible to all but shallow draft vessels. A recent survey resulted in the recommendation for a 9-foot depth and 60-foot width, from the Company Canal at Westwego to Bayou Villars. If this plan goes through it will be one of the most important waterways on the West Bank, benefiting not only fishermen in the great seafood industry, but the oil industry as well, and all boats proceeding north and south in this



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Stone jetties along the bay side of Cape Cod, Mass., prevent erosion of the beach by action of the tides and waves.



area.

The tidewater channel as we think of it would reach the Gulf of Mexico at the western edge of Grand Isle, where more improvement work will soon be underway. For years the lovely island, a year-round playground with the only surf bathing in Louisiana, has been threatened by a serious beach erosion problem.

As a result of untiring efforts on the part of the Grand Isle Civic Improvement Association, a project for control of erosion on the island was approved in February by the State Department of Highways.

The work will consist of a series of

groins constructed of creosoted timber piles with sheet piling between them, at right angles to the shore and extending about 500 feet. They will be approximately 800 feet apart. The project will cost about \$300,000, which has already been appropriated for this purpose. Plans are now being prepared for the groins, whose length and exact location is subject to change as the project goes into effect sometime this summer.

These are our major civic projects in the unrealized state. We in Jefferson Parish shall continue working toward these objectives with the same unswerving persistence that has brought so many of our needs and aims into existence.

The lovely, eight-miles long beach at Grand Isle has long been endangered by cross-tides and wave-action. Sometime this summer work will begin on a system of jetty-type groins to preserve this year-round playground now and for posterity.





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Logs from Central America (above) are dumped into the Mississippi River. The current carries them into a boom, from which they are hauled into the storage pond.

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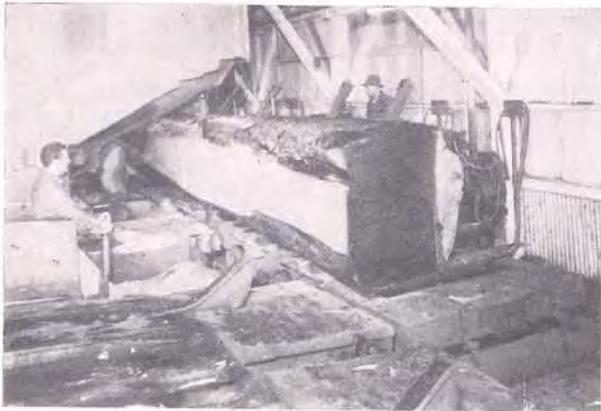


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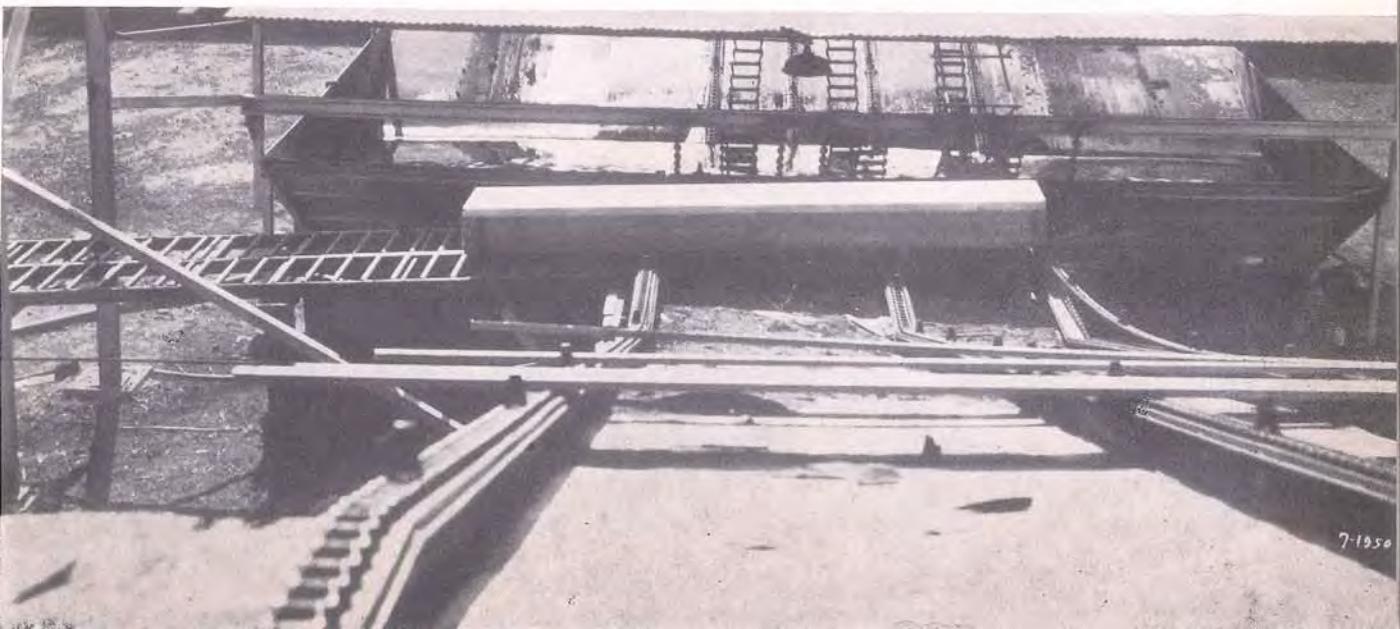


The Freiberg Mahogany Co., at Harahan, world's largest, has been producing Mahogany lumber and veneer for 50 years. The 25 acre storage pond can hold 15,000 logs. Plant includes two saw mills, veneer mill, storage yards and sheds, dipping vats, drying racks, kilns, loading docks and warehouses.



Mahogany logs are cut into boards by great band saws that can turn out 85,000 board feet daily.

"Green chain" with a "flitch," or squared-off log going to the veneer mill. The boards are dipped in vats to kill bacteria and fungus that otherwise would stain the lumber.



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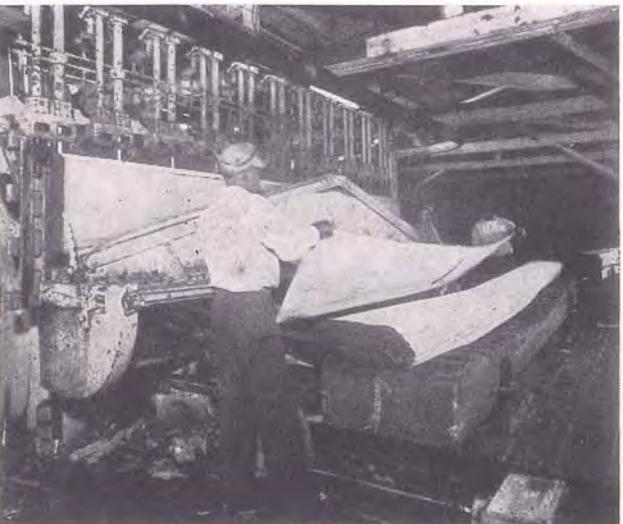
Lumber is dried in reversible cross ventilation kilns where alternating currents of steam-heated hot air dry the Mahogany from the inside out.



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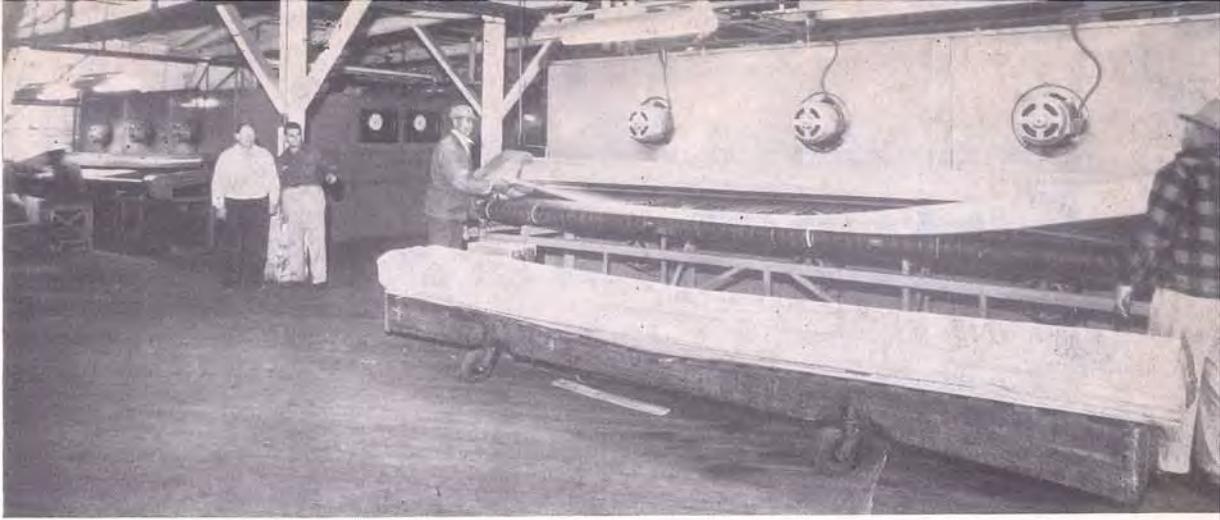
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Veneer flitches (above) are crated in exact order sheets were sliced off of flitches. Sample sheets are removed from center and two outer thirds for customer inspection. Veneer is sold only by the complete flitch, awaits shipment (below) in warehouses having 18 million feet capacity.



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Seated, from left: John H. Haas, Ward 1, Gretna (McDonoghville); William E. Strehle, Ward 2, Gretna; Terrance J. Adams, President Pro-Tem, Ward 4, Westwego; Weaver R. Toledano, President, Ward 9, Kenner; Mrs. J. P. Smith, Parish Treasurer; Frank J. Deemer, Secretary; Roy Duplechin, Ward 4, Marrero; Miss Janet Raiford, Clerk, and Miss Dolores Haas, Clerk. Standing, from left: Leonce Thomassie, Road Superintendent, West Bank; Leon Nunez, Ward 6, Lafitte; Alvin E. Hotard, Parish Engineer, West Bank; Roger Coulon, Ward 4, Harvey; Ernest Riviere, Ward 8, Metairie; John J. Holtgreve, Ward 8, Metairie; Harold A. Buchler, Assistant District Attorney; B. P. Dauenhauer, Ward 3, Gretna; Wilfred Berthelot, Ward 5, Waggaman; S. V. Appplewhite, Parish Engineer, East Bank; Jesse J. Breaux, Ward 3, Gretna; Marton R. Tucker, Ward 7, Suburban Acres; James Owens, Bookkeeper; Russell LeDoux, Road Superintendent, East Bank, and John W. Falcon, Ward 4, Marrero.

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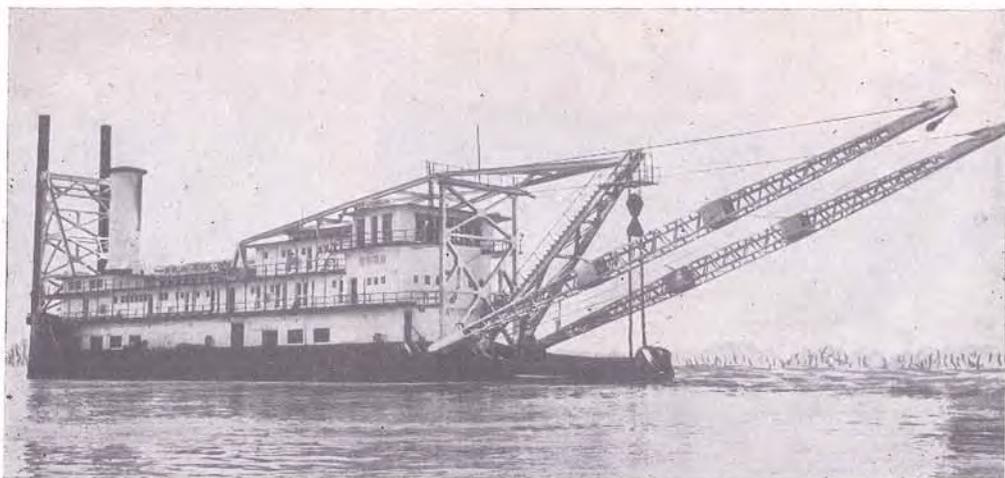
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Glenwillard, Pennsylvania
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From top: Hon. Vic A. Pitre, Clerk of Court; Hon. Vernon J. Wilty, Assessor; Hon. James E. Beeson, State Representative; Dr. Kermit Brau, Coroner; Hon. Terrance J. Adams, President Pro-Tem, Police Jury; Hon. Weaver R. Toledano, President, Police Jury.



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Top left: Hon. Leo W. McCune, and top right: Hon. L. Julian Samuel, Judges of the 24th Judicial District Court; top center: Hon. L. Robert Riarde, Judge Ad Hoc, 24th Judicial District Court.

Bottom center: Hon. Frank H. Langridge, District Attorney; bottom left: Hon. Harold A. Buchler, and bottom right: Hon. Waverly A. Henning, Assistant District Attorneys, 24th Judicial District Court.





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By Mrs. A. C. Alexander

President, Jefferson Parish School Board

We who are responsible for guiding the children of Jefferson Parish along the road to knowledge are by the very nature of our task dealing in futures.

We plant the seed and try to cultivate the soil as long as our influence lasts. We attempt to instill ideals whose effect will endure and bear fruit long after these children have left the portals of our schools and entered the world of fact and reality. And today's facts and

realities are grim.

Even in ordinary times this is a tremendous responsibility. For it is not enough simply to drum historical dates and arithmetic tables into the heads of students. They must be taught to think for themselves, besides absorbing a vast amount of information.

Because of the enormous residential increase in Jefferson Parish in recent years, especially during the postwar

HOW THE UNITED STATES BREWERS FOUNDATION IS WORKING WITH THE ARMED FORCES IN LOUISIANA

With today's expansion of the Armed Forces, the United States Brewers Foundation has stepped up its Self-Regulation Program. Co-operating with the military, this program works to maintain the right kind of surroundings for the sale of beer and ale to our Army, Navy and Air Force. In Louisiana, for example:

* The Foundation's state division and the Armed Forces Liaison Section join with the beer retailers to see that beer outlets are operated with proper respect to military regulations and local laws.

* The Brewers Foundation is helping military authorities to prevent conditions harmful to health, morals and welfare of Armed Forces personnel on leave in cities and communities near military installations.

* The Brewers Foundation cooperates with State and local law enforcement officials in promoting and maintaining proper conditions in Louisiana's retail beer outlets.

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In these and many other ways then, the Louisiana Division of the United States Brewers Foundation works for the benefit of the public and the men and women in the armed services.

LOUISIANA DIVISION

UNITED STATES BREWERS FOUNDATION INC.

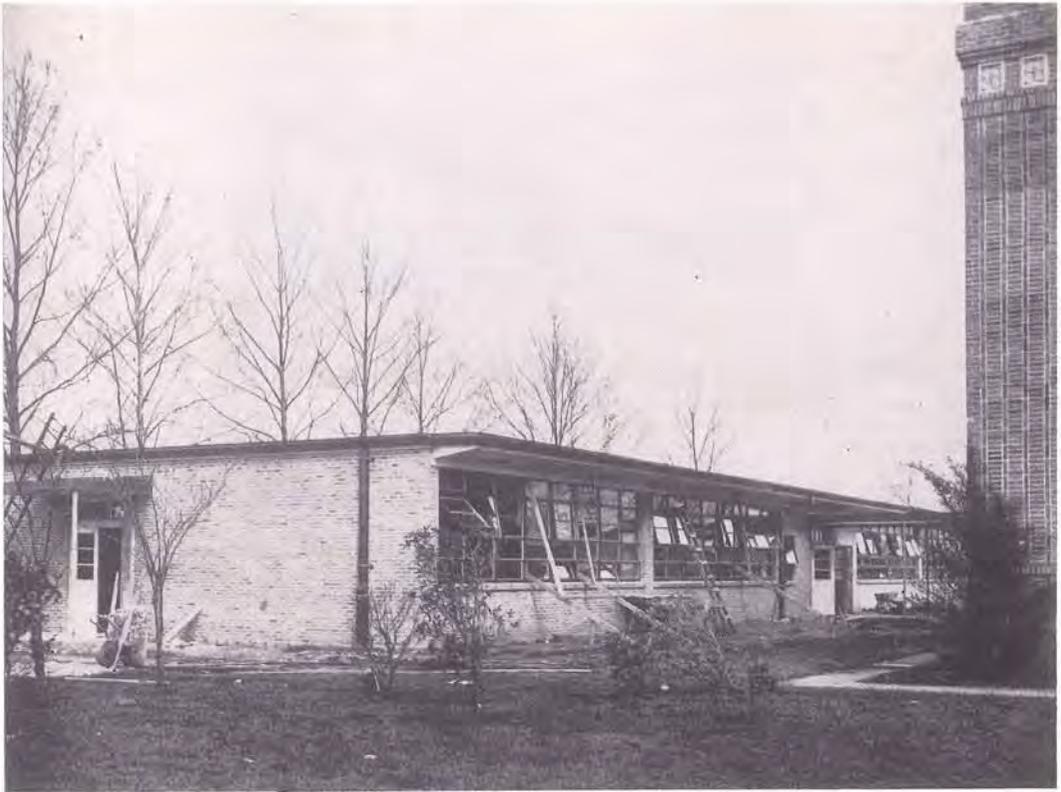
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Modern, practical and pleasing to the eye is the new addition to Kenner High.

period, our entire educational system has been cramped and crowded. There were not enough buildings and most of those we had were in need of repairs.

Last September, 1950, the schools opened with an increase in enrollment of over 1200 pupils, bringing the total to more than 12,000 attending school in the parish. But even before these statistics were recorded, the data of previous years had promoted action. In September, 1949, Jefferson's voters went to the polling booths and cast their ballots for a bond issue of \$5,500,000 to be used by the School Board for the construction of new school buildings, and additions, repairs and renovation to existing schools.

Before the end of 1950, \$2,000,000 of the bonds had already been sold, and the remaining \$3,500,000 were sold in January of this year. Thus substantially encouraged not only with the good will of the people of Jefferson Parish but also with the "hard cash", the plans and the work began. Both have gone ahead at an increasing rate and barring a tragic national calamity the immense

program should be in the final stages about the middle of 1952.

Some of the work was completed months ago, a great portion of it is progressing currently, and the balance is expected to be started during this year. Major items of construction are the two 1000-pupil consolidated white high schools, to cost well over one million dollars each. They are in the blue print stage, and the sites have already been decided upon and acquired, one on the East Bank at the upper part of Metairie, and one on the West Bank on a 30-acre plot of School Board property at Harvey. Two Negro consolidated schools, with similar East and West Bank disposition, are under construction.

Work on the Ames School at Harvey was completed before last Christmas. Well underway at the time of this writing is a huge program of renovation for the L. H. Marrero High School, Westwego Elementary, Gretna Primary No. 2 and Homedale. These repairs embrace termite-proofing, installation of heating systems, renewing electrical
(Text continued on page 131)



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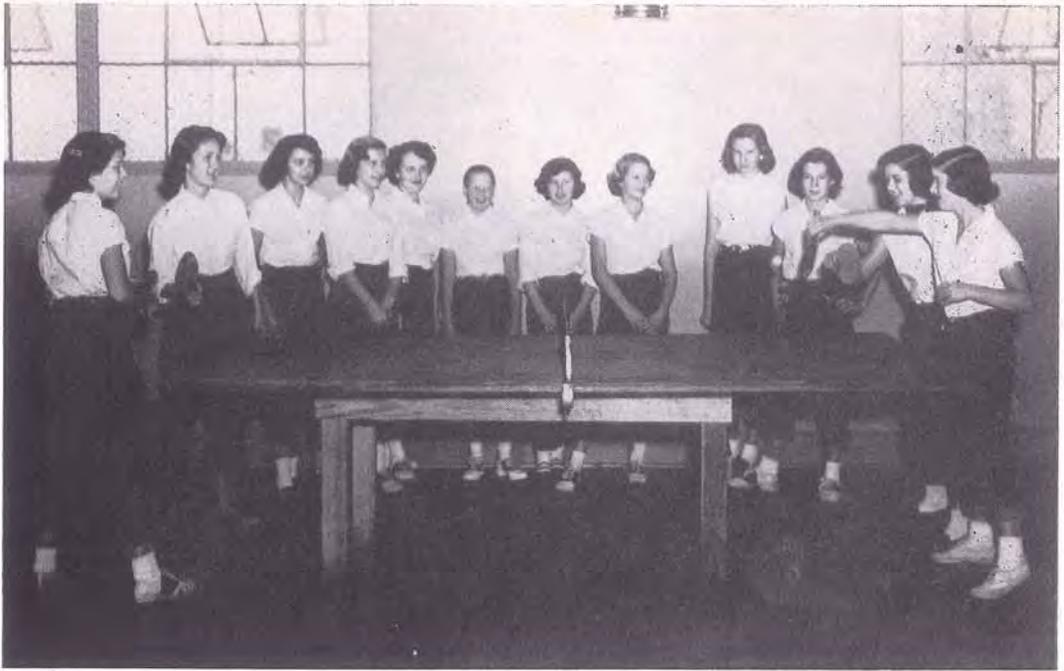
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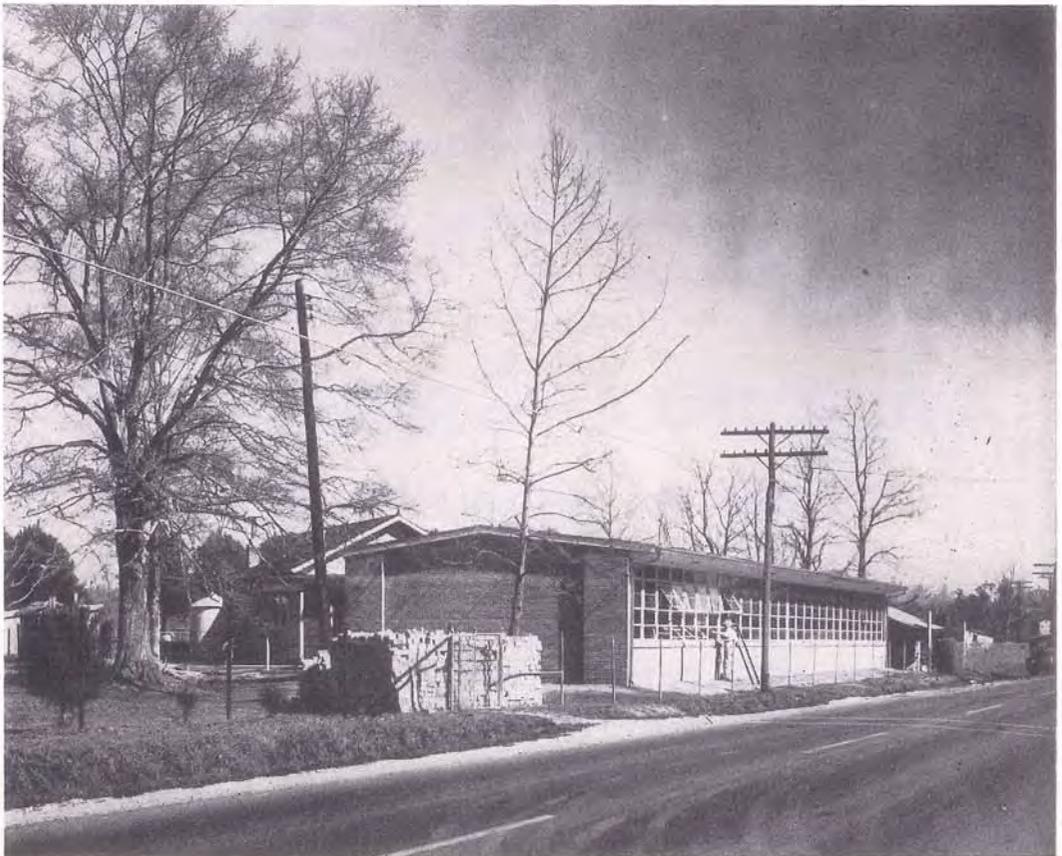
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Activity periods at Jefferson High mean lots of fun and excitement at the ping pong tables.

Barataria Boulevard School added this modern building in 1951.





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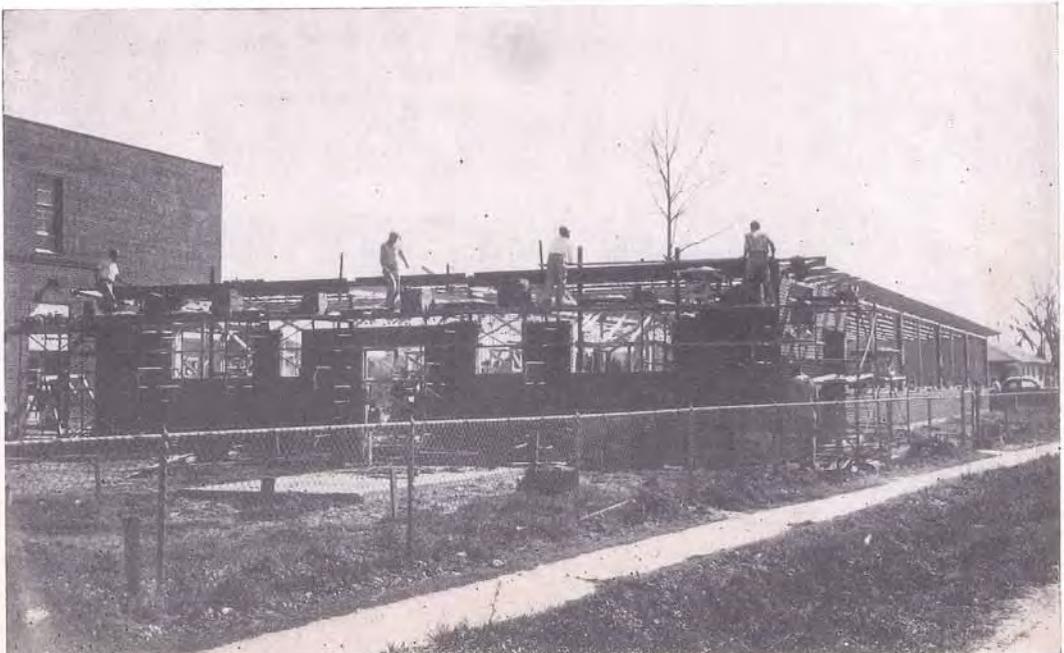


Deckbar Elementary School addition is part of the construction program.



Kenner High School Library Club is a popular gathering place for students in search of knowledge and pleasant reading.

Addition to Westwego Elementary School as it looked early this year.





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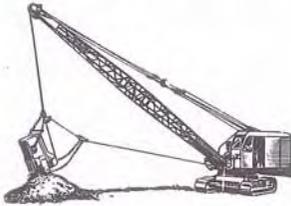
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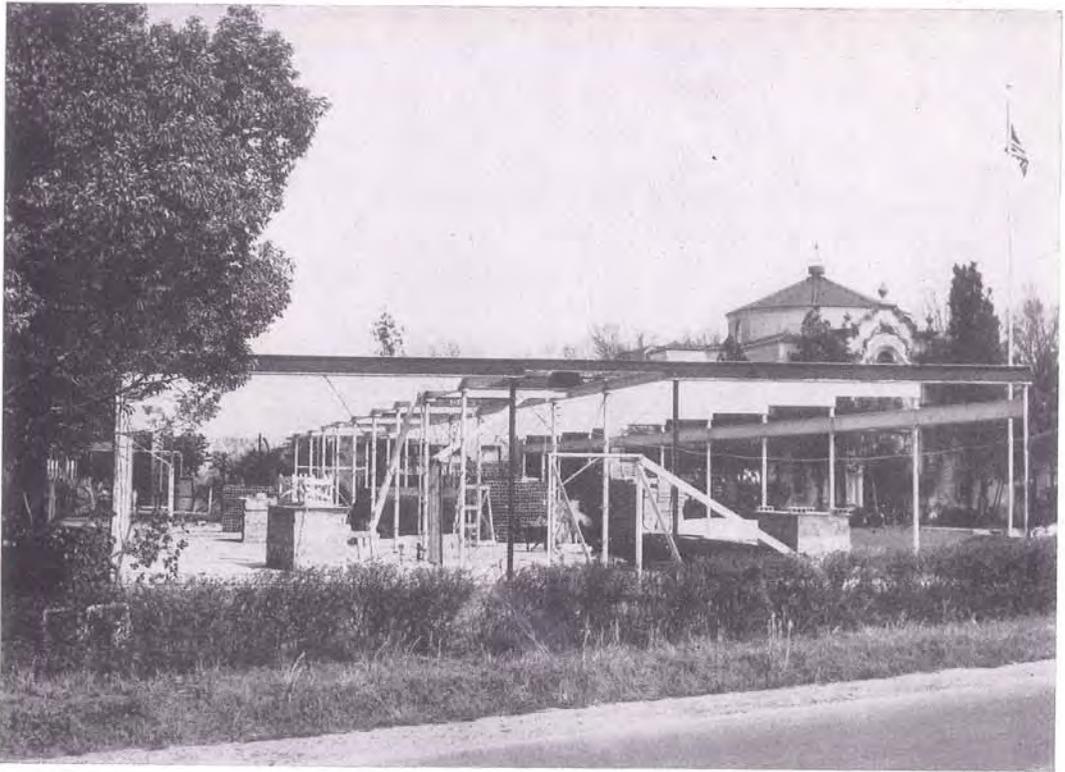
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Harahan Elementary School came in for additional construction.



Prof. V. D'Gerolamo demonstrates one of the new safety fire doors installed at Jefferson Elementary School.



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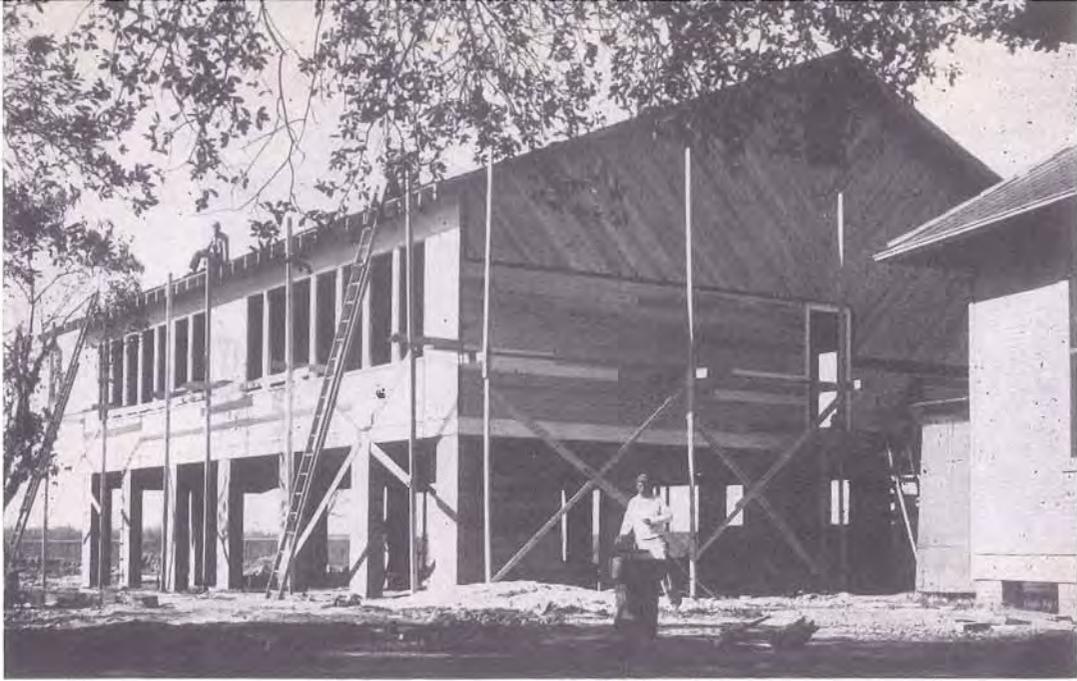
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GRETNA

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Additional building for
W a g g a m a n Elementary
School, on the West Bank.



A First Grade class at
Gretna No. 1, learning to
read with the aid of a film
strip projector.

New structure added to
Ella Dolhonde Elementary
School in Metairie this
year.





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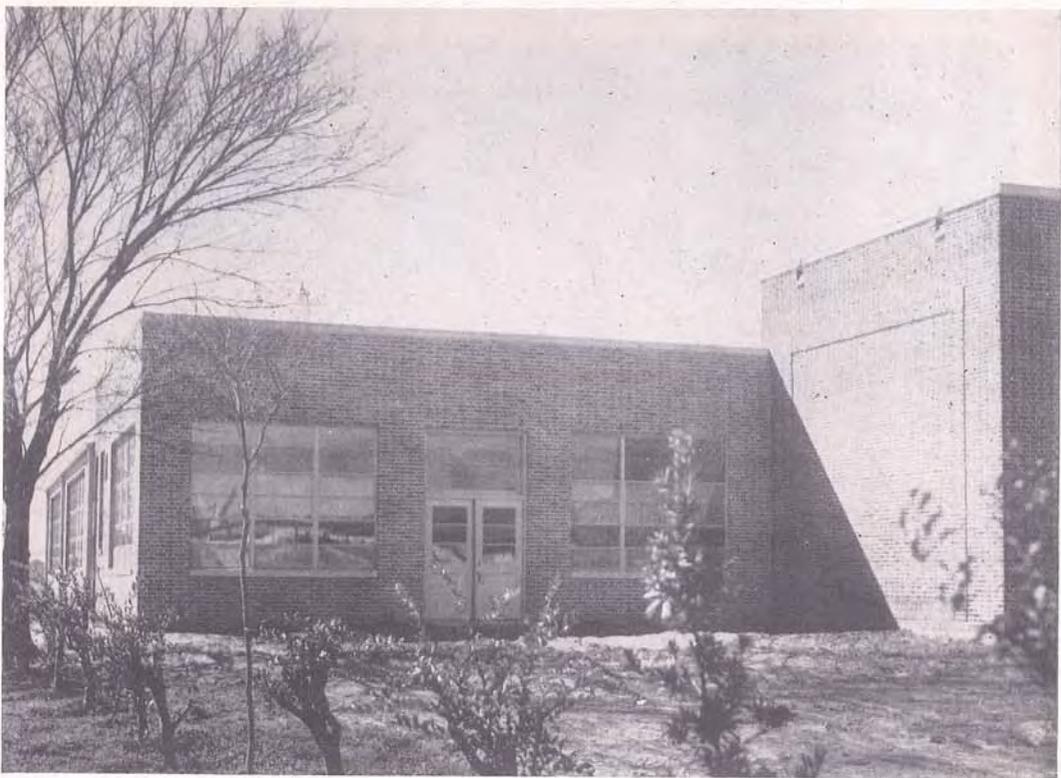
The Johns-Manville Marrero plant has created an annual payroll of over \$2,500,000 and more than 950 good jobs while spending \$2,450,000 each year for Louisiana raw materials, supplies, power and freight. These expenditures have helped provide jobs in many other industries and have contributed to an ever-increasing standard of living for the people of Jefferson Parish.

*U. S. Reg. Pat. Off.



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The wing added to Ames Elementary School on the West Bank blends well with the original building.



The scene at left, at Metairie High, is typical of school construction and rehabilitation work going on throughout Jefferson Parish.



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Reading project at Deckbar Elementary School is ably handled by Vincent Matranga, Wonda Bourgeois and Claudia Colomb.



New addition to Harvey Elementary School is indicated by line between old and new shingles on roof.





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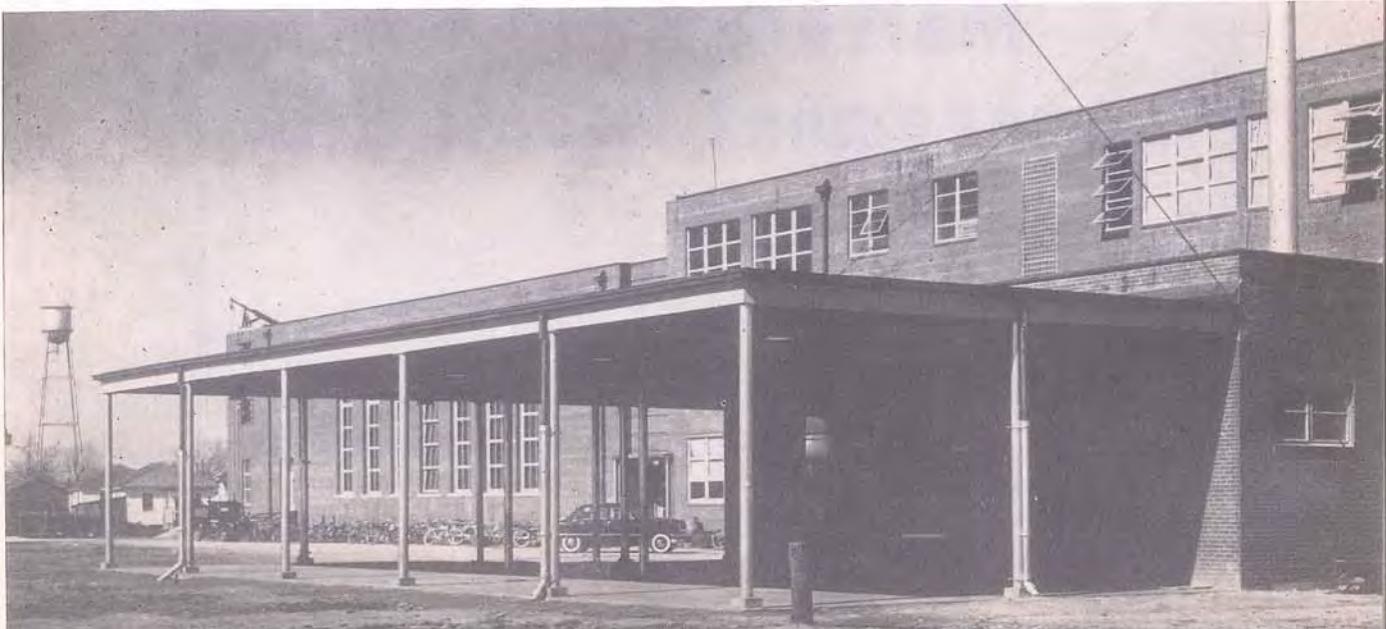
LAFITTE, LA.

Right, pupils of the Sixth Grade class in Social Studies at Harahan School, learning about the Town of Harahan, its origins and as it is today. From left: Richard Braud, Verlyn Parker, Richard Venable, Beverly Renatza. Portrait is of James T. Harahan, for whom the town was named.



Fisher No. 2, center, was raised and class rooms added to first and second floors. The expanded structure will include the Eighth Grade.

New weather shelter was added to the existing building at L. H. Marroero High School, at bottom.





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Progress shot made early this year of the foundations for the new construction at Bridgedale Elementary School.

Jefferson High, showing the new outside wall applied to the original building.



Future Business Leaders of America, at Westwego High. Seated, from left: Theresa Gonzales, Ulice Granier, Evelyn Breaux, Jackie Bourgeois, Dolores LeBlanc, Anna Lee Vallee and Bernel Savoie. Standing, from left: Mrs. Maxine Collins, Teacher, Joyce Galiano and Mrs. Anite Currault, Teacher.



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Classes in elementary education are enthusiastically attended by veterans, at Gretna No. 1, top.



Center, the Metairie Grammar School Glee Club, under the supervision of Mrs. Miriam Lacey and Miss Rose Dalferes.



Right, biology class at Marrero High absorbs the attention of Russell Guarino, E. J. Miller, Annie Talamo and Elda Mae Theriot.



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Acoustical ceilings and new fluorescent lighting are only part of the improvements made at Gretna High in the rehabilitation program, at right.



Center, lunch time is a busy time in the new cafeteria at Ames Elementary School.

Bottom, laying the foundations for the new McDonoghville School for colored pupils.



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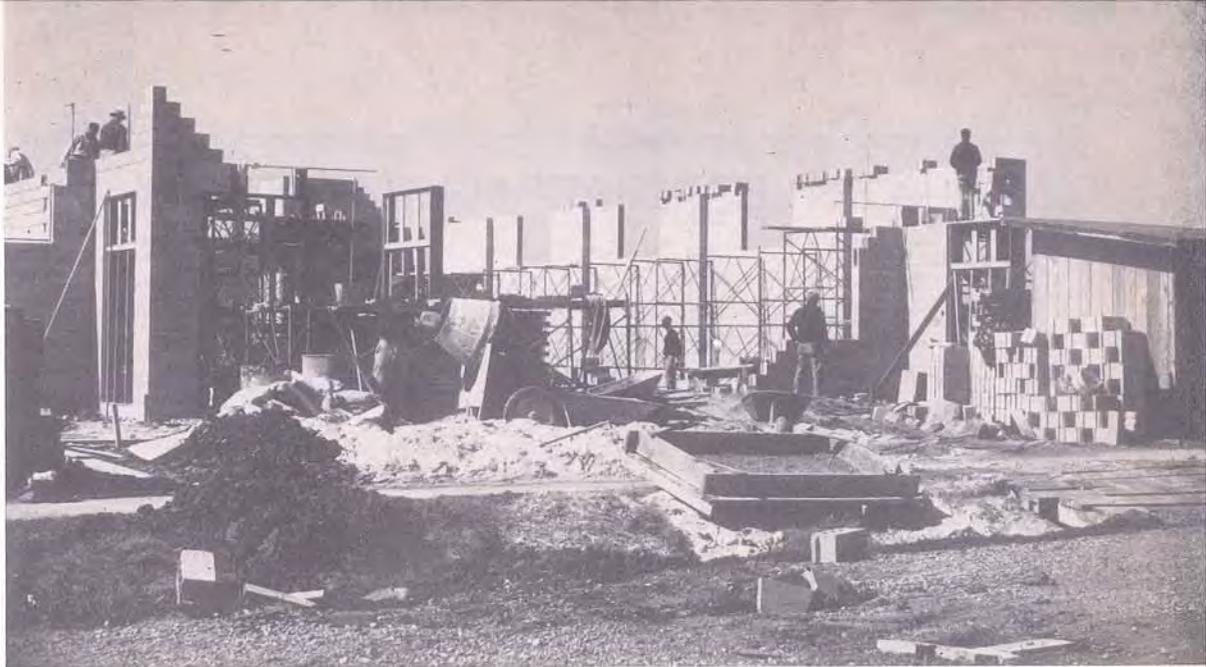
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Royland Addition

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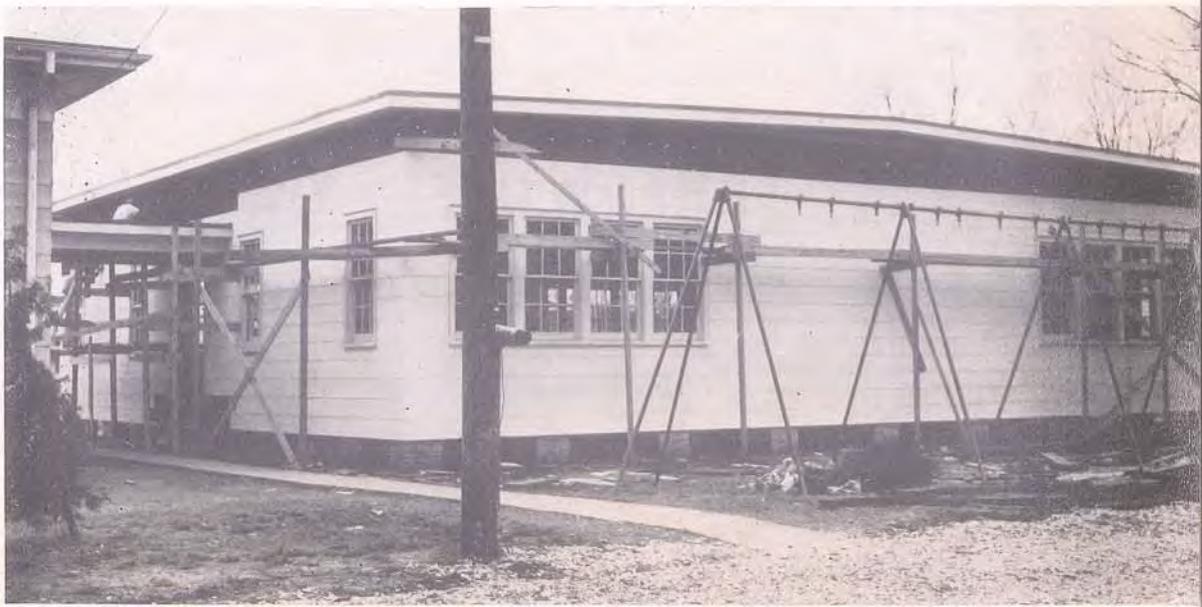
AIRLINE - LAKE FRONT



New buildings and additions, and increased facilities, for Jefferson's colored schools are covered by the educational program. Above, addition to Gretna School and below, Shrewsbury School on Shrewsbury Road.



Additional rooms for Kenner School for colored.



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NEW ORLEANS 18, LA.

(Continued from Page 107)
wiring to approved standards and filling in low areas. Two new buildings, one for white and one for colored pupils, are planned at Bridge City, just below the Huey P. Long Bridge on the West Bank.

Hammers and saws may be heard throughout the parish, the hiss of sandblasting, the slap-slap of paintbrushes. A vast flurry of constructive activity is evident everywhere. Soon work will begin on the new Brockenbraugh Elementary School, and work has already started on the McDonoghville and Bridgedale Schools and Barataria Blvd. School, and for colored students, the Shrewsbury High and a school at McDonoghville.

Existing schools being added to include Kenner High, Harahan High, Jefferson High, Deckbar, Ella Dolhonde, Westwego High, Waggaman, Harvey, Gretna No. 1, Metairie Grammar and East End. Whatever is necessary to bring our buildings up to our own strict standards is being done. Besides the addition of new classrooms, gymnasium-auditoriums and lunchrooms, the work takes in shower rooms, ventilation systems, roofing, acoustical ceilings, new floors and so on.

In some instances we gain space for

rooms by raising the existing building and putting the new facilities below, as at Grand Isle School and Fisher No. 1, already commenced, and Lafitte Elementary and Barataria Elementary, which will start soon. Classrooms and auditoriums and improved sanitary plumbing are being added to the colored Barataria Elementary, Rosethorne, Kenner and Crown Point Schools. It would require much more space than this to list all the work and all the schools, but this gives a fair estimate of the enormousness of the program.

Proper educational facilities are the just due of our young charges. This means not only buildings but also new courses in academic and manual subjects. The American child of twelve has lived his whole life in the shadow of war, almost half of it with his country actually involved in conflict. Now that shadow darkens once more.

Today's children need the highest type of education, and a special kind of courage. We must help them to acquire the one and inspire them to manifest the other.

In the achieving of these two aims, we must provide the best for our children, for in them is our hope, as in all children is the hope of the world.



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JEFFERSON PARISH SCHOOL BOARD — MEMBERS AND OFFICERS

Seated, from left: Louis E. Breaux, Ward 8, Metairie; Dave Dabria, Ward 4, Marrero; Mrs. Julia Reynaud, Office Secretary; Lem W. Higgins, Superintendent of Schools; Mrs. A. C. Alexander, President, Ward 9, Kenner; Evett R. Schieffler, Ward 6, Lafitte; Horace Terrebonne, Ward 4, Westwego; Bert W. Clark, Ward 8, Metairie; Loney J. Aurin, Ward 1, Gretna.

Standing, from left: Walter J. Schneckenburger, Assistant Superintendent of Schools; John A. Angoussel, Ward 4, Marrero; John Calzada, Ward 3, Harvey; W. Richard White, Ward 3, Gretna; August F. Guidry, Ward 4, Marrero; Julius F. Hofard, Vice-President, Ward 2, Gretna; Abel Zeringue, Ward 5, Waggaman; Paul J. Solis, Assistant Superintendent of Schools and High School Supervisor. Arthur F. O'Neill, Ward 7, Jefferson Highway, was out of the country at the time the picture was taken.

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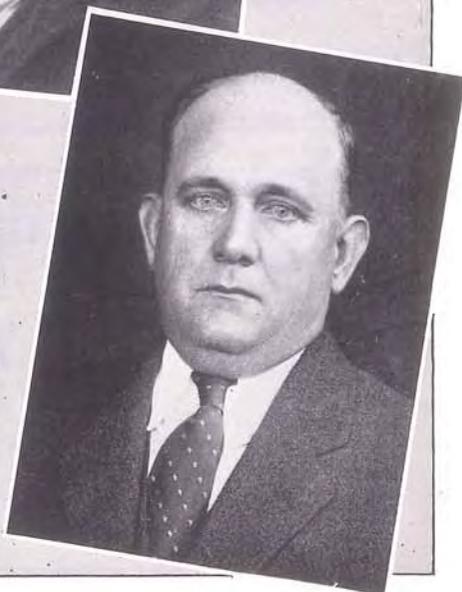
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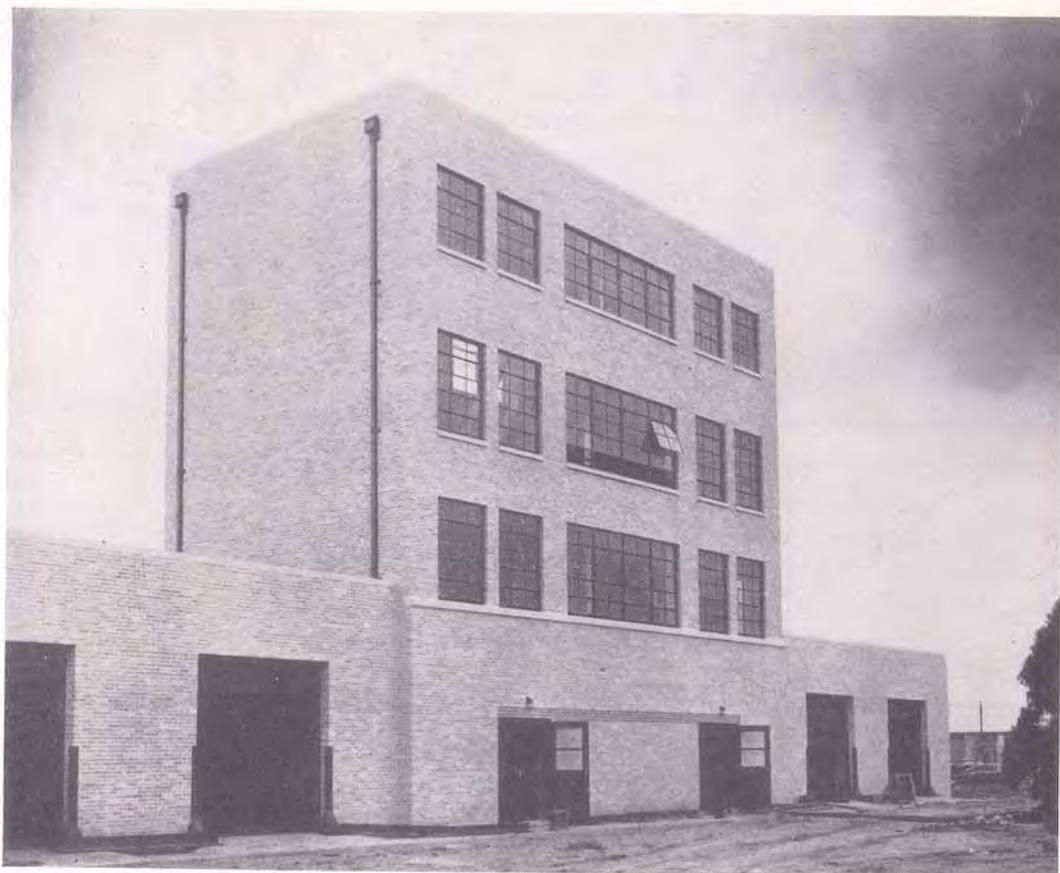
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New plant of the East Jefferson Waterworks District No. 1 will bring production to 10 million gallons per day.

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By J. W. Hodgson, Sr.

President and General Manager

East Jefferson Waterworks District Number One

Last October 10 the voters of the East Jefferson Waterworks District No. 1 almost unanimously approved a \$5,000,000 bond issue for further improvement and development of the water distributing system. For throughout the area served by our plant is an ever increasing industrial, commercial and residential growth, and the continuously expanding services of our waterworks are a large and essential part of the picture.

At the beginning of March, 1950, we

drove the first pile for the construction of our new pure water-producing facilities, which we planned to complete by March of this year. These new additions to our plant will more than double our output, bringing it to 10,000,000 gallons of water daily, an amount which has become necessary by the phenomenal growth of the Seventh, Eighth and Ninth Wards, which comprise our water district.

Since District No. 1 was first formed way back in 1931, we have had to con-

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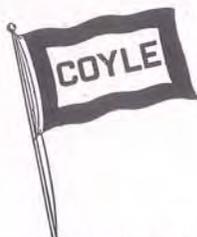
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stantly expand our plant and our distribution system to keep pace with the communities we serve, which means to keep always a little ahead. The growth of pure water distribution in any area is a positive gauge of its development. For a supply of pure, fresh water is the absolute necessity of a normal standard of living.

In 1931 we began with 173 consumers. By 1939 our then 3300 customers were served by over 122 miles of pipe, none of which was larger than 20 inches in diameter. In June, 1941, the maze of mains had stretched for 150 miles through the district and we were delivering water to 4379 installations. Every year has meant an increase in the number of installations we must make monthly. At the beginning of 1945 we were serving 6400 families and were adding 60 new names to the list every month. In October of that year we put two new giant filters into operation, bettering our capacity by 500,000 gallons of water per day.

By early 1947 the number of our consumers had reached the 8000 mark and the total length of pipe line had mounted to 186 miles. At the rate new applications poured in during the preceding year, we judged that 1947 would top its mark by a huge margin. It did. We reached 10,000 by the beginning of 1948 and the years since have followed the same pattern.

There are now more than 15,000 customers drawing from our reservoirs and water towers, 2500 more than last year, and the list grows at the rate of 200 per month. The work of laying down mains of all sizes never stops,



Main water tower of the system maintaining 60 lbs. pressure out to the ends of the line.

and the network of over 200 miles now carrying water 24 hours a day to our users will be greatly augmented before very long.

We completed in 1949 the sale of a bond issue and had on hand \$1,175,000 with which to enlarge our producing equipment. That was the work started in March a year ago, and now already in operation. It included new filters and settling tanks and an additional raw water intake at the Mississippi

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River, the never-failing source of all our water.

The \$5,000,000 bond issue voted upon last October is to be used mainly for the purpose of securing better fire protection for the East Bank, and the full sum will not be issued at one time. The amount to be issued will be determined by the amount the waterworks can pay off out of its income. Plans are under way to spend \$4,000,000 on extensions of water mains and installation of fire hydrants from Metairie on our eastern border to Kenner at the west end of our district. This work will be done without the increase of taxes for consumers.

It was most heartening to note that over 1000 voters in our district, representing an assessed valuation of over a million and a half dollars, were for the bond issue. Only three dissented.

On January 23 of this year bids were opened on the purchase of 1100 fire hydrants and more than 75 miles of pipe to be used in extending the water system and raising the water pressure throughout the East Bank area. This doubles the present number of hydrants in the district, and considerably increases the fire protection potentialities. At the same time the people of the East

Bank of Jefferson Parish took active steps toward securing a paid, full-time fire department and more fight-fighting equipment.

In the Metairie area the water pressure will be considerably raised by the installation of a new 36-inch main to run from the plant on the Jefferson Highway to Shrewsbury Road and Bore Street. Giving extra protection especially to the Metairie business district, a 16-inch main will extend from here to where the Southern Railroad crosses Metairie Road. Additional mains will be laid in Harahan, Bridgedale and Kenner, with a 12-inch pipe all the way out to East End.

Being in the pure water business does not mean simply drawing the water from the Mississippi River and pumping it out to the consumers. It is really a little more involved and complicated than that.

Between the river and the tap is a series of steps that are necessary to clarify and purify the water so that every single drop of it is laboratory safe, no matter whether it is to be used in Baby's bottle or to fight a fire.

As the water is pumped from the muddy Mississippi it goes first to the

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Additional mixing chambers were necessary to keep up with with our constant expansion.

grit basins where the heavier silt and sediment settle naturally to the bottom. Here the water is tested to decide the proper quantities of the different chemicals required.

These chemicals do not affect the water, but cause the lighter impurities and other matter to coagulate into "flock" which then precipitates out, and the clear water is slowly filtered and then sent to the clear water reservoirs. A little chlorine is then added, which does not alter the taste, odor or color of the water, but does insure its complete purity, and it is ready to be delivered to your home or factory or place of business.

Our quota calls for about 70 gallons of water per day for every man, woman and child in our district. This is used in the following approximate proportions: 5% for drinking, 30% for bathing, 45% for toilet flushing, 4% for laundry, and the balance for other needs, from watering the lawn to washing the dog.

Twice every week the Louisiana

State Board of Health tests the water for purity and wholesomeness, and a double-check is made by our own chemists, taking water from a different school area every day of the week.

The waterworks plant, the distribution and maintenance systems, the new construction and installation work constantly going on, all call for a large staff of highly trained personnel. Chemists, engineers and other skilled specialists are all part of the unseen activity going on all the time to deliver the water underground to our customers daily.

Since we started our plant, practically everything you can think of has doubled in price. The dollar is worth half of its value a dozen years ago. Yet for nineteen years, through a tragic depression and a world-engulfing war and its aftermath, with steadily rising costs in every phase of operation from materials to labor, the cost of water to our customers—the lowest in the State of Louisiana except in the City of New Orleans—remained the same.

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This year, however, our sound financial structure could stand the excessive pressure no longer, and we were compelled to raise rates an additional 5 cents per 1000 gallons. Thus after years of absorbing the rising cost of everything, to proceed with economic stability we were forced to increase the price of fresh, pure water, for all the needs and wishes of everyone, delivered into the home 24 hours a day—five one-thousandths of a cent per gallon. Every *four tons* of water our consumers use since the price increase, costs just a nickel more.

The flatness of the terrain here, the absence of hills or other heights that would give us a good gravity flow, presents a problem that is solved by nature in most other parts of the country.

To force the water to all our customers, most of whom are miles away from the plant, and to maintain constant pressure out to the very ends of the line is quite a feat. The power required to move 10,000,000 gallons of water is enormous. The water will not flow by itself, as in areas where the water supply comes from mountain streams or elevated reservoirs. In our system

it must be pushed, and 10 million gallons weighs approximately 83,333,000 pounds, or almost 43,000 tons. This is what we move through our pipes and deliver to our customers every day.

Add to this the friction of the water against the inside of the mains and all the smaller pipes and the force required is even more enormous. Also add to this that the 60 pounds pressure we have been maintaining will in some localities be increased as a part of the coordinated fire-fighting set-up.

The highly complicated system of huge pumps, reservoirs and water towers behind the delivery of this water, is something people ordinarily never think about when they spin the tap handle for a cool, refreshing drink of pure water. We at the plant think about it constantly because we are water-conscious. And we never regret that our source is not some mountain lake or stream, for we will never be faced with the danger of a drought, as various sections of the North and East were recently. For the Mississippi River cannot dry up. It is always there delivering the water for us to deliver to you. So, we'd just as soon have it this way.



COMMISSIONERS, DEPARTMENT HEADS AND OFFICIALS OF EAST JEFFERSON WATERWORKS DISTRICT NUMBER ONE

Seated, from left: Commissioners—Blaise Camel; E. J. Bender; Paul D'Gerolamo, Assistant Manager and Purchasing Agent; Charles A. Boutall, Vice-President, and John W. Hodgson, Sr., President and General Manager. Standing, from left: Department Heads and Officials—E. George Lorio, Treasurer; William Wolf, Outside Superintendent, and O. Gaudet, Plant Engineer.

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Settling basins of the Jefferson Parish Waterworks District No. 2, of 1,200,000 gallons capacity each.

Double Decade of Progress

By Ed E. Feitel

President and General Manager
Jefferson Parish Waterworks District Number Two

In August 1951, Jefferson Parish Waterworks District No. 2 will observe its 20th Anniversary. Looking back over the past twenty years it gives the Board of Commissioners and myself a feeling of pride and satisfaction when we see the improvements in our plant and system. In fact, we feel that we have one of the most modern small plants in the U.S.A.

In 1931 when our plant was constructed we had a capacity of 1,500,000 gallons of water per day, and today, twenty years later, our capacity has been increased to 5,000,000 gallons per day, 1,500,000 more than last year. Our responsibilities are great because of the

fact that located in our water district are some of the largest industrial plants in the South. Industrial giants such as the Celotex Corp., Johns-Manville Corp., Southern Cotton Oil Co., Swift & Co., Continental Can Co., Commercial Solvents Corp., Stauffer Chemical Co., Southern Shell Fish Co., Clark's Refinery, Sherwood Refining Co., Avondale Marine Ways, The Texas Co., Douglas Public Service Corp., and many smaller industries all depend on our facilities for adequate water and fire protection. Just last year in May 1950, it was our pleasure to see the original bond issue of \$350,000 fully liquidated. In 1947 we issued bonds in

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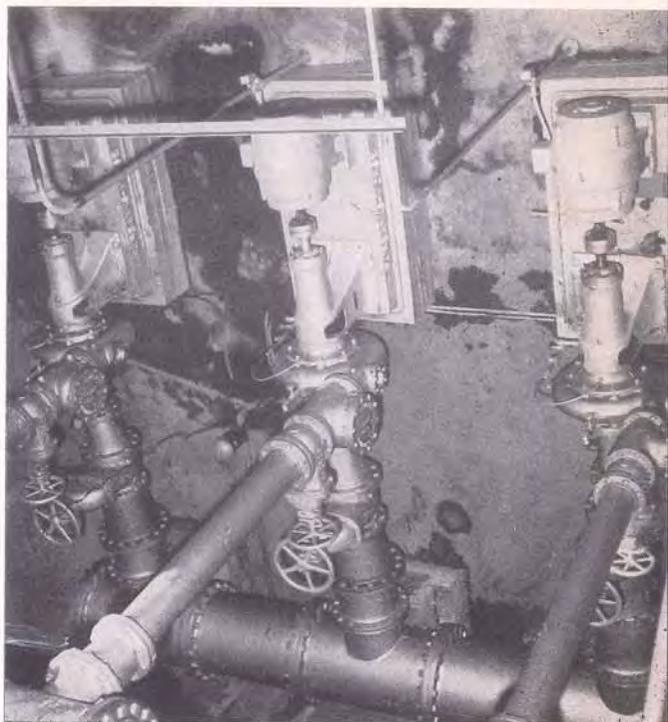
2300 Jefferson Highway

NEW ORLEANS 21, LA.

TEmples 9255

the amount of \$300,000 to extend our distribution system, construct a new raw water intake pumping station on the Mississippi River, add new filters to our system and make other necessary improvements in our district. We like to boast that the millage to retire the bonds and interest against this issue has never exceeded 1½ mills, in fact in the year 1950 it was reduced to one mill, which is just about the lowest millage in the entire Parish of Jefferson for utilities such as ours. Our latest improvement was to contract for the construction of a complete new electrical system between the plant and the raw water intake station on the river. This contract was for the sum of \$20,-328 which will be paid for out of our operating fund at no extra cost to our water consumers and taxpayers.

Yes, we are proud of our record and, we feel, justifiably so, because we have done everything possible to satisfy the water consumers in our water district, and it is our desire and intention to continue this practice and fulfill our duties to the best of our abilities.



The raw water intake station has three 5000 gallons per minute pumps.



COMMISSIONERS, DEPARTMENT HEADS AND OFFICIALS OF JEFFERSON WATERWORKS DISTRICT NUMBER TWO.

Seated, from left: Edward L. Fos, Commissioner; Jacob D. Giardina, Vice-President; Ed E. Feitel, President and General Manager; Anthony Peperone and Carlo Saragussa, Commissioners. Standing, from left: Nezem J. Lorio, Plant Superintendent; J. Donner Nolan, Secretary-Treasurer.

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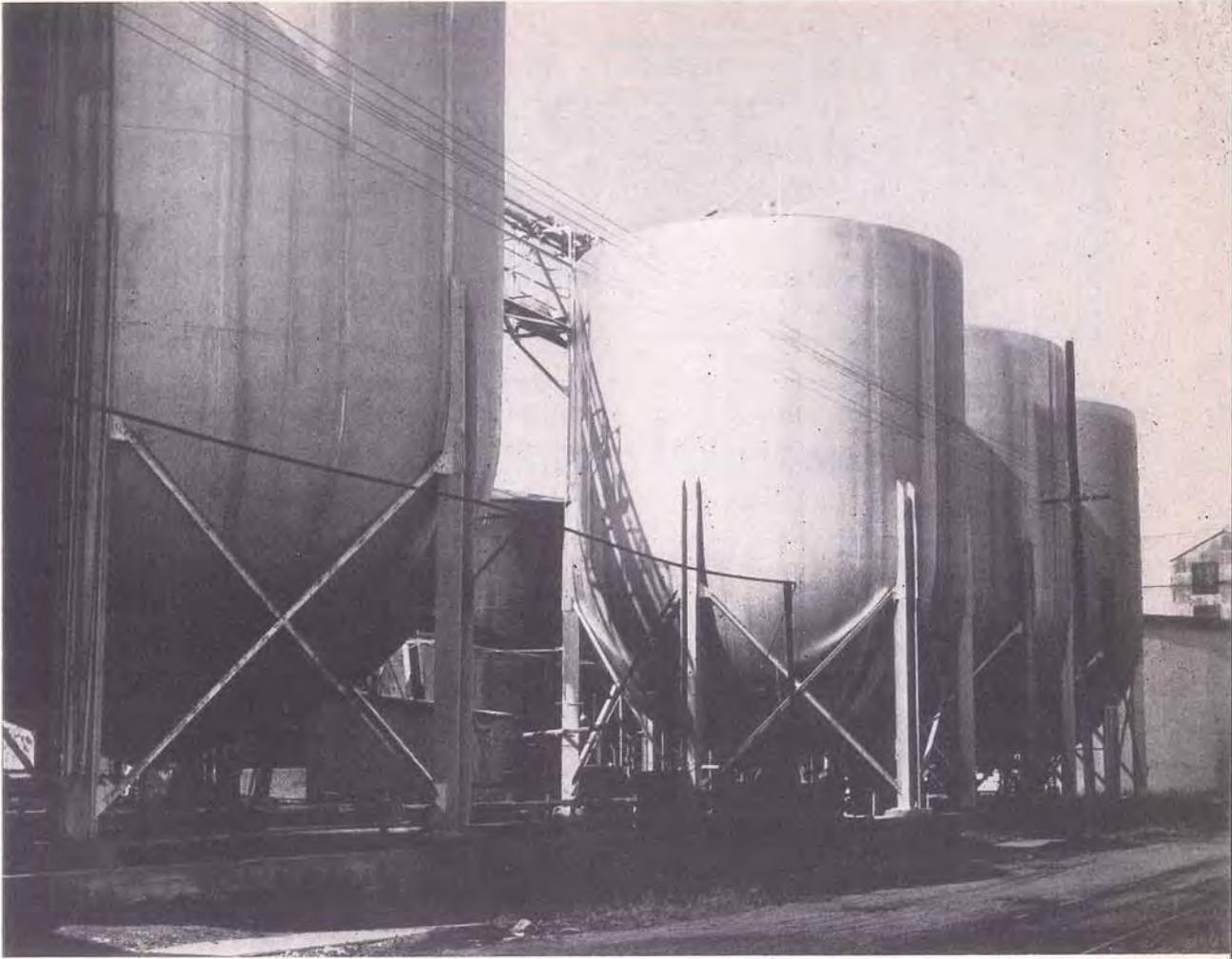
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A Report On GREटना

By William J. White, Mayor

Thriving modern Gretna began thinking along "city lines" long before its official recognition as a city in 1913.

Originally a sprawling river town made up mostly of European immigrants who were plantation workers, dairy and truck farmers, and workers on the riverfront and in the riverfront factories, Gretna early disposed of any rustic tinges and began planning for and dreaming of the future in metropolitan terms.

Today the results of this hard-headed

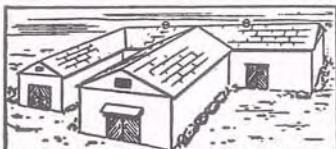
and optimistic system of action are visible everywhere in the city and its environs. Progress has been continuous, but the biggest steps forward have been made in the postwar years. Many changes—by which we mean improvements—have come about recently, from the lowering of the tax rate to the development of recreation areas in the outlying districts.

Now a mature urban center, Gretna, the banking and business heart of the West Bank and the seat of government

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of the parish since 1884, continues to plan for new growth and progress.

During recent years our business and commercial section has spread and increased materially, and our civic projects in an ambitious program designed for even better living conditions and social understanding are one by one coming into being. In the past decade our population has increased by approximately one-third and at present is near 15,000.

Being connected to the City of New Orleans by a ferry system long inadequate for our developments makes us fight for a bridge spanning the Mississippi River here. Gretna and the adjoining West Bank communities are ready *now* for the responsibilities devolving upon us as a "twin city" to the commercial and cultural center of the South, and we are annoyed at the ham-

New lighting system on the playground at McDonoghville.



Modern incinerator for garbage and refuse disposal completed early this year.

pering effect of an insufficient means of communication.

In early January the State Highway Department began the work on Huey P. Long Avenue, between Third and Fourth Streets. The street itself has been widened to provide for parking at a forty-five degree angle along the neutral ground, and the city shall provide additional parking space within the neutral ground area. This principal traffic artery can aptly be called the "Great White Way of the West Bank," with its brightly lighted modern business and commercial buildings lining both sides of the Quadrangle.

In 1948 our new \$350,000 water extension and improvement program was inaugurated, and during the following year more than thirteen miles of water mains, none smaller than six inches, were added to our system of pure water

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The Guaranty Bank & Trust Co. opened in March.

distribution. We reported last year how approximately 20% of this installation was large mains laid in a loop with lateral run-offs at intervals for efficient fire fighting.

Also in 1948 our \$105,000 sewerage improvement program was completed, and the following year saw an expansion by an additional four miles of mains, distributed over the city, and including most of the residential areas. Planning was continued during 1950, and early in January of this year, bids were received for a further extension of the sewerage system on Virgil, Franklin, Van Trump and Porter Streets in the First Ward. The new and modern incinerator that will more than adequately handle the garbage and refuse disposal situation will be completed this year.

Extensive wharfs and dockside freight facilities for ocean-going vessels, the Southern Pacific and the Texas Pacific-Missouri Pacific Lines, the New Orleans & Lower Coast Lines and the Intracoastal Waterway on our western border, plus our highways, all make us an integral part of the transportation network connecting this key city with the nation and all the rest of the world.

A sturdy addition to our banking concerns, the Guaranty Bank & Trust Co., opened in March. It is a member of the

Federal Deposit Insurance Corp., has a capitalization of \$250,000, and the first "drive-in" teller window in this section.

One of our principal industries, the United Distillers of America, Inc., expanded its facilities recently. This plant produces alcohol from Louisiana molasses, and is the only one in the state that can also utilize grain for this purpose, should that become necessary. The newly installed equipment makes it possible to recover a certain proportion of the grain, otherwise wasted, as excellent livestock feed.

This and other industrial enterprises give employment to hundreds of our citizens who enjoy not only good working conditions but also the advantages of modern industrial personnel.

But perhaps the highest index of metropolitan achievement is progress made in the development of civic improvements. In this category we mention the lighting system recently installed on the playground at McDonoghville, which was paid for out of city funds. Also, we are working with the American Legion for the construction of a baseball diamond, football field and other improvements on city property on the Lafayette Avenue Highway. Adjacent to this, a community center with picnic grounds is in the planning stage. The plans call for the building to be constructed on city property and

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Ernest Riviere, President

George Hein, Vice-Pres.

Louis E. Breaux, Treas.

Mrs. D. E. Eastman, Secty.

The Oldest Political Club in Jefferson Parish—Organized in 1923 by John Bordes

Gleaming interior of the Gretna Waterworks is as spotless as a laboratory.



paid for by a group of local civic organizations. In the event of this plan not materializing, an alternative is a park paid for by the city alone.

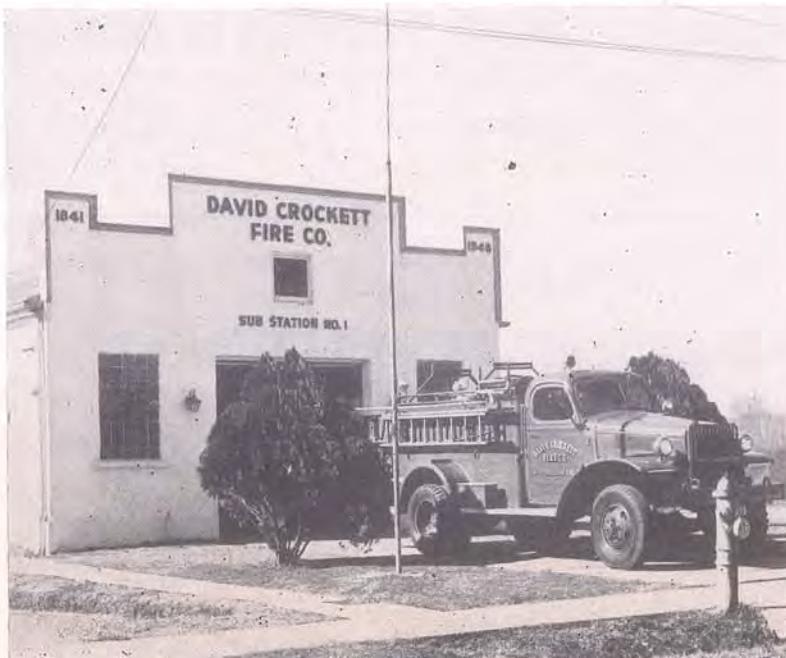
Funds raised by the volunteer firemen of Gretna paid for the new firehouse in the Second Ward. This gave us a total of three firehouses and four engines with full-time paid chauffeurs, whose salaries are furnished principally by the Police Jury and the City of Gretna.

New housing projects include the fully approved Gretna Green Subdivision at the end of Amelia Avenue. Houses in this development are in the medium price range. They lend a pleasant, homelike quality to the landscape, and are a worthy addition to our other recent residential construction. Growth has continued in the Garden Park and Suburban Park Racetrack Subdivisions.

Ideal location and low tax assessment

have caused industries and many commercial concerns to settle here. A further encouragement to our taxpayers was the reduction in taxes this year. In 1951, Gretna taxpayers pay one mill less. Early last October we announced that the new taxes will amount to 21½ mills instead of the 22½ mills paid previously. More efficient handling of the funds of various departments was a primary cause of this decrease.

Gretna has been proud of its law-enforcement system and its record, among the lowest in the country, for crime and juvenile delinquency. Our police force today consists of a marshall and six policemen, with a patrol car equipped with two-way radio on duty twenty-four hours a day. Salaries of the police force are paid partly with revenue collected by the parking meters installed throughout the commercial section.



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New Orleans

Only space limits our listing of our full accomplishment and our plans for the future, immediate and later. There is no room here to mention all the projects which are in the working stage at present.

But foremost among the public works crying for constructive action are the proposed new Mississippi River bridge and the new four-lane super-highway from the western end of the present Huey P. Long Bridge to the proposed new Mississippi River bridge and then to the Naval Station at Algiers. Because of the many problems involved and the present state of national emergency, progress on the bridge is temporarily in a condition of fluidity. Site of the super-highway, designed to relieve the congestion on the now inadequate Fourth Street Highway, has been surveyed, and we look forward to the

day when bulldozers begin clearing the ground.

If the past is any criterion by which to judge our future, then we have a wonderful outlook ahead of us indeed. So toward this shining goal we shall all work together. We know that our aims can never all be realized, for as new needs develop and chances to improve our community arise, we shall adopt them to replace the projects we complete from time to time.

Naturally, the national emergency takes priority and we will strain every sinew toward the preparations for the defense of our country. But in all else, that does not hamper the serious general effort, we shall go ahead, for progress and growth are inseparable from the things that make Gretna, Gretna—and Great.



OFFICIALS OF THE CITY OF GRETNA

Seated, from left: G. Ashton Cox, Alderman; John P. Ray, Alderman; Charles A. Huber, Alderman and Mayor Pro-Tem; William J. White, Mayor; Eugene Gehring, Alderman; Edward L. Hodge, Alderman. Standing, from left: Andrew H. Thalheim, City Attorney; Henry F. Bender, Director of the Budget; Andrew Kraus, City Treasurer; Julius F. Hotard, City Clerk; Joseph Bishop, Supt. of Waterworks, and Alvin E. Hotard, City Engineer. Beauregard Miller, Town Marshal, was unavoidably absent at the time the picture was taken.

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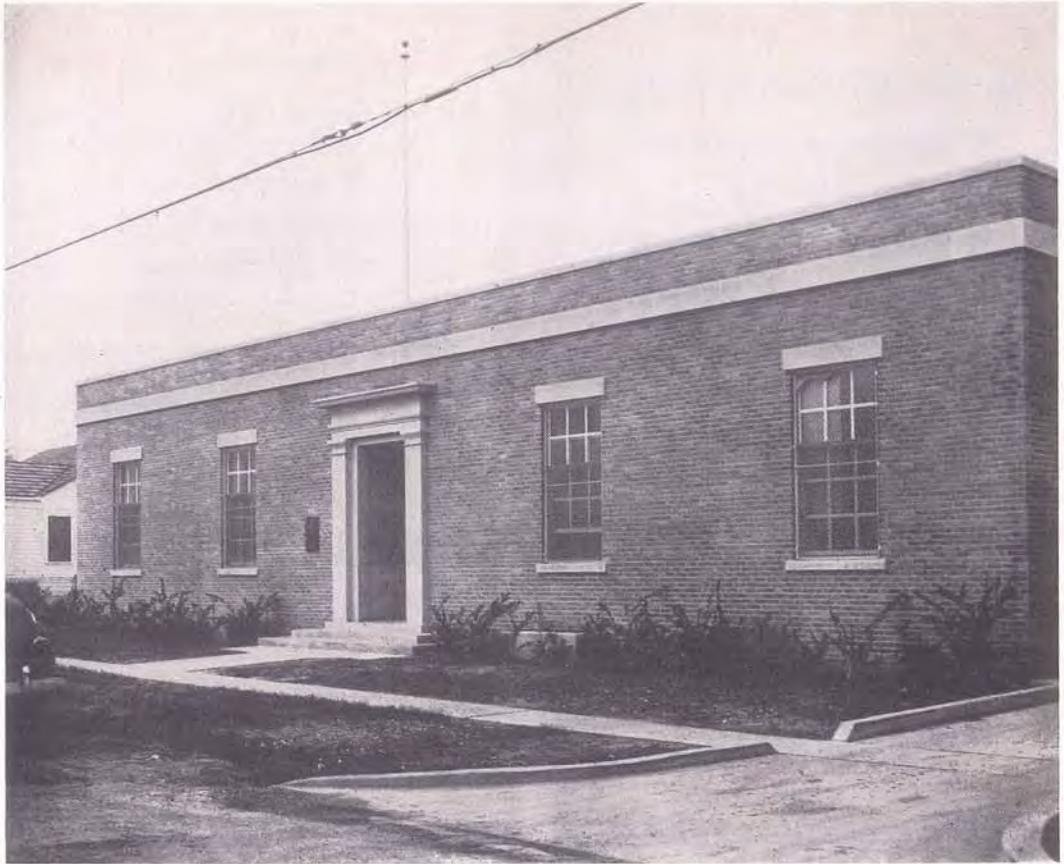
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HARVEY



New half-million dollar Kenner office of the Southern Bell Telephone & Telegraph Co., on Compromise St. By mid-summer, Kenner telephone rates will be the same as in New Orleans.

Keeping Up With **KENNER**

By Dr. Joseph S. Kopfler, Mayor

Very likely by the time you read this Kenner will have changed its status to that of a city. For in November of last year we applied for a charter making the new designation official. Our population has doubled since 1940, and we number well over 1000 beyond the required 5000.

In keeping with this growth in population we have developed in other ways that denote, more than mere size, the qualities of a modern civic center of

metropolitan-minded inhabitants.

A notable thing about progress in Kenner is that not only has it been continuous, but each year it has increased in algebraic proportion. Everytime we tell the story of Kenner's development for this publication, we have a better story to tell, and a greater record of achievement and civic activity.

On November 1 daily city mail delivery began in Kenner with two home delivery routes.

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BRIDGE CIRCLE INN

Foot of Huey P. Long Bridge

Westside

In January of this year almost a mile of surfacing was completed on Williams Street, which serves a large new section of our city and will some day connect the Airline Highway with Lake Pontchartrain. The \$28,000 job was paid for by the state.

For years some construction work or improvement has been going on all the time in Kenner, and our list of recent accomplishments is impressive. Our city and its surroundings represent great industrial output, important now when production of all goods is essential to the national defense effort. Most of our factories and plants underwent expansion during the postwar years. Now they are all turning out commodities at top speed, ready for a still greater effort when the call comes.

Such concerns as the Airline Lumber & Supply Company, Ipek Plywood Corporation, Airline Sash, Blind & Door Factory and the Jordano Sash and Door Company roll out huge quantities of material for the construction of resi-

dential and commercial buildings, and a number of concrete block plants produce other fabrications in this same category.

Among our other important industries are the Louisiana Box Company and the Mancuso Barrel & Box Company, making containers that carry goods to all parts of the world, and the Deshautreaux Cold Storage Plant.

We are proud to welcome here the Delta Match Corp., a subsidiary of the Swedish Match Co., which will soon build a \$2,000,000 match factory on the riverfront near our western border.

Hundreds of new residences have been constructed since last year, and hundreds are currently being built. A typical new subdivision is Sheryl Park, being developed by Construction Corporation. As early as last November half of the 53 homes were ready for occupancy, and the others were under construction. These houses were all built under FHA supervision on 55-ft. wide lots, and were designed for people we

New bank opened at the end of 1950.





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New Orleans, La.



Hundreds of new residences have been built since last year, and many more are currently under construction.

like to have in Kenner, those who make their houses into "homes."

The Kenner Volunteer Fire Co. was organized last year, with paid chauffeurs on 24-hour duty. We are still working for a second fire station on the lake side of the Airline Highway, and though this is still unrealized, we have gone ahead with the purchase of a new fire engine for our established department.

Our new U. S. Post Office was moved into the Abdo Building, and the end of the year saw the opening of the Merchants Trust and Savings Bank. We boast a new shopping center, with a supermarket, drugstore, shoe store, department store, men's store and restaurant making complete shopping possible in this one area. Kenner offices and facilities of the Southern Bell Telephone & Telegraph Co., constructed at an approximate cost of \$500,000, will begin operating in June. Telephone rates will then be the same as in New Orleans.

Kenner, which is the home of chrysanthemums, truck gardens, and dairy farms, and raises fine beef such as the cattle bred on the ranch of Sheriff Frank J. Clancy, is also the home of Moisant International Airport, largest originally commercial airport in the country.

Our civic activities are of highest importance, and each year we rally enthusiastically to the March of Dimes and the Community Chest. Our Boy Scouts are sponsored by the Lions Club,



The building of religious edifices keeps pace with our increase in population. Above is the new Methodist Church on Moisant Drive, as it looked at the beginning of this year.

and we are behind the movement to develop the Cub Packs, who are sponsored by our active Rotary Club. Response to the recreation program has been heartening, greatly because of our two full-time, capable recreation directors.

Since last year a new Methodist church has been constructed, adding to the 10 places of worship of all denomi-
(Continued on Page 177)

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The Gulf Grinders & Distributors began operating last year at Harahan.

HARAHAN

Hits a New High

By Frank H. Mayo, Mayor

An increase of 213.5% in population in ten years is something worth looking into. But there it is. In 1940 the census showed 1082 residents in Harahan. Our total at the time of the 1950 check was 3392.

There must be a reason for it, you will agree. There is. There are several reasons, in fact, starting with the basic one that folks find it pleasant to live in this town. The climate is temperate, and the location, approximately 20 minutes by automobile from downtown New Orleans, provides an amiable combination of the city and the rural life.

Harahan is the place for people who like space, grass, flowers and trees. It is ideal for rearing children, and raising pets. If you like to putter in your own

vegetable garden, enjoy eating succulent green beans and peppery red radishes you've grown yourself, then try this town for size.

Naturally this substantial growth in population has meant a housing program of sizeable proportions. Construction of residential units, which began right after the war, has continued increasing, with new subdivisions being developed all the time.

Harahan is also a center of industry, with the Kieckhefer Container Co., the W. A. Ransom Lumber Co., U. S. Steel Products Co., and Freiberg Mahogany Co., the largest manufacturer of mahogany lumber and veneer in the world. Zensel Bros. plant for fabricating sheet metal products, is also located here, and the Wholesale Market, which supplies

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Substantial growth in population has meant a housing problem of sizeable proportions.

packing house and dairy products to ships.

There is lots of room in and around Harahan for many more industrial concerns. We offer an unbeatable combination of fine climate, an ample, dependable labor force, transportation facilities combining air, water and highway networks, and an unlimited supply of natural gas for economical fuel.

Grinding phosphate rock for many uses, the Gulf Grinders & Distributors went into operation last year on property of the Illinois Central Railroad, which has 1000 acres of choice indus-

trial sites available. The Illinois Central is also in the midst of a \$7,000,000 enlarging program for its Mays Yard, with its 21 tracks, each capable of handling 100 cars, to coordinate with the system of the new Union Station for New Orleans.

Though oil well drilling has not as yet rewarded our efforts with a bounteous flow of precious petroleum, there is still an excellent possibility that hidden fluid riches lie beneath the surface of the town.

We are proud of our efficient Volunteer Fire Department, and among our

Golfing in January on the green course of the Colonial Country Club at Harahan.



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civic structures are the teen-age building, built in 1948 for the young people of Harahan; the community center constructed by the volunteer work of our citizens; the branch library, which has now become a permanent institution, and our U. S. Post Office, built at the expense of the town and dedicated to the memory of our heroic dead of World Wars I and II.

By Ordinance No. 146, adopted by the Town Council in December, 1949, our sewerage system and plumbing must conform to the sanitary code of Louisiana. We have set metropolitan living standards for ourselves, and we will not be satisfied with less.

All in all the picture looks good for Harahan. For though we have begun to gird ourselves for the task of defense and emergency living, and certain aspects of the world situation appear grim, yet our future is far from being forbidding. The people of Harahan will continue to go about their work and the business of living and producing with a smile.

We extend to you a pleasant invitation to visit, and if you wish, to join us.



The Protestant Church at Harahan received a fine new brick exterior over the original wood walls.



OFFICIALS OF THE TOWN OF HARAHAH

Left to right: Carl Gibson, Auditor; Henry Witte, Alderman; Francis Bourg, Alderman; Frank H. Mayo, Mayor; Mrs. Mary S. Kielman, Secretary-Treasurer; Charles A. O'Neill, Alderman and Mayor Pro-Tem; John Coutrado, Town Marshall and Chief of Volunteer Fire Department.

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On The Hill

WESTWEGO, LA.



Education is of primary importance in Westwego. Above is Our Lady of Prompt Succor School, built recently.

Going Ahead With **WESTWEGO**

By R. J. Duplantis, Mayor

As did all of Jefferson Parish in the past year, Westwego continued its solid growth and progress. This town, originally settled by the hardy survivors of the hurricane that destroyed Cheniere Caminada in 1893, is now a thriving community of over 8000 people. Our population since the 1940 census has increased 65.9% over the then total of 4992.

Perhaps the most widespread industry in this "Seafood Center of Jefferson Parish" is the canning and processing of the harvest of our Louisiana waters. To the seven plants in Westwego come hundreds of tons of tasty oysters, succulent shrimp and crabs, both hard and soft. Three of these, the

Ed Martin Seafood Co., Robinson Canning Co. and the Cutcher Canning Co., operate all through the year on the seasonal tie-ins of the various fruits of the sea.

Converting mostly Louisiana sugar cane molasses into alcohol is the Publicker Alcohol Co., a branch of Publicker Industries. This plant draws mainly on the 15,000,000 gallons in the tanks of the North American Trading and Export Co., and the adjacent U. S. Industrial Chemical Co.

Located at Westwego is the tank farm of the Tide Water Associated Oil Co., whose 265,000-barrel capacity will be increased by 160,000 barrels by June; the 100,000-barrel bulk depot of the



Alert and efficient, our well-equipped law enforcement personnel maintain constant, 24-hour vigilance.

Shell Oil Co., which maintains also an ample supply of canned oil under all circumstances, and the huge Texas Pacific-Missouri Pacific Railroad's bulk ore-handling plant, with a capacity of 400 tons per hour.

Other industries prospering here are the Products Research Service, Inc., which makes protective covering from synthetic resins, and Plastic Vent of Louisiana, producing rigid, adaptable awnings. Now in its fourth year as a builder of airboats, quarterboats and barges, the Marcomb Boat Works turns out powerful oil operations speedboats, and the famous "Marsh Boat," an amphibious craft combining the best features of a boat and a tractor, is made by the Marsh Equipment Co.

By the end of 1950 we had laid approximately 20,000 feet of new water main in the current expansion program, with almost a like amount yet to be laid. Most of this was 6-in. pipe with about 900 feet of main 8-in. in diameter. Avenue D calls for a 10-in. main.

Another project on which bids went out last November was our residential street-surfacing program. This will provide approximately 23,000 feet of soil-cement base with asphalt topping.

Last year we also completed the preliminary survey for the new water plant facilities to triple our now 1,400,000 gallons per day, rapidly becoming inadequate. In the plan are new settling basins and filters and an additional raw water intake pipe at the river.

Highlights we have to look forward to are continued residential construc-

Places of religious worship in our town embrace many faiths.



tion, the great four-lane super-highway that will relieve the heavy flow of traffic pounding through our town over the Huey P. Long Bridge and the Fourth Street highway, and construction of the largest Catholic church on the West

Bank, plans for which were begun in January.

So Westwego forges ahead with blueprints and determination, and a counting of all our assets assures us of great further progress.



OFFICIALS OF THE TOWN OF WESTWEGO

Seated, from left: Roy C. Keller, Louis Marcomb, Burton Elliot, Sr., Clarence A. LaBauve, and Terrence J. Adams, Aldermen; Mrs. Alice Bouvier, Secretary and Tax Collector, and R. J. Duplantis, Mayor. Standing, from left: Kerney Doiron, Board of Health Inspector and Municipal Committeeman; Caesar Baril, Town Treasurer; Jacob Gregory, Town Marshal; Sam De Matteo, Asst. Town Marshal; Sidney J. Guillot, Traffic Officer; Nestor L. Currault, Jr., Town Attorney; Armond Griffin and Horace Terrebonne, Municipal Committeemen.

(Continued from Page 167)
nations in the city.

Finally, the City Council is planning a survey for a sewerage system and other vast and ambitious civic development and improvement. Cost of this will

probably amount to several hundred thousand dollars, but considering the results for our happy, productive and cooperative citizens, we feel that every penny of it will be well spent.



OFFICIALS OF THE CITY OF KENNER

Seated, from left: J. T. Fitzgerald, Alderman; Philomene Paasch, Secretary-Treasurer; Ed J. Stoulig, City Attorney; Dr. Joseph S. Kopfler, Mayor; Fred J. Roth, Town Marshal; Robert L. Manard, Jr., Alderman; Joseph S. Maggiore, Alderman, and Joseph J. Centanni, Alderman. Standing, from left: William R. Mancuso, Alderman; L. G. Cambre, Police Officer; Sidney I. Courtney, Police Officer, and S. Bonura, Night Marshal.

(Continued from Page 64)

were created. It would be much closer when the new bridge across the Mississippi is built.

Daily the importance of that bridge makes itself felt. That and the Westside harbor will be the big factors in the development of the New Orleans area.

The bridge should connect mid-Westside with mid-New Orleans.

No one can say when that bridge will be built, but no one doubts that it will be. Perhaps other bridges, downstream and upstream, will follow that one, as the port community that is New Orleans grows and grows, its principal development on the Westside, where the space

is larger and the opportunities are better.

It is of immense importance to this port that the Army Engineers have endorsed the seaway principle. That is national recognition of the need for reorganizing the harbor facilities along safer, more efficient and cheaper lines, not alone for the sake of New Orleans, but for the sake of the Mississippi Valley, for which New Orleans is the principal gateway to the world.

Though the Army Engineers have recommended the east side route, Congress has not yet appropriated funds to put the project underway, nor has the state put up the millions to which it is committed. The issue, therefore, is still open, and it will be open until it is closed

Another precious import that enters the United States via the Mississippi River is bauxite, the ore from which aluminum is derived. One source is Surinam, Dutch Guiana, where it is surface-mined, then shipped to Trinidad and transferred to larger ships for the trip north.



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by actual construction. As the Engineer Corps changed its mind once, so it can do again. Signs are not wanting that professional opinion more and more questions the feasibility of the east side route.

Army Engineer reasoning in favor of the Westside route is on record in the report of June 11, 1930, included in Document No. 46, Committee on Rivers and Harbors, House of Representatives, 71st Congress.

Developments have in recent years emphasized the logic of this reasoning. The preponderant manufacturing output of this area is and for some time has been in the Westside area, and the problems connected with hauling that increasing production across the river and through the residential areas of New Orleans to shipside below the main part of the city, are obvious. Petroleum and allied developments, moreover, demand Westside facilities, and the major reserves of natural gas apparently are west of the river.

It is not possible to lay too much emphasis upon these facts:

1. Seaway and port developments on the east side route would cost millions of dollars more to build and maintain than on the Westside.

2. Cargo handling would be as economical on the Westside as on the east side, if not more so; and terminal charges as far as shippers and consignees are concerned, would be the same.

3. Land values are more favorable to investment in the Westside areas than in New Orleans, and more space is available for development.

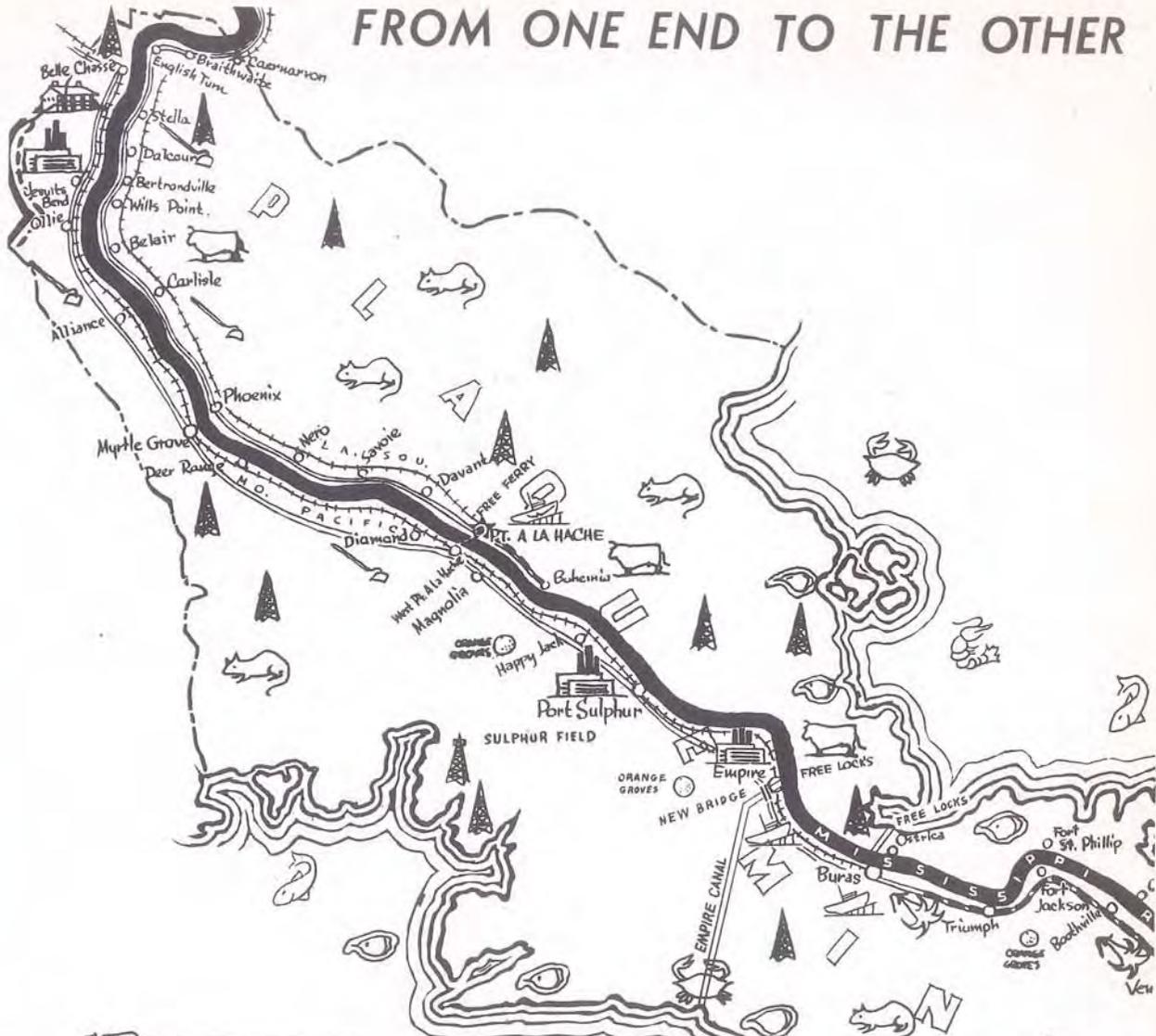
We should be ready to put the seaway project underway as soon as the period of national emergency passes. That is, we should have right-of-way questions in hand, and working plans organized as far as they can be, at this time. Above all we should be united in effort and purpose—the entire community that is the Port of New Orleans.

We will not be ready to move, or able to move effectively, until we of the entire port community get behind the principle that engineering economics and not political expediency shall determine just where the seaway, which the Port of New Orleans so vitally needs, should be located.

Coffee plantation in Brazil, showing the symmetrical rows of coffee beans drying in the sun on concrete platforms. An important commodity, millions of pounds of coffee enter the United States through the Port of New Orleans yearly. A tidewater harbor and channel would greatly facilitate the passage of deep-water ships.



FROM ONE END TO THE OTHER



Legend

<ul style="list-style-type: none"> Highways, hard surfaced Improved highways proposed Railroads Parish boundaries Courthouses Free boat ways Easter Lilies 	<ul style="list-style-type: none"> Industries Plantation homes Fur trapping Oil fields Sulphur fields Truck farming
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Other symbols self-explanatory

Gulf of Mexico

West Bay

SOUTHWEST PASS

Plaquemines Parish

Produces!

By Leander H. Perez
District Attorney, Plaquemines Parish

Whether your introduction to Plaquemines Parish is from the north or the south, you will be amazed at the almost unbelievable fertility and production of this "richest 100 miles in the country."

From the industries on our northern border to the teeming hunter's paradise at the mouth of the Mississippi River—entirely within our parish—on all sides is the evidence of what industrious people and excellent parish administration have done in a land im-

measurably gifted by the lavish hand of Nature and the bounteous generosity of circumstance.

Plaquemines Parish is the very heart of the Mississippi Delta, where for countless centuries the topsoil of three-fifths of the United States has been spread like cream.

Oil is found all over the parish. Sulphur, in only one spot—but one of only two places in the Nation. The Orange Belt, worth \$1,500,000 annually to our growers, stretches down the middle of the West Bank for forty miles, and truck gardens spread for a greater distance on *both* sides of the river.

Seafood is found in all our waters, from oysters in the brackish bays to giant shrimp offshore in the Gulf of Mexico. We produce 25% of the Louisiana fur pelts, which ordinarily total more than Canada and Alaska combined.

Our public works program far exceeds the goals we set in 1945. Roads, canals, bridges and locks improve upon a parish already superlatively suited for living and boundlessly wealthy in natural resources. We are expanding our school system, providing the best educational facilities and teachers to prepare our children for the stern realities of a time that prays for peace as it forges a sword for defense.

And certainly our greatest asset is our people, going about their work with pleasure and with pride. For it is readily apparent that under this quiet industry is the deadly purposefulness of a community helping to arm our country against the increasing threat of aggression.

Examine the map with symbols showing how every section of this land accounts for some fruitful output, and no area is barren or unproductive. Here and in the following pages you will discover how, from one end to the other, Plaquemines Parish *produces*—





Floating oil drilling rig in Plaquemines, an example of man's ingenuity conquering extreme difficulties of terrain. At right, work begins on a drilling platform set solidly on steel pilings, in the Gulf of Mexico off Tigre Pass.



ALL OVER the parish, petroleum, the lifeblood of industry and military might, flows to the surface in a rich black stream. By the end of 1950 the daily allowable was 77,172 barrels, almost *one-third* more than the daily output for the preceding year.

Oil was first discovered here in 1930. In 1949, from 16 fields and 361 wells, the controlled daily production amounted to 57,717 barrels, then approximately 10% of the Louisiana total. By January 1 of this year, there were 434 wells producing this vital fluid in 20 fields in every section of the parish, on land and in the water.

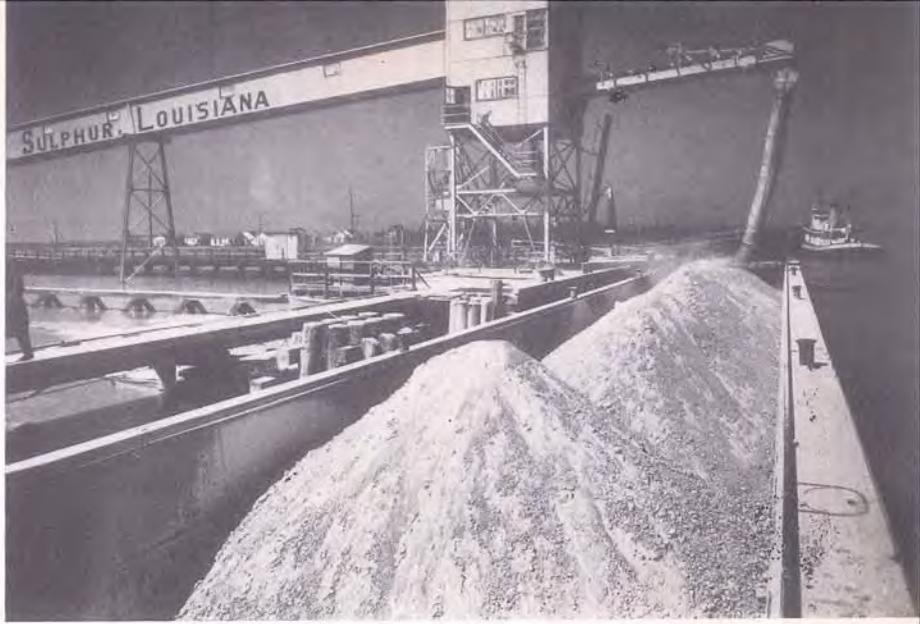
Most of the 70,000,000 cubic feet of natural gas that will be required as fuel by the new 79 million dollar Kaiser Aluminum & Chemical Corp. plant in next-door St. Bernard Parish, will come from Plaquemines Parish.

OIL!

Remarkable aerial view of the Tide Water Associated Oil Company's Venice Field, whose watery borders clearly define the pool far below the surface. The lateral cuts are drilling sites in which floating rigs have plumbed the depths of the earth. Outside this "magic circle" all holes come in dry.

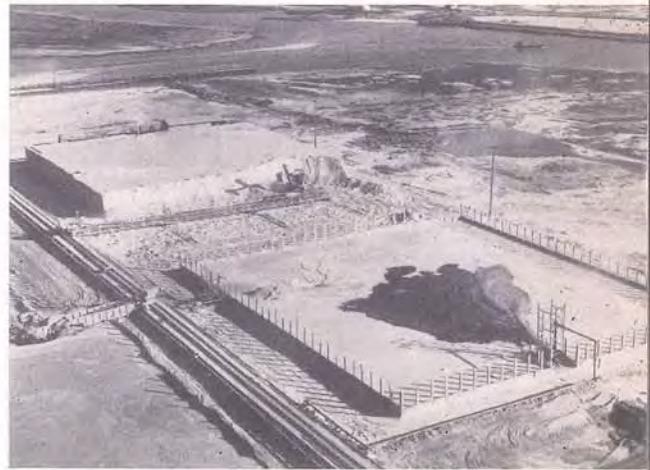


Loading "industrial gold" on barges in the Mississippi River, ten miles from the mine.



SULPHUR!

IN ONE SPOT alone, at the Grand Ecaille mine near Lake Washington, sulphur, the magic mineral, is mined. But this spot and one other in Texas produce 99% of the total sulphur output for the United States. The marvelous yellow element, comparatively inexpensive, is to mankind worth its weight in gold. Sulphur is used in practically everything manufactured, in medicine and machinery, food and fertilizer, clothing, shelter, transportation and communication. First mined commercially by the Freeport Sulphur Company here in 1933, annual production has risen from 153,695 tons to 1,250,000 tons—long tons—in 1950. This year the total will go even higher.



Vats of solidified pure sulphur contain as much as 100,000 long tons.

Sulphur is mined around-the-clock at Grand Ecaille.



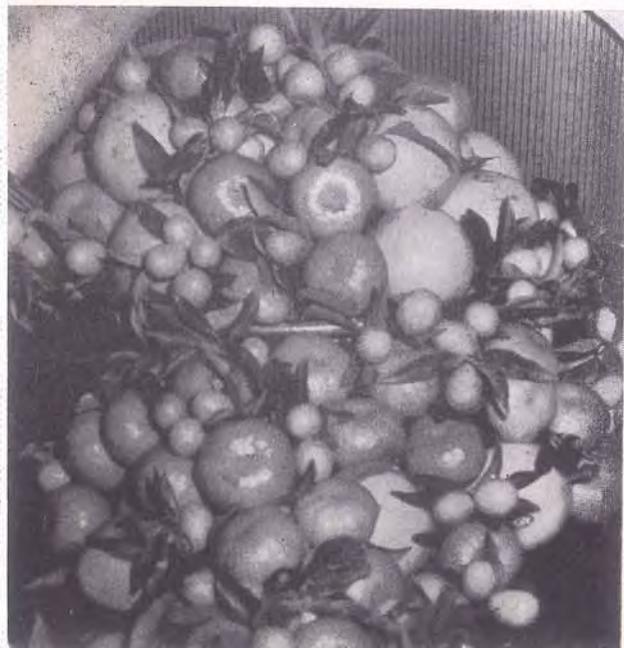
ORANGES!

THE SWEETEST, juiciest citrus fruits in the country grow in Plaquemines, in an Orange Belt stretching from West Pointe-a-la-Hache forty miles down to Venice, where the road and the levee both end. The 500,000 trees in these groves produced a crop worth \$1,500,000 last season. Since 1947 a gala Festival has been held each year by the Louisiana Citrus Growers Association, ending with a Grand Ball in the auditorium at Buras, center of the industry. More drained land, increased fertilization and other improvements should double the crop in the next ten years.



Miss Janice Parker, of Buras, "Queen Orange" of 1950, and her King, Congressman F. Edward Hebert.

Citrus fruits produced in this famous area include the delicious Louisiana sweets, navels, kumquats, tangerines, mandarines, satsumas, Valencias and grapefruit.



AGRICULTURE!

Mechanization of truck farming and other agricultural pursuits is constantly increasing. These cabbages are being harvested in January.



FOR FORTY-FIVE MILES down from its northern borders, on both sides of the river, a wealth of cultivated vegetation springs from the fecund alluvial soil. This is a land where one may see crisp green lettuce thrusting out of the black earth at Christmas-time, when the long white rows of cauliflower are the nearest resemblance to snow.

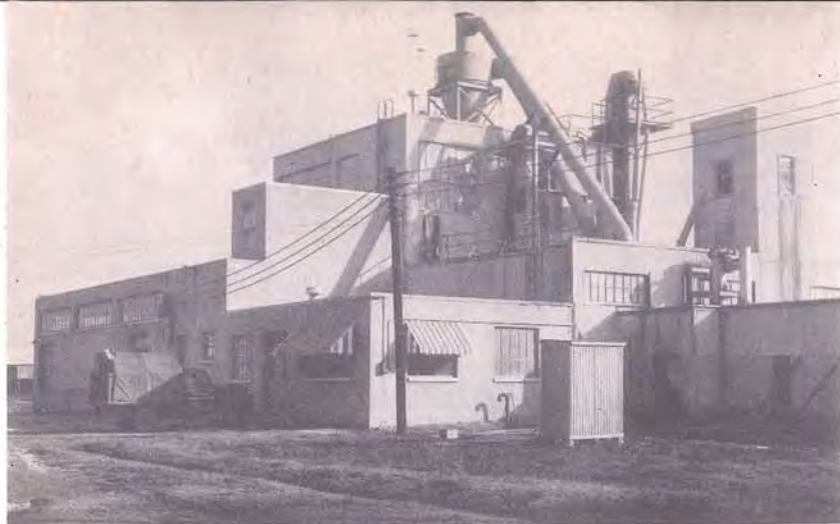
Year-round grazing on lush green grass produces fine cattle and dairy products.



The bulbs of Creole, or "Easter" lilies are a potential major crop with a possible \$6500 gross per acre.

Parish-L.S.U. Agricultural Experiment Station, with 100 acres of land, purchased by the Parish Police Jury for the benefit of local citrus and truck farmers.



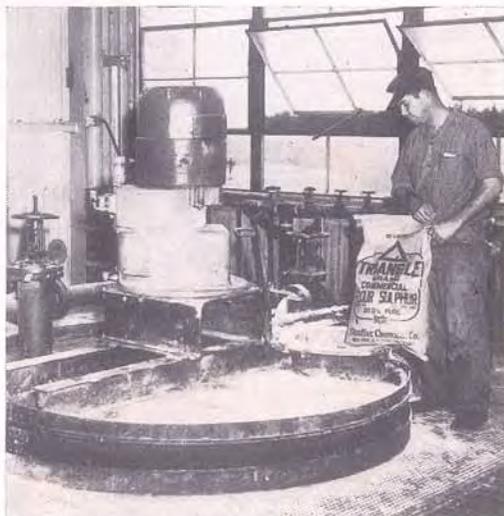


Niagara Chemical Division of the Food Machinery & Chemical Corporation uses Plaquemes sulphur in making plant sprays and dusts, insecticides, soil amenders.

The Oronite Chemical Company at Oak Point, produces additives which adapt lubricating oils from Plaquemes for the high speeds of super-powered engines.

Industrially

... the conversion of raw materials into other products is ever expanding.



The five ships of the Seatrain line transport 100 loaded boxcars each, right to the dockside tracks in New York, Havana, Texas City, New Orleans.

Empire Menhaden Company plant, one of two located here. The silvery little cousins of the herring yield vitamin-rich oil, and the residual "scrap", once used for fertilizer, is now considered too valuable as protein and is incorporated in livestock feed. Note crow's nests on the "pogy boats" for spotting schools of fish, and at bottom right, the racks for drying the 1200-ft. nets.





A typical oyster cannery. More than a dozen canning and processing plants enable seafood lovers the country over to savor the wonderful oysters, shrimp, crabs, fish and froglegs in our bounteous land.



Succulent shrimp from the Gulf waters off Plaquemines.

Giving a livelihood to 400 licensed trappers, muskrat and other fur pelts are taken from marshlands all over the parish, and the nutria, an import from South America recently "planted" at the mouth of the Mississippi, promises to be worth \$15,000,000 annually to the State of Louisiana in a decade. Reaching 30-35 lbs., the nutria (below), is easily domesticated.



Seafood

... in all our waters forms a considerable portion of the Nation's food supply.

Over 200,000 barrels of luscious salty oysters are harvested each year, and more than 350 Plaquemines trawlers dredge the blue Gulf of Mexico and the inner bays for prodigious quantities of shrimp.

The parish is also famous for its hunting, fishing and trapping.

The parish is a hunter's dream of good shooting, especially at the Pass a l'Outre Public Shooting Grounds, where sky-darkening myriads of waterfowl come each year, partially as a result of the "Providence Crops" of rice of former years.





Locks in Doullut's Canal at Empire, operated toll-free since 1936 purchase by the Police Jury, were rebuilt last year, and the canal deepened and widened to handle larger boats.

Construction of similar free river locks will begin soon at Ostrica, at 50-50 cost to state and parish.

Add Progress To Production--

The picture then takes on new and greater values: construction and improvement of public necessities and conveniences, and the utilization of modern facilities for the benefit of all, plus a more than 50% decrease in taxes since 1935.

Electrical power is available everywhere in the parish, and the 95% farm electrification is much higher than the national average.



30 miles of new paving have been laid since 1944, and more than 60 miles of drainage and navigation canals improve the land.

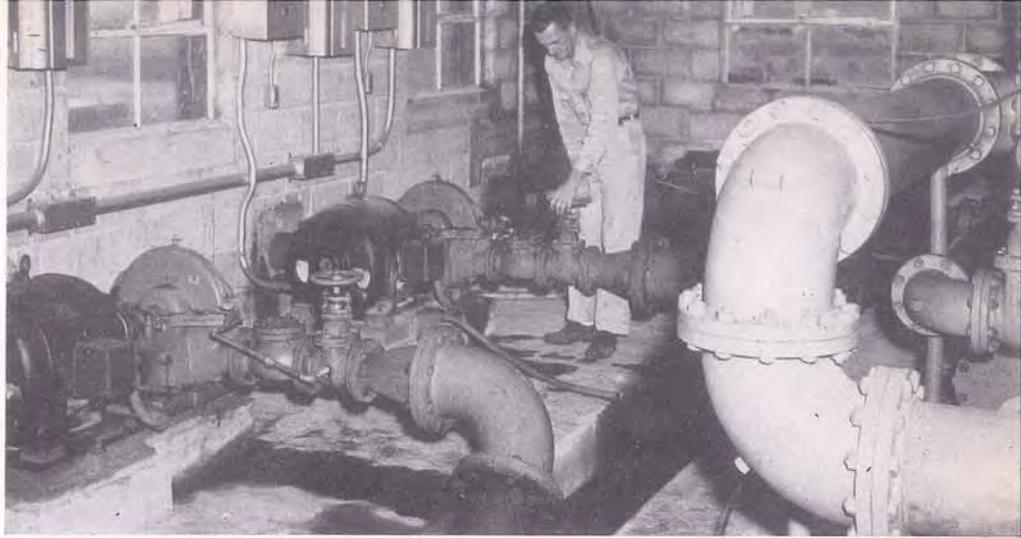
New bridge at Empire, completed in 1950.



Ferry at Pointe-a-la-Hache, for nine years the only free ferry on the Mississippi River, is owned and operated by the Police Jury.



Belle Chasse Waterworks distributes 80,000 gallons of pure, fresh water daily to the Sixth and Seventh Wards. Another to serve the Empire-Buras district is being planned, of 300,000 gal. per day capacity.



Along the fine highways many modern, pretty residential sections are being constructed.



John Bean Fog Fire Fighter truck at Port Sulphur. Similar ones and other equipment provided by the Parish Police Jury are at Buras and Belle Chasse.



Parish fishermen have the free use of 3 boat ways at Empire, 2 at Buras. Planned for use early this year are 2 more at Pointe-a-la-Hache.



Alvin Callender Airport at Belle Chasse.





Children at Port Sulphur, town built at a cost of \$6,000,000 by the Freeport Sulphur Co. for its employees, enjoy most of the advantages of metropolitan areas, have few of the inconveniences, and are typical of children throughout the parish.

Above All, *People* --



Our citizenry are descendants of many nationalities. They have long accepted the notion of working for a living even in such a place of plenty as Plaquemines Parish, where Nature has dropped golden gifts in our land, but not in our laps.

We are a people of industry—and faith. We believe in the future of our land and our children. For them our aim is the best possible education in the best schools we can build. The general school fund appropriation of \$410,000 was increased by \$20,000 last year, for greater operating expenses, and additional teachers.

Churches of all denominations welcome the faithful.

Net menders prepare for another season of menhaden.



The new consolidated Woodlawn High School at Bertrandville, completed in 1950, part of our ambitious educational program. On the West Bank the Port Sulphur combined elementary and high school is under construction, and bids were advertised early this year on the consolidated school at Buras.



Six years ago our postwar plans were stated in detail. Summing up our progress since 1945, we find that we have actually done much more than we originally planned. Not all the projects are entirely completed but some which are now reality have surpassed even our ambitious intentions.

The 12-Point Program

1. A Parish-State-Government paving project on Highway 31, from Belle Chasse to Venice on the West Bank.
2. A Parish-State blacktop project on Highway 1, from English Turn to Bohemia, on the East Bank.
3. A water system at Belle Chasse.
4. A water system at Buras.
5. A high school, auditorium and park at Port Sulphur.
6. A consolidated school and auditorium between Braithwaite and Pointe-a-la-Hache, on the East Bank.
7. A consolidated school and auditorium at Buras.
8. Two consolidated schools and auditoriums for colored children between Buras and Belle Chasse.
9. Parish-wide navigation canals, back levees and drainage improvements and construction.
10. New levee construction in the Grand Prairie Levee District.
11. Substantial parish contribution toward the reconstruction of the Empire free river locks.
12. Construction of new, free river locks at Ostrica.

The Score of Achievement

1. More than 90% completed by early 1950.
2. Completed except for 5 miles between Pointe-a-la-Hache and Bohemia.
3. In operation well over a year and a half. Extension planned for early part of this year.
4. Bids on this were advertised for early in 1951. The Buras Water District will take in the Empire to Triumph area, produce 300,000 gallons of pure water daily. The pipe had already been contracted for and some deliveries made by January.
5. Under construction. Will be ready before the next school session in the fall.
6. Completed, with athletic field and teachers' quarters, and put into use in the fall of 1950.
7. Lands were acquired and plans completed. Bids are being requested by advertisement to build as soon as possible.
8. School Board is acquiring lands and making plans for as early construction as possible.
9. Throughout the parish, approximately 50 miles of drainage canals have made 12,000 acres fit for cultivation. Forty percent of new gravity drainage canal costs is put up by the state, the Police Jury pays the balance. Cost of all pumping, or artificial drainage is borne by the parish. There are six drainage districts now operating, and three or four more planned.
10. Approximately 14 miles of levee restored protects 37,300 acres of grazing land, minimizes fresh water overflow and protects extensive oyster beds.
11. Completed. Here again the parish put up more than our share, when amounts due from other sources were not forthcoming to complete the new locks and to excavate the river channel approach. An added extra was the excavation for the railroad bridge, and contribution of \$36,000 towards its cost.
12. Plans are about completed by the State Department of Public Works and soon will advertise construction of these east side new free river locks at a 50-50 cost to state and parish.

These accomplishments should give us a great deal of pleasure and satisfaction, and they do. But we shall never be entirely satisfied, nor pleased to the point of resting on our laurels. Profusion and natural wealth are our gifts, progress and development are our goals. In the current time of tenseness, we shall strive unceasingly to provide our Nation and our Allies with the goods and products needed to pursue our honorable, freedom-loving course. This motto we shall hold to: Day and night, from one end to the other, *Plaquemines Parish produces!*



Again the waterfowl—once dangerously diminished by unchecked slaughter—fill the skies above the Louisiana marshes.

The

Wildfowl Funnel

By Arthur W. Van Pelt
Outdoors Columnist
The Times-Picayune

The coastal marshlands of Louisiana, rich with verdure produced by fertile alluvial soils, have long been known as the winter resort of at least a full third of the migratory waterfowl of North America.

Nature in her wisdom each spring sends her feathered migrants northward to reproduce their kind in the cooler atmosphere of the northern states and Canada. Autumn finds them again wending their way southward to their winter resting and feeding grounds near the coast of the Gulf of Mexico. Annually their numbers are distributed throughout the vast stretch of marshlands, with concentrations in sections that are more favorable than others from the viewpoint of food supply, fresh water and safe habitat.

For as long as the memory of man

reaches into the past, and undoubtedly for centuries before that, the marshes stretching southward to the limits of the Delta of the Mississippi and westward, bordering the great Bay of Barataria, have been havens of refuge and good living during the winter months for countless thousands of wild ducks, geese, plover, snipe and an endless variety of lesser species of migrating wildlife. This area is the territory that we know today as "The Parishes of Jefferson and Plaquemines."

It was, and still is, a country of lakes, of branching bayous and myriad lagoons—some deep enough to tempt the lordly Canvasback, the Redhead, the Ring-neck Goose or "Blackjack" to stop and feed on the succulent vegetation that grows at the very bottom of the deeper waters. Others, much shallower, pro-

vide ideal conditions for the "tip-up" feeders: Mallards, Pintails and Teal, and their near relatives.

Following the habit of ages the waterfowl, large and small, perform migration flights twice each year, to and from their nesting grounds in the North to winter residence areas in the coastal marshes. In earlier days, when much of North America's interior was wild and unsettled, these flights were shorter than at present. The country was in its natural state. Small lakes and lagoons dotted the prairies. Marshes were undrained. Enemies and predators were few in comparison to the vast numbers of the feathered tribe.

Wild ducks, plover and geese of several kinds made their home in what are now thickly populated sections of our country. Snipe and curlews, Sandhill and Whooping Cranes and majestic Whistling and Whooping Swans were abundant during the cooler months.

The advent of white settlers into the interior country, bringing with them plows and guns, draining and planting their lands, made great changes in the outdoor picture. The migratory birds, their nesting areas decreased in size, moved northward. Migration flights were lengthened and their populations diminished. Today the great majority of the migrant species nest north of the Canadian border—in the prairie provinces and northward to the very shores of the Arctic Ocean and Hudson's Bay and on the flat tundra of Alaska.

No longer are the remnants of the formerly abundant swans, cranes and even the lesser species: the plover, snipe and curlews, even considered members of the game bird class, so scarce have they become. Long continued drouths in the Canadian prairies during the 1930s played a great part in decimating the ranks of many species. Increasing hunting pressure has been a destructive factor.

True to Nature's teaching, though, the game birds make their round trip flights between nesting and wintering grounds each year and will continue to do so as long as any are left. Meanwhile, zealous sportsmen in every part



Good hunting is enjoyed by sportsmen of all ages. Above young Hugh M. Saint displays the wingspread of a large Mallard drake shot near Bayou Dupont. Below, 80-year old Mack Boutte poling his pirogue in his "trenasse," a shallow ditch formed by dragging a pirogue over the trail many times, until enough water seeps in to float one of these delicate boats.



An old trick still practiced by hunters at Grand Cheniere: Decoys made of newspaper twisted approximately into the shape of geese. Strangely enough, it works!

At left, Canadian Ringneck Geese in Southern Louisiana.



A third of the migrating waterfowl of North America travel down the Mississippi Flyway to coastal Louisiana. It is the only one of four flyways in which the wildfowl stop in the United States.

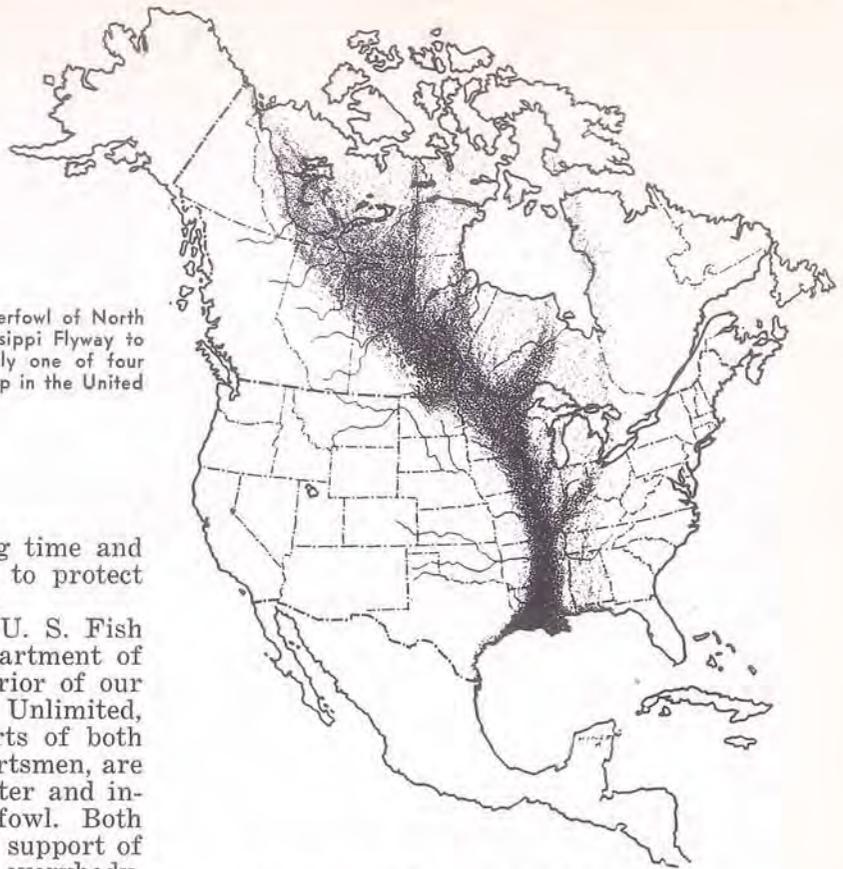
of our nation are expending time and money in concerted efforts to protect and increase their numbers.

Two great agencies, the U. S. Fish and Wildlife Service, a department of the Department of the Interior of our Government, and Ducks Unlimited, which coordinates the efforts of both American and Canadian sportsmen, are at work continuously to foster and increase the numbers of wildfowl. Both deserve the cooperation and support of all sportsmen, and indeed of everybody, for otherwise this rich heritage of wildfowl would soon be gone. Now again it is possible to see flights of ducks in numbers that darken the sky, because of the efforts of these two agencies.

Years of study and observation have revealed that waterfowl migrations normally follow four main routes. These have been named the Atlantic, the Mississippi, the Central and the Pacific Flyways. The Mississippi Flyway embraces most of the states in the great valley of the Father of Waters. It is funnel-shaped, with the small end centering in the coastal waters of Louisiana. This is the migration route over which, from time immemorial, have come the hordes of waterfowl that have wintered in the Louisiana marshes.

And of the four, it is the only flyway where the wildfowl stop in the United States. East and west they continue southward, to the islands of the Caribbean, into Mexico and down into Central and South America. But in the Mississippi Flyway the migrant birds stop at the coast.

As the northern summer comes to an end and autumn paints the landscape in gypsy colors, the migration begins. Almost unnoticed at first, the singles and pairs head south from their various nesting places, as the age-old law takes hold and calls the wildfowl to milder climes. Thicker and thicker become the



(Map from "Wildfowling in the Mississippi Flyway," reproduced through the courtesy of the publishers, D. Van Nostrand Company, Inc.)

concentrations, larger and larger the flocks, till as the coastal area nears, thousands upon thousands of birds streak across the sky in endless V's like arrows from the bows of armies of giants.

Some, like the Blue Goose, make the entire trip from Hudson's Bay to this state in a single, unbroken flight and reside here for some five months of the year. Nearly all other species migrate more slowly, according to weather conditions, shooting pressure and food supply en route. But the Blue Goose hurries southward to the Gulf's shores as though anxious to reach its wintering grounds here in the shortest possible time.

The conservation work protecting and increasing wildlife is especially appreciated by sportsmen, the actual hunters who go after these waterfowl during the brief season. For there are few thrills to equal the sound of great "honkers" winging their way across the moon high in the clear wintry night. And all the rigors of waiting for sunrise in a cold duck blind suddenly vanish as a flock of Mallards swoops down to your decoys on the pond. Instantly you are alert, and alive. You aim at



Ebor Henry Silverthorne, from an old newspaper cut. The greatest Louisiana professional hunter of all time, before commercial shooting was prohibited by law, Ebor Henry began his career at the age of 15.



Long after commercial shooting was prohibited, bags like this were legal for sport hunting parties. Now more limiting laws are strictly enforced, and once more our wildfowl are on the increase.

the magnificent green-headed drake in the lead, your gun booms and he crumples in a puff of feathers and plummets out of the sky. Surely the blood races in your veins as the smell of powder sweeps across the nostrils and you glow with the feeling of making a good shot.

History has failed to record the names of the hardy souls who first located the myriad waterfowl in this coastal hunter's paradise and reaped their harvests from the feathered hordes. Game was abundant and game laws non-existent. A race of hunters developed, almost fabulous in their knowledge of the habits of wildfowl and the terrain where they were to be found in greatest numbers. These were the professional, commercial hunters, who supplied the tables and restaurants of New Orleans at first, until improvements in transportation and refrigeration broadened their market to a national scale.

Such slaughter seriously despoiled our game bird resources, until laws prohibiting commercial shooting were passed. Only their strict enforcement has prevented some species from going the way of the Whistling Swan and the now extinct Passenger Pigeon.

Lafitte Village on Bayou Barataria, was and now again is the center of a great duck hunting territory. Today fresh water lakes replace the range of lagoons once drained in an unsuccessful reclamation project. They are called Jim Webb's Ponds after the engineer

who planned the work. Southward and eastward from Lafitte is the Bayou Dupont country, another great waterfowl concentration area from earliest days. The marshes surrounding the upper part of Barataria Bay are fresh water or mildly brackish. As a result natural waterfowl foods grow abundantly. One of the finest waterfowl preserves and sportsmen's clubs in the country, the Little Lake Club, is situated at the junction of Bayou Rigolets and the upper end of Little Lake. Not far away are the fine marshes about Lake Salvador and Lake Cataouache where good hunting is more often the rule than the exception.

Southward, too, from Lafitte, in that region of beautiful lagoons adjacent to the Dupre Cut, which shortens the route from Bayou Barataria to Grand Isle by many a long mile, lies a section in which waterfowl have always found good living, and the hunters good hunting.

Both Jefferson and Plaquemines Parishes extend southward to the Gulf of Mexico. Jefferson's southern limits are reached on the beaches of Grand Isle. Those of Plaquemines include the Mississippi Delta and the wonderful hunting grounds and waters within the Delta's limits.

Here, in the fresh water lagoons, are found ducks of many kinds and the bulk of the Blue Goose population with which the big Canadian Ringnecks, American White-fronted or "Speckle-bellies" and Snowies feed well on the roots and seeds

of marsh vegetation.

In this lower Delta region are situated the vast Federal Delta Waterfowl Refuge and the famous Pass a l'Outre State Public Shooting Grounds, the former a wildfowl sanctuary, the latter dedicated to good public hunting. Each has its own important bearing upon the future of American outdoor sport. Both are greatly needed.

All elements combine in these two Parishes of Jefferson and Plaquemines, to create a paradise for wildlife and at the same time one for lovers of outdoor sport. It is a country rich in tradition, which still rewards the gunner and the angler with fine sport, afield or afloat, within its terrain or upon its waters.

The importance of maintaining our nation's populations of game and fish is becoming more generally recognized. People are more and more alert to the necessity of guarding and increasing our wildlife supply. Of growing importance, too, is the matter of providing opportunities and space for the enjoyment of the two major sports of Americans: hunting and fishing. Fortunately communities, large and small, are increasingly aware of such needs.

Possibly in few sections of the country is this problem more clearly recognized than by leaders in lines commercial, industrial and political, in the Parishes of Jefferson and Plaquemines where the determination that the splendid hunting and fishing that has always existed shall continue into the future.

May this determination never weaken nor the viewpoint ever change.



" . . . like arrows from the bows of armies of giants." Canadian Geese soaring high in the Louisiana sky.

A perfect set for ducks. The blind at left is indistinguishable from natural marshy growth, the decoys are in a very lifelike formation on the lagoon. What ducks could resist a spread like this?



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 COURTESY The Texas Co.
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 Coston, COURTESY Humble Oil & Refining Co. Bottom, COURTESY Humble Oil
 & Refining Co.
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 Mahogany Association, Inc.
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 Mahogany Co.
 157..... Gretna Photo Service
 178..... Capt. J. T. Drake, Alcoa Steamship Co.
 179..... COURTESY Mississippi Shipping Co.
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 COURTESY The California Co. Bottom, Air Photos & Advertising, Inc., COUR-
 TESY Tidewater Assoc. Oil Co.
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 Freeport Sulphur Co.
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 Cermak, COURTESY J. P. Sendker Printing Co.
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 Dept. of Wildlife & Fisheries, State of La.
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 190..... Top, O. Winston Link, COURTESY Freeport Sulphur Co. Others, Randon Pic-
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 State of La. Bottom right, Joseph Doxey
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 Pelt

DRAWINGS

- 19..... COURTESY Alton Ochsner Medical Foundation
 83, 85..... COURTESY Dept. of Highways, State of La.
 105 and 131..... COURTESY William R. Burk Associated Architects & Engineers
 180..... Paul Kennedy & Associates
 194..... COURTESY D. Van Nostrand Co.

INDEX TO ADVERTISERS

A	
Abdo's Drug Store.....	152
Airline Cabinet, Sash and Door Works.....	160
Airline Lumber & Supply Co.....	128
Algiers Music Co.....	168
American Beverage Co., Inc.....	152
American Creosote Works, Inc.....	14
American Heating & Plumbing Co.....	126
American Liberty Marketing Co.....	56
American Printing Co., Ltd., The.....	54
Applewhite, S. V.....	130
Arkansas Fuel Oil Co.....	128
Auto Painting & Repairing Co., Inc.....	108
Avondale Marine Ways, Inc.....	200

B	
Bayou Rigaud Wharf.....	86
Beach Bros. Furniture Store.....	170
Bell Distributing Co.....	150
Bishop-Edell Machine Works, Inc.....	160
Blue Horseshoe Tourist Court.....	138
Blue Plate Foods, Inc.....	156
Borden-Aicklen Auto Supply Co., Inc.....	156
Borden Co.....	86
Boston, C. P.....	96
Boudreaux, Capt. T., Super Market Store.....	160
Boudreaux, Willie.....	166
Boulevard Hardware Store.....	164
Boyce-Harvey Machinery, Inc.....	34
Breaux, Jessie J.....	118
Bridge Circle Inn.....	164
Brooks Tarpaulin Co.....	124

C	
Caminada Court.....	172
Carey & Helwick.....	162
Celotex Corp., The.....	50
Clark's Refinery.....	118
Claverie Motors, Inc.....	92
Clerc Lumber Co., Inc.....	148
Clover Club.....	172
Codifer, Inc.....	144
Collins, J. C., Agent.....	164
Colonial Hotel Courts.....	60
Commercial Solvents Corp.....	172
Cotton Club.....	94
Coulon & Son.....	116
Coyle Lines, Inc.....	138
Crane Clothing Co., Inc.....	170
Crescent City Engraving Co.....	178
Crescent Materials Service, Inc.....	158
Crescent Typewriter Exchange, Inc.....	170
Cutcher Canning Co.....	168

D	
Danziger, Geo., General Agent.....	150
Davis-Wood Lumber Co., Inc.....	146
De Fee, Jack.....	168
Delta Petroleum Company, Inc.....	112
Delta Pipe & Boiler Co., Inc.....	158
Derbes, Chas. J., Jr.....	114
De Weese Pharmacies.....	164
Ditta, Carlo.....	166
Dixie Carriers, Inc.....	108
Dixie Tourist Court.....	148
Doerr Furniture Co., Inc.....	22, 23
Douglas Public Service Corp.....	136
DuBos, Clarence J., & Sons.....	165
Dunham-Pugh Company, Inc.....	90
Duplechin's, Roy, Grocery.....	122

E	
Eighth Ward Democratic Club of Jefferson Parish.....	158

Ellzey Stores.....	164
Estelle Store and Bar.....	168

F	
Feitel's, Ed. E., General Department Store and Self Service Food Store.....	154
First National Bank of Jefferson Parish, The.....	160
Fisher's Store.....	168
Fitzgerald's Lake House.....	162
Fleming Canal Store.....	162
Foray's Restaurant.....	172
Foundation Plan, Inc.....	162
Franklin Printing Co., Inc.....	146
Freeport Sulphur Co.....	90
Freiberg Mahogany Co., The.....	138
Frey, L. A., & Sons, Inc.....	166
Friedrichs Manufacturing Co.....	172
Fruehauf Trailer Co.....	166

G	
Garden of Memories.....	170
Garsaud's.....	132
Gauthier's, Sidney, Grocery.....	162
Gay Pree.....	174
General Outdoor Adv. Co., Inc.....	132
Gennaro's.....	158
George Engine Co., Inc.....	38
Giaise Super Market.....	110
Godchaux's Sugars, Inc.....	126
Gonzales Motors, Inc.....	84
Grand Theatre.....	138
Great Atlantic & Pacific Tea Co., The.....	148
Great Southern Box Co., Inc.....	16
Green-Walker Galvanizing Co., Inc.....	158
Gretna Hardware Co.....	144
Gretna Sheet Metal Works.....	164
Guenther, Leo S.....	140
Gueydan Lumber Yard.....	134
Gulf Fur Co.....	120
Gulf Refining Co., The.....	126
Gulf View Hotel.....	88

H	
Hansell, F. F. & Bros., Ltd.....	156
Harvey Canal Land & Improvement Co.....	140
Harvey Canal Shipyard & Machine Shop.....	88
Harvey Lumber & Supply Co., Inc.....	36
Harvey Mud Co.....	164
Heebe's Bakery.....	140
Hero Wall Co., Inc.....	46
Hill, H. G., Stores, Inc.....	26
Hogan Bros., Inc.....	84
Holmes, D. H., Co., Ltd.....	62
Hotard & Webb.....	156
Humble Oil & Refining Co.....	152
Hyatt, Inc.....	150

I	
International Lubricant Corp.....	148
Interstate Electric Co.....	146
Intracoastal Terminal.....	52
Iplik Plywood Co.....	92

J	
J & L Steel Barrel Co.....	154
Jackson Machinery Co.....	112
Jahncke Service, Inc.....	10
James, T. L., & Co.....	98
Jefferson Bottling Co., The.....	132
Jefferson Democrat.....	18
Jefferson Lumber Co.....	172
Jill's Barn.....	152
Jim's Plaza Club.....	114

INDEX TO ADVERTISERS

Johnny's Bar & Pool Room..... 118
 Johns-Manville Products Corp..... 116

K

Kammer, C. A., Mercantile Co..... 168
 Keller Construction Corp..... 142
 Kenner Restaurant and Bar..... 174
 Klause's, E., Restaurant and Bar..... 124
 Klotz Cracker Factory, Ltd..... 146
 Kraak's, Henry, Nursery..... 158

L

Lafitte Oil Distributing Co..... 104
 Lauricella & Sizeler Co..... 110
 Lawyers Title Insurance Corp..... 156
 LeBlanc Corp., The..... 20
 Leftwich Co., Inc..... 142
 Leitz-Eagan Funeral Home, Inc..... 146
 LeNormand, J. Carrol..... 174
 Leson Chevrolet Co., Inc..... 114
 Louisiana Power and Light Co..... Back Cover
 Louisiana Transit Co..... 28

M

Maison Blanche Carrollton..... 140
 Mancuso Barrel & Box Co., Inc..... 172
 Marine Paint & Varnish Co., Inc..... 128
 Marrero Land & Improvement Assn., Ltd..... 122
 Martin's Motel Court..... 152
 Mason Smith Real Estate Co..... 106
 Matthews, Geo. B., & Sons, Inc..... 170
 Mayronne Lumber & Supply Co., Inc..... 136
 Mayronne's Mud, Chemical and Engineering Service..... 154
 McDermott, J. Ray, & Co., Inc..... 56
 McWilliams Dredging Co..... 102
 Melling Cement Block Works..... 168
 Metairie Ridge Nursery Co., Ltd..... 170
 Metry Cafe & Bar..... 172
 Met'ry Tourist Court..... 170
 Meyer's Specialty Shop..... 82
 Moisant Servicerter..... 112
 Montaldo Insurance Agency, Inc..... 30
 Morgan City Canning Co., Inc..... 98
 Mothe Life Insurance Co..... 164

N

Neeb's Hardware Store..... 168
 New Orleans Chamber of Commerce..... 110
 New Orleans Public Service, Inc..... Inside Front
 Nicholson and Loup..... 174
 Nook, The..... 144
 Nunez Grocery & Bar..... 120

O

Ochello's Tip Top Pavilion..... 152
 Oleander Hotel..... 162
 Original Bruning's Restaurant..... 160
 Orleans Materials & Equipment Co..... 148
 O'Shaughnessy Service, Inc..... Inside Back
 Ozone Co., Inc..... 124

P

Paletou, J. Wallace, Inc..... 166
 Pat's Club..... 160
 Pendleton's..... 134
 Penick & Ford, Ltd., Inc..... 136
 Perrilliat-Rickey Constr. Co., Inc..... 152
 Petrolane Gas Co., Inc..... 102
 Pinnacle Oil Co., Inc..... 102
 Pipe Line Service Corp..... 100
 Pittman, D. D..... 166
 Pontchartrain Lumber Co., Inc..... 130
 Products Research Service, Inc..... 154

R

Ransom, W. A., Lumber Co..... 144
 Rantz Ice Factory..... 168
 Rathborne, Joseph, Land and Lumber Co., Inc..... 8
 Rheem Manufacturing Co..... 94
 Rossi Motel Court..... 100
 Roussel's Circle Service Station..... 178
 Roussel's Service & Repair..... 168
 Rowan, Peter P., Co., Ltd..... 154
 Roy, A. K., Inc..... 128

S

Samuel Bros..... 174
 Schayer-Badinger, Inc..... 144
 Schwegmann Bros. Giant Super Markets, Inc..... 154
 Security Building & Loan Assn..... 108
 Shippers Compress Warehouse..... 172
 Smith, Ed, Stencil Works..... 162
 Smitty's Cabs..... 174
 Smitty's Casino..... 138
 Soule College, Inc..... 170
 Southern Cotton Oil Co., The..... 12
 Southern Equipment & Tractor Co..... 82
 Southern Sanitary Excavating..... 142
 Southern Solvents and Chemicals Co..... 102
 Southern States Equipment Co..... 130
 Southern Tavern..... 122
 Southport Lumber Co..... 152
 Spahr, Chas. E., Distributor..... 96
 Stauffer Chemical Company..... 116
 Stauffer, Eshleman & Co., Ltd..... 162
 Sterling Ice Cream Co., Inc..... 124
 Stratton-Baldwin Co., Inc..... 130
 Stumpf's, John, Son..... 60
 Suburban Bowling Alley..... 174
 Swanson Seafood Restaurant..... 134
 Swift & Co..... 126

T

T-Man's Place..... 124
 Texas Co., The..... 42
 Thomas, Albert G..... 134
 Tops Co., Inc..... 170
 Tropical Radio Telegraph Co..... 150
 Tucker's Tavern..... 120

U

United Distillers of America, Inc..... 136
 United Gas Union Producing Co..... 44
 United States Brewers Foundation..... 106
 United States Steel Products Co..... 172

V

Vic and Earl..... 174
 Von Der Haar, Frank A..... 144

W

WWL Development Co., Inc..... 144
 Weaver, Bert, Materials, Inc..... 132
 We Go Inn..... 174
 Weiner's Furniture Co..... 174
 West Bank Motors, Inc..... 62
 West Side Oil Co., Distributor..... 104
 Westside Transit Lines, Inc..... 104
 Western Union Telegraph Co..... 170
 Whitney National Bank..... 142
 Williams, W. Horace, Co., Inc..... 156
 Wilson Variety Stores..... 166
 Woodward, Wight & Co., Ltd..... 150

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This picture shows plant progress as of January, 1951