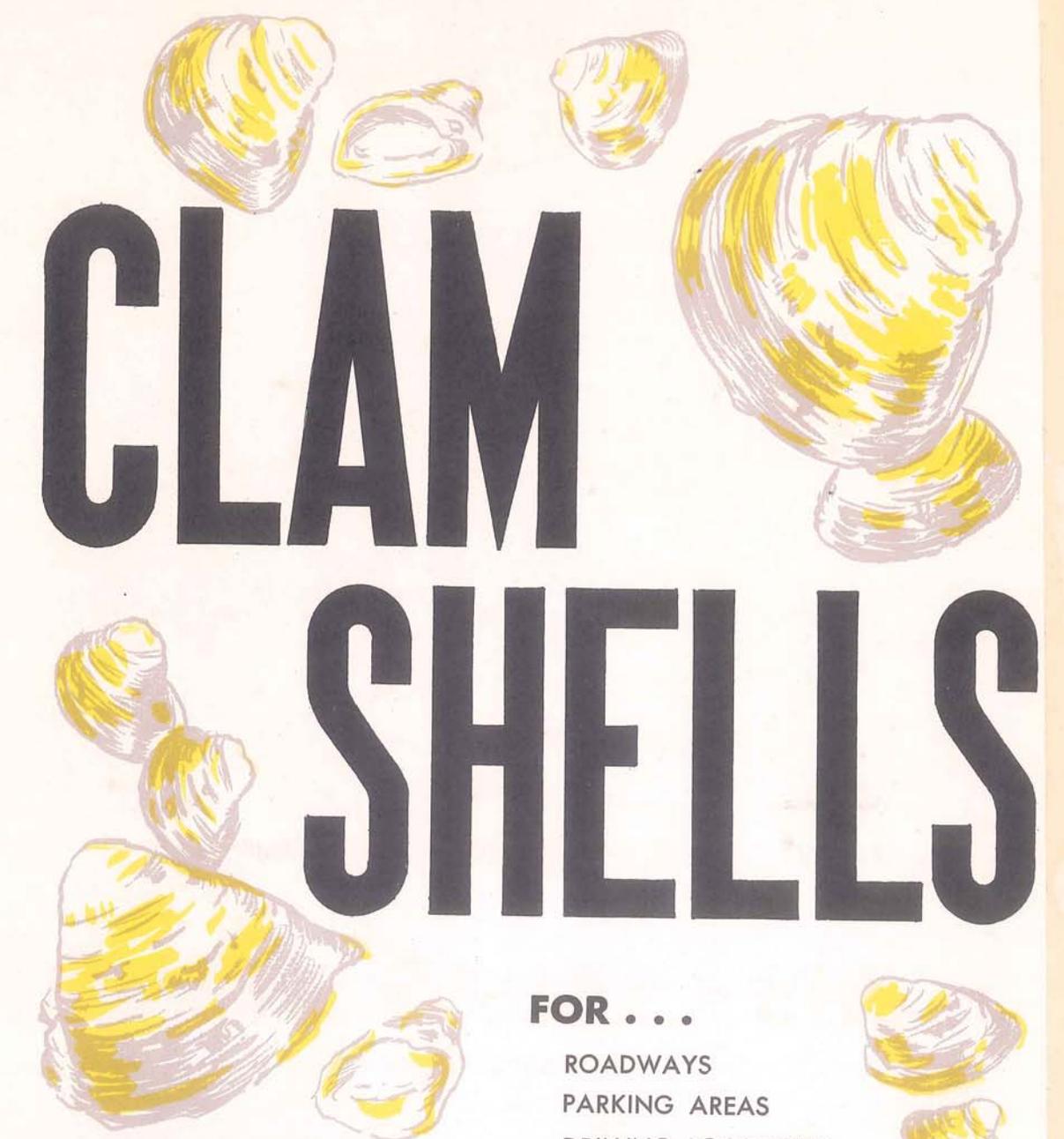


JEFFERSON
PARISH
YEARLY
REVIEW

TWENTY FOURTH VOLUME

1958



CLAM

SHELLS

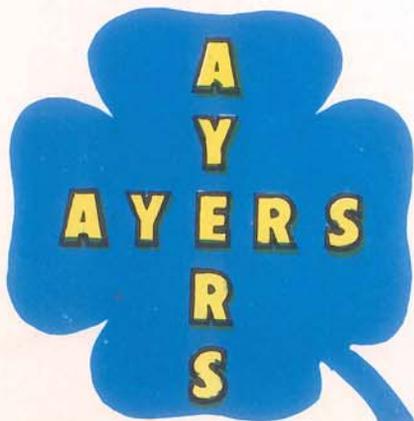
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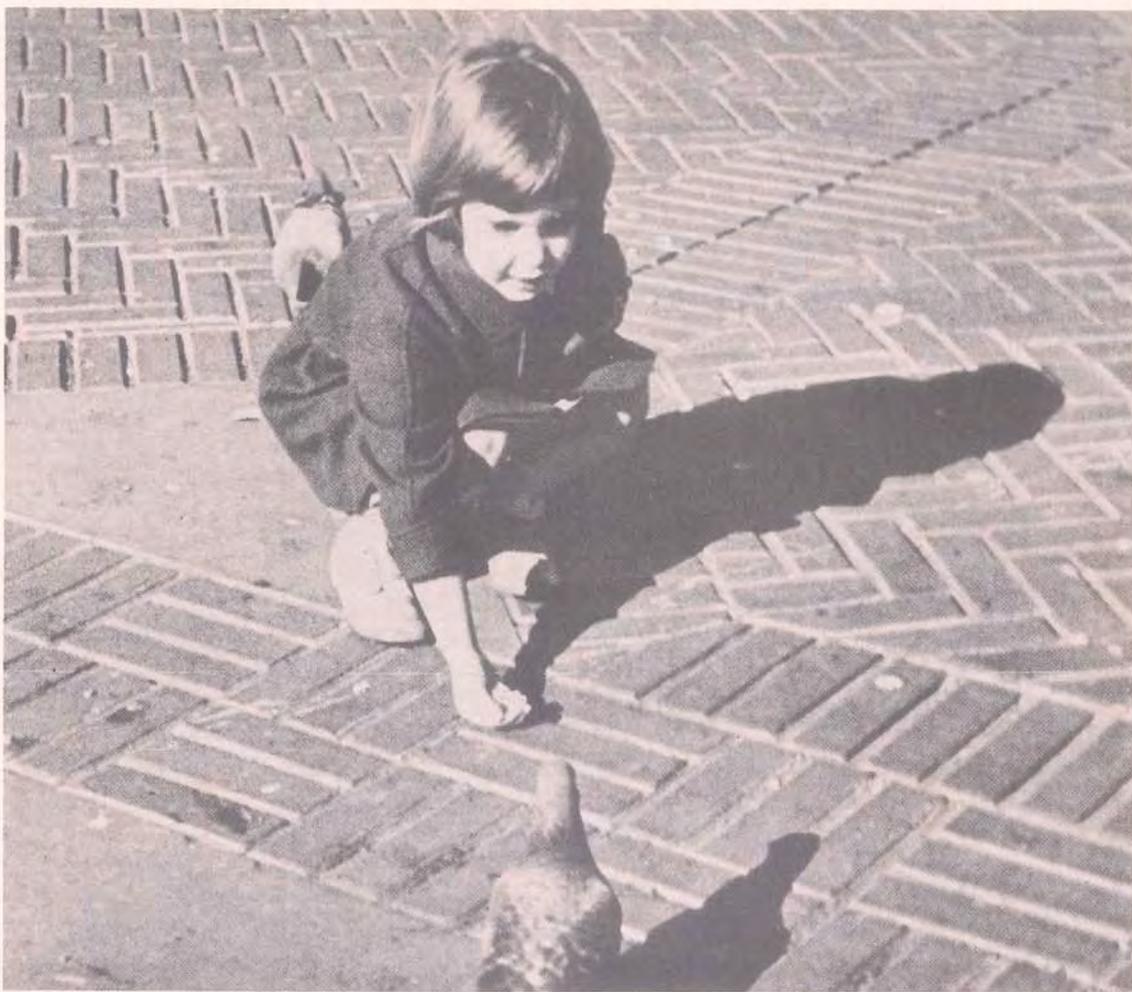


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JEFFERSON PARISH YEARLY REVIEW

1958



Our cover symbolizes the progress of Jefferson Parish since it's conception in 1825. We will continue to catalogue the parish progress as it is known to us. We hope that the writings and pictures herein will give the reader a conception of the tremendous possibilities for this great and resourceful parish of Jefferson, as we see them.

The 1959 issue of "The Review" is our 25th anniversary number and we desire to make it the largest, most informative issue yet to come off the presses. You, our readers, can help by your comment and suggestions.

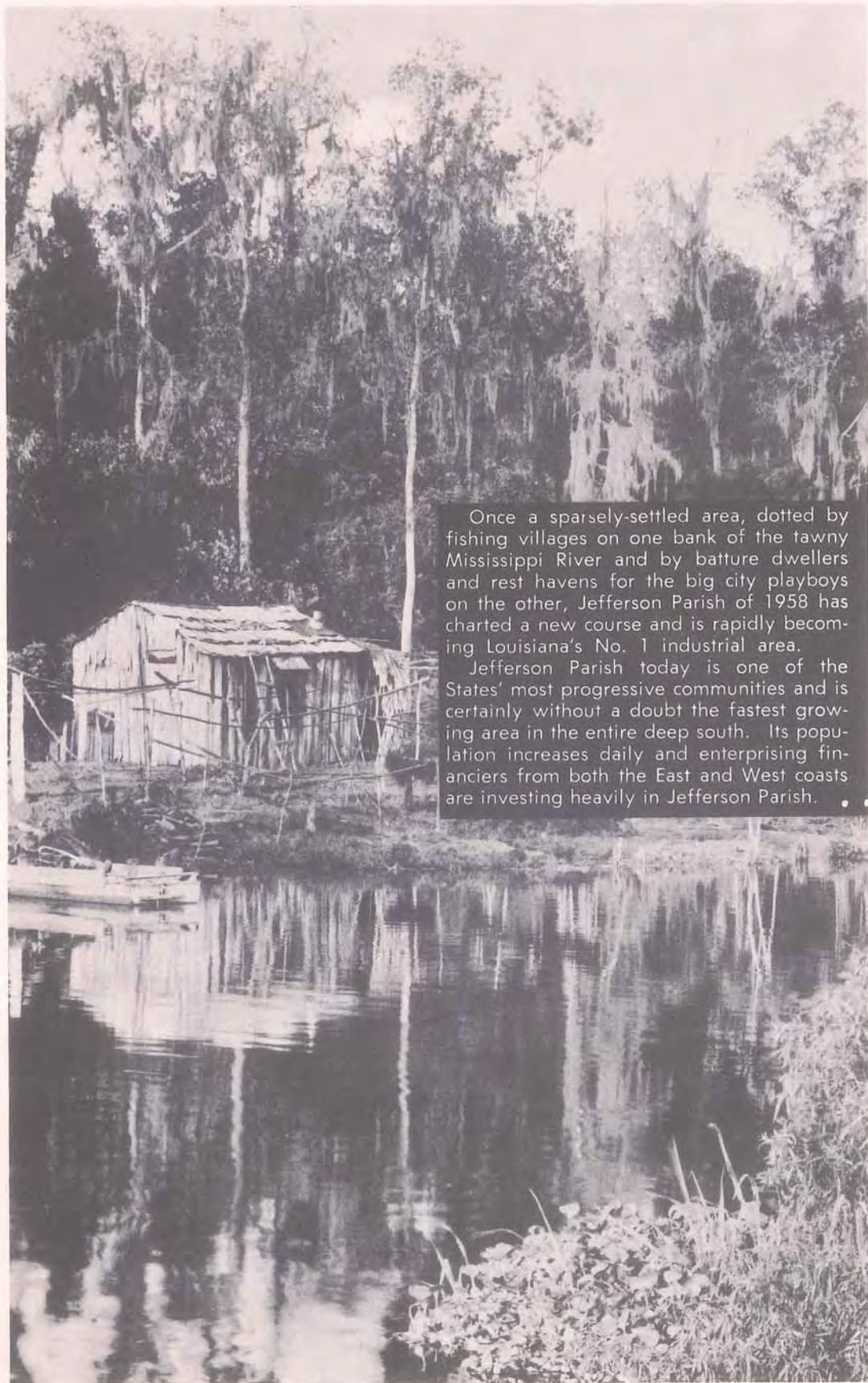
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We wish to thank the people that have assisted in the publication of this 1958 issue. Joseph Monies, Adv. Mgr., and Associate Editor; Randon, Photographer; Chas. Dreux, Photographer, Reporter; Wm. (Bill) Kolb, Artist; the contributing writers and photographers, the Sponsors and the Advertisers . . .

Gordon E. de Lucy
Editor, Producer, Art Director
PARISH PUBLICATIONS, INC.
P. O. Box 485, Metairie, La.



Once a sparsely-settled area, dotted by fishing villages on one bank of the tawny Mississippi River and by batture dwellers and rest havens for the big city playboys on the other, Jefferson Parish of 1958 has charted a new course and is rapidly becoming Louisiana's No. 1 industrial area.

Jefferson Parish today is one of the States' most progressive communities and is certainly without a doubt the fastest growing area in the entire deep south. Its population increases daily and enterprising financiers from both the East and West coasts are investing heavily in Jefferson Parish.

Editor's note: Throughout this issue of the Jefferson Parish Yearly Review are pictures and articles describing the many industries, facilities and natural resources that are at present located in this great Parish of Jefferson. It is our wish that the new government will successfully meet the ever-new demands of a progressive people and accomplish their mission to the fullest, we wish them good luck.

The NEW GOVERNMENT of JEFFERSON PARISH

Less than a year ago the citizens of Jefferson Parish went to the polls and voted into being the present President-Council administration, a government designed to run the affairs of a big community, a future role that Jefferson is certain to fill. The citizens made certain that Jefferson will be prepared to meet its future with a modern, streamlined government of capable leaders.

Jefferson is an area of many riches, a good many provided by nature and others man-made. Oil rigs dot the waters of the Gulf of Mexico and the bays and terrain of Jefferson Parish. Along its shores are housed a thriving fishing industry providing the nation's finest oysters and other seafoods to diners in many parts of the nation, only hours away by today's swift flying airliners.

The waterways of Jefferson form important links in international commerce as do five of the seven trunk lines in the Port of New Orleans, that pass through Jefferson Parish, T. P.; S. P.; I. C.; M. P.; K. C. S.; also there are three major national highways: 51; 61 and 90. And very important also is Moisant International Airport located in the heart of Jefferson serving

New Orleans and surrounding areas. Moisant Airport is now undergoing a vast construction program to prepare it for the jet age, promising to become one of the finest airports in the nation.

The demand for fresh water for industrial plants has placed a premium on land values along the Mississippi River in Jefferson Parish, where a limitless amount of water is available and where continuous industrial development is a certainty. New residential developments are started almost daily as more and more people seek residence in steadily growing Jefferson.

The nation's longest over-water span—the Lake Pontchartrain Causeway originates in Jefferson Parish and stretches like an arrow for 24 miles to St. Tammany Parish. New overpasses and underpasses either constructed or under construction have been designed to speed up the flow of traffic to meet the ever-increasing demand for highway space.

Among the new structures along the Jefferson skyline are the new Parish Courthouse at Gretna, the seat of the Jefferson Parish government, and its East Bank branch on Metairie Road. Construction crews are busy throughout the parish opening new



. the team

streets, paving others, putting down additional sewerage and drainage, building new roads and widening existing roadways. This is growth on a sound foundation, meeting today's needs and planning for future requirements. And it might be noted that the proposed Plaza adjacent to Harvey Canal tunnel has received the full co-operation of the Parish President and council in addition to various clubs and merchants that are interested in this enterprise, it is at present on the Levee Board's agenda for discussion and Mr. Spencer says it will become a reality, if it is possible through his and the council's efforts, in the near future.

Private interests have instituted initial studies to determine the feasibility of a new outlet to the sea from Jefferson Parish to the Gulf of Mexico, a shorter route than the present route via the Mississippi River and also shorter than the Alexander Seaway now under construction between New Orleans and the Gulf of Mexico. Construction of this new Jefferson Parish sea outlet will provide Louisiana with additional port facilities and will open up thousands of acres of land to industrial development.

There is a great need for all these public improvements and many more are still in the planning stages or on the drawing boards. Fortunately, Parish President Charles W. Spencer and Councilman A. Russell Roberts, Fredrick J. R. Heebe, Vernon Haynes, Beauregard H. Miller, Jr., B. J. Duplantis, John G. Fitzgerald and William J. Dwyer, elected to office less than a year

ago, are working as a team to create the kind of government the citizens of Jefferson have chosen, and to put it into operation as quickly as is humanly possible.

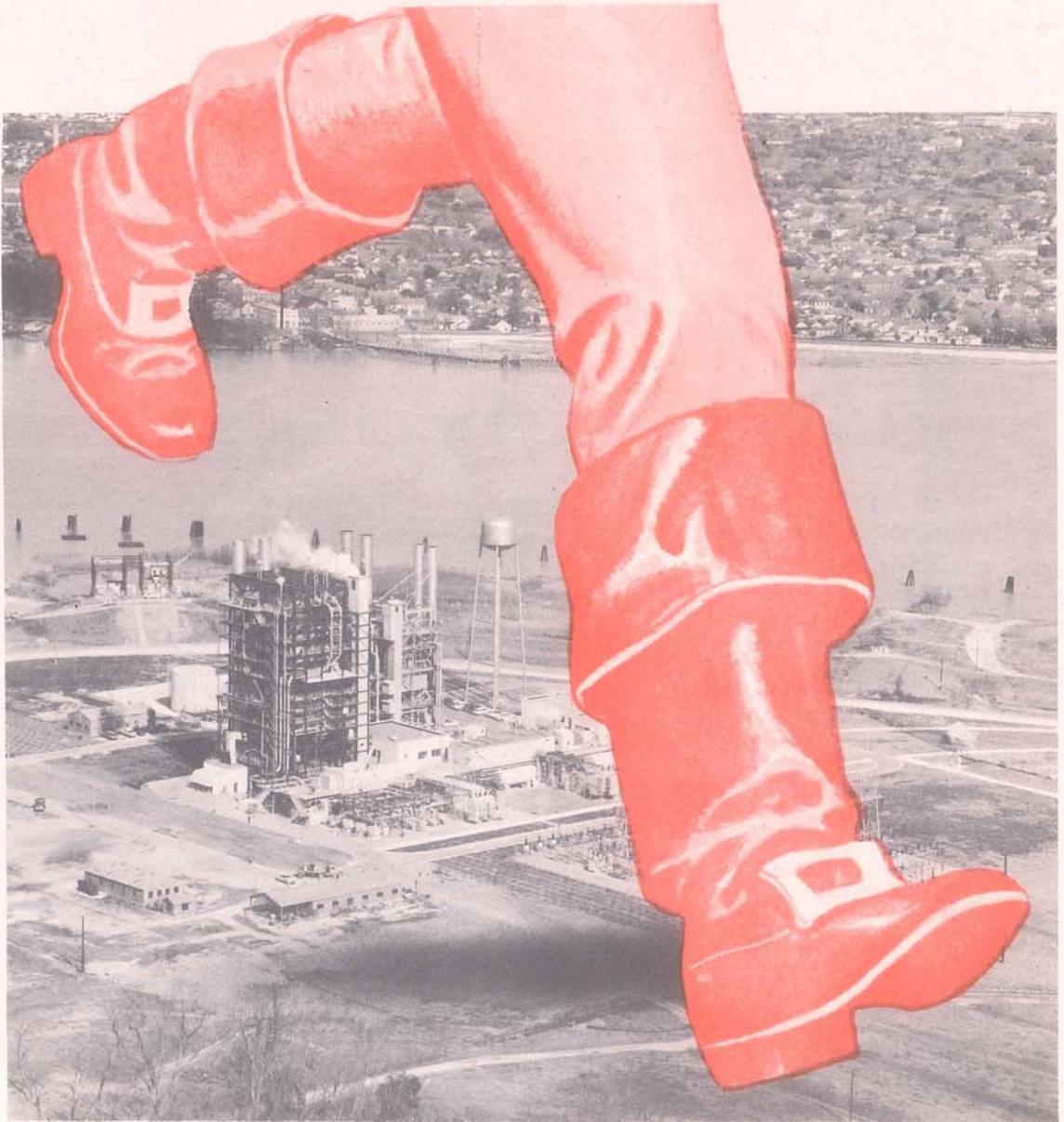
Consolidation in Record Time

Jefferson Parish of today is a community of nearly 200,000 people and with no indication that this population growth will stop anytime in the foreseeable future, particularly in view of the fact that Jefferson has the most ideal residential tracts to be found in quantity anywhere in this area of the state.

Under terms of the new Parish Charter, President Spencer is the chief administrative officer of the parish and the members of the Council comprise the legislative and policy-making body. The Charter provided that the new parish officers consolidate all of the independent agencies which have so long existed in various districts throughout the parish. It gave them until September 10 to complete consolidation, an almost impossible task, yet the consolidation was accomplished in fact three weeks ahead of the scheduled deadline.

This consolidation is the cornerstone of the new structure of Jefferson Parish government, designed as it was to more efficiently serve the population and to form the basis for any comprehensive program of public improvements now or in the future.

The charter provided for the creation of four departments of parish government including finance, personnel, planning and



How LP&L takes giant strides to keep pace with Jefferson Parish growth

Towering 14 stories high, Louisiana Power & Light Company's Ninemile Point steam-electric generating plant represents a landmark in business foresight. Fast though Jefferson Parish grows, LP&L has been ready with ample, dependable, low-cost electric power. Ninemile Point's three outdoor units have a

generating capability of 427,460 hp. or 319,000 kilowatts. Every modern engineering marvel, including industrial television, is employed for *high* efficiency—to keep the cost of electricity *low*, and all your neighbors who work at LP&L are trained with one objective in mind—to provide the best possible service.



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years

AVONDALE industrial pace-setter

in one of America's fastest growing areas

Avondale Main Yard—
marine construction and
repair division.



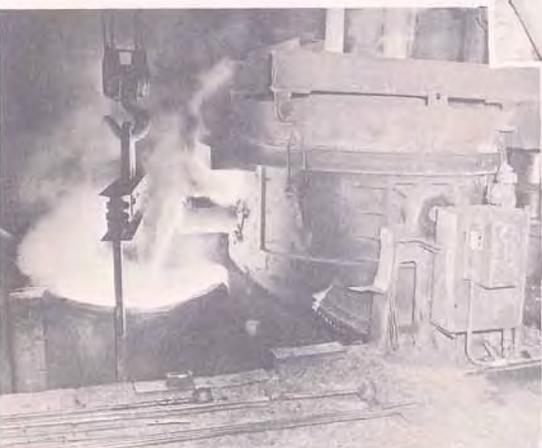
Avoncraft Division, located in
Avondale Main Yard, manufac-
tures porcelain enamel steel
products like the Avondale En-
gineering and Research build-
ing shown.



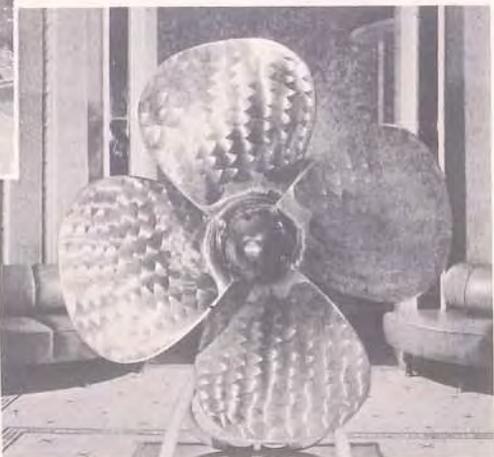
Harvey "Quick Repair" Yard on the Harvey Canal, with Oil Tool Machine Shop in background.



One of America's largest heat treating furnaces, located in Avondale Main Yard, stress relieving and normalizing a large capacity tank for the petrochemical industry.



The Service Foundry Division uses two top charge electric arc furnaces in the manufacture of high and low carbon steels, high strength alloy steel and stainless steel.



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Parish Pres. Charles W. Spencer



A. Russell Roberts,
Councilman-at-Large

law. Despite the enormous task facing them in consolidating the parish agencies involved, the four mandatory departments of the Council, upon the recommendation of President Spencer, created five additional departments of government to meet present-day requirements. These latter departments include water, sanitation, safety, recreation and roads and bridges.

And as a further indication of his desire to obtain the best available talent to fill newly created top department posts, he made it clear that only fully qualified men would be acceptable for the jobs, even if it was necessary to go outside the parish to find them. In such cases, the appointees would be given reasonable time in which to establish residence in Jefferson Parish.

As of this writing, a finance director has been named, a personnel director has been appointed, the parish attorney is functioning, a new parish purchasing agent has things well in hand and a planning and zoning advisory board is at work. The first consolidation was in the new Department of Recreation, now headed by Harry "Wop" Glover, a former Tulane University football great and one of the finest athletic figures in the south. Consolidation of the other independent agencies took longer to accomplish because of the complex debt structure of various districts.

Though the new parish officers have held office for a few short months, and faced one of the most trying jobs in the world in the inauguration of an entirely new form of government and the consolidation of the numerous heavily bonded independent district agencies, a vast amount of work has been accomplished.

Among some of the accomplishments to which President Spencer points with pride is establishment of a close working relationship with Louisiana's Congressional delegation in Washington and a line of communication with top-level men in various federal agencies with which parish leaders will be working. Since taking office he and other members of the new parish government have conferred in the nation's capitol with specific federal agencies in attempts to obtain funds to carry out a vast program of sewerage and drainage; to construct federal housing projects on the East and West banks of the parish; to fill in the Pontchartrain lake front area from Orleans Parish to St. Charles Parish, making it possible to develop additional residential sections with proper drainage and parish-maintained roads.

Parish President Spencer and the Council estimate that hundreds of thousands of dollars will ultimately be saved as a result of changes in policy affecting parish pur-



Fredrick J. R. Heebe,
West Bank Councilman-at-Large



Vernon "Lefty" Haynes,
East Bank Councilman-at-Large



Beauregard H. Miller, Jr.,
Councilman for District 1
(Wards 1, 2 and 3)



B. J. Duplantis,
Councilman for District 2
(Wards 4, 5, 6 and 11)



John G. "Jack" Fitzgerald,
Councilman for District 3
(Wards 7,9)



William J. Dwyer,
Councilman for District 4
(Wards 8, 10)

chasing, that duplicated jobs were being performed by Parish job-holders and the duplications were being eliminated; that considerable savings have already been effected in parish shell and gravel purchases since the council has taken office.

A Complex Task Challenged by Capable Men

Inauguration of the present President-Council government in Jefferson Parish was the climax of eight years of active effort, frustration and finally victory by the citizens of the parish. In writing and adopting the new home-rule charter, the people made it clear that they would tolerate no wasted motion.

The task assigned to the new parish officers was one of the most complex ever given to a new slate of public officials. In the language of the charter, it provided that "within six months from the date on which the parish council shall take office, the powers and functions of the governing bodies of the special districts whose boundaries are wholly within the boundaries of the parish, shall be assumed and retained by the council and the parish President, and the members of the independent governing bodies shall no longer hold office."

The Parish's new President, Charles W. Spencer, had never, prior to his election, been identified with political activity. He is a Tulane University graduate and had for many years been identified with the Con-

solidated Drug and Chemical Company, a business founded by his late father. He is married and has one daughter.

Like Spencer, most of the members of the new parish government have never held public office. They are:

A. Russell Roberts, a young attorney who had been a member of the charter commission which drafted the new governmental vehicle, and who became councilman-at-large and who by virtue of his election as such, is Chairman of the Council.

Frederick J. R. Heebe, also a young attorney and also making his first bid for public office, chosen West Bank Councilman-at-Large.

Vernon "Lefty" Haynes, a junior High School Principal and one-time celebrated Tulane University football star, elected East Bank Councilman-at-Large.

Beauregard H. Miller, Jr., whose family has been prominently identified with West Bank parish affairs for many years, named councilman for District 1, comprising wards 1, 2 and 3.

B. J. Duplantis, twice mayor of Westwego and a businessman, elected councilman for district 2, wards 4, 5, 6 and 11.

John G. "Jack" Fitzgerald, public school teacher and member of the out-going Police Jury, elected as councilman for district 3, wards 7 and 9.

William J. Dwyer, East Bank businessman, named councilman for district 4, wards 8 and 10.



... in the front door



... serious



a happy family ...



this was it ... !

THE PROPOSED DEEP WATER SEAWAY TO THE GULF

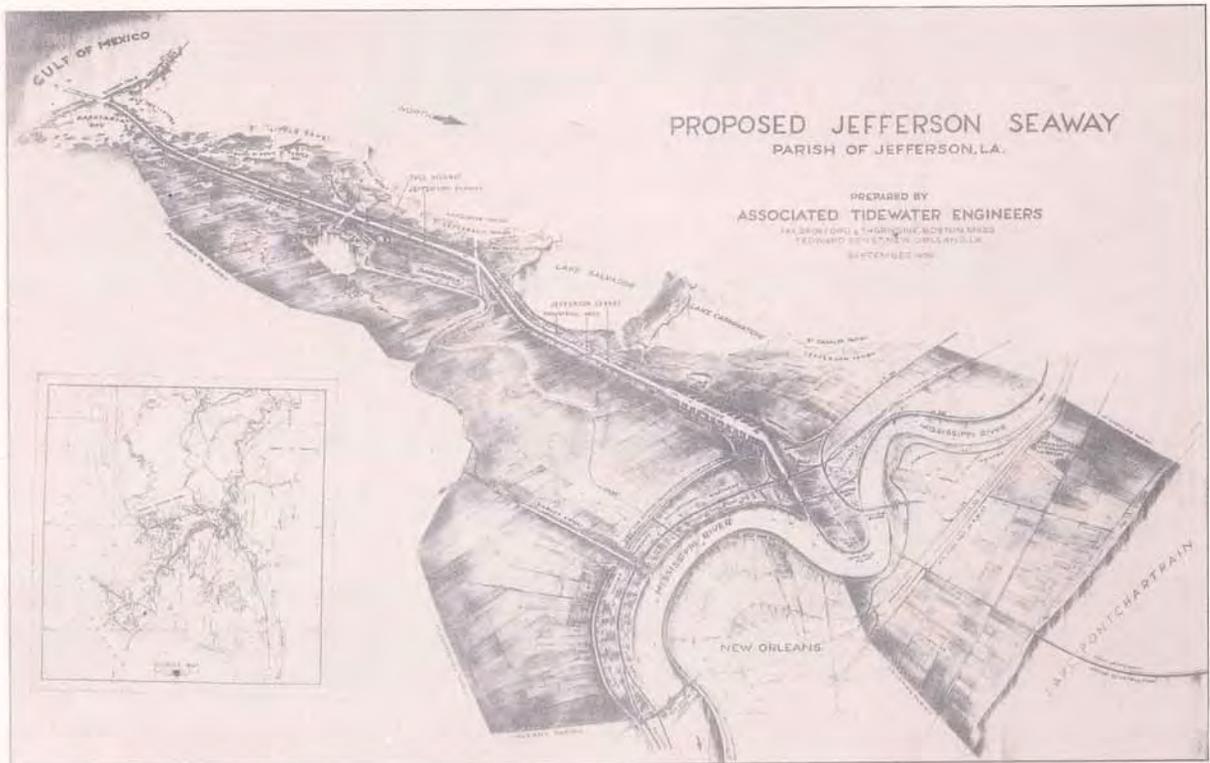
A project of great economic importance to Jefferson Parish is the proposed Jefferson Industrial Seaway, a 55-mile-long tide-water canal which would run from the Mississippi River at Westwego, to deep water in the Gulf beyond Grand Isle.

The proposed seaway, which would have a minimum depth of 40 feet and a bottom width of 500 feet, would reduce by half the distance shipping now travels along the river to the Gulf.

The waterway would make possible the reclamation of vast areas for industrial

development, which would also have access to rail lines and would be served by a paralleling highway to Grand Isle built as part of the project.

During the past year, the Jefferson Industrial Seaway Commission has held meetings with legal, fiscal and engineering experts in connection with the proposed project and is convinced that a sound plan can be worked out for construction of the seaway. The seaway would be financed from revenue bonds.



MEMBERS OF JEFFERSON INDUSTRIAL SEAWAY COMMISSION

NAT B. KNIGHT, JR., Chairman; Attorney, banker and chairman Louisiana Public Service Commission.

CHARLES L. DOERR, SR., Vice-chairman; Businessman, banker and investments.

LeROY L. HALL, Secretary-Treasurer; Investments.

HENRY Z. CARTER, Member; Vice president of Avondale Marine Ways, Inc.

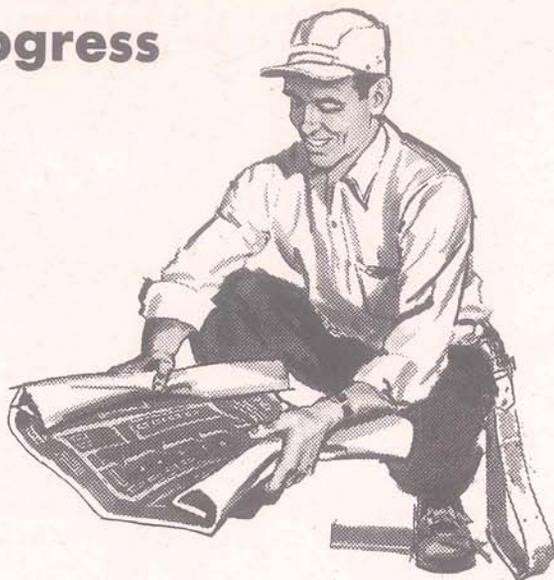
RALPH F. FREEMAN, Member; Operation Manager, Louisiana Division of the Celotex Corporation.

LEON NUNEZ, Member; Wholesale Seafoods and businessman.

WILLIAM O. TURNER, Member; President, Louisiana Power and Light Company; Director Middle South Utilities Inc.; vice-chairman, Mississippi River Bridge Authority.

S. L. WRIGHT, Member; Assistant to the President, Texas and Pacific Railroad.

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Southern Bell in Louisiana

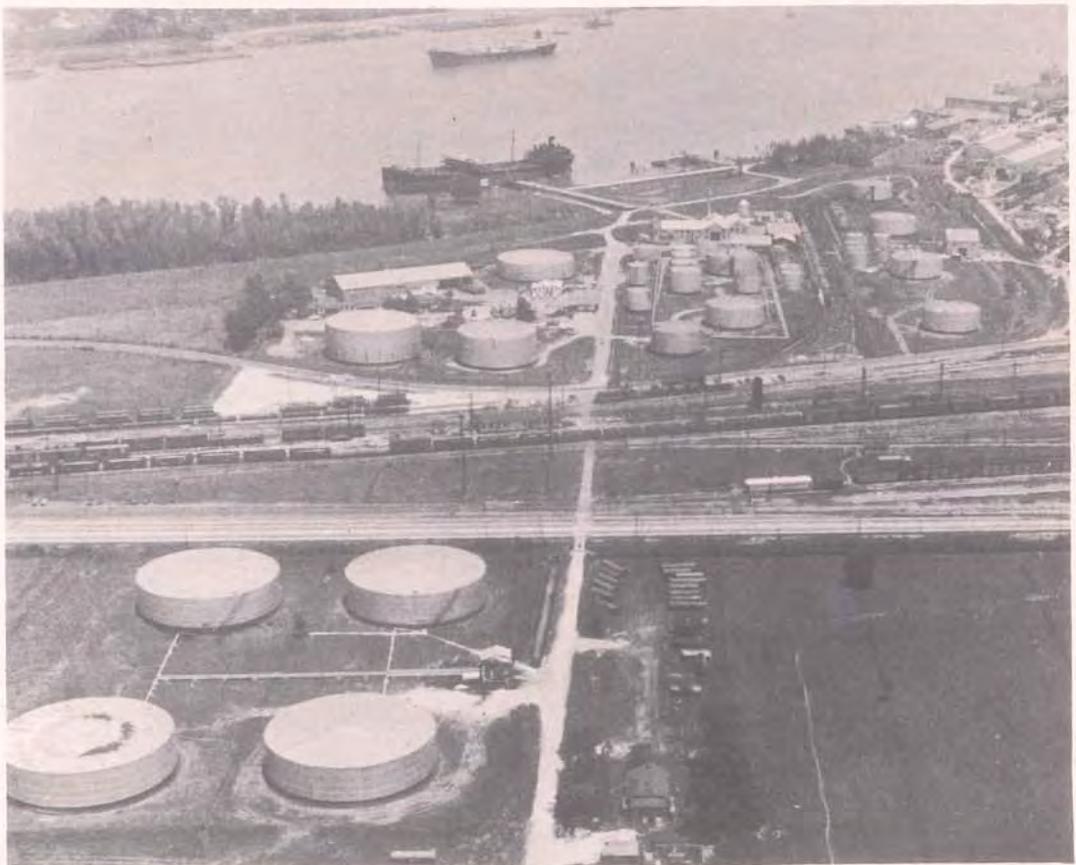
More Than a Decade of
Constant Progress
For
AVONDALE MARINE WAYS, INC

The consistent and in some categories the phenomenal growth of the greater Jefferson Parish and New Orleans area is reflected, more or less, in the progress of Avondale Marine Ways in its several activities over the past ten years.

And the foreseeable future holds like promise for continued growth. With the advent of large-capacity, metal-working facilities now available in this area, the demand for heavy steel fabricated products

such as pressure vessels, reactor tanks, extra-large weldments, etc., it is no longer necessary to seek sources outside this area for this type of specialized work.

Besides the demand of local industries for these products, out-of-town inquiries and orders have been attracted to this area because of the expanded capacities now available and because of the widely diverse activities in the field of industrial steel fabrication now established in this community.



Air view of deep water Avondale Terminal and wharf on the Mississippi
Photo courtesy American Liberty Tank Terminals.

Avondale's four divisions comprising the main plant, Harvey Canal Plant, Service Foundry and Avoncraft have all shown substantial volume increase over the past year. This increase from year to year has necessitated the installation of not only additional facilities but for increased capacities as well.

This is especially true in the specialized steel fabrication area, a widely expanded activity of Avondale, requiring such extra-large units such as a 20'x20'x48' normalizing furnace and banding rolls with capacities for rolling steel plate up to 4½" thick. The increasing demand of both petroleum and chemical industries further indicate the industrial development in this vicinity.

Formerly industries and contractors requiring this heavy steel work was obliged to seek sources elsewhere. Now this work can be done locally. This, incidentally, is but one phase of Avondale's overall expansion program which is based on the continued and increasing demand of various industrial products and services. To further indicate the progress in this area in our particular field following is a brief summary of Avondale's achievements for 1957 over the preceding year:

Harvey Canal Plant records show a total of 3541 marine jobs (all descriptions) for the past year, of which in excess of 2000 vessels dry docked (this plant has averaged over 1500 vessels dry docked per year for the past 10 years) this in itself is indicative of the increased inland waterways traffic through this area.

Based on the future demand for Maritime and Marine Services and equipment the dry dock facilities, numbering four at this plant, have been increased by one. 3300-ton capacity dock with propeller repair facilities for commercial sizes up to 24' in diameter. To further augment the expansion at Avondale, again based on it's continued industrial growth of the South, the Service Foundry Division of Avondale was acquired in 1951 and has shown consistent growth from year to year. This facility also has enlarged capacities for one-piece steel and iron casting up to 15,000 lbs.

This is also in keeping with the increased demand here for foundry products. Another progressive step at Avondale was the construction of the Avoncraft Plant (4th division), one of the most modern and large-capacities enameling plants in the country, several years ago on the main plant site of Avondale, La. This plant is engaged in the design and manufacture of porcelain enamel on steel. Package service stations for the marketing division of the oil companies has also shown consistent increase in pro-

duction, and from all indications faces an even brighter future. To better illustrate the development and growth of our local industries we should perhaps look to Avondale itself, which is certainly exemplary.

Ever since World War II, and with full confidence in the future of our local and national economy, Avondale has plowed back millions of dollars in plant facilities and expansion for larger capacities and for a widely diversified operation. The judgment and confidence of its officers, as with other local industrialists, has had very gratifying results, as evidenced by Avondale's present status as a major industry here with a total invoiced production for the year 1957 of approximately \$50,000,000, with a monthly payroll of \$1,500,000,, and 1958 indicating a definite increase. From the foregoing the extent of the phenomenal growth of our local industries can be appreciated along with their immeasurable contribution to the welfare and development of our community, in which we are all so vitally interested.



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These are the 17 men who served on the last Jefferson Parish Police Jury

LeRoy L. Hall, President of the Jury—representing Ward 8 in Metairie . . . Electrical Contractor . . . first Director of the Department of Regulatory Inspections . . . Secretary-Treasurer of Jefferson Industrial Seaway Commission.

John W. Stone, President Pro-Tem of the Jury—representing Ward 1 in Gretna . . . Petroleum Products Distributor . . . member of the Mississippi River Bridge Authority.

William E. Strehle, Jury member—representing Ward 2 in Gretna . . . the oldest jury member in years of service, first elected in 1916 and was President of Police Jury 1924-25 . . . President Jefferson-Plaquemines Drainage District . . . Road Superintendent, Highway Department of the State of Louisiana . . . Waterworks Superintendent for the City of Gretna . . . License Examiner for the Sheriff's office.

Jesse J. Breaux, Jury member—representing Ward 3 of Gretna and Lower Harvey . . . retired Barbershop owner.

John W. Falcon, Jury member—representing Ward 4, Harvey-Marrero-Westwego . . . the "baby" member of the Police Jury.

Jacob D. Giardina, Jury member and Chairman of Finance Committee—representing Ward 4, Harvey-Marrero-Westwego . . . Operator of Automobile Agency and Garage . . . Member of School Board . . . Commissioner Waterworks District No. 2.

Sidney Pertuit, Jury member—representing Ward 4, Harvey-Marrero-Westwego . . . Used car dealer . . . Retail furniture . . . Insurance and Real estate . . . Assistant Director of Department of Regulatory Inspections

Wilfred Bethelot, Jr., Jury member—representing Ward 5, Bridge City-Avondale-Waggaman-South Kenner . . . Vice president of a major Insurance Agency . . . Wholesale dealer in baby turtles and Louisiana lizards . . . Commissioner and General Manager of Waterworks District No. 5.

Leon Nunez, Jury member—representing Ward 6, Crown Point-Barataria-Lafitte . . . Wholesale seafood dealer and businessman . . . Member of Jefferson Industrial Seaway Commission.

Robert Otterman, Jury member—representing Ward 7, Southport-Shrewsbury-Suburban Acres . . . Retired railroader . . . Commissioner of Fourth Jefferson Drainage District . . . the Jury's senior member in age.

R. J. Barrus, Jury member—representing Ward 7, Southport-Shrewsbury-Suburban Acres . . . Rice broker . . . Salesman . . . Manager Sewage District No. 2.

Ernest Reviere, Jury member—representing Ward 8 in Metairie . . . Transportation . . . Equipment Superintendent Fire District No. 2.

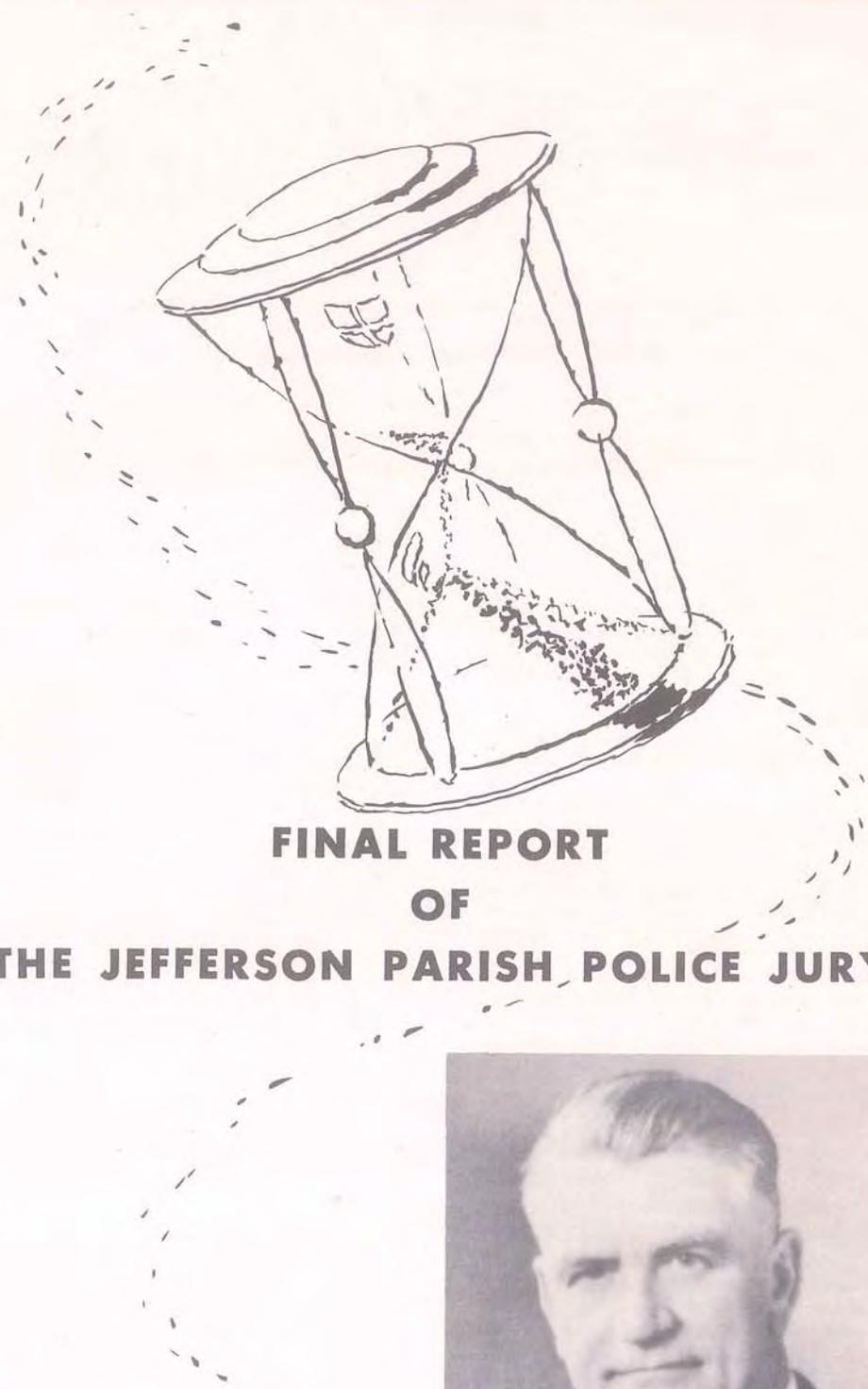
John J. Holtgreve, Jury member—representing Ward 8 in Metairie . . . served 4 years as Police Jury President . . . Assistant Wire Chief for major Brokerage House . . . Commissioner and Superintendent Sewage District No. 1 . . . Commissioner Fourth Jefferson Drainage District . . . now member and General Manager Lake Pontchartrain Causeway.

George Louis Ladiner, Jury member—representing Ward 9, Harahan-Little Farms-Kenner . . . Salesman . . . Chief Plumbing Inspector, Department of Regulatory Inspections.

John J. Fitzgerald, Jury member—representing Ward 9, Harahan-Little Farms-Kenner . . . School Teacher . . . Alderman and Mayor Pro-Tem, City of Kenner . . . now serving on new Parish Council.

Sam P. LeBlanc, Jury member—representing Ward 10 in East End . . . Sales Promotion Department of large brewery . . . Boat supplies and hardware . . . Director of Motor Vehicle Department, Sheriff's Office.

Nolte I. Ludwig, Jury member—representing Ward 11, Grand Isle and Cheniere Caminada—Hotel owner and operator.



**FINAL REPORT
OF
THE JEFFERSON PARISH POLICE JURY**

By LeRoy L. Hall

President of the Last Jefferson Parish
Police Jury

PREFACE: On March 10, a President and 7 man council replaced the Police Jury form of government which for a period of 138 years had governed Jefferson Parish from almost a complete



LeRoy L. Hall

anonymity to its present proud position as the most concentrated and fastest growing industrial area in the Deep South. This report is a review of the early struggles and major accomplishments of the Police Jury system in Jefferson Parish since that day in 1825 when the Louisiana Legislature created out of the Parish of Orleans a new parish naming it in honor of the then still living President, Thomas Jefferson.

During almost all the first three quarters of a century of its existence the Police Jury of Jefferson engaged in separating the Parish from New Orleans influence and infiltration, clarifying its own powers and position, and surviving the War between the States and the bitter aftermath of Reconstruction, and establishing a parish personality and independent identity. For these reasons those years between 1825 and 1900 are best described as

THE FORMATIVE YEARS.

When Jefferson Parish was legally established in 1825 it included not only all of its present day area on both sides of the river, but all of what is now New Orleans above Felicity Street to Monticello Street. This stretch of rich land along the Mississippi riverbank was then a series of plantations. Because of the population increase in New Orleans, Jefferson Parish lost this entire section during its first fifty years of existence. Here is what happened:

As New Orleans expanded upstream from the Vieux Carre and the Canal Street area the owners of these plantations gradually sold off their land for Faubourgs or suburbs, which was broken up into lots for suburban homeowners. The first of these to be subdivided was the plantation closest to town, right above Felicity Street which became the Faubourg of the Ursuline Nuns. The next plantation subdivision created was the Faubourg Lafayette, so named after the French hero of the American Revolution, who had endeared himself to New Orleanians when he visited the city the same year Jefferson Parish was formed. The third of these partitions was called the Faubourg of the Livaudais Plantation, which was sold mostly to rich Americans and became the celebrated Garden District of New Orleans. All these three Faubourgs were incorporated in 1833 (just 8 years after Jefferson was formed) into the City of Lafayette.

Upstream from the City of Lafayette was the Borough of Freeport which later became

the City of Jefferson. In 1852 the City of Lafayette was annexed by New Orleans, from Jefferson Parish and in 1870 the City of Jefferson became part of New Orleans.

A third Jefferson Parish town, Carrollton which had been formed from the historic McCarty Plantation, also was absorbed by New Orleans. Known today as the Carrollton District it is the only one of the three towns which still retains any of its original city identification.

With the annexation of Carrollton in 1874 the Parish of Jefferson lost over half its original East Bank. But finally a survey was made in 1892 and accepted by both Jefferson Parish and New Orleans permanently setting the present boundaries, leaving Jefferson Parish 32,000 acres on the East Bank. Fortunately an Act of the Legislature was passed making it impossible in the future for one parish to annex any portion of another unless a majority of the voters in both parishes concerned vote in favor of the annexation. With the survey and the protective statute on the books Jefferson's borders remained intact. Jefferson Parish, with 426 square miles of land began its march of progress.

The Evolution Of The Police Jury

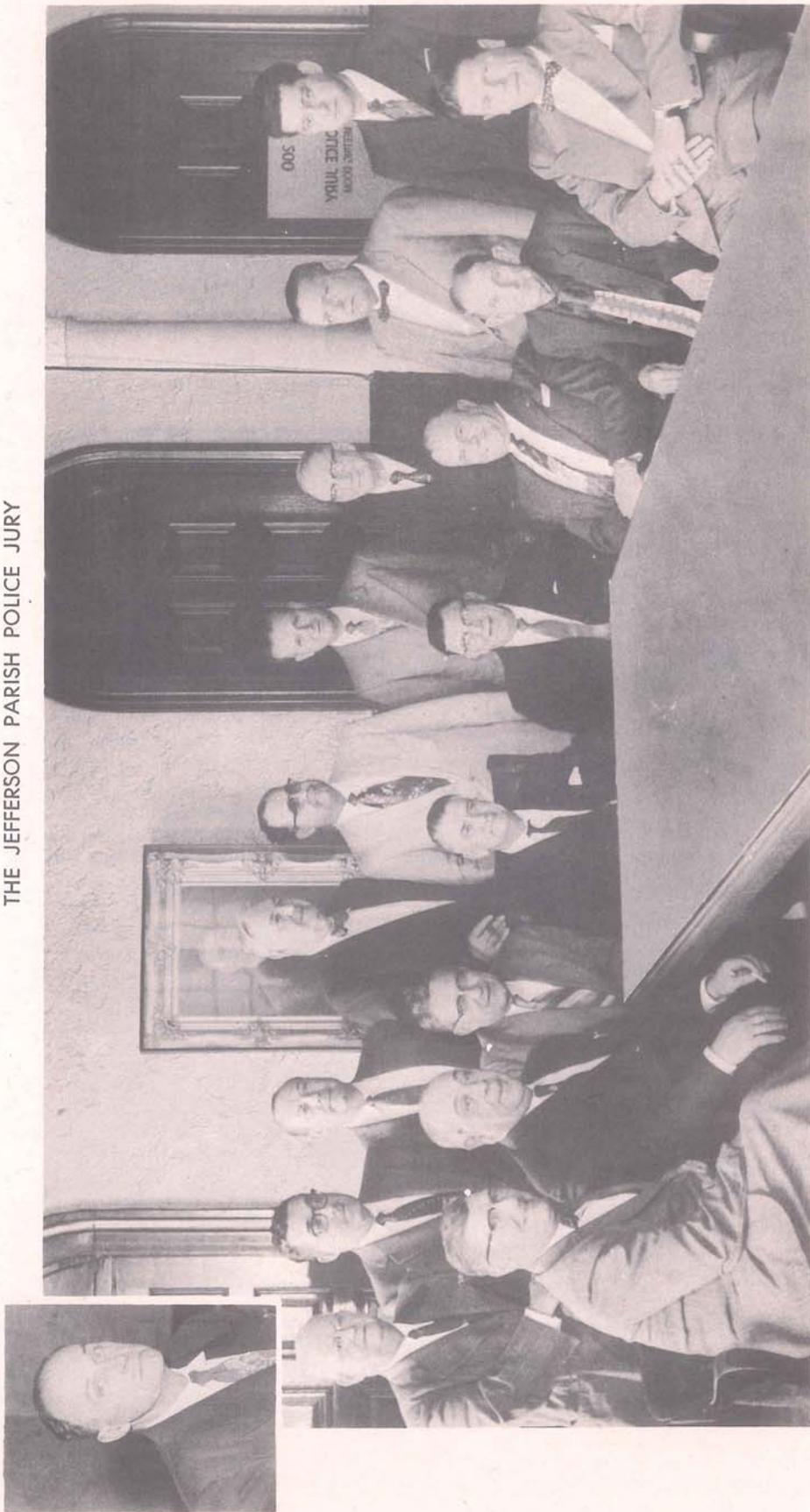
Not only did the Police Jury of Jefferson have a fifty year struggle permanently freezing its New Orleans boundary line, but it also spent nearly all of its first seventy-five years clarifying its own functions and establishing its unfettered position as the parish governing body.

When Jefferson Parish was organized the Police Jury consisted of a Parish Judge as its head, assisted by twelve jurors. In the beginnings of the Police Jury system of the Louisiana Parishes this parish judge had been all powerful, having not only police powers, serving as sheriff, tax collector and committing magistrate—but presiding over the parish and probate courts, and functioning also as clerk of court, recorder, notary and treasurer.

However, by the time Jefferson was formed the parish judge had been shorn of most of his powers. In 1830, five years after Jefferson became a parish, the Parish Judge was replaced as head of the Police Jury by the President elected by the police jurors themselves. By 1845 the office of the Parish Judge had been completely abolished.

Parenthetically it was the police powers of this early Parish Judge which gave the Police Jury its name—although today a Police Jury is purely a legislative and policy making body without any police or law enforcement powers whatever.

THE JEFFERSON PARISH POLICE JURY



Members and officers, from left: seated: Jesse J. Breaux, Gretna; Jacob D. Giardina, Marrero; John W. Stone, President Pro-Tem, Gretna; LeRoy L. Hall, President, Metairie; John J. Holligreave, Metairie; Sam P. LeBlanc, East End; Robert Otterman, Southport; John G. Fitzgerald, Kenner; standing: William E. Strehle, Gretna; Leon Nunez, Lafitte; Sidney Pertuit, Westwego; Ernest Riviere, Metairie; George Louis Ladnier, Harahan; Frank J. Deemer, Secretary; R. J. Barrus, Suburban Acres; Wilfred Berthelot, Waggaman; John W. Falcon, Marrero—Inset: Nolte I. Ludwig, Grand Isle.

During those first few years there had been so many changes made in the police jury system that the Parish of Jefferson requested from the State Legislature a clarification of its duties and responsibilities. In 1834 that clarification was granted in form of a legislative act which provided that the Police Jury of Jefferson should be composed of not less than six members or more than twelve, and that no person was eligible as a police juror unless he had the qualifications for election to the State House of Representatives. It also outlines as requested the duties and responsibilities of the Jefferson Parish Police Jury.

Three quarters of a century later the restriction on the amount of members was lifted, allowing Jefferson and other parishes to elect one police juror for every ward, and an additional juror in each ward for every additional 5,000 population in excess of 2500.

On this basis the retiring Police Jury of 1958 had 17 members. In the opinion of the writer, as last President of the jury, the Police Jury is a truly democratic form of government.

It is now history that during the rough and rugged Reconstruction Period after the War between the States the Parish Police Jury came under the domination of the state carpetbagger officials. During these difficult years, the Governor personally appointed, and of course controlled, every one of the jurors. Not until 1896, almost thirty years after the War, did the police juries of the State, including Jefferson, regain control of their own parish affairs. Local elections of police jurors were again resumed. It was also about then that it was required that each police juror, to qualify for election, must own assessed property in the parish either in his or his wife's name.

Another feature of these formative years was several changes of location for the Jefferson Parish Police Jury meetings, all of which mirrored the boundary shrinking on the East Bank. For the first 27 years, from 1825 to 1852, the Police Jury met in the courthouse in the city of Lafayette—until it became part of New Orleans. Then for another 22 years meetings were held in the courthouse of the City of Carrollton until it, too, was absorbed by New Orleans in 1874.

In the meantime (in the year 1858) there had been a division of the Police Jury into two separate bodies—the Right Bank and the Left Bank, with each governing its own side of the river. However they both met in the same building, the courthouse in Carrollton, where the city's

officials also met.

From 1874, after Carrollton was merged with New Orleans, the Right and Left Bank Police Juries met in historic Harvey's Castle at Harvey on the right bank until 1884, during which year by an Act of the Legislature the two juries were again united into one. On May 7, 1884 the courthouse was moved to William Tell Hall in Gretna which, incidentally, was not then a city.

In this William Tell Hall the Jefferson Parish Police Jury straddled the two centuries and in 1906 moved into the first official courthouse built by the parish. In that venerable structure, now known as the Old Court House, the Jefferson Police Jury guided the prospering fortune of its parish for fifty two years . . . moving into the new Court House long enough to hold one meeting in March before retiring to be replaced by the new 7 man Council and Parish President.

Jefferson Parish had a population of 6846 people in 1830 which had increased to 15,321 at the close of the century 70 years later. It was still the country cousin with its villages (no cities yet) and its fisherfolk, farmers and planters—for as the new century stalked in Jefferson was still 98% agriculture and still an unknown factor in the destiny of the Deep South.

When the Parish was created it was necessary for the police jurors to meet only semi-annually, and up until 1835 the Police Jury's maximum borrowing power was only \$10,000. Not until 30 years later was it found necessary to authorize the Police Jury to issue bonds and incur debt. Compare that with the recent Lake Pontchartrain project. The Police Jury confidently presented and successfully received the voters' permission to issue Revenue Bonds to the tune of \$46 million.

However, it is unfair to state that outside of solidifying the parish boundaries and clarifying its own functions the Police Jury of Jefferson accomplished very little during those 75 years.

In 1887 the small and slimly financed Police Jury of Jefferson passed the most significant resolution in the history of the parish. In spite of the fact that their parish was then within 2% of being a totally agricultural area, those police jurors of that year of 1887, most of them were planters, fishermen or farmers, unanimously and officially placed in the minutes this historic Jefferson Parish invitation to industry:

"Whereas we are informed that there are capitalists seeking to locate sites for various manufacturies and considering that the Parish of Jefferson offers desirable locations, and that it is in the interests of

our parish to have such manufacturies in our midst, be it resolved, that it is the sense of this Jury to offer every inducement and encouragement within its province to such enterprises and manufacturies whenever located within our jurisdiction, and solicit visits to our parish of all such capitalists before locating elsewhere”.

Thirteen years before the industrial age turned the corner of time the Police Jury leaders of this sparsely populated, still poor and 98% agricultural parish had already foreseen the advantages of its water wealth, its river frontage and its strategic position at the crossroads of commerce to the future factories of the south.

This was not only the period of the formative years—it was also the period of amazing foresight.

(NOTE: Three years after its historic invitation to industry Jefferson Parish welcomed the oldest and largest producer of cottonseed oil products in the U. S., The Southern Cotton Oil Company which established itself at the town of Gretna because of its combined rail and river facilities.)

The Period Of Transformation 1900 to 1920

The transition from a totally fishing and farming parish to an industrial empire did not take place immediately or even quickly. It was a slow, steady, process of prepared-

ness (interrupted incidentally by World War I)—a period more healthy and more substantial, however, than any brilliant boom.

These were the years in which the plantation areas of the parish developed into towns and cities. These were the years between the wild and untamed Jefferson Parish when it was known as The Free State of Jefferson and the mature and responsible Jefferson Parish, when its string of communities began to boast of their living advantages, their schools, their churches and their hospitality to the workers of the new industries to which they extended aid and inducements.

The century opened with a small but very significant contribution to progress. In 1901 Front or First Street was opened as a continuous road between Gretna and McDonoughville—a very evident indication that the parish was thinking already in terms of uniting its string of communities along the river for the promotion of trade.

In 1902 the first locks of the Harvey Canal were constructed—replacing the former ingenious inclined plane arrangement that pulled boats over the low levee. This was the first step in the development of the Harvey Canal as a vital link in the Intracoastal Waterway that stretches from Mexico to Florida to New Jersey. Today the government owned Harvey Canal and its magnificent modern locks, which will handle a towboat and 5 barges at one time, have placed Jefferson Parish at the strategic commerce crossroads of the nation's inland



(Photo by courtesy of H. J. Harvey)

In the mid 1800's, vessels entering the Mississippi River from Harvey Canal, then a privately-owned waterway, paid a toll and had to be hauled over the levee on a marine railway. Today, the Government-owned lock at this site passes some 11,000,000 tons of shipping annually from the Gulf Intracoastal Waterway to the river.

waterways system.

This was the period of the formation of several of the Jefferson Parish towns and cities. Gretna, the capital city of Jefferson, became a town in 1913 and three years later expanded into a city. Kenner, the East Bank community that had evolved from the plantations and truck farms was already well over a half century old. Beautiful Metairie also on the East Bank (known today as the most fashionable residential section of Greater New Orleans and the largest unincorporated area in the Deep South) began to develop when the street car line from New Orleans reached it in 1913. Westwego, which had harbored the homeless of Cheniere Caminada after the devastating 1893 storm, was already the seafood center of the parish. And in the last year (1920) of this formative period Harahan became a village.

In 1909 of this transition period the Jefferson Parish Police Jury first tackled its drainage problems with the establishment of the Second Drainage District which drains upper Harvey and part of Marrero. There is no doubt that one of the most important factors in the tremendous industrial growth of Jefferson Parish has been the planned program of drainage begun in this formative period, and which over the years has steadily reclaimed additional acres for high and dry industrial and home sites.

As an example, in 1913 only 2400 acres of Jefferson's East Bank were under drainage control.

Today the East Bank's entire 32,000 acres are thoroughly drained.

Two more Drainage Districts were established by the Police Jury during this formative period — the Jefferson-Plaquemines Drainage District in 1912, which drains Gretna and Lower Harvey and part of Marrero, and the Fourth Drainage District in 1913 which handles all the normal and high water problems of the East Bank.

This program was followed through in 1921 with the establishment of the Ames Municipal Drainage District, which controls the middle part of Marrero, and the sixth Jefferson Parish Drainage District in 1927, which has the responsibility for Westwego and that part of Marrero west of Ames Boulevard.

Today, as a result of the Police Jury's planning back there between 1909 and 1927 all the communities of the parish on both banks are either served by these efficient drainage districts or are subject to natural drainage.

Already in possession of one of the world's largest industries Jefferson Parish welcomed the beginning of another in 1915 when Charles Greiner established his

shrimp canning plant which has grown into the largest shrimp canning operation in the world—the Southern Shell Fish Company now owned by Wesson Oil and Snowdrift Company.

With two of what turned out to be largest industries of their kind already in its possession, Jefferson Parish entered the Twenties industrially minded and prepared.

The Period Of Progress 1920 To 1958

In March of this year when the Police Jury of Jefferson relinquished the responsibilities of government to the new Commission Council, it turned over to its successor a busy, booming parish of 180,000 people (ninety percent of whom own their own homes)—a population which the experts claim will approach 500,000 within a few years.

It turned over a parish of nearly 200 industrial plants, over two for every mile of its length (including six of the largest of their kind in the world) which have invested over a billion dollars in their factories, warehouses and equipment—an industrial parish where the individual worker has an average annual income nearly two hundred dollars higher than the overall state average.

It turned over a parish with every means of transportation known to modern man available to its industries and business houses: Two bridges across the Mississippi River, Intracoastal Waterway, five trunk line railroads, three national highways and Moisant International Airport, one of the major airfields of the nation.

It turned over ample industrial water, one of the most vital needs of modern industry; unlimited natural gas and adequate electric power—available factory and warehouse sites on an 18 mile river front—a ten year tax exemption to new plants or expansion of old ones—a constant pool of local labor who like to live in Jefferson where they work—and the cooperation of parish officials and government.

It turned over more than 2 billion dollars worth of oil, gas and sulphur reserves inshore and offshore within Jefferson boundaries, with still more fields to be discovered.

It turned over five banks with seven branches whose combined resources to aid Jefferson Parish business total more than 80 million dollars.

It turned over a public school system for all children (22,100 white, 55 attending classes for the retarded and 6,365 colored) in which last year there was no child without a seat or one who did not receive a full



The Pontchartrain Causeway, the longest bridge in the world, over 22 miles long. A joint enterprise by Jefferson Parish and St. Tammany Parish. This bridge leads directly into the busy city of Metairie with modern grade separations leading into other major traffic arteries.

year's schooling. This does not include a 12,751 enrollment in parochial and private schools, Hope Haven for homeless boys 6 to 9 grades and Madonna Manor for boys 1 to 5 grades, St. Joseph's Hall for the deaf and dumb, or Magnolia, a private school for retarded children from other sections as well as Jefferson.

It turned over the \$5 million Ochsner Foundation Hospital, one of the finest in the nation for intricate diagnoses, complete surgery and advanced medical research.

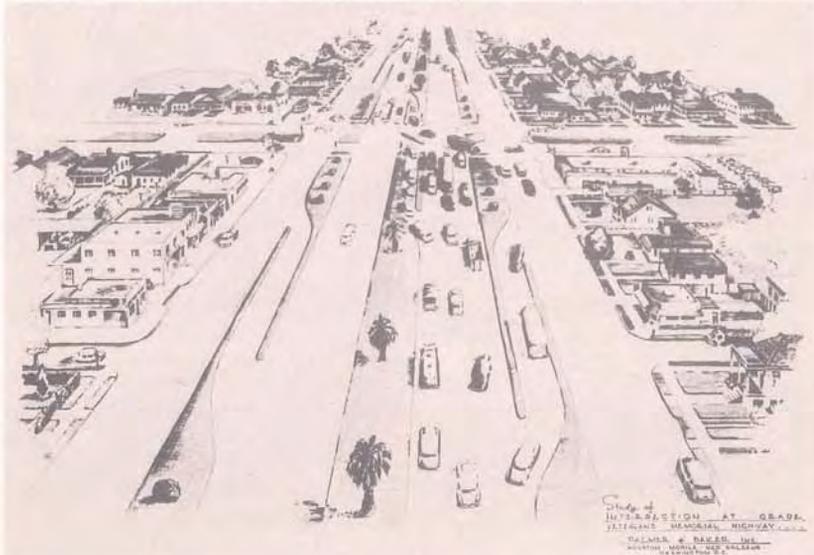
It turned over Grand Isle, one of the ten

best fishing spots in the world where the Tarpon Rodeo is held every year and surf bathing year 'round.

And it turned over an imposing record of accomplishments over the last 38 years, the most important of which I will review briefly.

Arteries Of Commerce

To handle and expedite the increasing surging traffic of Jefferson Parish, which has doubled its population twice in twenty years, the Police Jury has participated in



A sketch of the intersection of Veterans Memorial Highway and Causeway Boulevard—as it is planned for the future.

and helped finance several magnificent highway projects.

Completed on the East Bank by the Parish of Jefferson is the Veterans Memorial Four-Lane Expressway moving traffic swiftly to and from New Orleans as far as Clearview Drive and then westward two lanes to Canal 17 at the St. Charles Parish line. Also completed on the West Bank by the Highway Department is the West Bank Expressway to Barataria Boulevard in Marrero, including the Harvey Canal Tunnel, carrying heavy traffic around the congested areas. The tunnel itself, the world's first fully automatic underwater vehicular tunnel is 1080 feet long and four lanes wide. The Police Jury put up \$2,500,000 for this tunnel, approximately one half its cost, the balance of course being paid by the state.

Back in 1932 the late C. O. Hooper approached the Police Jury, asking for an engineer and crew to cut a road along the East Bank of the Harvey Canal for the development of industry along the Canal, since he planned to have the Southern Pacific build a switch track close to the canal. This opening of Peters Road was done by the Jury with Hooper furnishing the material.

Later the State concreted this Peters Road for about a mile. Then last year the Police Jury, the property owners and the State without a Bond Issue constructed 3,762 miles more of Peters Road from the end of the concrete to Little Bayou Barataria, and 1.724 miles of Destrehan Avenue on the opposite West Side of the canal. Then a rolled shell base was built up and layers of asphalt topping added. Of the \$600,000 total cost of this project the Police Jury put up one third.

Together with the State the Police Jury agreed to hard surface the Old River Road from Huey P. Long Bridge to Harahan at a cost of \$129,000.

But the most impressive of all these imposing projects was the 23.83 mile long Pontchartrain Causeway financed by a \$46,000,000 Bond Issue jointly handled by the parishes of Jefferson and St. Tammany. It is the world's longest overwater bridge.

Finis To The Ferries

Completed and put into use this year, but first conceived and the idea launched by the Jefferson Parish Police Jury back in 1926, was the spectacular Mississippi River Bridge that cost \$54 million and connects New Orleans and Jefferson Parish. It is estimated that the savings in time

alone to the frantic traffic that put up with the slow moving ferries so long will run into hundreds of millions within a few short years.

Before Superhighways They Built Streets

Back as far as 1925 the Police Jury asked the voters to approve a \$500,000 Bond Issue for hard surfacing the parish dirt roads. They gave the mandate and the Parish started its first organized improvement of parish thoroughfares.

Metairie Road from New Orleans to Shrewsbury and Shrewsbury Road to Jefferson Highway received a concrete asphalt base with asphalt topping. Eleven miles of Jefferson Highway from New Orleans to Kenner received a concrete base and asphalt topping on 2 traffic lanes. Williams Boulevard in Kenner from Jefferson Highway to what is now Airline Highway was asphalted. This was done with state and federal aid. A road bed was thrown up between Shrewsbury and Kenner (now a part of Airline Highway) and the parish graveled it with what was left of the \$500,000 Bond Issue. Later \$22,000 was taken out of the General Fund to continue. At this point the Louisiana Highway Department stepped in and finished the job of graveling. A few years later it was concreted by the state.

Then in the late Thirties, during the WPA days the Police Jury in cooperation with the government built more than 6 miles of concrete streets. The Police Jury put up the property owners share of 25% until paving notes were sold. The U. S. Government picked up the tab for the other 75%. Most of these streets included sub surface drainage. The cost per foot on some jobs to the property owners was only a few cents over a dollar per front foot. Today all but two streets in Metairie are paved.

Along with this every sidewalk in the parish, including the municipalities, in the populated sections were concreted to standard width, with the Police Jury paying part of the cost, the government the balance.

In 1937 the Police Jury started establishing street lighting districts in every section of the unincorporated areas of the parish except the lakes and bays beyond the village of Lafitte.

(Note: After the 1947 hurricane the Jefferson Police Jury spent \$60,000 putting the streets on the East Bank back in condition.)

Waterway Rights Of Way

In the early 1928's the Police Jury of

Jefferson purchased out of parish funds a 400 foot right of way and turned it over to the government for the building of the 9 mile cut-off canal between Bayou Dupont and Bayou Cutler as a vitally needed navigational aid to the oystermen and shrimpers in bringing their catch to market. The government accepted the use of this right of way but fortunately did not take title to it. In later years when the Lafitte Oil Field was opened this parish owned right of way ran right through it and has been responsible for an annual oil royalties revenue amount to around \$135,000 a year—money re-invested in the development of the parish.

The Police Jury also spent \$20,000 for the right of way of the Intracoastal waterways section through Jefferson Parish, one of the most lucrative investments it ever made and one of the big boons to parish and New Orleans commerce.

In 1949 the Police Jury appropriated the money to pay the engineer's fee for surveying Grand Isle to determine a way to stop beach erosion. On the basis of these findings the 1950 session of the State Legislature appropriated \$300,000 to the highway department to build 8 long groins, followed later with six small groins and still later sand was pumped across the island from Bayou Rigaud to fill in and extend the Grand Isle beach.

Fire Departments

Jefferson has two paid fire departments and 20 volunteer departments. Of the two paid departments No. 1 (put in operation in 1953) is in the 7th Ward and has two stations on the Jefferson Highway. No. 2 (also put in operation in 1953) is in the 8th Ward and has four stations in Metairie and on the Airline Highway.

Last year (1957) an up to the minute fire alarm system was installed in Wards 8 and 10, comprising two hundred alarm stations with the facilities for increasing to 800 stations. Ward No. 10 is in the East End and has no fire station, but is covered from Metairie.

Drinking Water And Water For Public Use

There is plenty of pure water, both for home and business use and for fire fighting throughout the entire Parish of Jefferson, except on the islands in the Gulf.

Gretna and Westwego have their own municipal waterworks. For the rest of the parish East Jefferson Waterworks, in operation since 1931, supplies all of the East Bank. Waterworks No. 2, in operation since 1931, is between Gretna and Westwego, and it not only supplies its own customers but wholesales water to Waterworks No. 3, also between Westwego and Gretna



directly behind No. 2, and Waterworks No. 6 (established 1950) which is behind No. 3 and serves Baratavia, Crown Point and Lafitte. Then there's also Waterworks No. 5 for all of the 5th Ward, which has been in operation since 1953 and buys water from Westwego.

Parish Sewage Systems

Jefferson Parish is proud of the excellence of its sewage disposal. Three plants handle the sewage of the parish and no raw sewage is dumped into Lake Pontchartrain or the Mississippi River.

Sewage District No. 1, which covers the 8th Ward, from the New Orleans line to Soniat Canal, was financed in 1930 by a Bond Issue of \$600,000 and a WPA grant of \$456,000. It was completed in 1940 and began serving 1500 customers immediately. In ten years the population increase made its enlargement necessary at the additional cost of \$450,000. It now serves 7,000 homes and was enlarged again in 1957 to include 37 additional miles of collecting lines and another disposal plant.

Sewage District No. 2 was created in 1946 and financed by a \$2,300,000 Twenty Year ad valorem and revenue Bond Issue and serves the entire 7th Ward with its own disposal plant in the rear of the Old Camp Plaque site.

Sewage . . . Garbage Disposal

These two vital services of a crowded area are only noticed when they are not there. Parish people hardly realize that Garbage District No. 1 was created in 1947, faithfully picks up garbage and trash three times a week on all of the East Bank and disposes of it in an incinerator. Garbage District No. 2 which works the same schedule was also created in 1947 to serve the parish from Gretna to Westwego and from river to Ward 6 line.

Health Department And The Public Library

The new Board of Health Building on the West Bank was paid for by the Police Jury out of severance taxes and with government help. The Health Department Building on the East Bank (the Old Southern Tavern) was bought from the Causeway Commission by the Police Jury and also financed out of severance taxes.

The Jefferson Parish Public Library has its main office in Gretna with branches in every section of the parish, plus book-

mobile service. At the last reckoning there were nearly 80,000 books available to the people of Jefferson Parish which, incidentally spends for its library service more per person than any other parish in Louisiana.

Department Of Regulatory Inspections

The Department of Regulatory Inspections, established in 1953, issues all building, plumbing and electrical permits for new construction in the unincorporated area of Jefferson Parish outside of the four cities—and is self sustaining. It has also installed street identification signs and traffic signs, with no cost to the tax payers, in all unincorporated sections and has a contract with Harahan to handle its permits. In 1957 it issued building permits for \$38,281,222 worth of construction, which gives some idea of the new building going on in the parish even outside of the cities.

Planning And Zoning

Last year, 1957, the Police Jury, realizing the spectacular and steady growth of the Parish of Jefferson, created a Zoning and Planning Board to work closely with the consultant engineering firm of Palmer and Baker to efficiently blueprint and plan the future expansions and advancement of the Parish.

Boundaries Established

Remember the struggle Jefferson Parish had way back in its beginning finally freezing the boundary line between it and New Orleans? Well, in 1943 the Police Jury hired engineers at a cost of \$3500 to firmly establish the legal boundary between Jefferson and St. Charles. In the same year they did the same thing with Plaquemines Parish.

In December of 1943 the Police Jury, after a long drawn out affair that cost Jefferson Parish \$28,000, accepted the findings of the Jefferson and Lafourche engineers as to the proper boundary between those two parishes. Today everything seems to be clearly understood with all our parish neighbors regarding the boundary lines.

Playgrounds . . . Scholarships

Jefferson is amply provided with playgrounds. District No. 5 in the 7th Ward has a 30 acre playground and \$250,000 Civic Center Building that are considered among the finest in the nation. It has a very large gym, football field, cinder track, ten-

nis courts, baseball diamond and stands, also canteen. It has 10 acres leased from school board for picnic grounds and show grounds for horse show. On Causeway Boulevard there is a colored playground with gym, tennis court and ball diamond.

Playground District No. 4, headed by Charles L. Doerr, Sr., is responsible for the fine 42 acre playground right in the heart of Metairie. It has picnic grounds, gym, football stadium, quarter mile track, baseball and softball diamonds and ceramic studio for the teaching of arts and crafts. There are still also the Negro playground on Causeway Boulevard (different from No. 5) and the Cleary Street Playground.

Playground District No. 9 (completed in 1955) in Ward 9 in Little Farms has 11 acres with gym, play area for children and baseball diamond. This summer over 500 children were registered for day competition.

In July of 1958 all three playgrounds (4, 5 and 9) were consolidated under the new form of parish government as "Jefferson Parish Recreational Department" under the overall supervision of Harry "Wop" Glover as Director.

In the early 1930's the Police Jury began giving scholarships to needy boys and girls at the State University and State Colleges. The purpose was to train teachers which Jefferson badly needed, and at one time there were 36 boys and girls receiving this educational assistance. The policy, however, was discontinued in the late '30's.

Civil Defense . . . Public Welfare

In 1954 the Police Jury began paying part of the salaries of the Civil Defense Director and his assistants and any bills incurred. The U. S. government however pays the biggest share.

Jefferson Parish has dramatically demonstrated its ability to take care of its own people. Of the five Louisiana parishes who receive less from the State and Federal government than they pay into the State in sales tax Jefferson Parish is next to the lowest with a return of 72 cents for every dollar.

Its own Department of Public Welfare was established in 1935 as the Jefferson Welfare Committee receiving its support from a parish one cent gasoline tax. A year and a half later it became Jefferson Parish Department of Public Welfare and handles over two million dollars a year of money returned by the State and Federal government for aid to dependent children, and to the blind and aid to the needy and disabled. Also an old age pension of \$68.00 is paid to the needy over 65. Its new office

building was completed last year.

New Parish Buildings

Under the Police Jury system the Jefferson Parish new courthouse and Parish East Bank Building were completed last year at a cost in excess of \$3,000,000. The Parish Jail, built in 1924 replacing an old one, was enlarged and remodeled in 1956.

The Short Cut To The Sea

Probably the most important project proposed and planned by the Jefferson Parish Police Jury during its years in office was the Jefferson Industrial Seaway.

It was first started by the Police Jury in 1935. Beginning at Westwego it will drop down straight through Jefferson Parish from the Port of New Orleans to Grand Isle—a distance of about 55 miles—almost 60 miles shorter than the present river route.

It will drastically reduce distance, time and shipping costs and hazards. By its savings there will be built around industrial Jefferson the greatest seaport in the South.

In 1957 the Police Jury and the City of Westwego appointed eight men from both sides of the river as the Jefferson Industrial Seaway Commission. The Police Jury has confidently placed the furtherance of this tremendous project in the capable hands of Seaway Commissioners.

New West Bank Hospital

One of the final acts of the Police Jury was to call an election to approve the construction of the new West Bank Hospital to cost \$2 million, the bonds of which have been sold and building let. Its total cost will be paid for by the people on the West Bank and the U. S. Government.

Summary

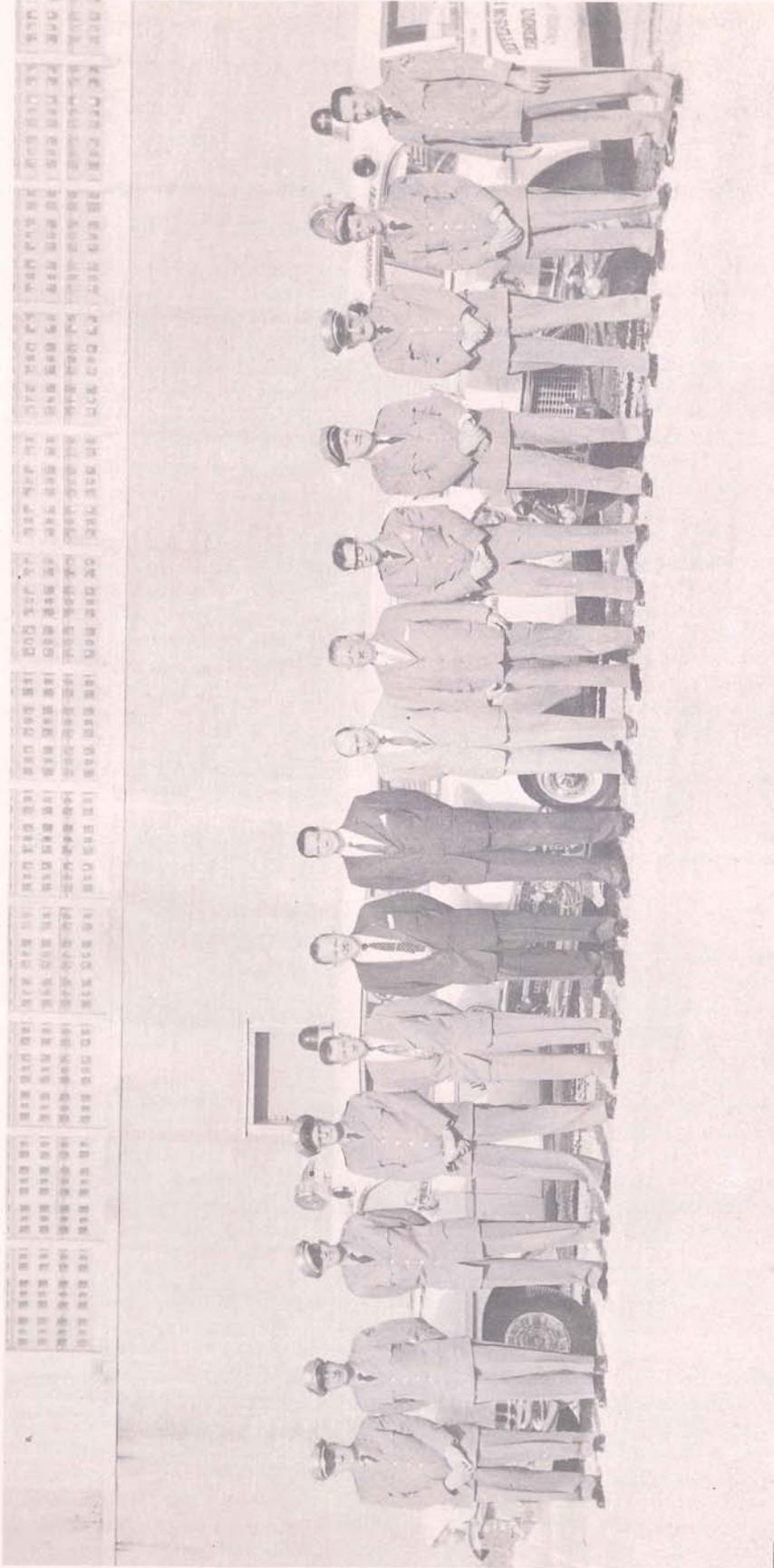
To digest and recapitulate all the achievements and accomplishments of the Jefferson Parish Police Jury over these last 38 years of pulsing progress would tire your patience.

However, actually all that is needed to prove the amount of faithful service the Police Jury System rendered the parish of Jefferson during its long years as the governing body, is to look at the factories lining the river bank, the people pouring into this parish of opportunity and the new building rising on the skyline.

The Police Jury has turned over to the Parish president and the Council a prosperous, progressive parish—and a proud record of leadership.

The Coroners office

A modernized unit, one of Jefferson Parish's Important Facilities



CORONER AND STAFF—from left, Frank Ryder, driver; Henry Fortunato, driver; Leo Bergeron, driver; Felix Farrington, driver; Andrew Frolich, morgue desk clerk; Ernest L. Hellbach, executive secretary to the coroner; Dr. Charles B. Odom, coroner; Dr. Angelo Massony, assistant coroner; William Lawrence, Sr., clerk; William J. Gautreau, Jr., special investigator; Percy Boudreaux, driver; John Guillof, driver; and Alfred Tassin, driver. Missing from photo are: Dr. J. J. Massony, and Dr. Robert Senter, both assistant coroners; and driver Jules Vessier.



NEW EQUIPMENT assist to make the coroner's department an efficient, up-to-date organization. It requires new equipment shown in this photograph to keep pace with the emergency calls in Jefferson Parish. During a two year period, the coroner's department handled 3,858 ambulance calls.

With the growth in population and industry in Jefferson Parish it is fitting to note that the Coroner's Office and staff are keeping abreast of this growth.

Few laymen are aware of the duties of the Coroner and his staff so through this article we hope to bring to the public just what it entails.

Our duties include:

- 1.) Investigate and process all Coroner's Cases.
- 2.) Examine and commit all Mental Cases to Mental Hospitals.
- 3.) Examine and process all Sex Cases (Rape, Crime against nature, etc.)
- 4.) Maintain and operate on a 24 hour bases and Emergency Unit on the Eastbank and Westbank of the Parish.
- 5.) Examine and treat all prisoners housed in the Jefferson Parish Prison when ill.

From June 1st, 1956 through June 30th, 1958 for a period of two years under the administration of Dr. Charles B. Odom the Coroner's office has handled the following cases: 573 Coroner's cases; 198 autopsies performed; 311 commitments to mental hospitals; 42 sex cases, 745 prisoners given medical treatment by Coroner's office and

3,858 ambulance and emergency unit calls on both East and West Banks.

Since June 1, 1956 and during the administration of Dr. Charles B. Odom many improvements have been achieved such as the old emergency units being replaced by the purchase of two new Cadillac ambulances and a new investigator car. The emergency units are completely equipped with two way radios and all medical supplies along with oxygen, etc. The drivers are fully trained in First Aid as is all Coroner's personnel.

Just recently the Coroner's Administration office was moved into larger quarters located on the 7th floor in the New Courthouse Building in Gretna, Louisiana. Additions such as a photography department and finger printing equipment have also been acquired since Dr. Odom's administration making it possible to take care of the needs of Jefferson Parish.

At the present time plans are being completed to furnish a morgue now located in the Parish Prison Building and soon to be in full operation.

As Jefferson Parish grows and expands so expands the services of the coroner's office and staff.

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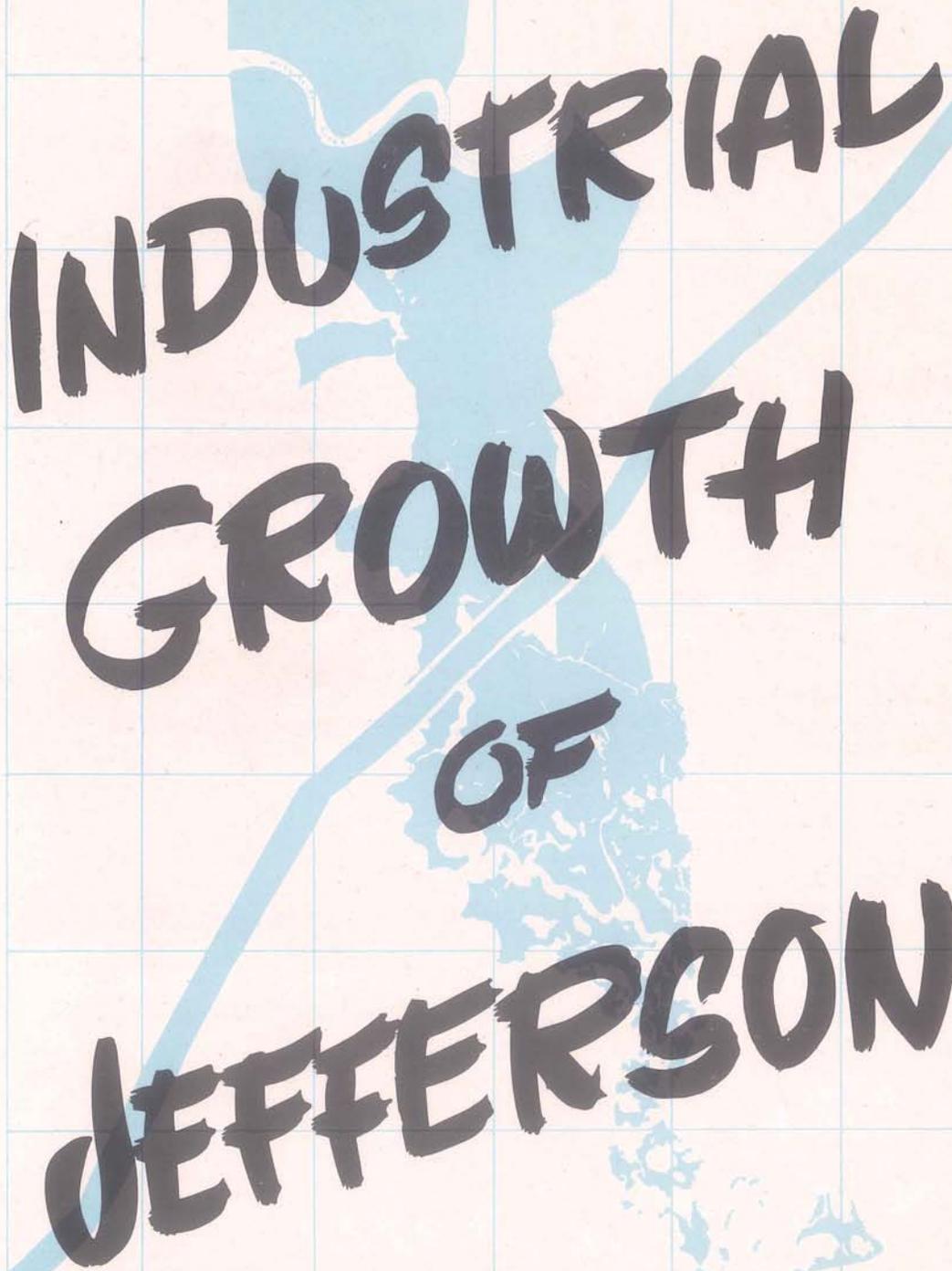


December 21, 1957 Santa arrives
at Airport in Kenner

Children are permitted to choose their own selection of toys, by the time each child reaches the end of the line at the distribution he has received 11 items including toys, new shoes, Pepsi Cola, candy, oranges and many other items and a good time is had by all.



Gala Christmas parade in Gretna,
December 21, 1957.



**INDUSTRIAL
GROWTH
OF
JEFFERSON**



INDUSTRIAL GROWTH OF JEFFERSON

By W. O. Turner
Pres. Louisiana Power & Light Co.

Being recast from an agrarian and fishing economy to one of the most important industrial centers in America is the phenomenon of 409 square miles of South Louisiana called Jefferson Parish.

This interesting transfiguration has taken place—almost entirely—in the 40 years since World War I.

Starting slowly and moving gingerly in the first decade of this progress, Jefferson Parish appeared to be living up to its old reputation as the “suburbs of New Orleans”, getting only a little spillover of industry from the city.

But with the discovery of vast oil reserves, coupled with other already known natural resources, the parish took on a new

look to industrialists and other businessmen . . . and perhaps more important, to the people who were living in Jefferson.

Before examining the phenomenal industrial and commercial growth which has been developing in Jefferson over the past four decades, it is interesting to note a little of the parish’s historical background and what lay before the awakening of this “sleeping giant along the Mississippi”.

Created as a parish February 11, 1825, Jefferson was named for the fourth president of the United States—Thomas Jefferson. Like the state in which it is located, Jefferson has two important distinct parts—the East Bank and the West Bank, divided, of course, by the Mississippi River.

The West Bank, which is actually situated primarily on the south side of the river, is more than 10 times the size of the East Bank which is almost entirely metropolitan.

Still the major part of the parish's agricultural economy, the West Bank now has taken one the major share of the industrial importance of the parish as well. Both areas are connected by the Huey P. Long Bridge, one of the longest and most important bridges in America.

In the West Bank area, the parish of Jefferson stretches southward from the Mississippi 65 miles to the Gulf of Mexico. The lower half of this section is the bayou country, sometimes known as the Barataria area, which is most famous in history as the haunt of Jean Lafitte and his band of pirates.

Much truck farming is still in evidence in the West Bank area, and terrapin farms are spread over the marshes. The shrimp- and oyster industries are centered in Jefferson, and the parish is the prominent producer of these and other sea foods.

Jefferson's rapid growth industrially, in comparison with other sections of the state including its neighbor, New Orleans, might well be a fairy tale if the realities of today were not the staring evidence that they are.

The major industrial growth in Jefferson has been since World War II. Using the power revenue figures of Louisiana Power & Light Company, the parish has slightly more than tripled its industrial activity in the 12 years since 1945. This tremendous growth, of course, has been a combination of new and expanded industries.

Although this industrial growth in Jefferson has not been the only reason, it certainly has been a major factor in the 600 per cent increase in residential and commercial growth in the parish during the same period.

The population of Jefferson, of course, has not mushroomed to the 600 per cent extent that power revenue figures have done because much of this additional power consumption has been due to the increase in use of appliances and electrical equipment.

Population itself has been another important gauge in studying the industrial and economic growth of Jefferson. From 1940, when Jefferson had 50,427 people, to the end of 1945, the parish added more than 17,000 people—a healthy growth, but not the spectacular growth which was to follow.

The 1950 census showed the parish pop-

ulation then stood at 103,873. The best estimates of today (using statistics available at the end of 1957) indicate a population of approximately 180,000 people.

And there are no visible signs of the slowing of this growth. Rather, economic and government studies of the parish indicate that the industrial business growth of the parish will continue to accelerate. A population projection by Palmer & Baker Engineers, Inc., the engineering firm for Jefferson Parish, predicts the 1975 population of Jefferson will be nearly 290,000.

Jefferson, as one of the four southernmost parish in Louisiana, enjoys a mild climate. The Gulf of Mexico's warm winds and current make freezing weather a rarity, especially in the southern portion of the parish.

The alluvial soil, highly rich in mineral content, covers many and valuable natural resources. The parish is situated over one of the largest natural gas fields in the world, and its southern and off-shore regions are rich in oil deposits.

Abundant quantities of sulphur, salt and shells provide other natural resources for manufacturing and processing industries in the area.

Because of the abundance of natural gas, Louisiana Power & Light Company has one of its large stream-electric generating stations in Jefferson—at Ninemile Point near Westwego and just across the Mississippi River from New Orleans.

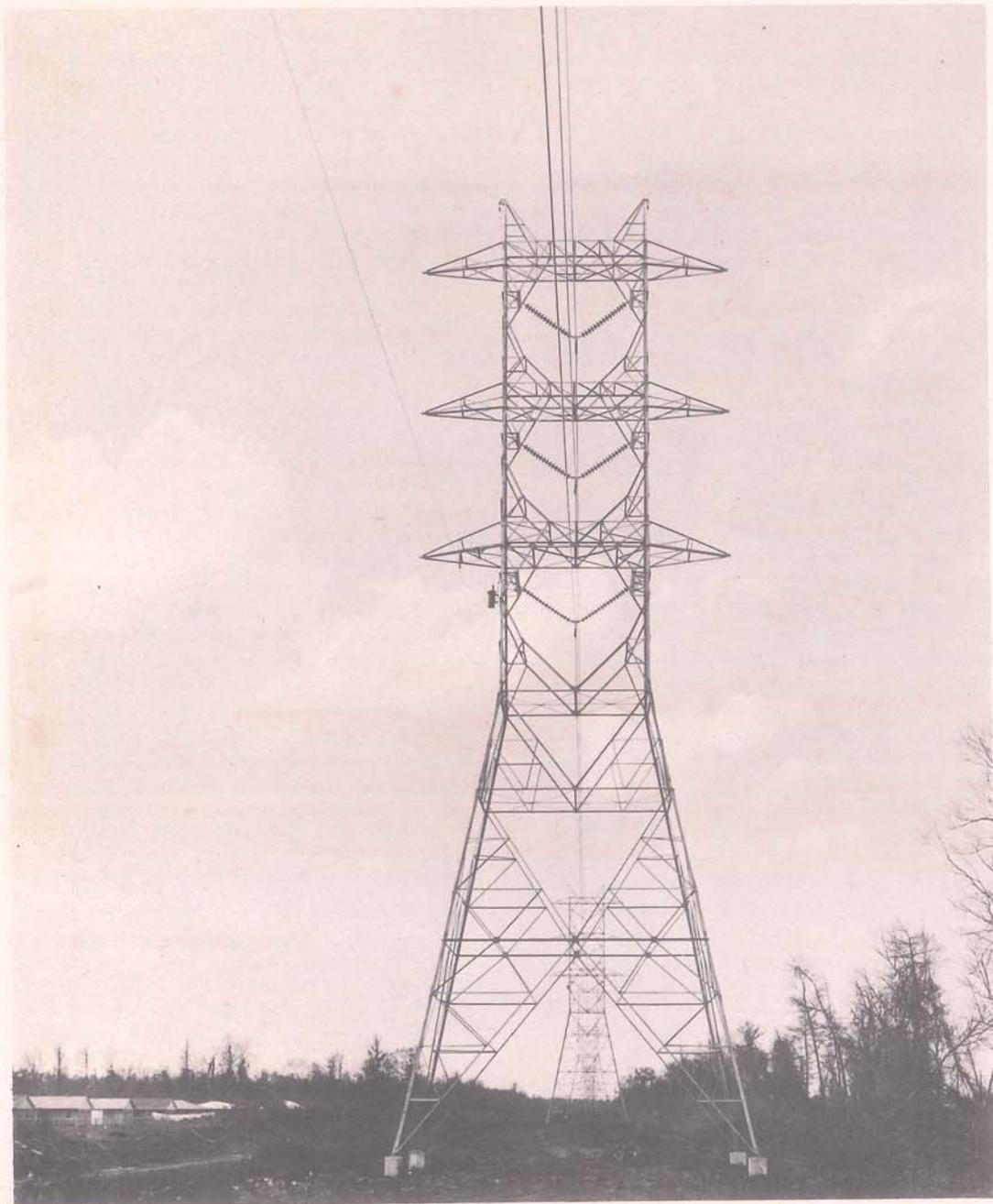
The plant, which is capable of producing 319,000 kilowatts, is one of the largest in the South. Power generated there provides not only the rapidly growing requirements of Jefferson, but also much of South Louisiana and other portions of the Middle South System which includes parts of Mississippi and Arkansas as well as Louisiana.

Cheap natural gas, also distributed in Jefferson by Louisiana Power & Light Company, is the fuel used in most residences, commercial establishments and industries.

But its most important resource, particularly for industry, are the 300 billions gallons of water which flow through Jefferson daily. The great Mississippi, which makes possible the commerce and much of the industry of the area, provides almost twice as much fresh water as the remainder of America uses for all purposes.

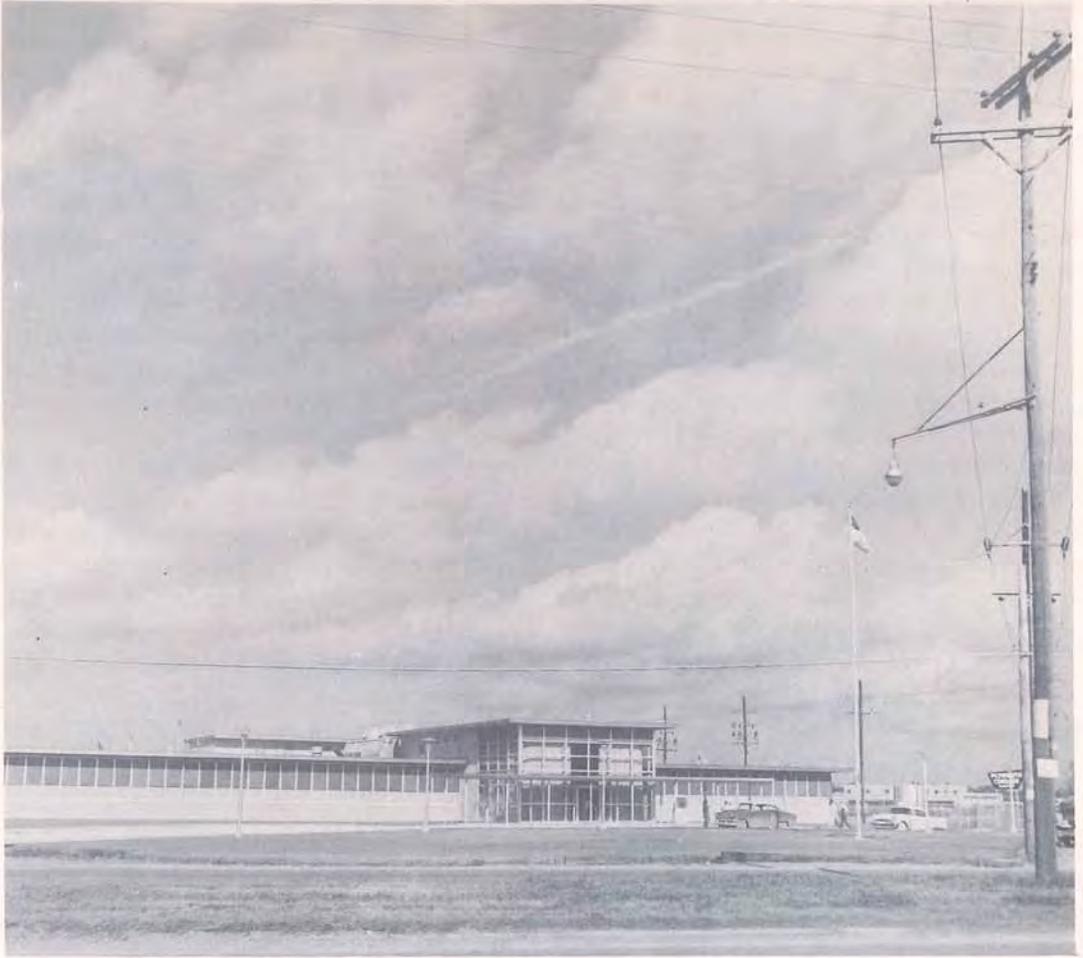
The shortage of fresh water has become one of the critical problems for industry throughout the nation, but Jefferson has an abundance that probably can never be fully utilized.

The nearly unlimited supply of water, together with Jefferson's natural resources



One of the steel towers of LP&L's big 230,000-volt line carrying power from the Company's Snake Farm Substation in East Jefferson across Lake Pontchartrain to Bogalusa. Jefferson Parish actually is one of the most important "power hubs" in the South.





LP&L's new Southeastern Division Office in East Jefferson. It is located at Bridgedale on the New Orleans side of the Mississippi River at the foot of the Huey P. Long Bridge.

and geographical location, has brought many industries to the parish.

Considered among the major industries in Jefferson are: oil and gas producing and refining, chemicals and petro-chemicals, sea food processing and packing, meat and food packing, dairy products, cooking oils, lumber products, furniture manufacturing, barrels, boxes and other wooden and paper containers, boat and ship building and marine repairs, manufacture of lubricants and paints, boiler making and repairs, valves and engine parts manufacturing and distributing, manufacturing matches, and processing fibers, oil well cementing, making metal containers and cartons, galvanizing and fabricating steel, making chocolate products, making molasses and industrial alcohol, the manufacture of rope, asphalt and pipe coatings, terminal facilities for barges, ship cleaners, tank farms and manufacture of steel containers.

More than 100 smaller industries, most of them serving the oil and gas industry, are located along Harvey Canal.

The Continental Grain Co., a private firm, already has announced plans for constructing in Jefferson a grain elevator capable of storing 2,500,000 bushels of grain.

Some of the major companies and the products they manufacture or process include:

Southern Cotton Oil Co., cooking oils and fats; Southern Shell Fish Co., Inc., sea foods; American Cyanamid Co., chemicals; Freiberg Mahogany Co., mahogany products; Bordon Co., dairy products; A-1 Boiler and Machine Works, Inc., boilers and repairs; Alkyd Paint Co., paints.

American Creosote Works Inc., wood preserving; American Liberty Marketing

Co., tank storage; Armour Fertilizer Works, fertilizers; Atlas Erection Co., buildings; Atlas Lubricant Corp., lubricants; Avondale Marine Ways, Inc., tugs, off-shore rigs, marine repairs and enamel panels; B & H Valve Co., valves.

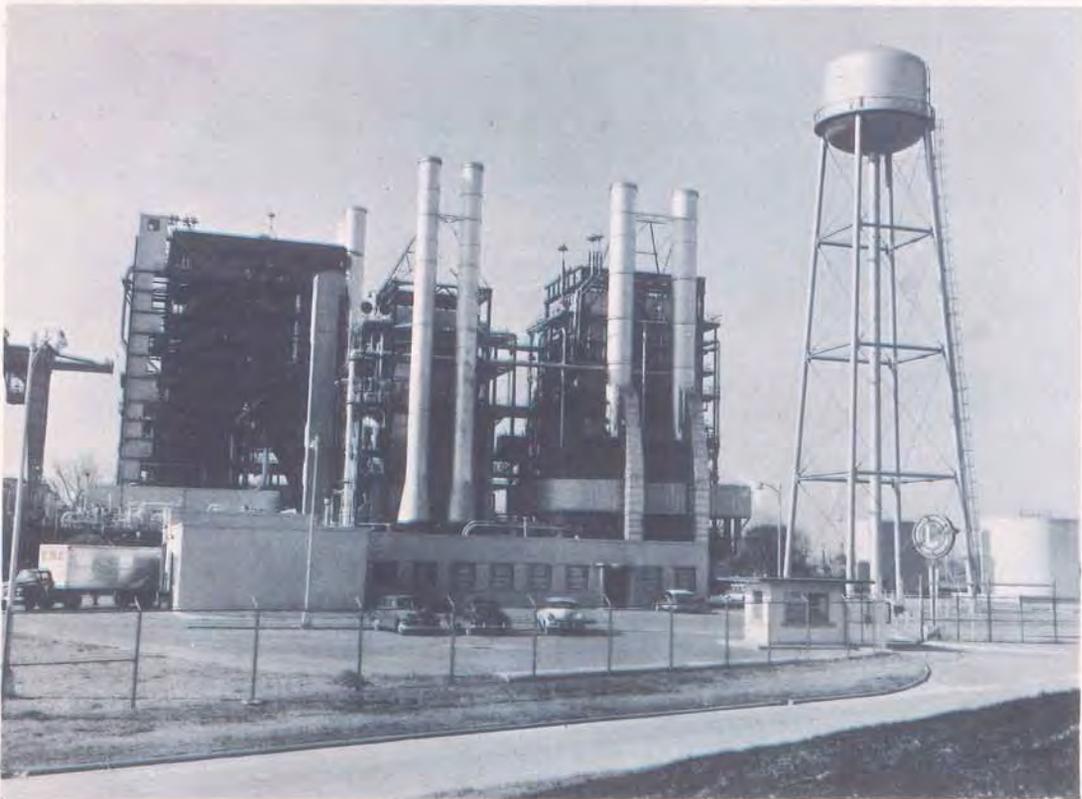
The California Co., oil and gas properties; The Celotex Corporation, building products; Clark Oil Refining Corp., petroleum products; Continental Can Co., Inc., metal containers and cartons; Christina Ice Service, ice service; Cutcher Canning Co., Inc., sea food packers; Davison Chemical Co., fertilizers; Delta Fiber Mills, fibers; Delta Match Corp., matches.

Delta Petroleum Co. Inc., petroleum products; Delta Pipe Boiler Co., boilers; DiMaggio Furniture Manufacturing Co., furniture; Evans Cooperage Co. Inc., barrels; Friedrich's Specialties, wood products specialties; General Gas Corp., export tank units; Allied Chemical & Dye Corp., chemicals; General Motors Corp., parts distribu-

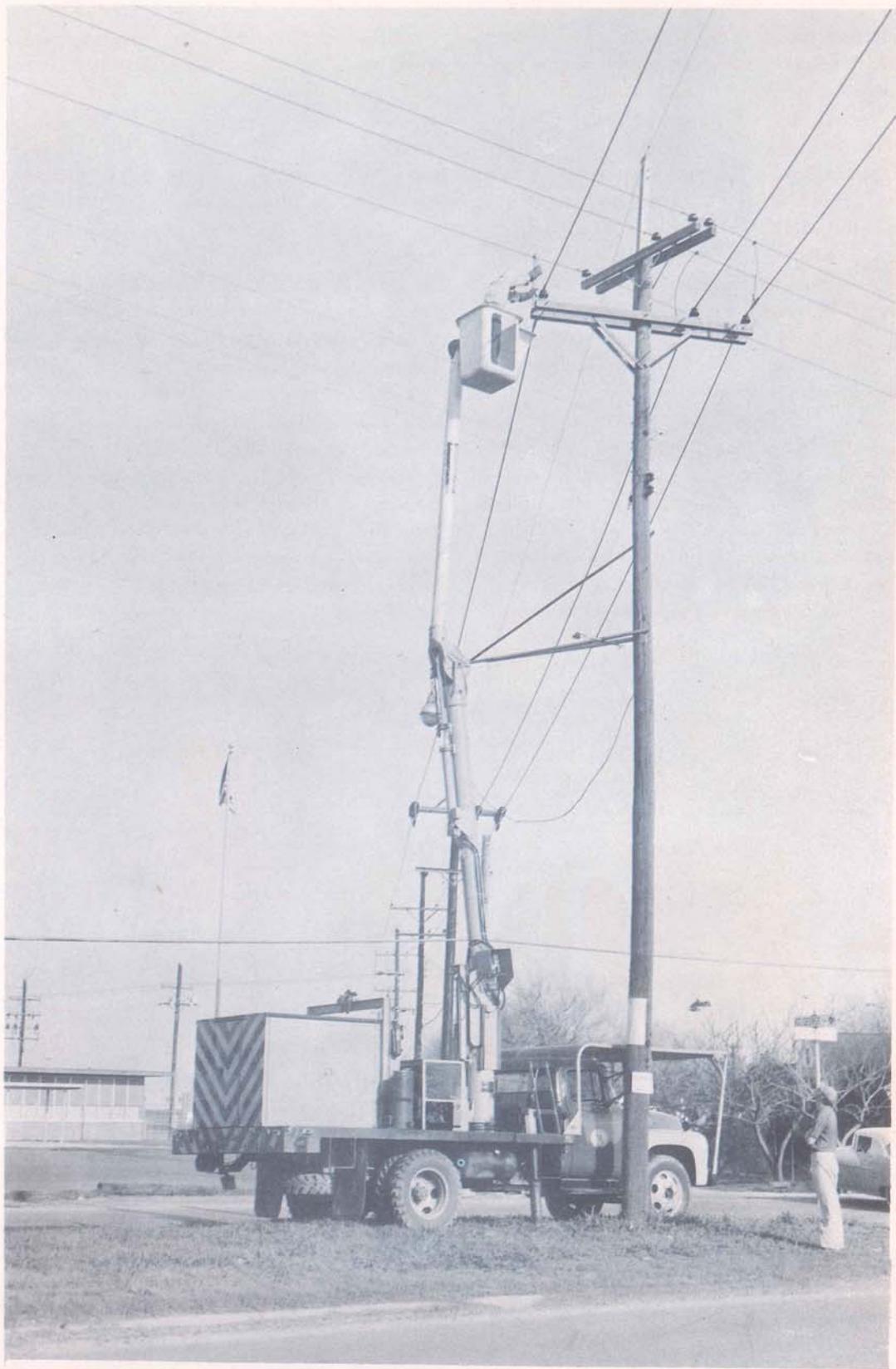
tion depot.

George Engine Co. Inc., engines and parts repairs; Green-Walker Galvanizing Co. Inc., galvanized products; Gulf Refining Co., tank farm; Halliburton Oil Well Cementing Co., oil well cementing; International Lubricant Corp., lube products; Ipik Plywood Co., plywood products; Jahncke Services, Inc., building materials; T. L. James & Co. Inc., highway materials; Johns-Manville Products Corp., building materials; tile and pipe; Joslyn Manufacturing & Supply Co., pole line materials; Weyerhaeuser Timber Co., containers.

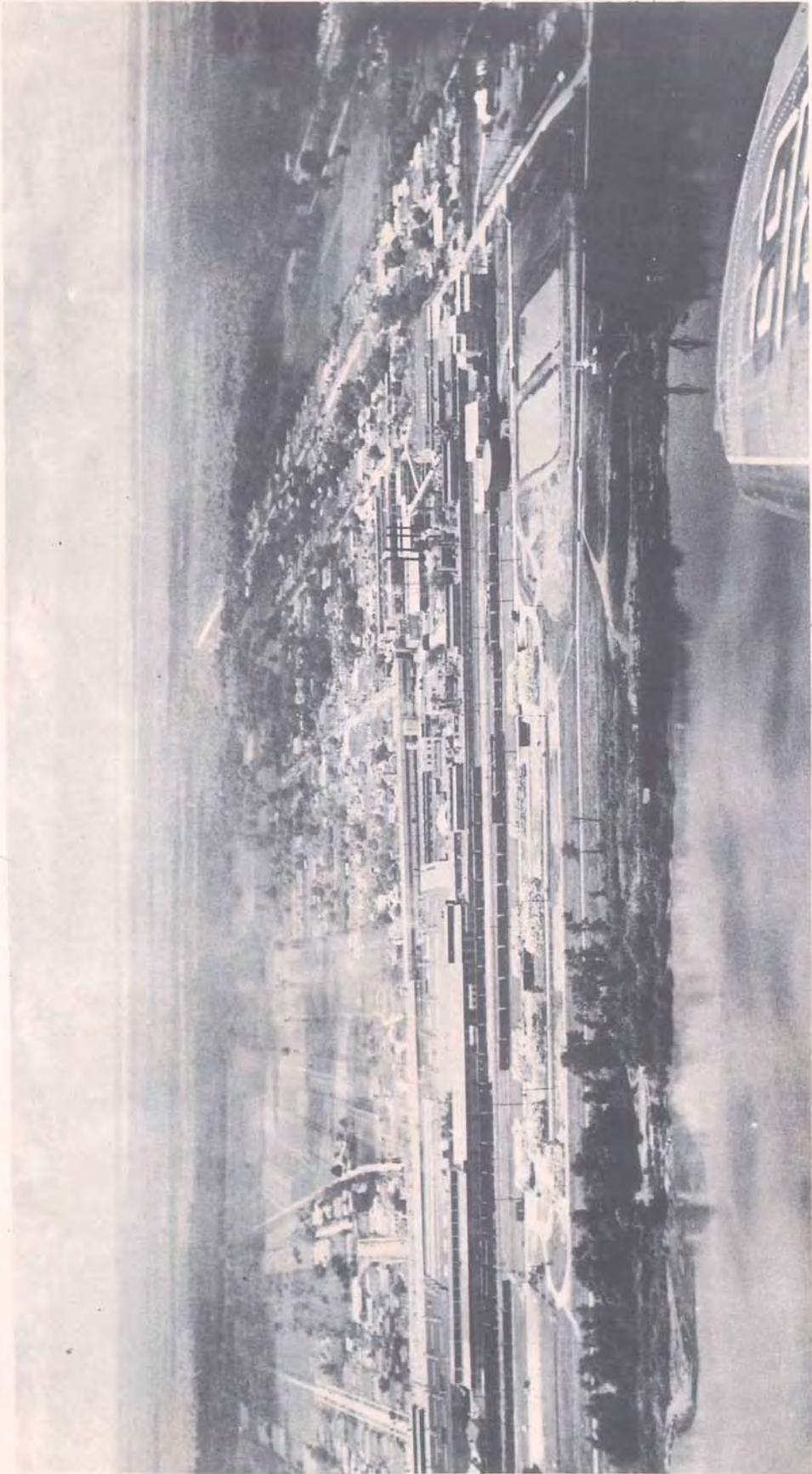
Krim-Ko Corp., chocolate products; Koch-Ellis Marine Contractors, Inc., heavy construction (marine); E. B. Ludwig Inc., steel buildings; MacMillan Petroleum Corp., petroleum products; Ed Martin Sea Food Co., sea food packers; Nutrition Products Inc., food packers; Penick & Ford Ltd Inc., molasses; Plymouth Cordage Co., rope; Rathborne Land & Lumber Co., Inc., lumber and



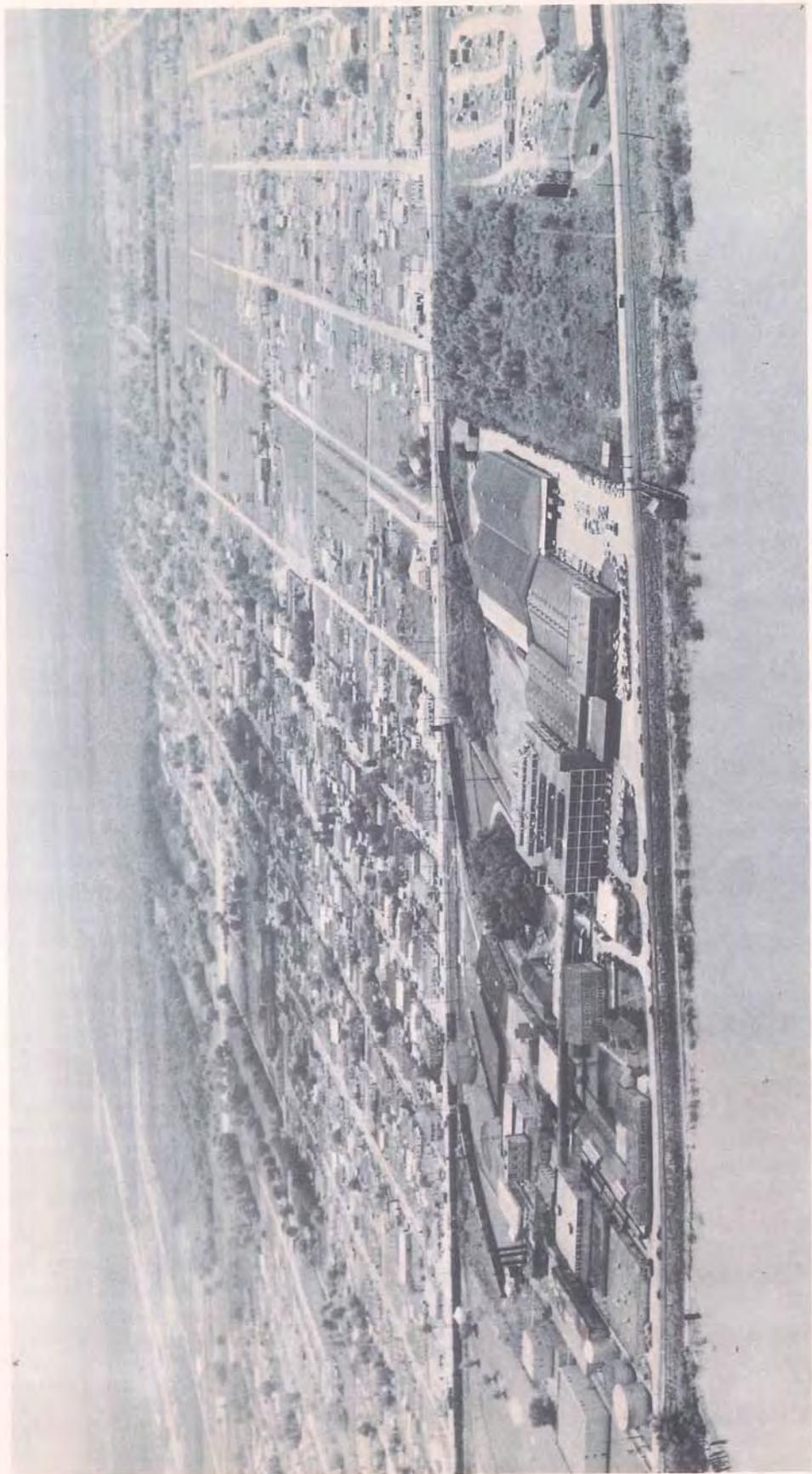
Louisiana Power & Light Company's Ninemile Point Steam-Electric Generating Station near Westwego. Capability of this plant is 319,000 kilowatts.



One of LP&L's new Skyworker, which makes maintenance of lines easier and safer.



Aerial View of Celotex Corp. in Marrero.



Aerial view of Continental Can Company in Harvey.



Steel framework for the housing of the new Perry Street Wharf looms upstream from the Mississippi River Bridge. The wharf, first public wharf to be built by the Board of Commissioners of the Port of New Orleans on the west bank of the river and in Jefferson Parish, is scheduled for completion in late 1958. Its pilings consist of hollow steel spiral pipe sunk two hundred feet into the river bottom and then filled with concrete. A concrete deck has been applied and rail and truck ramps provided. The wharf is 1010 feet long and will add two ship berths to the port's facilities. Total cost of the wharf will be \$4,000,000.

developers.

Rheem Manufacturing Co., steel containers; Robinson Canning Co., sea food packers; Continental Oil Co., pharmaceutical base oils; Sinclair Refining Co. Inc., tank farm; Stauffer Chemical Co., chemicals; Sterling Ice Cream Co. Inc., ice cream; Swift & Co., fertilizers; The Texas Company, tank farm; National Gypsum Co., building materials; U. S. Steel Corp., steel containers.

Underwood Glass Co., glass containers; Westwego Seafood Corp., sea food packers; Commercial Solvents Corp., alcohol; Celcure Wood Preserving Corporation of Louisiana, wood preservatives; New Orleans Cold Storage & Warehouse Co., Ltd., refrigerated storage facilities; Charles Denery Inc., confectionery supplies; Hill-Behan Lumber Co., lumber and supplies.

Nat Buring Packing Company of Louisiana, Inc., meat packers; National Glaco Co., chemicals; R. B. Tyler Co., asphalt; American Box & Tag Co., boxes and tags; Humble Oil & Refining Co., oil production; Thomas Jordan, Inc., barge terminal; Plas-

tic Applicators, Inc., pipe coating; River Barge & Ship Cleaning Co., ship cleaners; H. C. Price Co., pipe coaters; Hess Terminal Corp., tank storage; J & L Steel Corp., steel barrels; and R. B. Fowler, steel fabricators.

Along with its surging industrial expansion and consequent economic progress, Jefferson Parish recently has established a new parish-wide form of government, replacing its police jury system.

The new Jefferson governing body is an elected Executive Council headed by a parish president. Besides the president, it consists of one councilman-at-large for the entire parish, another councilman-at-large for the East Bank, another councilman-at-large for the West Bank, and four councilmen, each elected from one of the four council districts in the parish.

The president and all councilmen are elected to four-year terms. The first four-year term will begin in 1960. However, the new form of government went into effect in February, 1958, with the election of Charles Spencer as president. His administration will serve until the 1960 election.

The new system of government carries with it streamlined and efficient methods of handling the growing governmental re-

sponsibilities of the parish. The new government is expected to be well-equipped to handle Jefferson's governmental problems of the future, and to assist industry and business in their complex jobs of continuing to develop the area and assure Jefferson of a bright economic future.

Jefferson's government already has assisted in many ways to plan the orderly growth and development of both the East and West Bank areas.

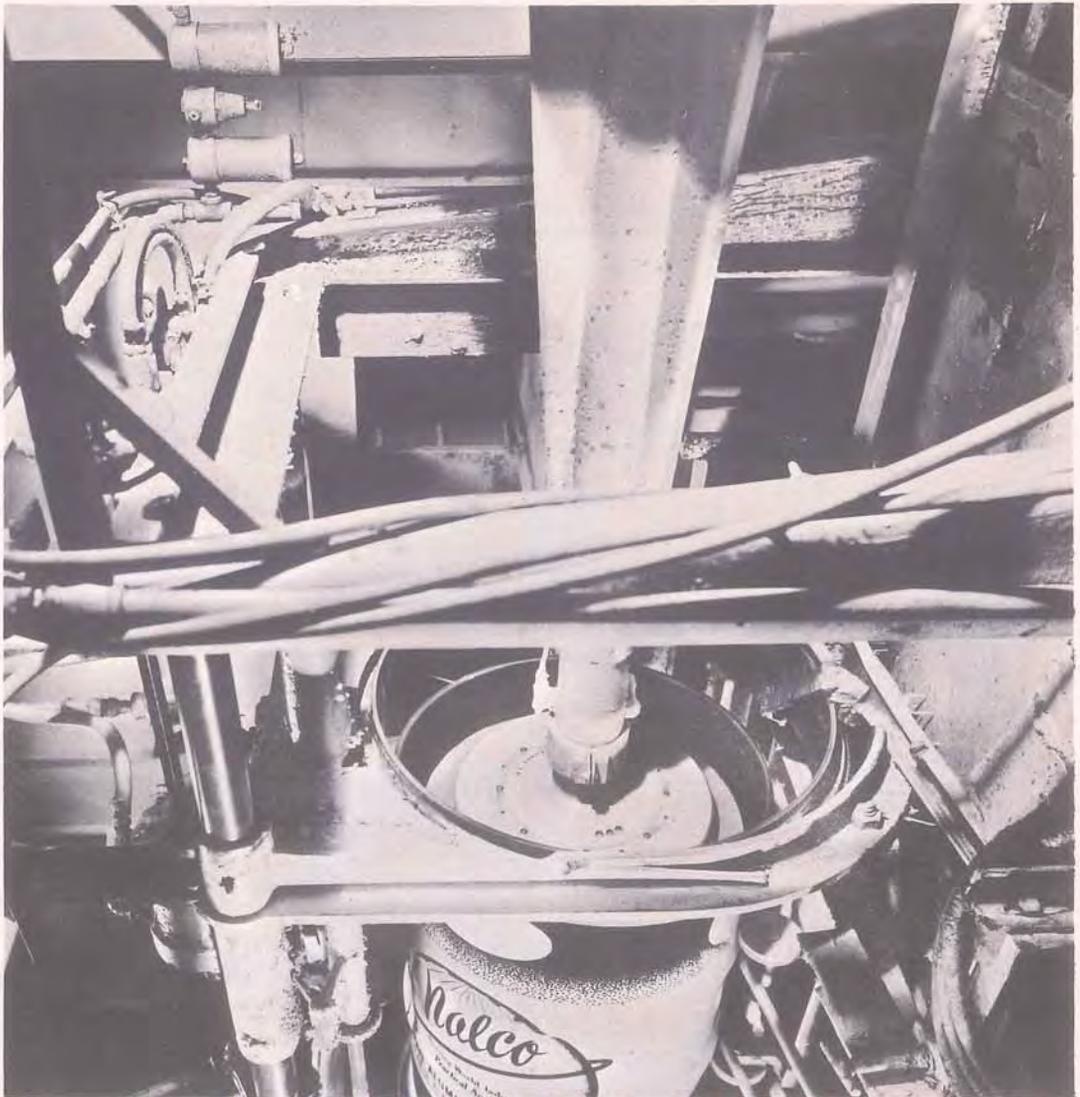
Probably the greatest impetus to further progress is the new Mississippi River Bridge which connects the West Bank with New Orleans. The bridge has been completed, and is now in use. Construction is still

going on in providing new access thoroughfares to the important facility.

The longest bridge in the world connects Jefferson Parish with St. Tammany Parish. Traversing 24 miles of open water, the Greater New Orleans Expressway spans Lake Pontchartrain and is one of the new "wonders of Louisiana".

The new causeway provides a quick outlet from Jefferson and New Orleans to the Tangipahoa area and other parts of southeast Louisiana and South Mississippi. It also has opened up the resort area of Jefferson to much more of Louisiana.

Another highly important facility for the continued growth of Jefferson is the pro-



JEFFERSON MANUFACTURER IMPROVES PRODUCTION

The application of container linings by centrifugal force to the interior of steel shipping container bodies is a recent development of the Rheem Manufacturing Company. It was recently installed at the New Orleans plant on Jefferson Highway as well as all other Rheem domestic plants. The full automatic mechanism is capable of achieving an unusually high degree of film uniformity in thickness throughout the entire interior of the container. High quality, uniformity, consistency and high production rates of lined containers are now a reality and products never before put in steel containers can now be safely put into them.

posed Jefferson Waterway from New Orleans to the Gulf—through Jefferson Parish. If constructed, the canal would provide a shorter and better route for shipping to and from the port which already is the second largest in America.

New and adequate systems of highways are being constructed in Jefferson to take care of greatly increased traffic in the parish, and to provide for the future. The West Bank Expressway and the Harvey Tunnel have been completed, and provide a much-needed link in connecting the two most important industrial sections of the West Bank. This expressway will be extended later from its present terminus at Westwego to Highway 90 near the Huey P. Long Bridge.

Other public works projects to improve transportation, provide for proper area growth, and thorough economic development are in planning stages, and designed for the immediate future.

Because of its ideal location adjacent to the Port of New Orleans, and indeed, even being part of that port, Jefferson can look to the future with a great deal of optimism.

Its natural resources and its progressive people combine with its excellent geo-

graphical location to make the area one of the most promising and successful industrial areas in the nation.

In looking to the future of Jefferson Parish, W. O. Turner, president of Louisiana Power & Light Company, recently had this to say:

"Without doubt, Jefferson Parish enjoys today one of the most enviable positions in the Middle South area insofar as industrial and economic growth are concerned.

"The importance of cheap, abundant power continues to be of vital importance to Jefferson and its citizens, for without it, industrial progress is slowed, and economic progress is, of course, keyed to that. Jefferson, fortunate in being in the central part of the rich Middle South Region, enjoys a favorable position insofar as power is concerned.

"Louisiana Power & Light Company is making plans to make sure that Jefferson and other parts of the Company's service area not only retain that position, but to increase its lead, proving that we are planning well for the future, and that Jefferson and other parts of Louisiana Power & Light Company's service area are highly desirable areas in which to locate and assure progress."



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From Plantation to Busy Plant

Picture on page 204

In March 1952, a former sugar plantation on the west bank of the Mississippi River near Avondale buzzed with activity as years of research and planning became a reality.

Construction was begun on American Cyanamid's multi-million dollar chemical plant, which would produce acrylonitrile, a versatile chemical compound for synthetic fibers, rubbers, plastics and many derivatives.

Cyanamid, 7th largest chemical company in the U.S., chose its Jefferson Parish site because of the abundant supply of water from the Mississippi River and the availability of natural gas, the prime raw material.

Natural gas is converted into acetylene and then into acrylonitrile, in a complex series of reactions, involving the supporting compounds of ammonia, hydrocyanic acid and oxygen, which are all locally manufactured.

In April 1956, construction was begun to expand the existing facilities to double the production capacity to 100 million

pounds of acrylonitrile per year. The construction program will be completed during the third quarter of 1958.

The total cost of the expansion including the original investment will be approximately \$90 million. A working force of nearly 1000 people is the expected requirement for the maintenance and operation of the expanded acrylonitrile process.

From Cyanamid's acrylonitrile has come its own acrylic fiber, Creslan. The result of over 15 years of Cyanamid research, it will be manufactured in late 1958 in the Company's Santa Rose, Florida, Plant, now under construction.

Currently producing nearly 6,000 products for farm, home, industry and medicine, Cyanamid's first product was calcium cyanamide, a nitrogen fertilizer. Some 51 years later, Cyanamid, an international organization, employs 27,500 people, with more than 40 manufacturing plants, three major research centers, and partnerships in seven associated companies. Its products are sold in the United States, Canada and 80 foreign countries throughout the world.

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Federal and State Officials



Hon. Earl K. Long, Governor of the State of Louisiana

At left, top to bottom: Hon. Lether E. Frazar, Lieutenant Governor, State of Louisiana; Hon. Jack P. F. Gremillion, Attorney-General; Hon. Nat B. Knight, Jr., Louisiana Public Service Commission; and Hon. T. Hale Boggs, Member of Congress, Second Louisiana Congressional District. Bottom Center: Hon. Allen J. Ellender, United States Senator from Louisiana. Bottom right: Hon. Russell B. Long, United States Senator from Louisiana.



Parish and District Officials

At right, top to bottom: Hon. Alvin T. Stumpf, Louisiana State Senator, Tenth Senatorial District; Hon. James E. Beeson, State Representative; Hon. John F. Rau, Jr., State Representative; Hon. William Justice, Jr., Clerk of Court; Hon. Vernon J. Wilty, Jr., Assessor; and Dr. Charles B. Odom, Coroner.



Hon. William S. Coci, Sheriff





Court Officials

On left: Top, Hon. Leo W. McCune, middle, Hon. L. Julian Samuel, bottom, Hon. John C. Boutall, Judges of the 24th Judicial District Court. Center: Top, Hon. L. Robert Rivarde, Judge Ad Hoc, 24th Judicial District Court. Bottom, Hon. Frank H. Langridge, District Attorney.

On Right: Top, Hon. Waverly A. Henning, First Assistant District Attorney; second from top, Hon. Nestor L. Currault, Second Assistant District Attorney; third from top, Hon. Richard A. Thalheim, Third Assistant District Attorney; bottom, Hon. A. J. Graffagnino, Fourth Assistant District Attorney.

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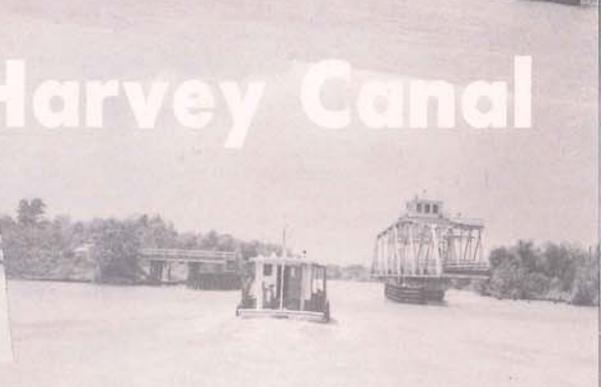
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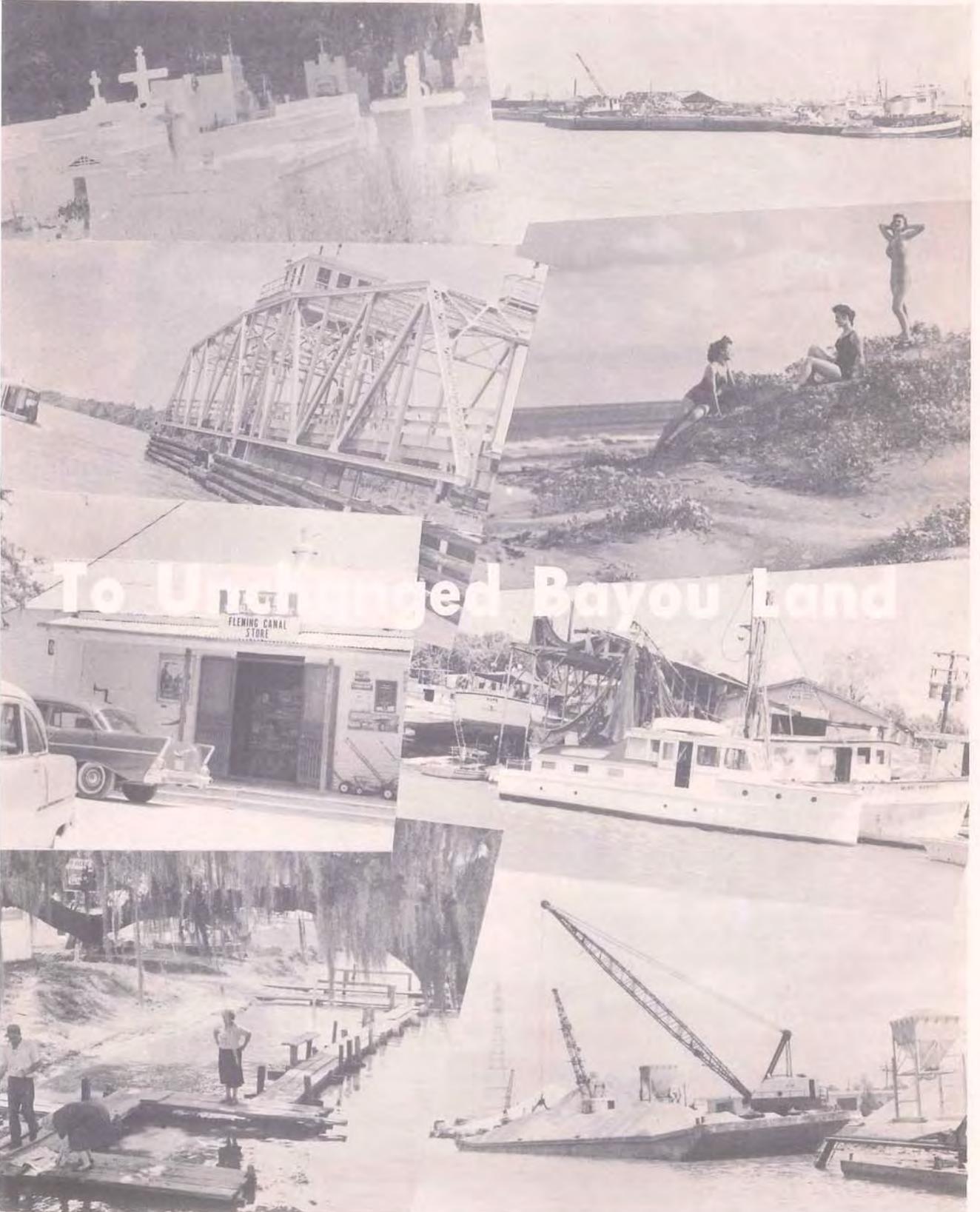
A Study In The Amazing Contrasts



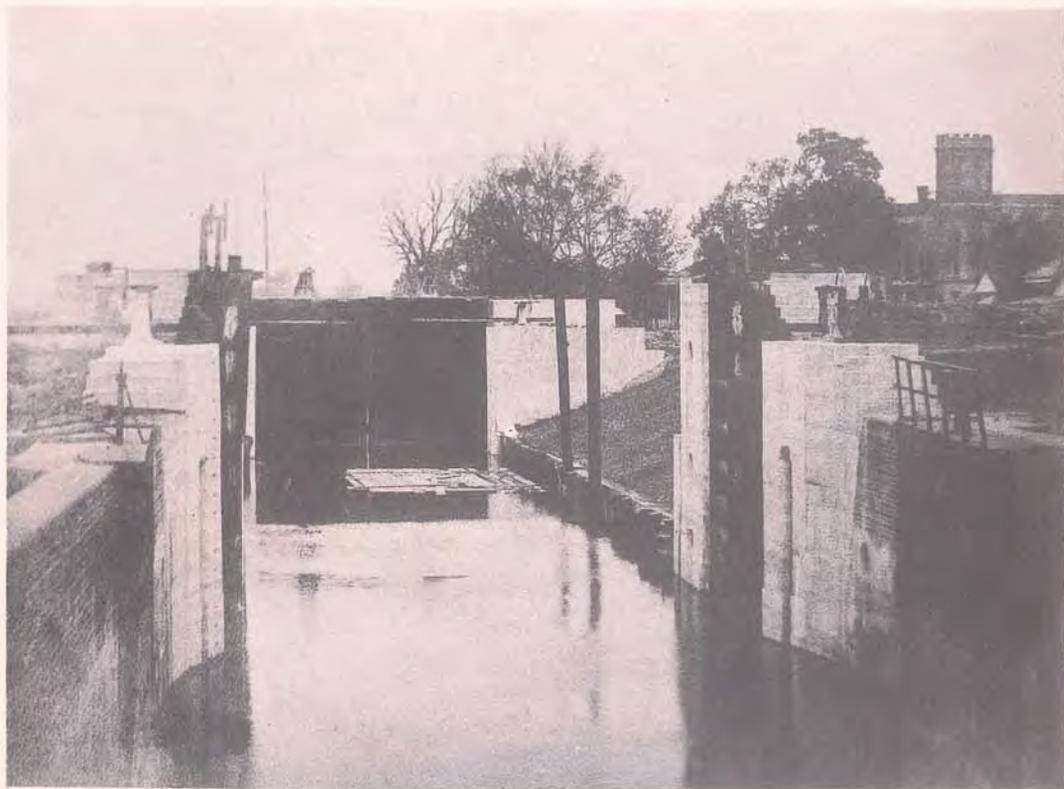
From Harty Harvey Canal



That Comprise Jefferson Parish



To Unchanged Bayou Land



'way back when . . .

By **JIM SHARP**

HARVEY CANAL

The story—and the history—of Jefferson unfolds itself dramatically to those who voyage down the Harvey Canal and the Intracoastal Waterway from the Mississippi River to Grand Isle.

The history unfolds in reverse: Beginning at the Harvey lock and surrounded by the scores of industries which are the trademark of modern Jefferson, and moving down the waterway through vistas which have changed very little for decades, marked by moss-hung oaks which border the dark bayou water. At the end of the waterway, where it meets the deep, blue water of the Gulf of Mexico, is Grand Isle, 52 miles from Harvey, still rooted in more than 250 years of romantic—and at times, violent—history.

The contrast between today and yesterday observed during this water passage is so abrupt that it is difficult to realize that the two worlds are part of the same community and are, geographically, so close. Standing at Harvey lock, knowing that it is more than 110 miles down the Mississippi to Southwest Pass, it is surprising to remember that the Gulf lies less than half

the river distance away if one follows the waterways of Jefferson Parish.

On the other hand, little imagination is needed to realize, on looking south from Harvey lock, that here is one of the most concentrated industrial complexes in the Deep South.

Along the first few miles of waterway, from the lock South, are some 165 establishments, most of them related to the petroleum industry. Some build and repair barges, others fabricate special pipes, fishing tools and other oil field equipment. Others warehouse oil field supplies, still others store petroleum products or provide power for the hundreds of small craft—tugs, crew boats and the like—which give the oil industry mobility.

The services rendered by these industries range in scope from purely local to providing a given facility for the entire Gulf Coast area, or for export.



Time, dollars, ambition, brains, hard work, necessity and progress have made a difference . . . Here you see the Harvey Locks as they are today.



The complex is closely related to the activity offshore in the Gulf, where installations uniquely suited to their tasks are developing vast resources of not only petroleum but sulphur. This offshore treasure chest contains the largest oil field in North America and also the continent's largest single sulphur field.

Officials of the Harvey Canal Industrial Association estimate that their area, together with the offshore developments of Jefferson Parish, is responsible for adding over \$50 million in annual payroll to the prosperity of our community.

The association is typical of the more enlightened modern industrialism. Recently, when parish funds were inadequate for the paving of Peters Road, chief artery of the Harvey Canal area, members of the association paid a large portion of the costs. Presently, the association has pledged itself to the maintenance of a public plaza on the canal at a point directly above the Harvey tunnel which speeds traffic on four lanes along the Westbank Expressway and under the waterway.

Negotiations are under way, with every indication of success, to obtain a long-term lease on the plaza site from the Louisiana Department of Highways, owners of the property who are prohibited by law from disposing of the land in question.

The plaza is envisaged as much more than an attractive, landscaped way station for the casual visitor. In the words of Captain James Ayres, head of the Ayres Materials Company, Inc., and a moving spirit in many public-spirited ventures, including the plaza, the purpose is:

"To obtain and develop this site as a place where small craft can dock to embark visitors on informative tours of the canal industries and the historic sections of the waterway further downstream at Lafitte, Barataria and Grand Isle."

"It is especially important that we carry through on the present site, because this is the last one obtainable for public use on the waterway."

"The plaza can be used to sell visitors who are potential investors in still more industry and commerce for our area on our

advantages as well as on the extent to which the Harvey Canal is already developed. We feel that, in this and other connections, it is an excellent investment in the future. That is why the association has assumed the responsibility of maintaining the plaza and of soliciting the aid of several civic clubs in underwriting the venture."

The spirit of co-operation which exists among the industries along the waterway was demonstrated to the staff of the Jefferson Parish firms asking for information about each. Some two-score replied in writing, others verbally. Several not only cooperated but voiced strong enthusiasm about being a part of the Harvey Canal picture.

For example, a firm engaged in marine repair and construction and which has been in business on the canal since the fall of 1956, was asked about plans for expansion.

Their reply was an optimistic comment of, "All we can say here, is, definitely!" And officials of the growing venture added this comment:

"During our first year of business we reached the maximum of our estimated expected business volume goals. Business has been good enough to warrant investment in a small drydock, additions and improvements to our other facilities."

Another firm, engaged in the manufacture and reconditioning of steel drums, largely for the export market, says of its plans for the future: "We plan to continue our expansion gradually as in the past."

A majority of the firms along the Canal were founded after World War II, coincident with the upsurge in traffic on the Intracoastal Waterway and with the burgeoning South Louisiana oil industry. But several of the firms which are still among the leaders, including, of course, various petroleum companies, pioneered the area several years before the war.

One of these earlier arrivals was the Intracoastal Terminal, engaged in oil field storage. The founding and growth of the firm is remarkable not only because it was one of the earlier ventures, but because it was created by a leader who had faith in the area and was able to visualize its potential long before most could do so.

This man was the late C. O. Hooper who started the Intracoastal in 1936 and who had been earlier a railroad civil engineer, land developer and industrial construction contractor.

His associates have provided the following comment on Mr. Hooper:

"He was a developer. It was he who personally made the surveys and maps necessary in the transformation of the banks of the Harvey Canal from a soggy wood-

land pasture into a complex industrial subdivision. With one or two minor exceptions, no industrial plants had located before Mr. Hooper's efforts. Personally, he supervised the planning, draining, and subdividing of much of the section."

"It was he who envisioned and planned and promoted Peters Road. Much of the credit for building the present day railroad spur—Hooper's Spur . . . along the Gretna side of the canal, belongs to him."

Since his death, operation of the firm has been carried on by his sons, Lewis E. and John C. Hooper. The company, employing some 80 persons, has three modern warehouses, and a storage area for pipe and other materials of 45 acres.

Along with Captain Jimmy Ayers, another pioneer on Harvey Canal, are numerous firms such as Associated Oil Field Rentals; Black Sivalls & Bryson, Bell Transportation Co.; Robicheaux Brothers, National Tank Company; Standard Supply and Intracoastal Terminals Corp.; these are located in Ayers immediate vicinity. In addition to many new businesses and enlargement of established firms, the area on both sides of the canal has shown a steady increase of residences with stores and shops to accommodate this growth.

Such is the story of the first few miles of the waterway: The development of a canal into a major industrial and commercial area which provides much of the bread and butter of Jefferson's West Bank.

The story of the succeeding miles, proceeding South toward the Gulf, differs greatly. To obtain this story, the Review was assisted by the Louisiana Department of Wildlife and Fisheries, the department providing a cruiser for the trip from Harvey lock to Grand Isle. Once beyond the industrial area, the boat's forefoot cut a gentle bow wave through waters that scarcely changed since the first Acadian settlers chose their homesites on the banks of storied Bayou Barataria. Beyond the commercial area, Harvey Canal gives way to the bayou, which retains its name despite the fact that it is for several miles part of





Shown here is another photograph taken below the Locks looking South showing the tremendous growth of this area. This growth is continuing and perhaps with improvements and developments planned will reach the entire length of this very important waterway making what is beginning to be an internationally known asset to shipping and industry—a world wide contribution to good will.

the Intracoastal system.

Most of the plain—many unpainted—little houses along the waterway have their own landings, occasionally their own boat-house and even, now and then, an improvised small craft way. Moss tops, and dominates, much of the vegetation. From the bayou, there is little to remind the visitor that this country, too, is part of the twentieth century. A sense of deep quiet hangs over the country, a section which becomes increasingly more water than land as one moves south.

It would not come as a great surprise—unless an oil derrick or tank farm in sight—to encounter an early Acadian dressed in the costume of the Eighteenth Century as he paddled his home-built dugout pirogue.

But aside from the patois French of the bayou country, there is abundance of modern-day America once one walks the few hundred feet from bayou to highway in the Lafitte-Barataria area. Many of the men here still make their living trapping, fishing and farming as their forebears did two

centuries, but their tools are those of today. Modern roads, appliances and comforts are universally apparent.

This is the second year the people of the area have been enjoying their own water and natural gas supply, utilities owned and operated locally at the public level. Strangely, the Lafitte-Barataria area had for years sat atop a huge gas field while residents imported bottled gas for their domestic needs.

A maze of television aerials surmount the houses and a galaxy of shiny automobiles enliven the front yards. Yes, the deep bayou country has gone modern, but not the bayou itself.

The waterway and its countless related smaller bayous, lakes and backwaters remain a major source of food for the folk of the area. Under the surface swim for the taking crabs—hard, soft and shedder—an excellent variety of edible fish and, in Grand Lake, flourishing oyster beds.

On the praries bordering the bayou and its tributaries are muskrat in abundance,



Above is a picture taken September 4, 1951. It would be hard to visualize that the lower picture is the same area in which Ayers Materials Company, Inc., started. In the lower picture are a part of the many firms now located on the Harvey Canal in addition to Ayers Materials.





Another vast industry on the Harvey Canal, Shell Oil Company's marine terminal and warehouse. It occupies 17 acres and has a 1000-foot steel pile bulkhead where barges load and unload. The pipe yard has a capacity of 30,000 tons of pipe, which is handled by a 25-ton diesel railroad crane. Other facilities are a 12,000-square-foot warehouse, an exploration department building used to store well cores and special vehicles, and a building containing offices, a radio equipment repair shop, land department survey vehicle shop, and a well-logging instrument repair and storage room.

yielding a quick money crop during the brief winter season. Even the storied moss which hangs heavily—sometimes almost to the surface of the water—from the trees along the banks of the bayous is the raw material of a minor industry.

Once the Wildlife and Fisheries cruiser moves below the Lafitte-Barataria area the waterway becomes even more dominant. It not only is the bread-basket but is the highway, the key to communications into and across Grand Lake to Grand Isle and all the bordering environs. The pirogue remains the jolopy of the waterways, supplemented by home constructed craft, most notably the seaworthy, husky Lafitte Skiff. The latter craft, of course, originally had the general lines of a skiff but has become, in recent years, a larger boat measuring up to lengths well over 30 feet. Year by year, it has taken on new lines, notably a V-Bow and forward section which sweeps back into a flat bottom stern, giving it impressive speed as well as sea-keeping characteristics.

Many of the smaller work boats—shrimp and oyster luggers—one passes on the cruise toward Grand Isle are home-grown, too and have changed little over several decades.

And except for the ingenious devices of the oil exploration and production crews

there are no new sights along the bayou.

A sense of primitive loneliness prevades the country in the lower reaches of the bayous and the watery prairie seems endless as the eye reaches for miles over the beam of the cruiser to the far, misty horizon. This land was once a part of the solid continent, 100 miles inland from the continental shelf and later was overrun by the tides and storms of the Gulf of Mexico. In more recent eras, the prairies have built up so that today a skilled man can walk across much of their trembling surfaces.

Grand Lake, itself, separating the prairies from the country below Lafitte from Grand Isle, is a shallow arm of the Gulf, generally calm but capable of being lashed to sudden fury by even moderate winds.

At the southern shore is Grand Isle, bordered on the east by a deep pass in which tidal currents run fast and where hundreds of porpoise can be seen in a few hours as they feed on the abundant life brought in from the Gulf.

Grand Isle is at once an excellent resort for the fisherman and bather and a repository for the customs, habits and traditions of the past. Many of the families trace their ancestors back to the men of Jean Lafitte and his romantically piratical crew and a crumbling cemetery on the island attests the validity of this heritage.



Two major thoroughfares meet . . . without being a dangerous intersection. At this point the West Bank expressway dives under the Harvey Canal. One of many engineering accomplishments in Jefferson Parish, the Harvey tunnel was opened for traffic September 5th, 1957.

Once each year, during the Grand Isle Tarpon Rodeo held in July, the island erupts into four days of strenuous, overcrowded activity. Hundreds of fishermen, many from far places, embark in craft ranging in size from outboard hulls to twin-engine seagoing cruisers to compete for prizes.

National authorities list Grand Isle waters among the 10 finest fishing areas in North America. And the establishment of oil—and now, sulphur—rigs for several miles offshore into the Gulf has augmented the fishing by attracting huge

schools of Marine life, concentrating them around the rigs.

During the 1958 Rodeo several varieties of fish were caught which had not been observed before in these waters. These include several sailfish, wahoo and two varieties of tuna.

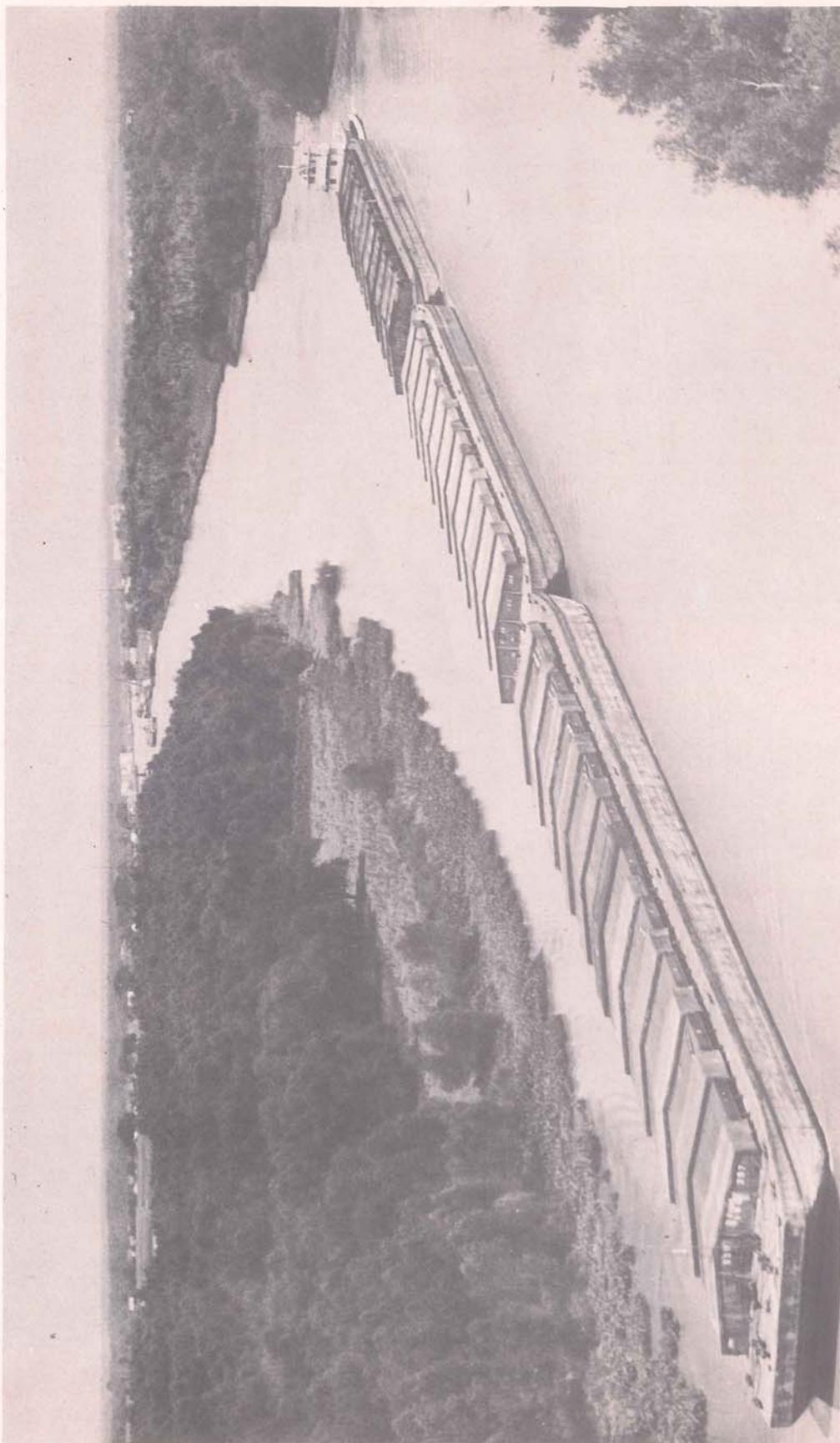
It is a far cry from this deep bayou country to the din of industrial productivity along the northern portion of the waterway, the Harvey Canal. But the far cry serves principally to emphasize the striking variety of the land which is Jefferson Parish.



Snaps of the Annual
Pirogue race and the
winners...



Left, the two champions, Gerald LeBlanc and Mrs. Charles Myers, Jr.



The Motor Vessel Dixie Star maneuvering it's tow in a bend of the Harvey Canal. Dixie Carriers, Inc., is located on the east bank of Harvey Canal.



Shell Oil Company's marine warehouse and pipe yard on the Harvey Canal is equipped with a 25-ton diesel railroad crane for handling various sizes of pipe in the yard.



Parts Department and office of George Engine Company, Inc., on the west side of Harvey Canal.



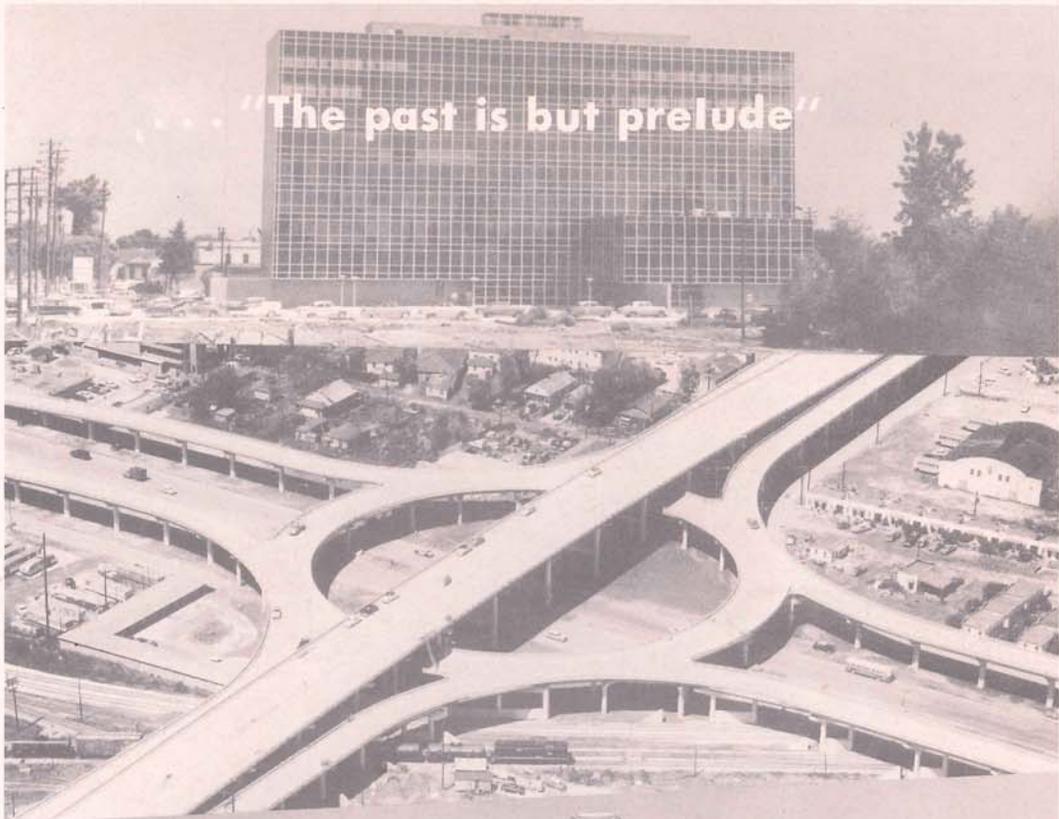
At left; loading a drawworks on offshore structure of Rowan Drilling Co., Inc., at Hunt Tool Company's yard on the east side of Harvey Canal. Below; stacks and stacks of lumber. In the background are some of the big timbers used for constructing tank batteries and bulkheads. The 12"x12"s on the yard of Harvey Lumber & Supply Company, Inc., on the east bank of Harvey Canal are creosoted Southern yellow pine.





At right: Packing and weighing of shrimp at Southern Shell Fish Company, Inc., the largest canner of shrimp and oysters in the world. Brine will be added to the shrimp before the cans are sealed and put in high pressure cooker for processing. The Southern Shell Fish plant and office is on the west side of Harvey Canal, as seen through the nets and outriggers of deep sea shrimp trawlers in lower picture.





... "The past is but prelude"



Jefferson tommorrow

A Report...

on the
Past, Present and Future
Program
of the

JEFFERSON PARISH PLANNING AND ZONING COMMISSION



By CLYDE BOURGEOIS, SR., Chairman

This article is written to acquaint you with Planning Commission activities. Your interest and participation are invited. This is your planning program. The Planning Commission is your instrument to help you shape your future. Planning together and working together we can provide "better living for all" in Jefferson Parish. The fac-

tual background has been established by our planners. They are projecting demands and services into the future so that, with your help, we may plan and build, not for today, but for today and tomorrow for the great future that is evolving within our boundaries.

A Land of Bright Future

Water, land, sunshine, chemicals, petroleum, seafood, natural fuel. These are common to many communities, but with these tools, the people of Jefferson have built an amazing complex of industry, trade, and economic progress, and yet have not submerged the characteristics and amenities that will keep Jefferson great.

Jefferson is a great place in which to live, to work, and to raise a family. It is a place of enterprise, of busy people, of bustling industry, of vital, vibrant commerce, of hard-hitting, aggressive community endeavor. It is a place of carefree spirit, of open spaces, of salt water, air, and sunshine, of boating and fishing, tennis and golf, and of a parade or festival at the drop of a hat. It is a place of tradition, of magnolias, moonlight, the Mississippi River, shrimp boats, bayous, southern drawl, cajun paos, gumbo, and crawfish bisque.

Politics is its hobby, progress its vocation, living its avocation.

Out of the complex is emerging a coordinated effort to apply intelligent foresight to community growth—to encourage its enterprise, to protect its carefree spirit and to preserve its traditions.

Seven years ago the first organized effort to start a planning program was initiated. The problem was a unique one requiring a comprehensive approach. There was no central Parish engineering office to serve as a source of information. The area had changed from a rural to a metropolitan industrial community in the span of a few years, and like Topsy "it had just growed". There was no plan, yet it was an uphill battle to convince some people that Planning and Zoning was necessary and that the expenditure would be justified. Many people did not know what was meant by Planning and Zoning. Many people—today—do not know.

It took argument, persuasion, and pressures. It took legislation and cooperation among diverse interests. It took money. And it took five years. But it was done.

Our Planners have been working since September, 1956, on an extensive research program, or inventory, to find out the raw material available. Those raw materials are the things that are being molded into the final plan. The program will be done in several phases. The first phase will end December 31, 1958.

We have just begun, but we're on our way!





Above: newly constructed homes in Garden Park Addition, an excellent sign of progress. Below: an aerial view of Airline Park, a community of over 1,000 homes complete with shopping center, churches, schools, medical center and playgrounds.



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Planning . . . the Why

Growth brings problems. Here in Jefferson we have seen rapid growth. The larger and more rapidly we have grown, the greater and more complex have become our problems. More people, business and traffic have required more houses, streets, parks, and utilities. We have learned that our welfare is intimately associated with that of our neighbor next door and in adjacent areas. We have seen growth—we have benefited—we have learned the importance of foreseeing what our needs will be and what they will cost. We have learned that it pays to plan.

Planning has to be a thing of economic considerations. It must establish needs and it must give an idea of cost to obtain those needs.

But it has to be more than that. There are other considerations—kids playing in their neighborhood, in an area free from through traffic, near a park or playground away from the smoke of factories, the noise of industry, and the influence of slums. It must provide a street system that will permit the salesman to make addi-

tional calls in less time, to let workers get to and from work smoothly, quickly and safely, to bring the school or shopping closer in time to your front door and to provide parking space where needed.

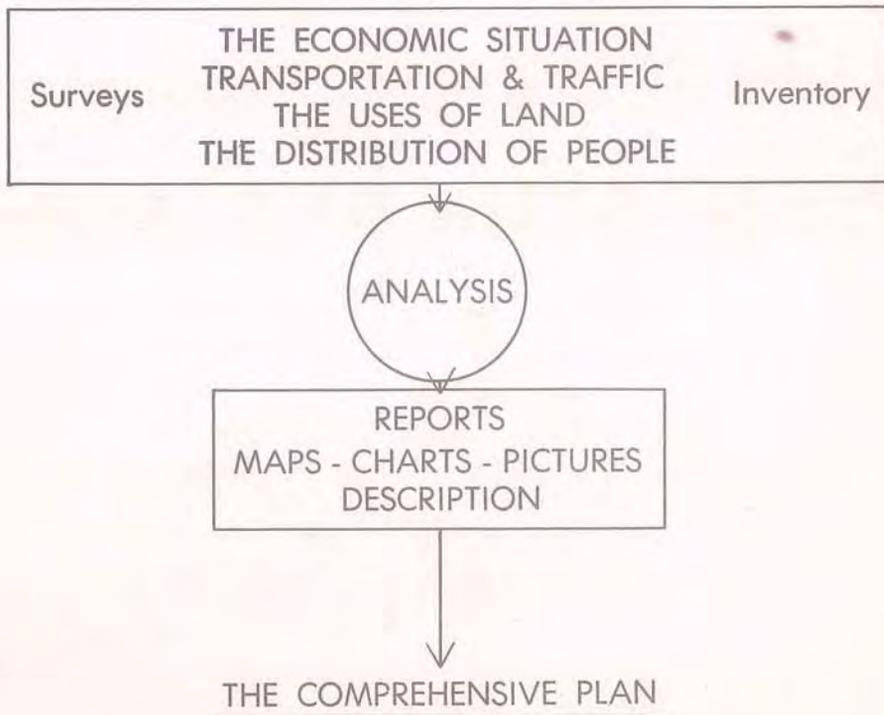
If Jefferson is to prosper it must hold its own in a competitive business—the fight to attract major industry. Through foresight—the development of effective zoning, good traffic flow and control, up-to-date commercial centers, planned industrial areas, well-kept, attractive residential sections, and a sound master plan, the additional payrolls of new industry can be attracted.

The end result of good planning is better living for all.

The How . . .

Our objective—"better living for all"—is the assurance of maximum benefits to all the people of an area, and the insurance of public and private investment through the economical use of resources, prevention of duplication and waste, and enhancement of property values.

The comprehensive plan to accomplish this objective is reached by three steps.

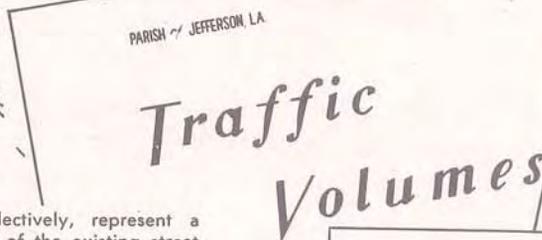


We are now in the third step. The next pages show some elements of the plan our planners have prepared for us and which we have submitted to the people and the Parish.

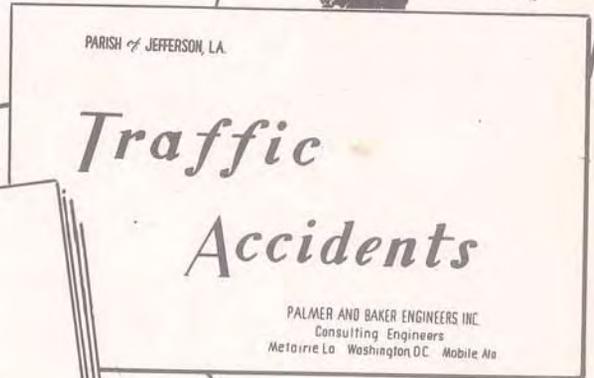
In the Making . . .



The origin and destination survey is made by interviewing people in their homes and cars by personal and roadside interviews to determine whether they want to go and where they start from. The collected information, cast as desire lines of travel, helps determine the major street plan.



These reports, collectively, represent a survey and analysis of the existing street system and report on its functioning and ability to do its job. Individually they concern matters related, but of interest to different Parish officials as the Sheriff, Road Superintendent, etc.



The 1975 distribution of population and use of land for industry, commercial and residential use, as it will be developed under the Zoning Ordinance is predicted. This is a study of the environment of the future.

The reports shown here are some of the elements of the "Comprehensive Plan". Additional reports will be published soon. Planning, to create "better living for all", is a continuing, endless job. Our planners are working for your future as you read this.



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The Commission and its Staff in Action

During our first year of operation, we on the Commission learned much about planning. We found that planning is a slow, hard, but a thoroughly rewarding job. It is contagious and so worthwhile that the hard work and long hours were well spent. For instance, in the first year we held 32 business meetings involving 134 hours of formal sessions. We held 9 Hearings lasting 28 hours and requiring 236 miles of travel. We spent much of our personal time in making inspections, on the site, of pending subdivision or building permit matters in order that we might be better qualified to act upon the matters at our meetings. We processed 304 subdivisions

and re-subdivisions and reviewed and acted upon 324 building permits. We spoke before civic bodies, met with the governing body of the Parish, and conferred with various interested groups.

Our Commission is made up of a fine conscientious group of men who are serious about their job and who are determined to give our Parish the kind of plan that will insure a good future with "better living for all". We know we're on the right track and intend to stay there. Serving with me are Mr. James Culotta, a builder and developer of subdivisions and shopping centers, Mr. Percy Goldenberg, an executive and 40-year employee of the L & N Railroad, Mr. Richard McCarthy, Vice-President of Gulf States Land and Industries, Inc., which is developing a new city at Belle Point and Reserve, and Mr. Victor Phillips, a business man, supplying building materials to the construction industry.



At left: Mr. A. J. Graffagnino, attorney to the Jefferson Parish Planning and Zoning Commission. Above: Mrs. Carl H. Kraak, secretary to the Jefferson Parish Planning and Zoning Commission.



Jefferson Parish Planning and Zoning Commission—from left to right are: Victor Phillips, member; James J. Cullotta, vice-chairman; Clyde Bourgeois, chairman; Percy Goldenberg, secretary; and Richard McCarthy, Jr., member.



Executive group of Palmer and Baker Engineers, Inc., reading from left to right: Lathrop B. Craig, planning engineer; Col. C. T. Tench, vice president; George F. Williamson, contracting engineer; and Abner H. Beard, assistant chief engineer for design.

Mr. Ross Centanni, a salesman and long-time resident of the West Bank, served with us until his untimely death in an automobile accident. His contribution to our efforts were considerable and his ready wit and unfailing good humor, even after hours of tedious deliberations, have been missed by all of us. We feel we are fortunate in that with my experience in real estate and the experience in construction, big business, site development, services and small business possessed by other members of the Commission, we have been able to keep our perspective and act intelligently on a variety of things submitted to us.

In addition to the five members, our

secretary, Mrs. Letitia Kraak, our attorney, Mr. A. J. Graffagnino and our planners, Palmer and Baker Engineers, Inc., attended each meeting and each hearing. The secretary, a full time employee, records the minutes, handles all correspondence, processes all matters acted upon by the Commission, and is in her office daily to serve the public. The attorney does the legal research to insure that all acts, reports, and decisions of the Commission conform to the law under which the Commission is operating, and that all matters submitted by the Commission to the governing body are ready for adoption or appropriate action. He is on continuing call to advise the Commission on legal matters. The Plan-



Palmer and Baker engineers study maps of Jefferson Parish.

ners, in addition to their full time job of preparing the plans, reports, maps, and other data submitted for Commission approval are also on continuing call to advise on planning matters and to recommend to the Commission.

Our planners are at work on your plan. They work full time. Their job includes careful surveys and inventories of resources, an analysis, and an appraisal, so that the resulting considered opinion comes forth as a plan presented in the various forms already shown.

On the surface their job has to do with physical things, streets and sewers, parks and playgrounds, homes and schools. The real significance of their job, though, lies much deeper—a proper plan has a powerful influence for good upon the mental and moral development of the people. It is the firm base for the building of a happy and healthy community.

Their's is the responsibility of furnishing us with recommendations and supporting data. We reach our decisions through careful review of the Planner's recommendations and thoughtful consideration of public expressions to make in hearings or at our meetings. Our decisions, to be sound, must reflect the thinking of our Planners, our Commission and the people.

Our Planners were chosen wisely. They are experienced and practical professionals who have had a great part in shaping the future of many communities. In particular, Palmer and Baker Engineers, Inc. is a firmly established company in Jefferson.

Its Planners live in the Parish, make their homes here, and have a personal stake, along with you and I, in our future.

Your Role in Planning

A planning program, to be effective, must consist of more than reports, maps, and the like. It must be a thing of regulations and ordinances which are enforced. It must be understood and accepted so that enforcement is practicable. Understanding and acceptance come through cooperation between the planners, the politicians and the people—through education by the planners, administration by the politicians, and participation by the people.

You have a stake in the work being done and the plans being made for Jefferson. You have a right to know what is going on. You are urged to take part in the program. It is—at the same time—an opportunity and a responsibility.

Visit the meetings of the Planning Commission. More important, attend the special hearings or join an area development council. We need and want your help.

We want your review of and reaction to our plans in progress. We want you to voice your ideas to help us, through sound planning create "better living for all" in Jefferson.

As you can see, we have embarked upon a stupendous undertaking. Bear in mind that the Parish is divided by the Mississippi River into two separate worlds, each with its own characteristics, its own



The drafting room at Palmer and Baker is a busy community formulating plans and detailed maps for the Planning and Zoning Commission. The paper work here is an important step toward the future prosperity of Jefferson Parish.

interests, and its own way of life. The ever increasing tendency to suburban living, the increasing problem of providing for the needs of a rapidly growing population and the accelerated pace of living with increased industrialization are but a few of the factors that aggravate the problem—but make its solution mandatory! It is not a problem to be solved by the Ivory Tower boys who produce pretty pictures. This problem can be solved only the hard way and only by practical planners who are familiar with the area and know its people and its character. It can be solved only through your participation. There is much of economic strain and political hardship and downright hard work ahead in a rapidly developing area such as ours—but by unified action we will succeed. But we must advance and advance rapidly. There can be no delays, lest our problems accumulate and pile up to overwhelm us. The advance of society into new areas is ruthless. You are either ready or the future passes you by. We are fortunate in having an excellent staff to devote to the solution. We, our staff and you, are citi-

zens of Jefferson Parish and have a personal as well as professional interest in doing the best job that can be done. We are raising our children in this Parish and want to assure their future happiness and prosperity.

The Challenge

But none of us can rest here. In this driving, vital Parish of Jefferson there is still so much to be done—not only in more and more adequate traffic facilities to open all of your residential and commercial potentials, but in providing and coordinating all of those multiple municipal services that are demanded by a modern society.

We must continue our Planning Program. We must keep it alive. We must plan for the new. We must constantly revise our work and keep abreast of the times. We must maintain a force of planners capable of keeping our program up-to-date.

We must keep before us the words carved on the Archives Building in our national Capitol: "The Past is but Prelude".



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U. S. Government Obligations ... 110,181,533.56	Acceptances 1,232,127.14
State, Municipal and Other Public Bonds 21,192,310.24	Dividend Payable January 2, 1958 112,000.00
Other Bond and Securities 839,461.97	Reserve for Taxes, Accrued Interest and Expenses 4,177,866.70
Loans and Discounts 201,865,728.87	Other Liabilities 90,001.19
Bank Premises 4,022,982.10	Capital Stock \$ 2,800,000.00
Other Real Estate 40.00	Surplus 22,200,000.00
Customer's Liability Account of Acceptances 1,056,415.01	
Accrued Income and Other Assets 1,889,097.30	
TOTAL \$452,328,732.11	TOTAL \$452,328,732.11

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My Reasons For Locating In Jefferson Parish

By G. B. Waterstraat,

Assistant to the President,
Pipe Line Service Corporation

Way back in 1948 an article appeared in the Jefferson Parish Review with the heading "Why locate in Jefferson Parish?" The article stressed the Harvey Canal upon which Pipe Line Service Corporation located in 1944. The article also stated the cooperation extended by Jefferson Parish officials in assisting new business to locate in Jefferson Parish.

With the ever increasing improvements being made within the Parish together with the increase in the population of the Parish, the article ended with the statement "Why not locate in Jefferson Parish."

To list only a few of the reasons: The new bridge across the Mississippi River will bring Jefferson Parish within a few minutes of the great city of New Orleans with its port facilities ranking second in the United States. This is a time saver for the people on either side of the river and avoids the inconvenience of ferries. Another time saver is the tunnel under the Harvey Canal.

When we think back about a year or more, Highway 30 along the Mississippi

River was blocked by the raising of the bridge over the Harvey Canal every time a tug and barge or barges would enter the canal. Sometimes the delay would be one-half hour for all vehicles—a mile long—be they automobiles or trucks. Who were in the autos but employees anxious to get to their place of business. The tunnel, paid for by bond issue, with the four lane highway between Gretna and Westwego, saves inestimable time for men and women going to and coming from their place of employment.

We should not overlook the new courthouse in Gretna for the various departments of the government of Jefferson Parish. It is a splendid building with ultra-modern architecture and all conveniences for which Jeffersonians of today and in the future can be proud.

The new shopping center near the new bridge is the fulfillment of a long felt want by the people in Gretna and surrounding territory.

The new Callender Airport is another step



A picture of the Harvey Canal "Way Back When". In an article beginning on page 50 one can see in words and pictures the vast accomplishments since "Way Back When".

CONT. ON NEXT PAGE

in the growth of Jefferson Parish. The new channel of the Intracoastal Canal will relieve the Harvey Canal of traffic which is ever increasing and will add many miles of sites for industry requiring waterway privileges.

While the Harvey Canal plays an important part in the industrialization of Jefferson Parish, it has created the most concentrated industrial area in Louisiana. If in doubt, see the plants located on Peters Road and Destrahan Avenue. Mile after mile of roadways and railroad tracks have been built to serve the various industries. And everytime a new industry is added, it means more employment for the people of the parish.

Let us look at Jefferson Parish as a whole. Back in the 1940's the thought originated to construct an outlet for the great Mississippi River to relieve shipping on that river. The outlet was to be a canal from Harvey to Grand Island with a roadway on each side of the canal to make it possible for a closer means of reaching Grand Island and the attractions it offers for fishing, boating and swimming. This proposed canal, now called the Jefferson Seaway, when constructed, will shorten the distance to Mexico, Central and South America. The plans for this seaway are again agitated and when completed it will be appreciated by the shipping interests and the people as well.

To the north we come to Belle Chasse, Gretna, Harvey, Marrero, Westwego and across the River is Harahan, Kenner, with business, industry and homes. Let us not overlook Metairie, a place of fine homes. Eight good reasons to locate in Jefferson Parish!

The Pipe Line Service Corporation, as pioneers in coating and wrapping steel pipe for under ground oil and gas lines and coating with reinforced concrete for river crossings and bayous, is glad it selected Jefferson Parish for its southern plant. Beginning with unit number 1 in 1944, three additional units have been built making a total of four units and the fifth is now on the drawing boards of the engineers. Coating and wrapping steel pipe is becoming recognized as a precaution in laying pipe by industries, government airports, housing projects, railroads and

especially in the south where soil conditions are unfavorable to bare pipe causing corrosion which does not affect coated and wrapped pipe. During 1957 at Harvey alone we handled more than six million feet of pipe of all sizes or the equivalent of over 1100 miles of pipe which laid end to end, would reach from the Canadian border to Jefferson Parish.

It has also become necessary and advisable for our customers to not only have the pipe cleaned of foreign ingredients which may become attached thereto and coat and wrap the pipe with non-porous wrappers and coating materials, but our customers have also ordered the pipe so prepared to have added a reinforced concrete coating to give added weight to sink pipe lines when laid in the Gulf from the pumping stations to dry land.

A great improvement on the east side of Jefferson Parish is the longest causeway in the world across Lake Pontchartrain—24 miles—over water to bring the cities of Covington, Madisonville, Mandeville and other points in Mississippi closer to Jefferson and Orleans Parishes.

And we should not overlook the public service companies that have cooperated in tendering service to industries—Southern Pacific Railroad; Texas and Pacific Railroad; the Southern Bell Telephone Company; the Louisiana Power and Light Company; and the various waterworks commissions. While the officials of Jefferson Parish have done all that is humanly possible to secure industries, the State of Louisiana has also cooperated considering that they have a great many parishes to serve.

Nor can we overlook the Harvey Industrial Association. The salient reputation of this association is its unselfish interest in its neighbors. Maybe the neighbor is a competitor but that makes no difference. If the neighbor needs assistance—help him! And these thoughts are uppermost in the minds of employees as well. From top to bottom, the state, parish, cities and towns, industries and people are the most gracious and friendly in the country.

So there should be no question about locating in Jefferson Parish with its numerous facilities and natural resources.

CAPRI CAFE & LOUNGE

Fine Foods — Liquors — Air Conditioned

TONY MARCELLA, Prop.

UN. 6-9114

BRIDGE CITY, LA.

SULPHUR USE

PULP 8½%

Magazines and Printing Papers
Writing and Fine Papers
Wrapping and Bag Papers
Sanitary and Tissue Papers
Absorbent Papers
Containers and Boxes
Newsprint
Pulp for Rayon and Film

**CARBON
BISULPHIDE 4½%**

Rayon
Cellophane
Carbon Tetrachloride
Rubber Processing Chemicals

**GROUND &
REFINED 3½%**

Insecticides
Fungicides
Rubber Vulcanizing
Soil Sulphur

**OTHER CHEMICALS &
MISCELLANEOUS 3%**

Dyestuffs
Bleaching
Soybean Extraction
Leather Processing
Photography
Chemical Warfare
Specialty Steels
Magnesium

Initially four fifths of U. S. sulphur for domestic consumption is made into sulphuric acid and one fifth is used as elemental sulphur or in other chemical compounds. The sulphur—in one form or another—then flows through the entire industrial economy. It is used primarily as a chemical tool and therefore seldom appears in the final product.

So widespread is the use of sulphur that its consumption is in effect a measure of our national growth.

NON-ACID

ACID

IRON & STEEL 7%

Automobiles
Appliances
Tin Containers
Other Containers
Galvanized Products

RAYON & FILM 4½%

Tire Cords
Viscose Textiles
Acetate Textiles
Blended Fabrics
Cellophane
Photographic Film

PETROLEUM 3½%

Aviation Gasoline
Lubricants
Other Refinery Products

**OTHER
INDUSTRIES 6½%**

Explosives
Nonferrous Metals
Synthetic Rubber
Storage Batteries
Textile Finishing

FERTILIZER 34%

Superphosphates
Ammonium Phosphates
Ammonium Sulphate
Mixed Fertilizers

CHEMICAL 17%

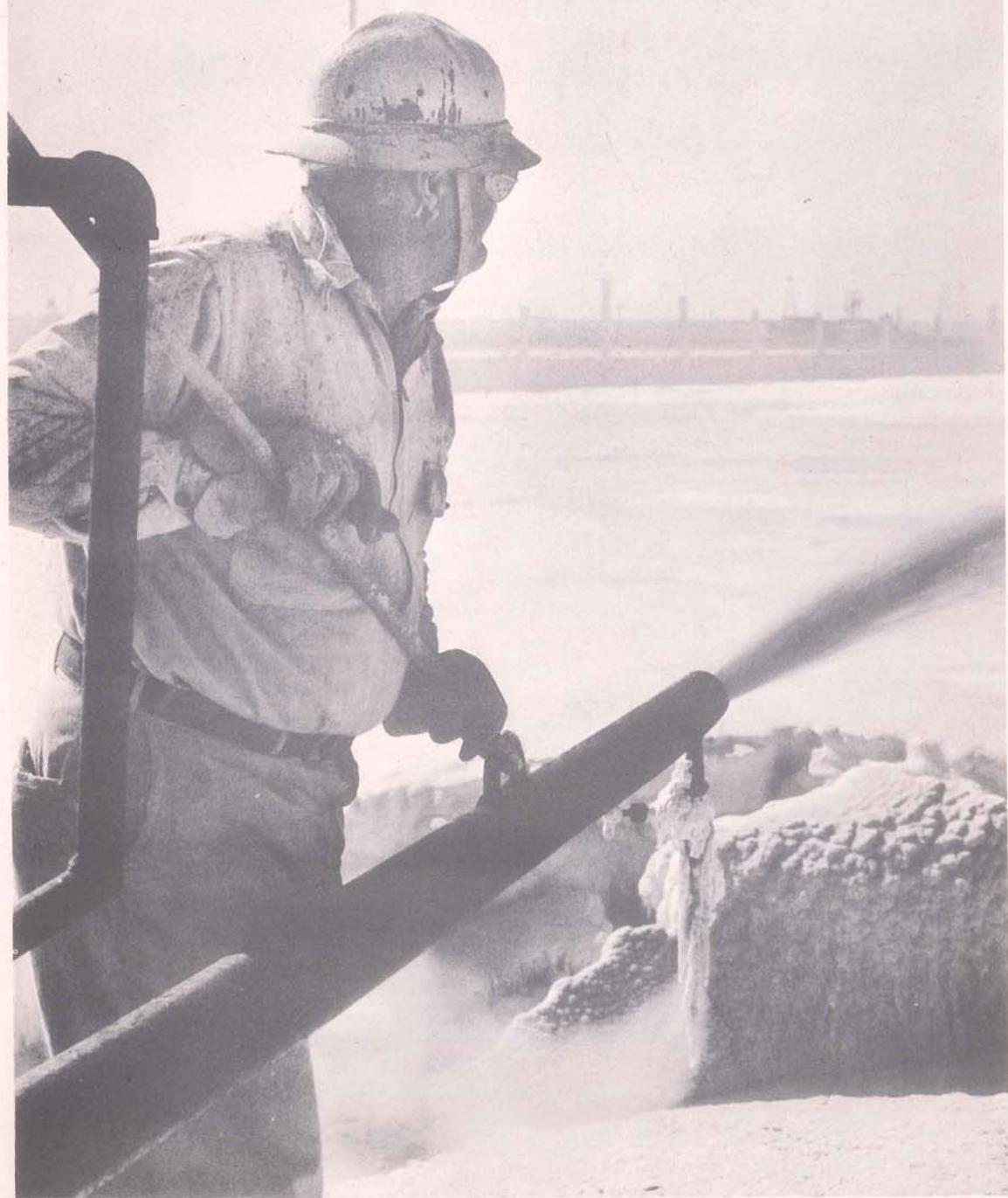
Synthetic Detergents
Feed Additives
Anti-knock Gasoline
Synthetic Resins
Protective Coatings
Dyestuffs
Oil Well Acidizing
Petroleum Catalysts
Aluminum Reduction
Paper Sizing
Water Treatment
Pharmaceuticals
Insecticides
Antifreeze

**TITANIUM & OTHER
PIGMENTS 8%**

Paints and Enamels
Linoleum and Coated Fabrics
Paper
Printing Inks

more about sulphur

Sulphur...



... in demand throughout the world

By Jeff Davis

Jefferson parish, long known as one of the most rewarding spots on the face of the earth, is now looking forward to another phase of development of natural resources.

In earliest times the rich soil provided crops that not only fed most of the surrounding area, but the marshes and waterways provided furs and seafood.

Then came the era of oil and gas exploration, and the moss picking, where literally "Money Grows on Trees", and the cypress timbers that were so good for building that homes a century old are being razed, so that the beams can be salvaged and used in today's building.

The clays that went into the making of ceramics are still present in some parts of the parish. More than 20 years ago the old locks on the Westwego Canal were torn down, and hand-made bricks and slave-made mortar defied the usual methods, and the U.S. Corps of Engineers spent several weeks analyzing the mixture, to find out what made it so durable.

With such a background of utilization of the natural resources of the Parish, it is not a great surprise to learn that once again Jefferson parish is to undergo another industrial change.

This time it is sulphur, and it is an engineering marvel that will make it possible. A marvel, and yet a big gamble at the same time, simply because it has never been done before.

A few years ago, off the coast of Grand Isle, the Humble Oil and Refining Company was drilling an exploratory well in the search for oil. Near the surface of the

dome where they were drilling, the bit started cutting a streak of sulphur.

Just how thick this sulphur deposit is, will remain a company secret. That is one thing a sulphur company guards jealously—the amount of the precious brimstone in the deposits they control.

Obviously, the deposit ranks as one of the most important sulphur discoveries in recent years—large enough to justify Freeport's investment of approximately \$30,000,000—and the company expects to operate it for many years.

After several months of planning, investigating, and even some public announcements that Humble would form its own sulphur company, a deal was made whereby Freeport Sulphur Company would take over the mining operations, and Humble will share in the profits.

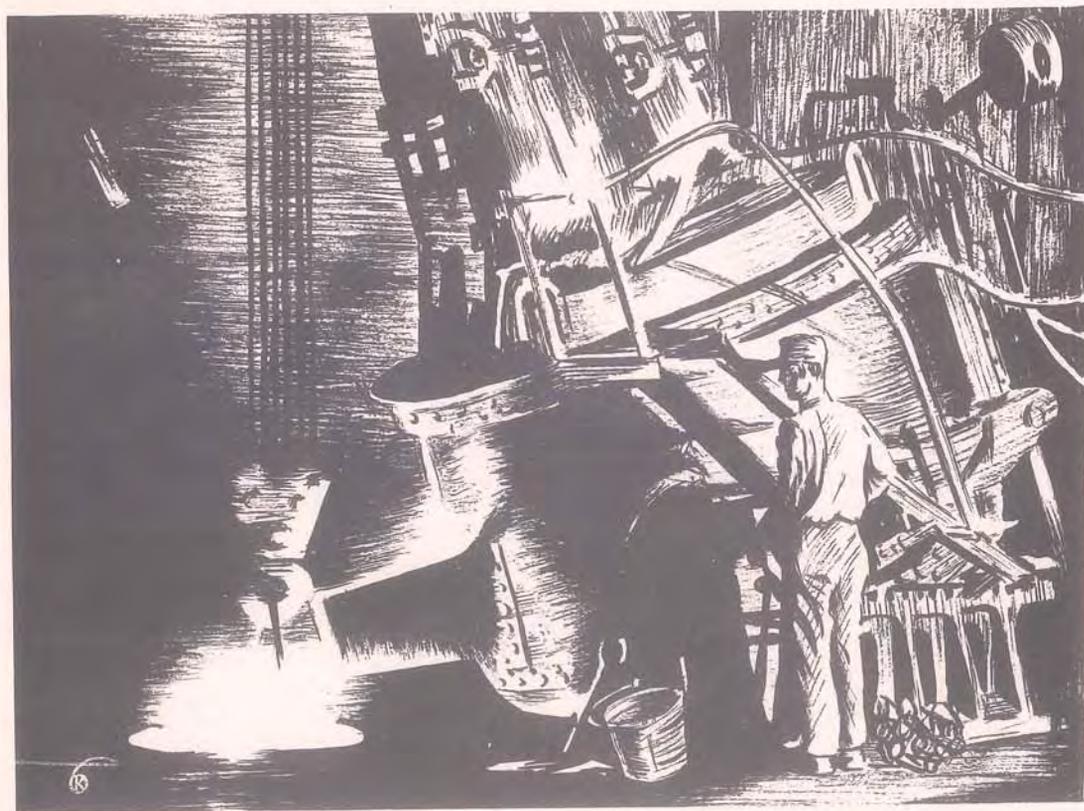
The sulphur deposit is in Block 9, approximately seven miles out at sea from Grand Isle, which is the base for the Humble company's present offshore oil operations, and which will also be the base for the land operations of the sulphur mining by Freeport.

out at sea from Grand Isle, which is the base for the Humble company's present offshore oil operations, and which will also be the base for the land operations of the sulphur mining by Freeport.

When completed, the structure will be a Y-shaped steel island—the world's largest—more than half a mile long. Five large and ten smaller steel towers, or piers, connected by 200-foot-long bridge spans, will form the island.

The fabrication work is being done in

Sulphur



ESSENTIAL

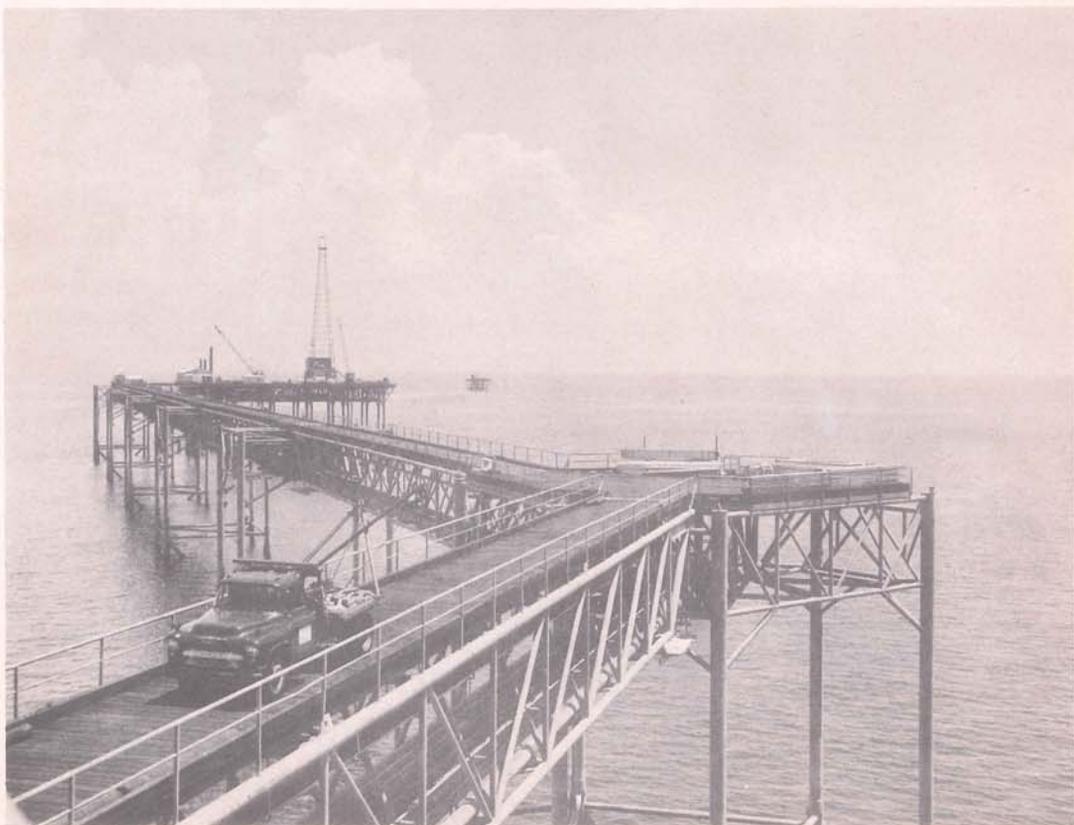
IN THE MANUFACTURE OF

STEEL . . .

IN FACT SULPHUR PLAYS AN IMPORTANT
PART IN EVERY HOUR OF OUR
DAILY LIVES . . .

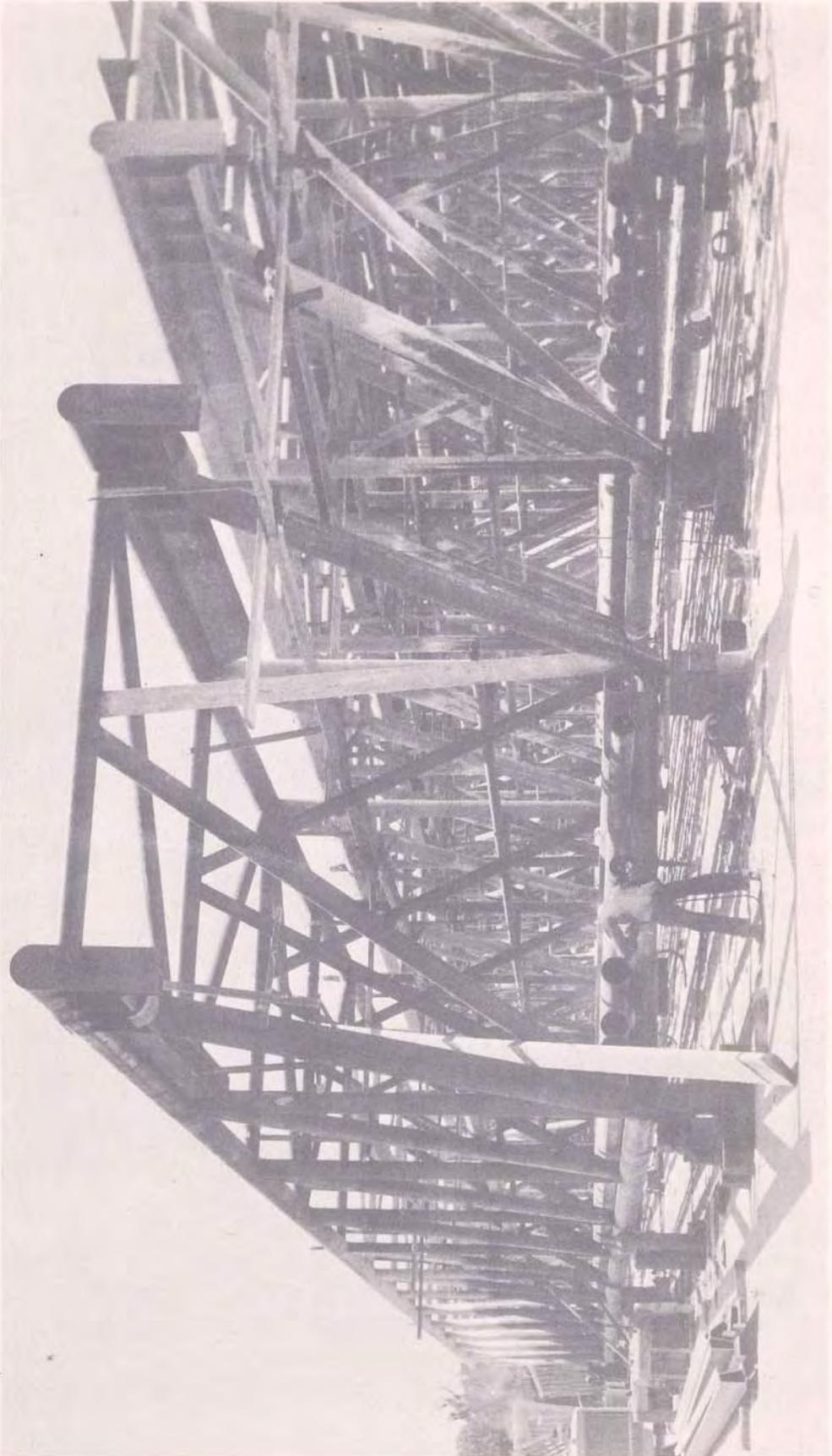


Above: An artist's conception of the "Y" shaped steel island, as planned, 7 miles out from Grand Isle. Below: An actual photo of the world's largest steel island more than 1/2 mile long, this is being operated by Freeport Sulphur Co. with Humble Oil (discover of "Block 9") sharing in the profits.

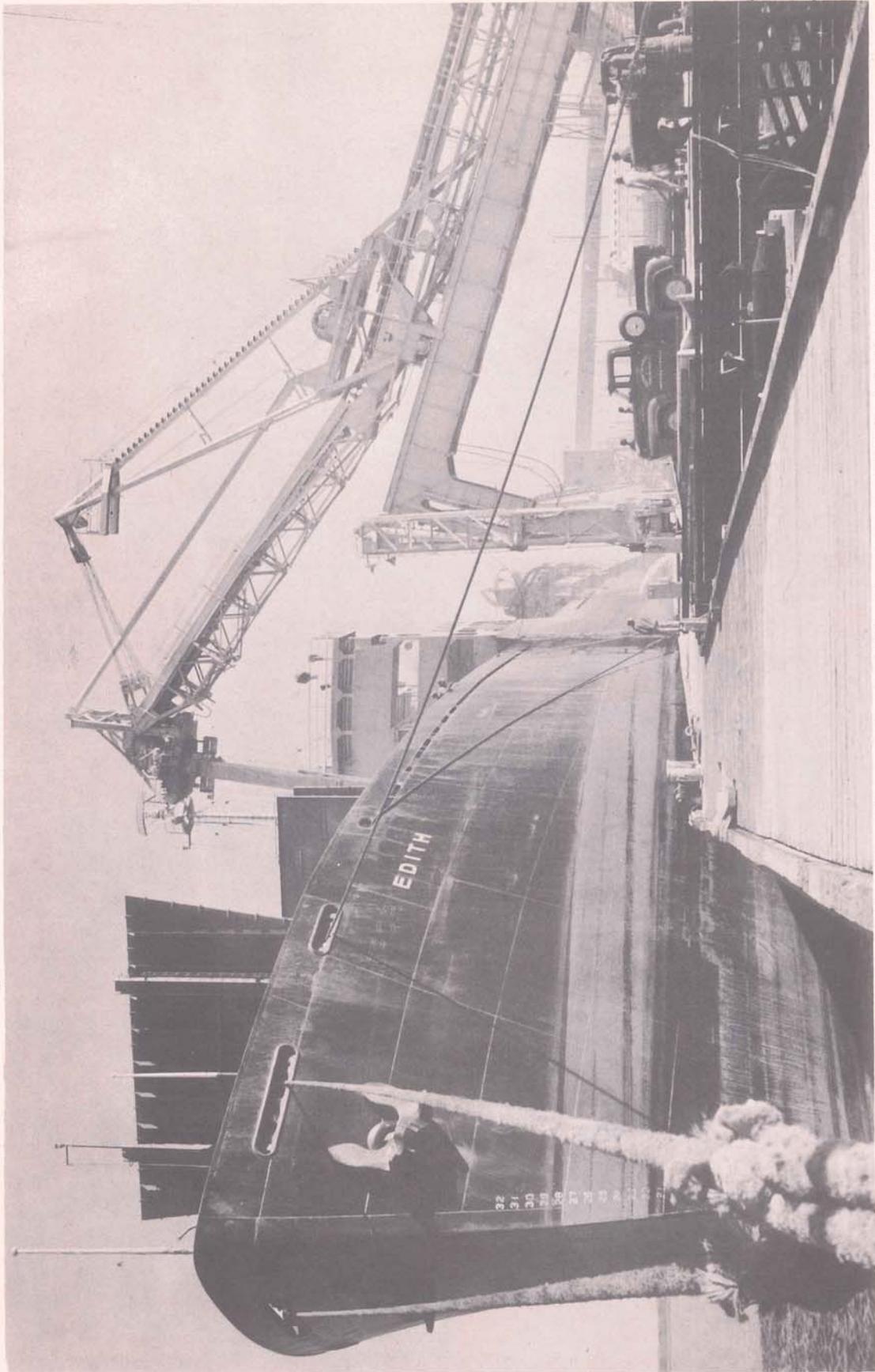




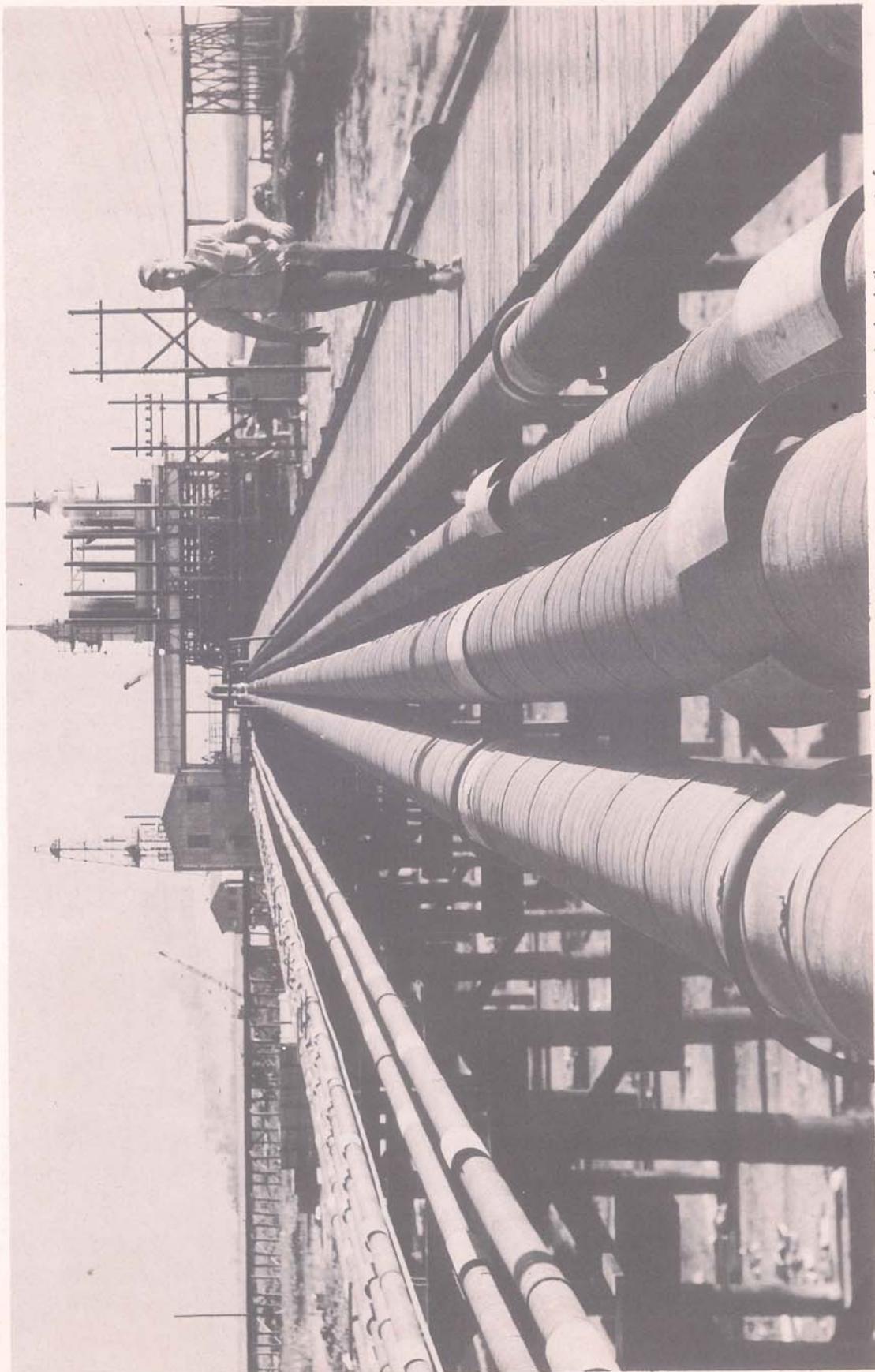
A number of Sulphur mines in Louisiana can be reached only by boat or seaplane, the company's employees travel to and from work aboard fast, twin-Diesel cruisers like the one above.



BRIDGE SECTIONS to connect the islands of steel are being fabricated at Bayou Boeuf. The welder seen at work here is working on the pipelines that will carry the heated water, compressed air and molten sulphur, all a part of the Frasch process.



SUPER-HOT PIPELINE: Through these insulated pipes flow more than 3,000,000 gallons of superheated water (325 degrees F.) every 24 hours for mining sulphur at Freeport Sulphur Company's big plant at Garden Island Bay near the mouth of the Mississippi river. The water is heated at a power plant more than a mile away. Temperature and flow of water into the underground deposit are controlled from the relay station (background). Molten sulphur, brought to the surface with compressed air, is metered at the station before being piped to insulated barges for shipment to storage at Port Sulphur 45 miles upriver.



A MAMMOTH shiploader loads bulk sulphur aboard vessels at Port Sulphur, 45 miles below New Orleans. The huge loader, built at a cost of approximately \$1,000,000, is the only one of its kind in the sulphur industry. Its large loading chute extends into the hold of a ship and is fed sulphur by conveyor belts which run to far-away storage vats. The loader can move up and down the dock, eliminating the necessity of shifting the ship when a hold is completed.

St. Mary Parish, along Bayou Beuf, where the J. Ray McDermott company has a big pipe yard and building installation.

As each island is finished, it will be put aboard barges and towed out to the site, then sunk into the water.

The platform will rise 50 feet above the sea level and the average water depth where this structure is rising is 50 feet.

The five large towers will support the major installations—the seawater heating plant, two drilling platforms, the living quarters and recreational areas and another platform. The connecting bridge spans will carry the sulphur, steam, water, air and gas piping and electrical lines, as well as provide easy access to most points via a roadway for vehicles along the top.

Largest of the installations will be the heating plant, shops and warehouse unit. The plant will use 13,000,000 cubic feet of gas a day to heat 5,000,000 gallons of seawater to 325 degrees Fahrenheit for injection into the underground formation through wells.

Living quarters for 150 employees will be provided in a two-story steel structure consisting of 60 bedrooms, a recreation room, kitchen, cafeteria, first-aid room and offices.

Vast quantities of water are needed for this job, and Freeport has developed a method whereby they can use water from the Gulf of Mexico, saline as it may be, and bring it up to the temperatures necessary for the mining job. This is important because if fresh water is needed, it would be almost impossible to bring it to the man-made island in sufficient quantities to do the work.

There is another, and very important decision to be made by the Freeport company. They are experimenting on the ways to transport the molten sulphur to the installation on the Mississippi river, where they have the shipping facilities that now

serve them.

Whether they will use a "Thermos jug" type of barge that will keep the sulphur in a liquid stage until it can reach Port Sulphur, or whether they will lay an insulated and heated pipeline along the ocean floor is yet to be decided.

These and many other questions confront the new Jefferson Parish industry, but Freeport is gambling \$30,000,000 on the project.

There will be a measure of prosperity for the Grand Isle area. At all times there will be 150 men at work on the big platform offshore. They will have the distinction of being the only sea-going miners in the world, and the many service companies that will be needed to help out in this important job can only be imagined.

When one mentions a sulphur mine, usually the picture comes to mind of long, underground shafts, with men burrowing deep into the bowels of the earth for the stuff.

To be sure much of the world's sulphur is mined by hand, but Louisiana's mines are operated in a far different manner.

The Frasch method is incorporated in this area, and is the method Freeport will use to extract this most vital element from the Block 9 deposit.

In the Frasch method, a hole is sunk to the bottom layer of the salt-dome caprock with drilling equipment similar to that used in the oil industry. Then, in order to get the hot water down and the sulphur up, three concentric pipes within a protective casing are placed in the hole.

Inside the 10-inch-diameter surface casing, an eight-inch pipe is sunk through the caprock down to the bottom of the sulphur deposit. Its lower end is perforated with small holes. Then a four-inch pipe is lowered to within a short distance of the bottom. Last and innermost is a one-inch



Drill stems to be used in drilling for sulphur by Freeport offshore of Grand Isle. Scene is Freeport's yard on west side of Harvey Canal.

pipe carrying compressed air and reaching more than half way to the bottom of the well.

Water raised under pressure to about 325 degrees Fahrenheit (well above the normal 212-degree boiling point) is forced down the space between the eight-inch and four-inch pipes and flows out the holes into the sulphur deposit. As the sulphur reaches its melting point of approximately 240 degrees, it turns liquid and, being almost twice as heavy as water, sinks to the bottom of the well. It is then forced several hundred feet up the four-inch pipe by the pressure of the water above in the rock formation. Compressed air forced down the smallest pipe aerates and lightens the sulphur so that it will rise the rest of the way to the surface. It is a continuous process. The water must flow 24 hours a day for the life of the mine.

When the sulphur, still in liquid form, reaches the surface of the earth—only this time it will be the surface of the Gulf of Mexico—it is taken to storage bins where it can be broken down and loaded into barges or ships or railroad cars for transport to the world's markets.

It is a simple operation, but the Frasch method requires a high degree of skill on the part of the company that uses it to obtain the sulphur. The water has to be hot enough to melt the underground sulphur, and it must stay hot while it is deep in the earth.

Each sulphur well will successfully recover the mineral from approximately a half an acre. This means that as each well becomes exhausted, then new wells must be drilled. It would not be practical to

drill up the whole deposit and try to mine all the sulphur at one time. For one thing the above-ground storage would be too extensive. The underground deposit is an effective storage place, and only the amount anticipated for future sales need to be brought to the surface by the company.

As for future sales, sulphur—the big "S" in the chemistry textbooks, is the world's most vital element.

Practically every thing used by modern man was either made possible by sulphur, or improved by the use of sulphur.

Insecticides that allow a farmer to raise enough food to feed his family and six others, is based on sulphur.

At the same time, the fertilizer that adds to the food's strength and desirability is a chemical compound with sulphur as the leading element.

The greatest use for sulphur now is in the making of sulphuric acid, without which no iron or steel mill would be able to operate. Even the paper on which this article is printed, and the ink that makes it possible for the printer to reproduce these words has sulphur in its making.

The dyestuff that colors cloth, the colored inks in this book—the window panes that allow the reader enough sunlight to read these pages, and the electric lights that bring brightness to the dark nights—sulphur is used in the manufacturing process.

No doubt other sulphur deposits will be found in Jefferson parish some of these days, but the offshore mine is the one that captures the imagination of all the industrial world, and once again Jefferson is contributing to world prosperity.



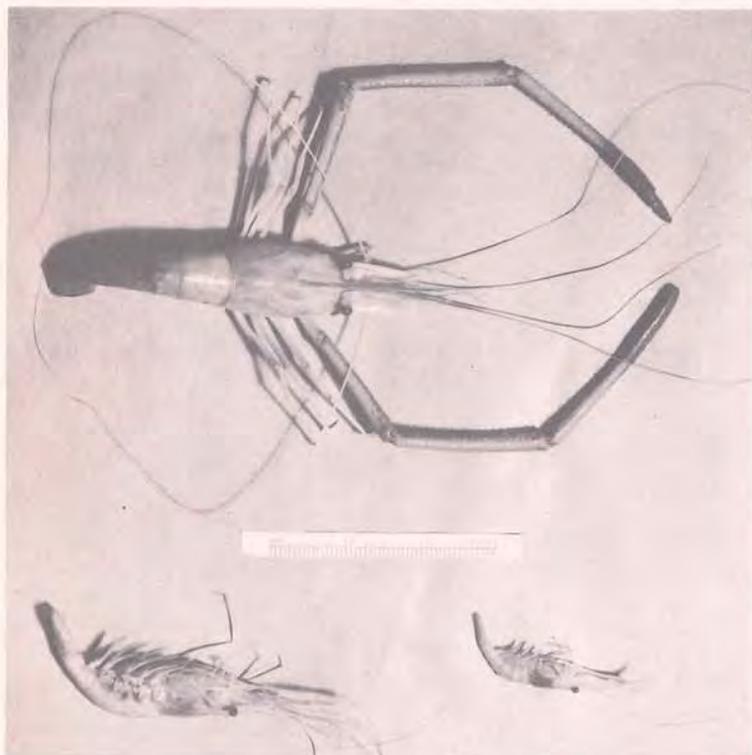
Loading lumber at Freeport Sulphur Company's yard on the west side of Harvey Canal, to be towed by barge to Freeport's sulphur mine at Grand Ecaille in Plaquemines Parish.

THE LOUISIANA

Shrimp

STORY

By Percy Viosca, Jr.



The giant delta shrimp, left, adult male, (*Macrobrachium acanthurus*). Lower right is female of same species. Upper right is the common river shrimp, female (*Macrobrachium ohione*). Reduced to 1/2.

(Reprinted from Louisiana Conservationist, Vol. 9, No. 7)

To most of us a shrimp is just a shrimp; to be dunked in sauce or enjoyed in gumbo or jambalaya and in the many ways our gourmets have developed for preparing them over the years. However, there's really a big story behind this crustacean that Louisiana gives to world markets in such abundance.

Many kinds of shrimp find conditions favorable for their existence in Louisiana waters and the nearby Gulf of Mexico. Their habitats are varied and sometimes extensive, and the actual populations of the different species and their relative abundance result from the interaction of many factors, among them: the physical and chemical qualities of the water, the nature of the bottoms, the kinds of vegetation or the lack thereof, the effects of competition and predation, and the availability of foodstuffs. Some species exist in unbelievable abundance, and the larger kinds support a vast industry.

From early colonial times, two shrimp species were plentiful on the New Orleans markets; and no doubt the common names of these, "river shrimp" and "lake shrimp", originated in that city. The term "lake shrimp" referred to the most plentiful of our migratory salt water species, the young of which appeared in Lake Pontchartrain every summer, sometimes in great schools.

Baited traps were employed for snaring river shrimp, and cast nets and seines for taking lake shrimp. No doubt we learned our trapping methods from the Indians, but the nets first employed in Lake Pontchartrain were brought over from France (Du Pratz, History of Louisiana). To this very day, and now more so than ever, one of the favorite pastimes of New Orleans people on summer nights is to go castnetting for shrimp along the seawall which skirts the north side of the city. On favorable nights, shrimpers number in hundreds and



The White Shrimp (*Penaeus setiferus*). For many years our most important species and mainstay of the shrimp industry of the northern Gulf of Mexico. Above, adult female which averages somewhat larger than male, below, sometimes approaches ten inches.

spectators in thousands.

Early in the century, biologists, who were then few and far between, recognized additional shrimp species as being present in our waters. These either went unobserved by the consuming public, or were considered merely as curios or rare specimens. Seiners, however, who ventured outside, along the Grand Isle beaches or near the mouth of Bayou Lafourche, long recognized a small sea shrimp which they called by various names, such as "sept barbe" and "seabob". Large catches were sometimes made by seining the beaches during favorable weather, but ice was a scarcity during these sailboat days, and inland consumers knew not of their existence. The bulk of the seabob catch was dehydrated on sun-drying platforms which dotted the coastal bayous and shipped to Chinese colonies the world over.

Ice boats came after the turn of the century and gave a boost to a struggling canning industry. Also, about this time, gasoline engines slowly came into use. The otter trawl was first tried in 1915 and its use increased rapidly. With the advent of power boats and the development of sea going trawlers, the shrimping grounds were greatly extended, and both drying and canning industries grew by leaps and bounds. The number of trawlers passed the thousand mark in 1923 and usually exceeded the three thousand mark after 1940. Today many of these boats are the super deep sea type and forage entirely in the open Gulf.

There must be an answer for such development and of course there is a logical one. Nowadays, due to the development of refrigeration, new methods of harvesting, canning, packing, new preserving techniques and rapid transportation, Louisiana shrimp are reaching world wide markets never before dreamed of. This subsequent

demand is calling upon the ingenuity of gear developers, exploratory fishing and technological researchers. The latter are under the supervision of the Wild Life and Fisheries commission which works toward this end in cooperation with other governmental agencies.

It was not so many years ago that a shrimp course was practically unknown to the tables of the average American home. Aside from the menus of the famous gastronomical emporiums of the nation the Louisiana shrimp was strictly for the table of our native population. Today the Louisiana shrimp is known to the tables of our entire nation and abroad. At the New Hilton hotel in Istanbul, for an instance, Louisiana shrimp are a daily feature on its menu and served as casually and in as much profusion as though they had been seined that morning from the waters of the Bosphorus.

Today shrimping is no longer a matter of going out in a small boat and bringing back a pay load. Trawler hull designs have been changed and gear has been developed to handle shrimp faster and with more facility. Navigation aids, such as radar, fish finders, ship-to-shore radio, fathometers and other gear are now in reach of not only the big operators but also the small independents.

As the trawlers ventured into new fishing grounds, additional species entered commercial channels. One fairly abundant kind differed from the common lake shrimp in that the head and tail regions were adorned with grooves, whereas in the lake shrimp there are no grooves. Confused with another grooved shrimp, the species became known as the "Brazilian shrimp." Today we recognize two grooved species here, better known as brown and pink shrimp, but neither is the true Brazilian shrimp, which has not been taken in the Gulf of Mexico. The whitish "lake shrimp" of olden times has now become known as the "white shrimp" to better distinguish it from the more colored species.

During the past several years, catches of the two native grooved shrimp, the browns and the pink, have increased considerably. This is partly the result of night trawling and partly due to an extension of the fishing grounds with increased knowledge of their habits. Part of the increase may also be due to the higher salinities on the nursery grounds as a result of the prolonged drouth in the midcontinental area and lack of fresh water from the Mississippi River. This is believed to be a factor favoring the two grooved species to the detriment of our more familiar white lake shrimp.

There are also found in the northern Gulf, thanks to the operations of the U. S. Fish and Wildlife Service vessel "Oregon", some exquisite-tasting, deepwater shrimp, all red in color; and it seems that commercial possibilities for these exist. Less shrimp-like in form are the so-called "rock shrimp". The writer rates both the red and rock shrimp as food for gourmets, but we must await their arrival on the market place.



The Brown Shrimp (*Penaeus aztecus*) is now becoming increasingly important in the northern Gulf. Above, adult female, ranges from seven to nine inches or more. Male, below averages a little over six inches.

Another newcomer in the commercial field but of a different nature, is a giant, non-migratory, brackish water shrimp which has established itself in the Delta of the Mississippi river. This is closely related to our common river shrimp, and seems to be replacing that species in the smaller passes of the river and in the small bays which lie between the fingers of the Delta.

Then there are a number of kinds of smaller shrimp, both in fresh and salt water. These are important in the economy of our waters and serve to relieve some of the predatory pressure on our commercial species. Several kinds are used for bait and are sold by bait dealers for fresh or salt water fishing, as the case may be.

The Free-Spawning Shrimp

The sea-shrimp we utilize for food are misunderstood by laymen who never see their eggs or babies, as they do with most other familiar creatures, such as crawfish, birds, alligators, etc. This is in part because of the remarkable migrations of these sea shrimp, on a par with those of the salmon and the common eel, and in part because of the complicated transformations their very young undergo before they even look like shrimp. Anybody can recognize a baby crawfish, but a baby shrimp, that's a dif-

ferent story.

Our edible sea shrimp deposit their eggs freely in the waters of the Gulf, and there is no parental protection. They are at the mercy of the ocean currents and whatever adversities these may bring. Such free-spawning creatures must of necessity produce much greater quantities of eggs, by at least a thousand-fold, than related species which protect their eggs to some extent.

The eggs of free-spawning shrimp hatch into very simple larvae, mite-like in appearance. These undergo a number of transformations, each more shrimp-like than the preceding, but all early stages are carried about at the mercy of the currents. Only advanced larvae which are fortunate enough to be carried onto favorable nursery grounds will survive the hazards of early life and transform into little shrimp such as those we find later in the lakes.

Once in inside waters or on other suitable nursery grounds, the young shrimp grow rapidly. Upon nearing adolescence, those on the inside return to the sea from whence they came. Here they make their final transformation into full-blown adults, which in the larger species, we call "jumbo" shrimp. Those most important in the current fishery are discussed separately below.

The White Shrimp (*Penaeus setiferus*)

Common Names:—for young: white shrimp, lake shrimp, white lake shrimp, creole shrimp, season shrimp, spring shrimp (in spring only); for adults: jumbo white shrimp, Gulf prawns.

For many years the white shrimp has been our most important species and the mainstay of the shrimp industry of the northern Gulf of Mexico. Before the adults (prawns, jumbos) were generally recognized as the same species, young white shrimp were sold under the common name "lake shrimp" to distinguish them from the smaller "river shrimp."

The first young white shrimp born in any given year make their appearance along our shores by early June, and are mostly less than an inch long. These migrate away from the sea as summer advances, growing rapidly and attaining lengths up to six inches and more by the end of August. Up on reaching sizes averaging around six inches, they begin to move back to the sea from whence they came, never to return to inside waters.

In any given year, the last young recruits from outside water enter the nursery grounds in the early fall, but growth of these is retarded by cold weather. These resume growth the following spring, hence this crop of young white shrimp is called

the "spring shrimp". Virtually all of these grow up and return to the sea before the summer solstice. Because of the regular seasonal appearance of great schools of white shrimp in coastal lakes, they are sometimes known as "season shrimp."

In the sea, adolescent white shrimp transform into adults, whose lengths normally range from about seven to nine inches or more. The females average somewhat larger than the males, say about nine to the pound as against ten to the pound for the large males. Occasionally the females approach a length of ten inches and may weigh up to three ounces or more. The adult white shrimp forage on the sea bottom, somewhat like cattle on a ranch, but seldom go out to bottoms covered by more than 100 feet of water.

The Brown Shrimp (*Penaeus aztecus*)

Common Names:—for young: brown shrimp, brown grooved shrimp, brownies, green lake shrimp, night shrimp, Brazilian shrimp (misnomer); for adults: jumbo brownies, orange or golden shrimp, golden night shrimp, jumbo grooved shrimp.

Brown shrimp are becoming increasingly important in the fishery of the northern gulf, especially since the deep sea trawlers have extended their trawling grounds beyond the range of the white species and have learned to fish at night. What happens to the shrimp during daylight hours can only be surmised. From various bits of evidence, the writer believes they bury in the bottom, perhaps deeper and to a greater extent than do the white shrimp.

Brown shrimp do not seem to gather in schools as huge as those of the white species, and scattered populations are present on the nursery grounds and in the open sea at all seasons of the year. Their life history in a general way is similar to that of the whites, although they seem to spawn earlier and over a longer period. When conditions are otherwise favorable, this gives them a biological advantage over the white species.

The first brownies born early in any given year grow rapidly in the spring. Large movements back to the sea take place during June and July. Such migrating brownies are usually between 4½ and 5½ inches, as compared to 5½ to seven inches for the returning white shrimp. Relatively few brownies as large as six inches are taken in inside waters.

Growth of male brownies ceases at a much smaller size than for male white shrimp, and they do not attain true jumbo size. Female brownies, on the other hand, continue to grow until they are at least as

large or even larger than the females of the white species. Large male brown shrimp average a little over six inches, and the maximum is around seven and a half, and the average weight is about 20 to the pound. Females, however, range from about seven to nine inches or more and average perhaps about ten to the pound. Much larger females have been reported, the maximum approaching 10 inches and weighing some four ounces or more. Adult brown shrimp range seaward in much deeper water than the white species, to at least 300 feet.

The Pink Shrimp (*Penaeus duorarum*)

Common Names:—for young: spotted shrimp, skippers (in the bait trade), hoppers (to commercial trawl fishermen); for adults: pink shrimp, pink grooved shrimp, pink night shrimp, spot shrimp, jumbo hoppers.

Pink shrimp are relatively rare along the Louisiana coast, although the number harvested has increased considerably in recent years, especially since the advent of night trawling. The young of this shrimp prefers relatively clear shallow water, and its best nursery grounds are in quiet waters with firm bottoms upon which there is a protective growth of some kind. This may be vegetation such as turtle grass or algae, or animal growths such as sponges, bryozoans and corals. The Chandeleur chain of islands affords the only relatively large area of this kind in Louisiana that is not muddied periodically by flows from mud-laden rivers. Consequently it is our best pink shrimp nursery ground. During daylight hours, pink shrimp seem to bury in the bottom or hide in the shade of vegetation, sponges, etc., coming out only at night to feed.

The life history of the pink shrimp is perhaps similar to that of the preceding two species. The adults, although preferring a somewhat different type of bottom, range in depths intermediate between the outer extremes for the whites and browns respectively, or about 100 to 200 feet. Like the browns, the pinks seem to be present on suitable nursery grounds at all seasons of the year. In the Gulf, of the Chandeleur islands, although generally too scattered to support a separate fishery, fair numbers are taken incidental to fishing for other species, or as a by-product of the so-called "trash fishery" for cat food and other products. They constitute, therefore, an added dividend.

As with brown shrimp, male pink shrimp average smaller than the females. They are rarely over six inches and weigh around

24 to the pound, whereas females are usually $6\frac{1}{2}$ to $8\frac{1}{2}$ inches and may average 10 to 13 to the pound. Some few females will grow as large as the superjumbo browns and whites.

Pink shrimp are a little wider than the other jumbo species of the same lengths and are able to crawl on the deck of a boat like river shrimp and hop upward, hence are known as "skippers" or "hoppers".

The Seabob (*Xiphopenus kroyeri*)

Common Names:—seabob: six beards, seven beards, all corruptions of the French "six barbe" and "sept barbe". Counting the elongated head spine, there are really eleven slender forward extensions, some more conspicuous than the others.

The seabob is a small shrimp, adults of which are seldom over four inches. It is still an important species in the dried shrimp industry and sometimes is sold on other markets when larger shrimp are scarce. In other states it may enter the highly saline waters of coastal bays, but in Louisiana, where the waters are muddied and freshened by large rivers, it is confined almost entirely to the open Gulf. Here, large schools sometimes swarm along the outer beaches.

The Egg-Bearing Shrimp

The egg-bearing shrimp belong to a different family from the free-spawning sea shrimp mentioned above. As with the crawfish, the female deposits her eggs in an elongated pocket under her abdomen and they are held there until a few days after they hatch. The newly hatched young will even leave and return to the protection of the mother for a time.

Thus the females protect their eggs and young during what would otherwise be the most hazardous period in the life cycle, and a much smaller number of eggs is required to maintain such species than with the free-spawning sea shrimp.

In addition to the edible species, and this refers to size only, there are several smaller species of egg-bearing, so-called grass shrimp, which, in the aggregate, cover the entire salinity range from fresh to sea water. Some are sold for bait, especially in the fresh water areas.

The River Shrimp (*Macrobrachium ohione*)

Common Names: river shrimp, common river shrimp, stump shrimp.

This is the species which has always been considered a great delicacy and a food for gourmets of Old New Orleans. Unfortu-

nately it is so small that the larger sea shrimps are gradually pushing it off the markets. Table size adults average about 100 to the pound.

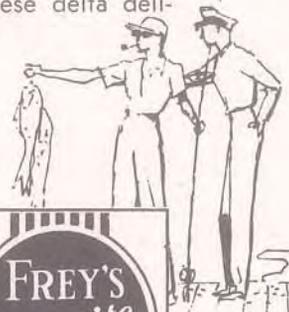
The river shrimp inhabits the larger rivers of Louisiana from the Pearl to the Sabine, but it is commercialized largely from the Mississippi and the Atchafalaya. It also inhabits fresh water lakes in the flood plains down to the very edge of salt water. It is taken largely by means of baited traps, using either meal or animal matter for bait. Another method, especially applicable in the lakes, is to suspend willow or wax myrtle branches in the water. A net is slipped under the branches as they are periodically lifted to the surface.

THE DELTA SHRIMP (*Macrobrachium acanthurus*)

Common Names: Delta shrimp, giant river shrimp, longclawed shrimp.

This is another newcomer in the commercial field. For the past decade it has been found in increasing numbers each succeeding year. It has not only established itself in the delta of the Mississippi river, but also in some of the slightly brackish water of coastal lakes and bayous. Although it seems to be replacing the common river shrimp in the Delta in the vicinity of the passes, which permit periodic influx of salt water, it has not ascended the Mississippi above the passes in commercial quantities.

Like the common river shrimp, the newcomer is taken best by means of baited traps, but a larger entrance cone is necessary than for the smaller species. The long unwieldy claws of the adult males places this species in a class by itself among Louisiana shrimp. Select male specimens average 16 to the pound, females about 30, but what is more important, these delta delicacies are a delectable dish.

An advertisement for Louisiana-Seasoned Frey's Favorite Sausage. The ad features a cartoon pig character in a suit and bow tie, standing next to a large circular logo that says "FREY'S Favorite SAUSAGE". The text "Louisiana-Seasoned" is written in a cursive font above the pig. Below the logo, it says "L. A. FREY & SONS, INC." and "NEW ORLEANS LAFAYETTE".

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R

etrospection...

by
HERMAN B. DEUTSCH

The accelerated rate of change which has transformed Jefferson parish within less than a single generation from a sparsely settled prairie with exactly four roads into a metropolitan area with traffic jams, administrative headaches and overcrowding cities is difficult to grasp even for those who, like myself, saw it happen.

I mentioned four roads. Two of these flanked the Mississippi River, one on the east bank, one on the west. Another ran along Metairie Ridge as far as the Shrewsbury Road. The fourth ran from Marrero to Lafitte. None of them was passable to wheel traffic along its entire length in wet weather. Apart from these there were a few blocks of city streets in Kenner, Gretna and (as it was then known) Bucktown, which is now East End.

I first observed this in 1917, 41 years ago; it is my impression that Jefferson Park, long since transformed from a race track into a subdivision, had not yet even been built as birthplace of the Louisiana Derby, with the Illinois Central running commuter specials from "town" to its back gate. I also recall that the first orange I ever picked from a tree and ate was at a nursery on Metairie Road which was later turned into a dog track named De Limon Park, which is likewise now one with the ages.

My first visit to Jefferson parish occurred just before daybreak one Spring Sunday in 1917. At the moment I was employed by the Times-Picayune; my friend Don Higgins (now in Oregon) was an ornament on the staff of The States. A professional alligator hunter named Johnny Lestrade, who lived in Bucktown, came to Don with a pair of gold-rimmed spectacles he had found when digging an alligator out of its den. He thought perhaps if this were given publicity it might shed light on the otherwise insoluble disappearance of some missing person.

Don made a bargain with him; he would publicize the story if, in turn, Johnny would take us on an alligator hunt. They made the date for the following Sunday at dawn, when Johnny bundled Don and me, with my heavy Graflex camera, into a skiff—outboard motors were not for working people in those days!—and pulled us with oars along the Lake Shore to the mouth of Bayou Labarre. There we debarked and walked over a wilderness of tumbled pea-vines not more than a hundred yards inland before Johnny showed us the tracks of an alligator in the glistening dark mud of a tiny waterway's bed. We followed it to a puddle, where an opening showed in the low bank under the pea vines.

Johnny's armament consisted of a long



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pole, a hook bent out of a quarter inch iron rod, a short length of rope and a hatchet. Motioning us to keep silent, he began to sound off with a series of hoarse, coughing grunts, and before more than a moment or two had elapsed, a dirty mud-colored snout appeared in the opening and slid toward us. I clicked my camera shutter, and the snout jerked back out of sight as if snapped by an elastic. Johnny gave me an inscrutable glance, fastened the iron hook to his pole, probed down into the soft mud until the iron grated against hard scales. He vouchsafed me another look; had I waited a moment more, he would have had his alligator without further trouble. As it was, he would have to wrestle or dig him to the surface.

We could see by the angry twitching of the pole's free end that some sort of deadly struggle was going on far beneath the flottante; we could hear muffled sounds of what we realized must be teeth rasping on metal. But at last the hook was driven home and the struggle—man against brute—began. Slowly, inexorably, the alligator was drawn to the surface, photographed, and dispatched with the hatchet.

Don and I barely managed to make it back to the skiff, though the distance was less than a quarter of a mile; it was the first time we had ever walked a marsh. Johnny walked out with a six-foot alligator draped over his shoulder—and without drawing one long breath—and then rowed us back to Bucktown, where he also made us a present of a dozen softshell crabs; a handsome gift in view of the fact that the going price was 75 cents a dozen. . . . The other day I drove my car over the approximate spot where Johnny had killed the alligator. Lots are now being sold there for a subdivision.

Three or four years later I visited friends on Tokalon Place. This too was in the spring of the year. We caught a water-

bucket of fine, big red crayfish in the roadside ditch in front of what is now my home, where regular openings take care of the run-off water from a paved street through subsurface drain pipes. I recall seeing Markham Kostmeyer cultivating a kitchen garden cornfield with a hand pushed cultivator right where my swimming pool is today. His cows were stabled where my little green-house stands.

At the junction of Shrewsbury Road with Metairie Road—the broad Airline was not yet even a gleam in some engineer's (or politician's) eye—the only visible building was a tumble-down shack where a darky sold frogs (I think the price was three for a quarter) and turtles. There was another such cabin on the road which turns off at right angles toward Lafitte just before reaching Crown Point. What is now the Waggoner Bridge was then Waggoner's Ferry which was operated—like the one over Bayou des Oies, by hand. A tough muscled "habitant" let two cars at a time drive onto his barge; then he cast off and, using a slotted wooden handle, skull-dragged the barge across. He was paid by the parish; but that did not keep him from swearing wearily in French when a party of fishermen or hunters, rousing him from his sleep, crossed over at night without giving him the expected Charon's obolus.

Jefferson parish's "farthest south" was Grand Isle, of course. It was accessible only by the thrice-a-week mailboat, the Chicago, whose captain was named either Didier Danton or Danton Didier; I never did discover which, because he was addressed indifferently by either name. This vessel went to Grand Isle from Harvey's Canal on Monday, Wednesday and Friday mornings, stayed overnight, and returned on Tuesdays, Wednesdays and Saturdays. It was a nearly all-day trip under the best of circumstances, even when some of the narrower water ways were not choked with



An old print of the SS Chicago . . . Grand Isle twice a week, maybe.

hyacinths.

There was an alternate route, but it was uncertain. One took the Lower Coast Railway from Algiers to Myrtle Grove, and there waited at the ice plant for an ice boat to be loaded and to chug down the Myrtle Grove Canal past small settlements at Round Lake, Cutler's Cheniere and Manila Village to Grand Isle. The catch was that if no ice boats were leaving that day, there was nowhere at Myrtle Grove to pass the night—and like the Chicago, the train ran but three times a week.

Grand Isle was a patriarchy, ruled by two benevolent ancients. One member of this duumvirate was John Ludwig, proprietor of the only store and of an establishment which sold practically all the diamond back terrapin marketed in the posh restaurants of the effete and gourmetic East, I have seen as many as 45,000 terrapins in his pens, the ruins of which can still be identified. The second duumvir was Dr. Engelbach, who had lived there and delivered babies and cured belly-aches ever since Lafcadio Hearn wrote Chita in a house that still stands to this very day.

I first decided that Jefferson was to be my abiding place back in the very early 1920's, when I. V. Shannon, then market editor of *The Item* predicted—with what turned out to be complete accuracy—that Metairie would be the point of fastest development in the New Orleans area. Being unable to equate my financial status with what was defined as a postwar inflationary

period, I compromised by letting Arthur Pritchard, trustful Britisher that he was, sell me seven acres of the Ames Farms subdivision back of Marrero.

Selection of this piece of land was "finalized" the day after the Good Friday cloudburst of 1927, these seven acres being the only land anywhere in the vicinity still visible above water. Frank King, creator of Walt, Skee-zix, and the other Gasoline Alley immortals was visiting my "farm" one day when the sow belonging to a tenant was in labor, and unhesitatingly christened the place "Belly Acres", under which name it has appeared in *The Saturday Evening Post*, *Esquire Magazine*, once on the cover of *Holland's Magazine* and twice on that of the *Jefferson Parish Review*.

Alfred Danziger fast-talked me into buying three of his lots on Grand Isle many years ago, at a time when bounties were still being offered there on mosquito scalps and long before the road from Leesville over Caminade Pass was even being considered. Then, having been indoctrinated, I moved out to Metairie in 1944, purchasing a small home at the end of a residence street where at least four of the neighbors still kept cows, their pasture being a vacant square of ground opposite my front door. A dozen paces sufficed to take me from my 50-foot-frontage manor into a thicket where blackberries and mulberries grew in rank profusion, while rabbits from those thickets played havoc with the vegetables



... there have been some changes made ...

in nearby war gardens, especially in mine.

That pasture and that bramble patch are today closely built and completely occupied residential areas along two parallel paved streets where not so much as one vacant lot of ground remains, while new subdivisions, shopping centers and other metropolitan manifestations of growth and development spring into being the way geraniums grow all over everything in Hollywood.

After a happy decade in the small house which was swallowed up by this growth I found out from my friend J. W. Hoover of the California Company, whose home I visited a number of times in Tokalon Place, that he had just been made president of the Chevron Oil Company, which would necessitate his transfer to Houston. Before we stopped talking I had made a down payment on his home, and so came full circle back to the point where I had once dredged crawfish out of the ditches, perch out of the nearby canals, and turtles from the surrounding prairie. . . .

I had seen other phases of the Jefferson metamorphosis too. When I first visited the parish, L. H. Marrero, the elder, was sheriff, and a concentrated reform wave was taking form as a ground swell which defeated Sheriff Marrero with a young re-

former named Frank J. Clancy. He held office so successfully for 36 years that a satiric newspaper series christened the parish "Clancy's Kingdom". But in the end, he was defeated—it happened only yesterday, as history reckons time—by another reform-crusade candidate. I have seen an ambitious young attorney from Jefferson, who had worked his way through law school while helping to support his family, rise to become a justice of the Supreme Court—the late Archie T. Higgins. I have seen a gambling house become a parochial school, a dairy farm become a country club.

I have seen the Lower Coast Railway, the Kenner interurban trolley, and the single track Metairie Road street car vanish under the relentless encroachment of the flivver, until that tin lizzie gave 'way to the air conditioned, power-braking, power steering posh sedan. I have seen Jefferson parish emerge from unkempt rusticity as the dwelling place of truck farmers, hunters, fishermen and other ruralites into a polished, prosperous metropolitan exurbia. And of the very small part I may have played in helping to bring about this change, I shall always be inordinately proud.

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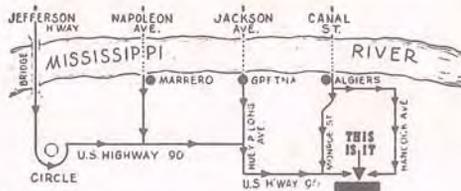
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THE *Nutria* STORY

(Excerpts from a story published in Louisiana Conservationist)

by EDNARD WALDO



The nutria, erstwhile bete noir of Louisiana's marsh and farmlands, will neither destroy our muskrats nor eat the state's agriculture out of house and home, but will remain as a stable \$1,000,000 adjunct to our fur industry, scientists say after two decades of studying the animal. The reason being: Nutria habitats are reaching their carrying capacity and the fur bearing animal has reached its production peak and is settling back to normal.

Brought to Louisiana in the early 1930's by the late E. A. McIlhenny, of Avery Island, from South America as an experiment, a score of the animals dug their way out of an "escape proof" pen during a hurricane and made their way to the marshlands and from then on the prolific fur

bearers began to multiply with the rapidity of the rodents in the late Ellis Parker Butler's "Pigs is Pigs."

Within a matter of several years, after their number had been augmented by some importations, the nutria began to appear practically everywhere on the Louisiana marshlands in unheard of numbers. The nutria fur take, in the 1943-44 season, was 436 pelts; by the 1950-51 season it had jumped to 78,422 pelts; last year the take was more than a half million pelts and farmers began to complain about incursions of the nutria into their rice and cane fields. It looked for a while like the voracious and prolific vegetarian was going to literally eat the state out of house-and-home. What made things worse, trappers

complained, was that nutria pelts, which once had sold for as high as \$5.00 had dropped to one dollar per pelt and in some cases were being bought in the marshes for much less.

One of the reasons for the drop was the poor and unwise handling of the nutria by our American merchants. As prices went down trappers found that a man could carry 20 muskrats out of the marsh in place of three or four nutria weighing as much as 15 to 20 pounds each, so the taking of the low-priced nutria became a liability. Moreover the worthless young nutria which follow the muskrat runs were getting caught in the muskrat traps, and the grown nutria were snapping the muskrat sets (traps) with their long, webbed hind feet and long tails. So the all-around fur take fell off and so did the number of trappers who abandoned their lifelong avocations for the steady payrolls of the oil and kindred industries.

In the 1955-56 season only 4000 trapping licenses were purchased from the Wild Life and Fisheries commission in comparison with the 20,000 taken out a decade ago. At an average of two trappers to the licensed camp this meant only 8000 trappers in the marshes. This was a sad outlook, indeed, for the Louisiana fur industry which had once produced more pelts than the rest of the United States, Alaska and Canada put together. However, according to Ted O'Neil, Chief of the Fur Division of the Wild Life and Fisheries commission, the picture has changed and the nutria, while it will not produce the predicted \$12,000,000 fur crop, will remain a valuable addition in the Louisiana fur picture.

O'Neil states that there has been considerable damage to crops in the fields on the edges of the marshes and to fields bordering on streams leading to nutria inhabited areas, however, the U. S. Fish and Wildlife Service and the biologists of the Wild Life and Fisheries commission are at present working out methods to produce specific toxins that will prevent further crop damage.

At present the trapper gets a base price of \$1.75 to two dollars for pelts 26 inches or more; these are No. 1 pelts and by the time the catch is graded down the pelts will average about 80c to one dollar each.

The problem now is to get the trapper's price up to an \$1.50 average base price per pelt. Lack of competition in the market has caused this low price. Buyers have gone back to the muskrat market, as for an instance 1,000,000 muskrat pelts were purchased during the 1957-58 trapping season in St. Bernard parish alone. New retail buyer demand must be created for the nutria among the furwearing public.

"With the proper advertising, an informed public will immediately take to this truly remarkable fur which is almost second to none in elegance and durability. We see no reason why, with this impetus, the trapper may not obtain at least \$1.50 per pelt. This would mean that with this added incentive to trapping the nutria, the take could be upped to three quarters of a million pelts resulting in an annual fur income of over a million dollars," O'Neil says.

Harvesting of the nutria meat for the market would additionally net the trapper 25c per carcass and it is estimated that if this is done it will be possible to bring at



least 300,000 carcasses to the market. At present the Wild Life and Fisheries commission is working with several packing concerns toward this end. The meat of the nutria is not only delectable for human consumption, but is in great demand for dog and mink foods and methods are being evolved for getting the meat to concentration points in good condition. It also has been reported that orders have already been placed for tons of frozen nutria for shipment to mink ranches in the West.

About 20% of our nutria fur are used for outside coat material and the rest is in constant demand for linings known as "plates" in the industry. Nutria fur makes the best and richest coat linings.

Actual prime production habitat for the nutria consists of about four million acres of marshlands which have a producing capacity of one pelt to three acres. The rest of the lands now being partly occupied by the nutria are the alluvial lands of the state and the rice and sugar belts and lakes and river bottoms throughout the southern and central parts of the state, however, the nutria fur producing habitat are the marshes. North Louisiana has never produced anything in the way of nutria pelts. The nutria eventually will relegate the major part of its populations to its natural habitat in the deep cattail and sawgrass marshes; nutria will usually seek this type of habitat which has never been top muskrat territory.

In the case of the nutria versus the muskrat, nutria will disturb the muskrat nests and small nutria will get into the trappers' muskrat traps. However, nutria and muskrat will not engage in combat and have been raised together in the same cages. As concerns its reputation for viciousness the nutria is more than a match for the best dog, however; it will not attack unless it is attacked first. Nutria make good pets, however; they are temperamental animals. In a litter some will be found that are naturally tame and others that are utterly intractable.

Whereas Louisiana has lost, we hope temporarily, its place as top producer over Alaska, Canada and the rest of the United States combined, the state is not alone in its decline of fur production for many other sections have suffered proportionately. Yet in spite of this the state led the nation in the production of the most important furs; for the 1955-56 season: Mink, 57,142 pelts; Muskrat, 1,821,840 pelts; and, nutria, 418,722 pelts.

In a total take of all pelts of 8,153,943 for all of the United States and Alaska, Louisiana still led all sections individually with a take of 2,270,698 pelts, or more than



This is "Nutria"

one-fourth of all pelts taken, according to the report on the fur catch for the 1955-56 season compiled by the U. S. Fish and Wildlife Service of the Department of the Interior.

Along the streams in the torrid zones of Argentina, Brazil and Chile, its native habitat, the coypu nutria is regarded as the South American Beaver or Beaver Rat. In those countries it is known solely by name as the coypu and its fur or pelt is called nutria. However, the latter word being more convenient to our American tongue, this strange rodent has become known almost throughout the United States as the nutria.

The nutria is of such a specific type that it is difficult to make comparisons with rodents of its order. Unlike the beaver it has a round, long, scaly and somewhat thin tail which looks like that of a rat.

As for other physical characteristics, the nutria looks somewhat like an overgrown guinea pig, with a rat's tail, of course. Its body is solid and heavy and its belly barely skims level ground when it is walking on all four legs.

The female nutria has four or five teats on a side. Teats are in a dorso-lateral posi-

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tion (on its back instead of its belly) which is unusual in the rodents and is no doubt an added specialization. The young can be suckled while the mother is swimming."

The young nutria are born with their eyes open and fully covered with a baby fur coat and tiny webbed feet and take to water only 24 hours old. The nutria is a twilight type of animal. That is to say, it goes to the banks of water for food in the late afternoon or early evening. A nutria will usually use the same trail in going to and from food. It is seldom that the animal stays away from its nesting place overnight but when it does stay away, it always comes back in the early morning before the sun comes out.

The nutria is a semi-aquatic rodent which makes its hideouts artificially above water or in caves, along banks of rivers, and always near roots or readily available vegetation which it uses for food. Water is said to be indispensable for its life and is very necessary for prime fur. Tunnels are usually about four and a half feet in length and about ten inches in diameter. Nests are often seen on floating islands of very thick vegetation. Reeds are bent and interlaced above the water's edge by the clever weaver. The female nutria always cleans, rests and dries herself before going back on her nest. Therefore, her nest is always kept dry.

Where nutria are plentiful, excretia may be in abundance and parathyroid with parasitic infections may become prevalent, Billelo has noted. Tuberculosis, false tuberculosis and septicemia are diseases which

have been found to infect the nutria in some geographic areas.

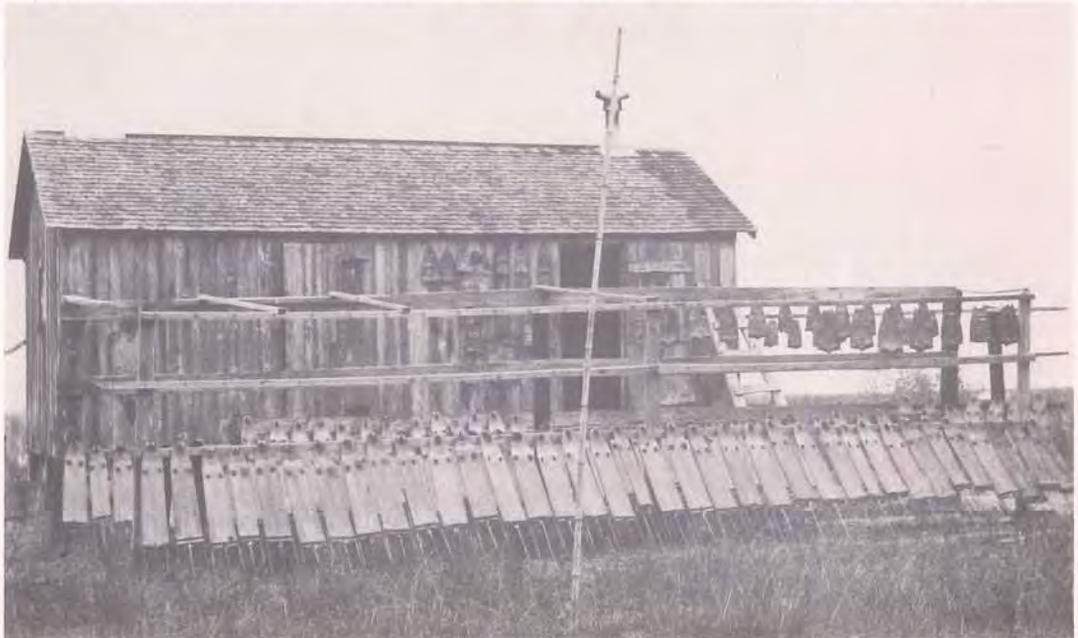
External parasites such as protozoans, lice and worms may cause the fur of the animal to become worthless. Generally an insecticide will destroy the pests in a matter of days.

An internal parasite has been noted to cause coccidiosis; a form of blood shedding due to a protozoan. Three groups of intestinal parasites are known to be destructive in some South American areas. The parasites fall in the groups or classes of nematodes, cestodes and trematodes.

"Although at the present time there are very few nutria coats of any kind in existence, this rarity, it is believed, is due solely to the fact that women the world over have not learned of the beauty, luxury, comfort and serviceability of this unusual fur now in abundance in Louisiana", O'Neil says. "The nutria is a member of the beaver family and its fur is even more serviceable than the beaver or its little brother the muskrat.

"When the nutria pelt is properly taken and processed, it provides a fur as soft as mole skin, extremely light in weight and equally extremely durable. In addition, when properly processed, it lends itself to dye better than any other fur making it possible to produce fur garments of even, beautiful and lustrous pastel shades."

"More Louisiana women and girls are having nutria jackets and coats made from skins obtained locally and in every instance milady is extravagant in her praise of a garment manufactured of this fur."



Trappers set out nutria pelts to dry on racks such as these.

Continued on page 111

JEFFERSON DEMOCRAT



Official Journal of the

PARISH

OF

JEFFERSON

SINCE 1896



Gretna, Louisiana

Another allied industry that might add a million or more dollars to the fur industry would be the development of the processing end of the fur trade. Skins of all kinds, not only the nutria, could just as well be processed here if enterprising raw fur dealers would take the bit in their mouth and import and develop artisans in this trade instead of shipping our furs away to be processed, O'Neil says.

The most successful fur-farmers of nutria were the Germans. There it was found that one man could easily manage a large nutria farm because concrete pools and numerous labor-saving devices were installed to better the living conditions of the animals. Russia, Denmark and Great Britain have found some success in fur-farming with the nutria. In the United States various nutria "arms" have mushroomed. Most of them advertising "do-it-yourself" methods for purchasing pairs of nutria and becoming rich overnight. One "fur farm" is said to have advertised the animals for as high as \$1,000 per pair promising almost immediate returns of \$30 per pelt for the nutria. So far as it is known no nutria pelt has been sold for more than \$9.00 on the fur market.

As regards agricultural damage by nutria, biologist Allan B. Ensminger of the Louisiana Wild Life and Fisheries Commission says in his report entitled "The Economic Status of Nutria in Louisiana": "It is easy to understand why rice is the most drastically effected of the agricultural crops utilized by nutria as food. The nutria being a semi-aquatic animal spends much of its life in or near water. Fields of rice flooded with water will naturally attract nutria as they furnish a ready food supply and plenty of water in which to swim. The most pronounced damage to rice production is the burrowing into and cutting of large irrigation canal levees. In most cases, the nutria that burrow into a levee are following and enlarging a burrow made by muskrats which are common in all of the canal systems in south Louisiana. Since the nutria is several times the size of a muskrat they naturally require a much larger tunnel to rest in. As the burrow is enlarged the chances of it becoming a break in the levee is much greater. Running water seems to attract nutria and quite a lot of digging activity is found about the pumping installations in rice fields. Constant vigilance is required of the farmer to detect burrows, dig them out and repair them.

The small water control levees throughout the rice fields which provide excellent resting sites for the nutria are often cut by the animals during the night allowing an entire rice field to wash out. When

machines are used to repair levees quite a lot of rice is mashed down and lost; however, most of this type of damage can be averted by having a laborer check all of the small levees and repairing them manually each morning.

Young rice does not provide sufficient cover for daytime, or for the rodent's customary twilight feeding, therefore, most nutria activity is at night and concentrated along the large irrigation canals. As the rice crop develops, the nutria move out into the fields and remain there until the rice is harvested. Often several nutria are killed by the harvest crew as a field is being cut. Nutria utilize the stems of rice for about five (5) inches above the ground. It appears that an animal will cut in one place until a small opening of 10-15 feet is made. Any rice stems that are cut off below the water level usually die, while those cut off above the water will stool out and produce another top, however, this growth will not mature a seed head in time to be harvested when the field is cut.

The greatest damage to sugar cane occurs on the few cane plantations located along the northern rim of the marsh. Some of these fields have protection levees around them to keep high water in the marsh from flooding the sugar cane. Nutria have burrowed into and cut several of these levees allowing large fields to be flooded for a few days. This flooding causes a reduction in the cane yield.

Nutria will feed on the stalks of sugar cane and in some cases have cut the cane along the outer edge of a field in large enough spots to reduce the field's production for the season.

The Marshes of southwest Louisiana are broken by shell ridges that were once the beach of the Gulf. Corn is the principal crop on some of these inhabited ridges.

Nutria move out of the surrounding marsh at night and feed on the corn crop. Some damage has been caused to corn in areas outside of the marsh, where nutria have moved inland along the larger streams of the state.

A few garden plants such as cabbage, lettuce, and peas are cut by nutria.

In a few cases nutria have borrowed and dug around highway bridges and culverts causing damage to the structures.

Another activity of the nutria which may become an important factor in Louisiana is the cutting of small hardwood trees. This condition is especially important where trees are planted around a camp site in the marsh.

Much of the criticism of nutria in marshes where muskrats were being produced may not be justified. No doubt nutria and

muskrat do compete for some food plants but the muskrat is more of an underground feeder, rarely feeding on vegetation above the ground surface, whereas nutria feed mainly on the stems of vegetation above the ground surface. As the vegetation grows, only the basal part of the plant is used. Eat-outs, a condition quite common in our marshes, caused by nutria are unlike those of muskrat, where the root stock is completely destroyed. An eat-out caused by nutria may be revegetated in one season whereas a muskrat eat-out may take 8-10 years, therefore, it is easily seen that a nutria eat-out is only a temporary opening up of the marsh vegetation.

It seems to be unlikely that there is any social conflict between nutria and muskrat. Possibly the greatest damage caused in muskrat marshes by nutria is the hastening of eat-outs and the increased trouble during the trapping season. Many small nutria are taken by the trapper which would make undersized pelts and are subsequently discarded. A number 2 trap is needed to satisfactorily trap nutria, whereas a number 1 is used for muskrat. Nutria pelts require several times as much care and attention as muskrat. After the animal is skinned the pelt then has to be fleshed or scraped. This process required about 5-10 minutes depending on the trappers' ability. Nutria pelts are stretched on a metal mold to dry. Two days are required to properly dry the pelts. It is probable that most of the criticism of nutria was due to increased labor in trapping. With new methods for fleshing and drying, most trappers became satisfied with trapping nutria.

In several marshes being managed for waterfowl production, nutria have been found to be of value in opening up stands of dense vegetation, thus making natural ponds throughout the marsh, and permitting duck food plants to become established. Millet is one of our best duck foods which will invade a marsh opened up by nutria.

The grazing of cattle in the marsh has become increasingly important in the last few years. There is some direct competi-

tion for food between cattle and nutria but the main damage caused by nutria to cattle marshes is the opening up of the marsh and making it difficult and in some cases impossible to burn off the old dead vegetation. As fire is the principle management tool in marsh management, this condition can be very bad for the proper management of a marsh regardless of the manager's aim.

Many people regard the nutria as a predator and demand that it be treated as injurious. Up til now the law has exempted it from this category and in the marsh it is subject to the same regulations applying to other fur bearing animals. It cannot be trapped except during the regular trapping season and may not be taken with a firearm. However, there is one exception to this law which protects all fur-bearing animals in the state. If the nutria are inflicting sufficient damage on a landowner's property he may apply to the Law Enforcement Division of the Louisiana Wild Life and Fisheries commission and a game agent will be sent out to the location to inspect the damage. If the complaint is warranted the landowner will be issued a special permit by the Fish and Game Division and he will be allowed to do away with the intruders by trapping or the use of firearms. However, in no case will he be allowed to eat the flesh of the animals or make any use whatever of the pelt."

So—If you should happen to run across an animal that has teeth like Bugs Benny and looks like a king sized guinea pig don't be astonished—it's a nutria and you may find him anywhere. Someone even ran across a pair near the Canadian border. Furthermore his front and back feet won't match. Up forward, Mr. Nutria has a pair of paws like a coon and aft, his feet are webbed. He's a vegetarian and eats practically anything in that line . . . and if you should happen to take your eyes off him, that is her, don't do a double take because there'll probably be a half dozen more running around . . . Mrs. Nutria multiplies and compounds semi-annually.



JEFFERSON'S

Public Schools

FOREWORD

BY LEMUEL W. HIGGINS

Superintendent

Jefferson Parish Public Schools

Three years ago in 1955, with the completion of the two new Consolidated High Schools, the Parish of Jefferson after years of struggle finally caught up with its long major school construction program—providing not only new, modern buildings and facilities but also designed to accommodate the anticipated annual increases in our school age population.

At the end of the school year of 1956-57 there were 25,822 pupils enrolled in Jefferson Public Schools. At the end of the following year of 1957-58 there were 28,465 enrolled, an increase of more than 10%. And again at the beginning of this year of 1958-59 the school enrollment jumped to 29,032 another increase of 567.

The buildings and facilities planned and provided in our long range construction program have smoothly absorbed these added thousands of children, and we are very proud to report that every boy and girl enrolled in Jefferson Parish Public Schools is receiving his or her full day's schooling and the full curriculum scheduled. The platoon system does not exist in Jef-

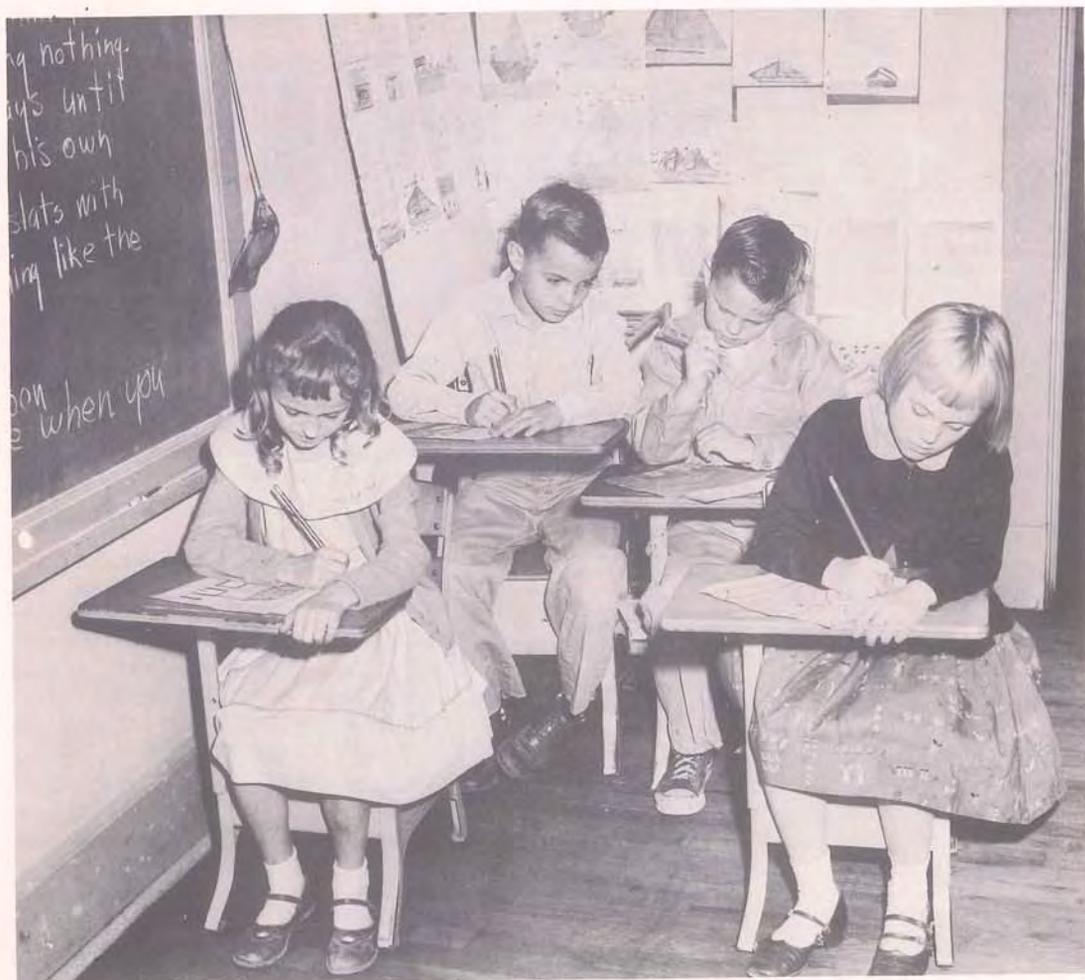
erson Public Schools.

Over and above the enormous capital investment represented by Jefferson's new, modern schools and equipment, nearly five million dollars are spent every year in the education of our school age children. It is the policy of the School Board, thoroughly endorsed by the parents and voters of Jefferson, to make every effort to secure and retain the most competent and best trained teachers available, and enough of them so that classes can remain small and compact to give each pupil adequate personal attention. By the same high standards are our principals and supervisors selected.

As you read this year's report of the School Board's President on the following pages and look over the accompanying pictures of Jefferson's many and diversified school activities we believe you will be as proud of Jefferson Parish's Public School System as we are—who watch the tiny tots walk in on their first day scared and excited and watch them stride out eight to twelve years later, future citizens who have been trained to guide capably the destinies of our parish, our state and our nation.

a good start
can lead...

to a good future...



CREATIVE WRITING—Third graders of Deckbar School learn creative writing with the supervision of their teacher, Mrs. Anne Brice. From left to right: Linda Meisberger, Edward Schopfer, Catherine Zierer and James Morrissey.

WE MUST HAVE SCHOOLS FOR ALL OUR CHILDREN

By Loney J. Autin

President, Jefferson Parish
School Board

Last year I wrote an article for the Jefferson Parish Yearly Review which stressed the need of expanded physical facilities and a larger staff to meet the demands of our burgeoning public school population.

This year, as we approach the 1958-59 session, I must do more than reiterate the need for expansion: I must stress, with all the emphasis at my command, the need for

speed in our undertaking . . . and that we, of the school board, must continue to work closely together to attain a well planned and efficient school system. By efficient school system we mean more than an instructor in the three R's.

A good school will provide an educational program based on a curriculum that meets the needs of all children and is arranged



NEVER TOO YOUNG TO SQUARE DANCE—These first graders of Airline Park School prove that you are never too young to square dance. Mrs. Estelle Poole is their teacher.

to meet their individual interests and abilities. That provides training in the fine and practical arts, vocational and academic areas; that provides a thorough training in the fundamental skills and audio-visual materials for teaching purposes. Also one that relates instruction to the home and family life and teaches citizenship through real life experiences.

A good school will provide a program of service to its pupils that includes health examinations and encourages remedial measures and one which makes provisions for recreation and physical education. It also provides good conditions of personal safety and makes provisions for mentally and physically handicapped children. These above mentioned are what we are striving to give the Jefferson Parish school children.

The amazing increase in the number of our school children, which considerably outstrips the record population growth of the parish as a whole, is expected to continue through the foreseeable future.

According to the Rosenthal study, white educables are expected to increase from 19,757 during the 1956-57 school year to 30,702 during the 1966-67 year; the in-

crease in negro educables is predicted to be from 5,707 in 1956-57 to 12,016 in 1966-67.

The figures for the first grade enrollment are especially impressive and provocative of mature thought. During the 1951-52 school year, there were 1304 white first graders in our parish schools. Currently the number is 2,281. And by the time the pupils report for 1966-67 school year, the number of first graders project to 4,598.

Figures for the negro educables for the same year are 1951-52 school year, 637; currently more than 1,500 and in 1966-67 an estimated 2,452.

These are solid impressive figures, but they represent only a part of the obligation we, as school officials, properly feel toward the children of Jefferson Parish. Adequate, conveniently located buildings are far from enough. In the Committee's Report to the President at the White House Conference on Education it states "Ideal consideration should be given to the following factors;

1. The maximum walking distance from home to school should be such that



ART EXHIBITION—With assistance from their teacher, Mrs. Helen Drell, (Metairie Grammar School) these fourth graders happily show their paintings. From left to right: Disa Pick, Dennis Reynier, David Young and Adele Boorstin.



JEFFERSON PARISH SCHOOL BOARD: from left, seated: Lemuel W. Higgins, superintendent; Mrs. Frances Banker; Mrs. Hazel Keller; Mrs. Edna Dufrene; Loney J. Avin, president; Julius Hotard, vice-president; James H. (Harry) Stevens; John Bruning; standing: Dave Dabria; Joseph Augustin; Abel Zeringue; W. Richard White; Horace Terrebonne; Jules G. Mollere; Thomas Collins; Louis Breaux; Donald Gillen; Bertrand LeBlanc.

JEFFERSON PARISH
School Board Officials



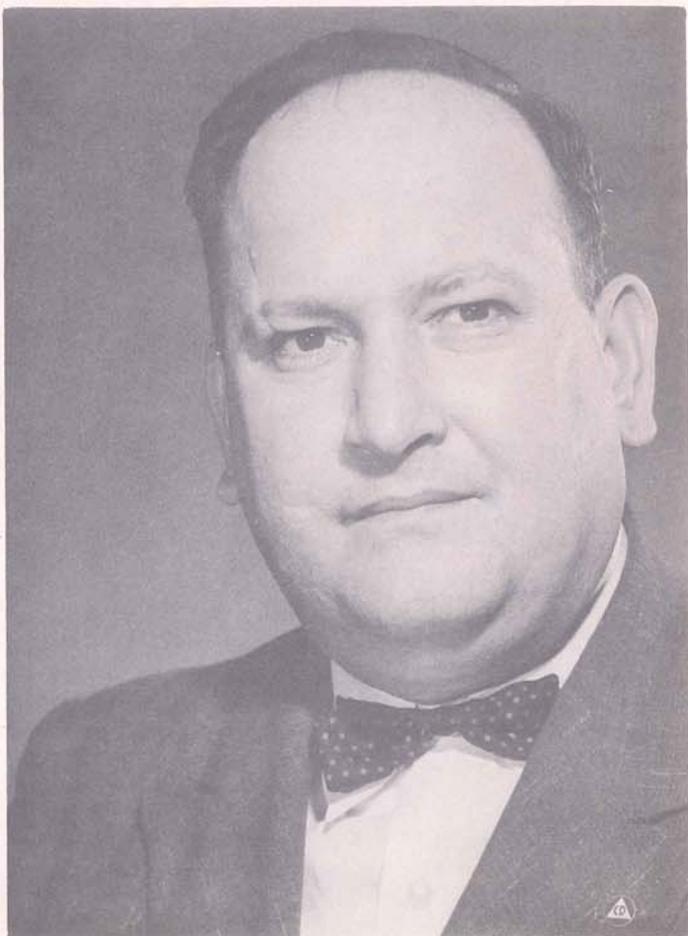
Lem W. Higgins
Superintendent of Schools



Hon. Julius F. Hotard
Vice-President



Hon. Louis E. Breaux
Member of the Executive Committee.



Hon. Loney J. Autin
President, Jefferson Parish
School Board



BACK ON THE FARM—The students of Bridgedale Elementary School learn of farm life through the use of a model farm. Pictured from left to right are Susan McMurray, Michael Cathren, Bert Schmidt and Linda Fay Flack. Their teacher is Mrs. Bonia Morgan.



GEE, IT'S LOTS OF FUN TO PAINT—The four young painters with their teacher, Mrs. Claudia Sibley, display some of the art work they and their classmates have completed. From left to right are: Mary Jane Creel, Dennis Kronlege, James Fisher, Dot Schullaw, and Mrs. Sibley.

the children are not unduly fatigued upon arrival at school. These are

- a. Elementary pupils—three-quarters of a mile each way.
 - b. Junior High pupils—one and a half miles each way.
 - c. Senior High Pupils—two miles each way.
2. The area should supply a stable and continuous number of students.
 3. The district should afford ready access to the school to the greatest number of children.
 4. The attendance district should encompass a homogeneous community, and the school should be so located that it can serve the neighborhood as a natural community center.
 5. Major traffic arteries and natural barriers should be designed as district boundaries wherever possible."

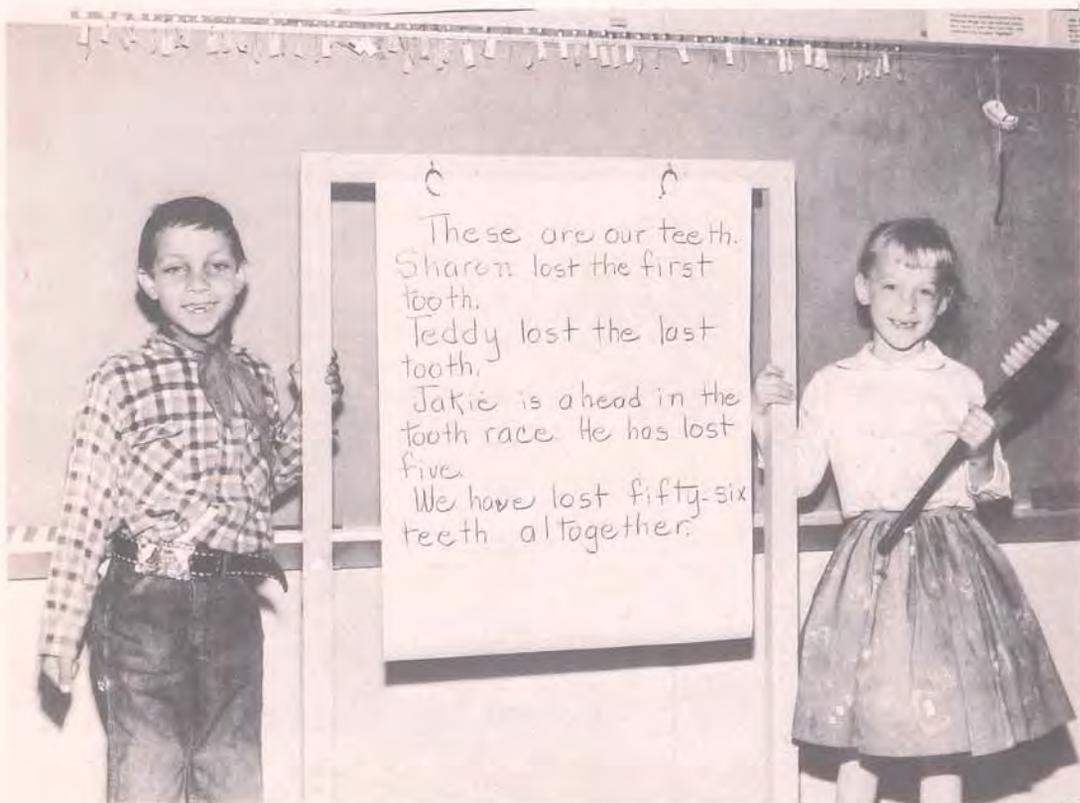
Since 1950, Jefferson Parish has completed 19 new schools. In addition 534 classrooms were built during this same period, 14 new cafeterias, two libraries, three auditoriums, five gymnasiums, three cafeteria-gymnasiums and two cafeteriums, which is a combination cafeteria and audi-

torium combined as one room, serving both purposes at considerable less construction cost.

At its meeting of March 13, 1957 the Jefferson Parish School Board authorized a total of fifty eight additional classrooms. After completion of these units there would still remain a shortage of one hundred and seven classrooms to ideally house the present enrollment. Actually these additions were proposed in contemplation of increased enrollments starting with the 1957-58 session.

As a matter of present policy, the needed additional one hundred and seven classrooms should remain unbuilt until the needs of each school attendance district are specifically defined when additions can be made.

Even more important is the competence of our teaching and administrative staffs. With this constantly in mind, we have been able to provide salaries above the state minimum. Furthermore, we have sought to make employment by the public school system as attractive as possible to carry the story of the advantages in teaching in Jefferson Parish to young teachers and recent



ALL I WANT FOR CHRISTMAS—Joe Ladnirault and Vickie Holdman (pictured above) show by their smile that all they want for Christmas is some front teeth. Joe and Vicki, along with their classmates, have brought their lost teeth to class to hang in small sacks. Their teacher is Mrs. Estelle Poole, first grade.



INDIAN DISPLAY—These three students of the second grade, L. H. Marrero Jr. High School, proudly display some of the articles of their Indian display. Mrs. Kati Applewhite is teacher. From left to right: Wayne Dodgen, Cheryl Ann and Cheryl Lee Legendre.

graduates in neighboring states as well as in Louisiana. National prosperity has a Teachers' Market in which the better teacher is able to select from a considerable variety of positions.

The quality of our teaching staff testifies to the success of our efforts to tell our story well and to create an educational atmosphere in which better teachers enjoy working. We are happy to state that today's qualified teacher is able to demand a salary substantially higher, even by comparison with increases in pay for other positions, than in the past.

Today's teacher is the cornerstone of the

new theme of public education in which vocational, cultural and social training keep step with improvement of mind.

We have sought to incorporate in our thinking several key ideas expressed by the report made to the President by the committee. To quote a few of the more pertinent paragraphs from the report:

"An equally important and less frequently mentioned reason for the growing importance of education is the plain fact that schools have become the chief instruments for keeping this nation the fabled land of opportunity it started out to be . . ."



"It is no longer thought proper to restrict educational programs to the skills of the mind, even though these skills remain of fundamental importance. Schools also attempt to improve children's health, to provide vocational training and to do anything else which may help bring a child up to the starting line of adult life as even with his contemporaries as native differences in ability permit".

The need for enormously broadened vocational and technical training, is especially important in Jefferson Parish. This is because of our enormous, profitable industrial and commercial expansion. New industries mean more desirable jobs, and better paying ones. But let us not loose

sight of the fact that industry must staff these better paying jobs with properly trained employees. In the past, many key workers in our expanding industrial plants have been brought from other states, not because industry wishes to transplant workers and families . . . but because our people have not been armed with modern skills needed to fill these positions.

Improved, realistic vocational and technical training can and will change this picture and the hour is at hand for us to embark on a comprehensive program to provide training.

With studies made of our industries and skills needed we could "tailor-make" our vocational and technical training to fit the



ANIMAL DRAMATIZATION—Four Ames Elementary pupils show the rag type animals they use in dramatization of stories. From left to right: Cheryl Ledet, Gayle Parker, Betty Hennegan and Janis Morvant. Mrs. Pat Lanham is their teacher.





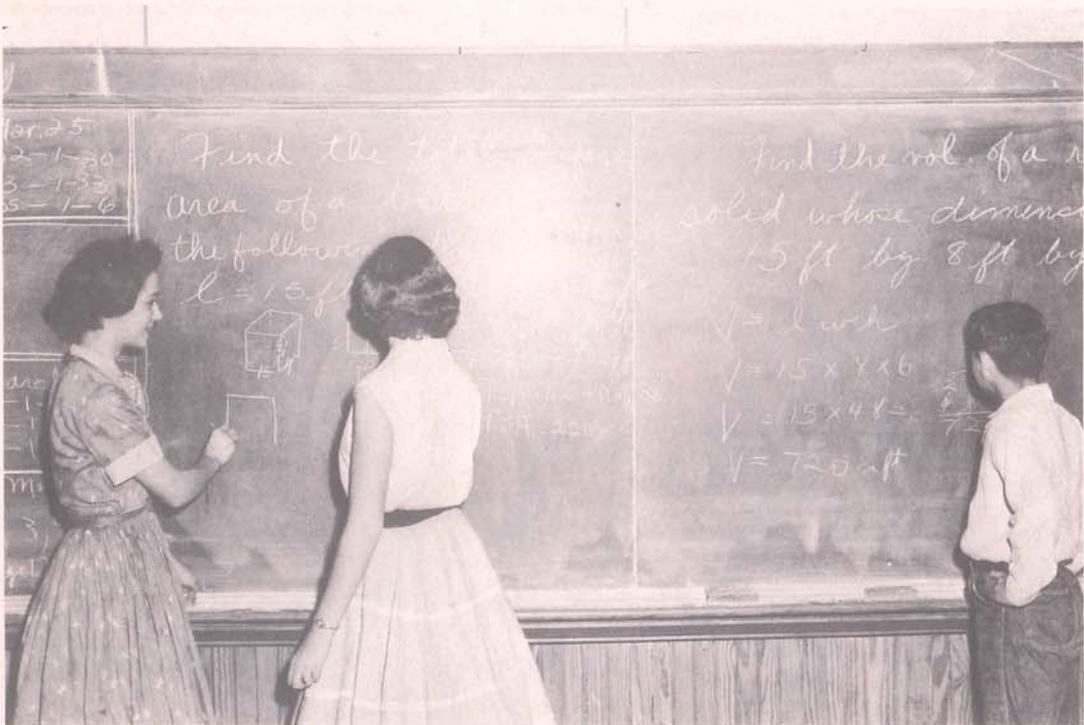
AFRICA IN GRETNA SCHOOL—Cathy Brignac and Mat Costanza add the finishing touch to the floor map of Africa during geography class, Mrs. Pat Lanham, teacher.



HOW A LIGHT BULB WORKS—Looking over an electrical circuit they, with the supervision of their teacher, Mrs. Joe Dupree, Jr., and their classmates put together. The four students are in the sixth grade, Airline Park School, they are from left to right; Heather Watson, Grover Barfield, Johnny Madiera and Sanda Owens.



HELPING THE NEEDY—these happy pupils of the fourth grade, Gretna Primary Number 2, help fill some of the goodwill bags with clothing which will go to the needy. The young lady on the left is Mickey Martin, the young man in the center is Walter Johnson and David Williamson busily packs one of the bags. Mrs. Frances Ferguson is their teacher.



SOLID GEOMETRY—Marilyn Bourgeois, (left) Charlotte McCall and Henry Lombas, Jr., work geometric problems on the black board of Fisher Jr. High School. J. D. Meisler, eighth grade, is their teacher.

need insofar as this is possible at the secondary level. And where colleges and University training is required, the program should provide the secondary groundwork in this direction that the step would be comparatively easy from a Jefferson Parish High School to a technical College.

There is much to be done and within our powers we are attempting to do it. In this connection it would be proper to conclude with these thoughts of the late Samuel

Gompers:

"We want more schoolhouses and less jails; more books and less arsenals; more learning and less vice; more leisure and less greed; more justice and less revenge; in fact, more of the opportunities to cultivate our best natures, to make manhood more noble, womanhood more beautiful and childhood more happy and bright".



LUNCH TIME—West Jefferson High School students take time from academic studies for lunch in their well illuminated, modern cafeteria.



FUTURE HOUSEWIVES—These four young ladies of East Jefferson High School are busy working in senior foods and nutrition class of which Miss Angla D'Gerolomo is the teacher. From left to right: Barbara Dillon, Glynn McPherson and Dinane Smith.

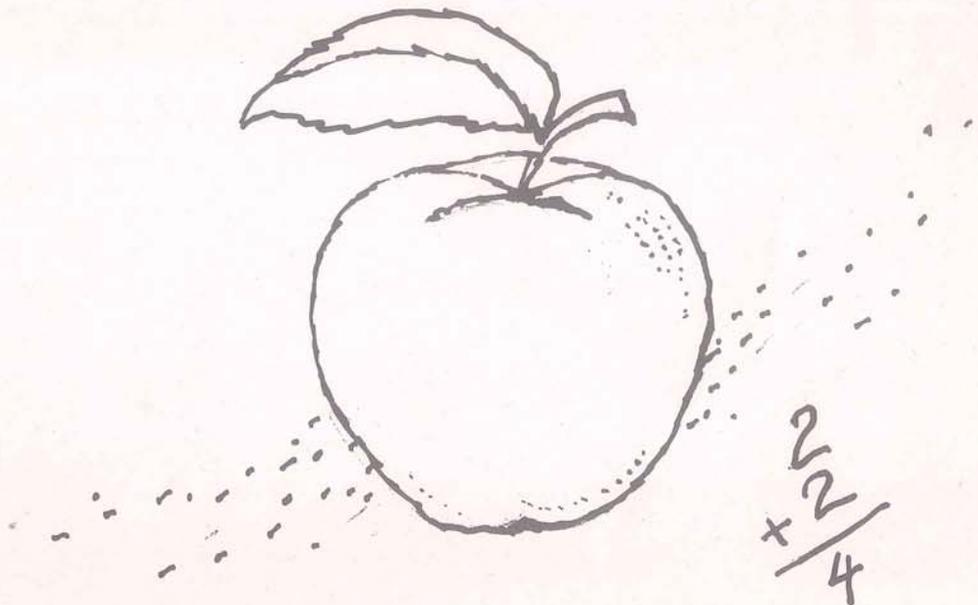


NOT ALL MATH AND ENGLISH—four students from West Jefferson High School are intensely working on their wood work project in the industrial arts section, Joe Allelo, teacher. From left to right are: Joe Warr, Charles Abrams, Irvy Morvant and Frank Muscarello.





ADMINISTRATIVE PERSONNEL—From left, seated: Miss Ruth Pitre, supervisor of elementary education; Paul Solis, first assistant superintendent; Lemuel W. Higgins, superintendent; Walter Schneckenberger, second assistant superintendent; standing: Peter Bertucci, administrative assistant; Lloyd Clancy, visiting teacher; Frank Ehret, visiting teacher; Edgar L. Stevens, auditor and comptroller.



The Hope Haven Arts and Trade School

(. . . the dream . . . the reality)

Recently the Reverend Director of Hope Haven Arts and Trade School, located on the Barataria Boulevard in Marrero, called us and inquired if the 25th anniversary of the Salesian Education at Hope Haven could be publicized in the 1958 issue of the Jefferson Parish Yearly Review. Along with this request came an invitation to visit the school, which we readily accepted and thoroughly enjoyed.

We learned that in 1925 the Founder of the school was the Rt. Rev. Msgr. Peter M. H. Wynhoven. He started with nothing except a barn, silo, few cows and several boys who wanted and needed the opportunity offered by the Priest. Realizing the needs of dependent boys and orphans, Msgr. Wynhoven derived the plan to provide a trade school, and through continued enthusiasm saw his school become an efficient institution of learning. The institution began to take wings when through the generosity of Mrs. John Dibert, the administration building was erected.

The gymnasium was built by the Saenger family in memory of Julius Saenger, and Charles Weinberger donated one of the cottages which gave birth to the cottage system and various workshops and enabled the boys to live in an atmosphere of home life.

In 1927 when the main building was being dedicated, Msgr. Wynhoven saw his dream become a reality. The only handicap at that time was an adequate staffing of the school. In 1933 the ideal solution to the school's needs came about when the home was placed in the hands of a congregation that specialized in work for boys. This is how the Salesians of St. John Bosco

accepted the direction of the school, where the boys received not only individual and class training but also preparation for life itself.

Priests teach the usual junior high school subjects, while three Brothers head the bookbinding, printing, and woodworking shops. Brother James has been an instructor of bookbinding at Hope Haven for the past twenty-five years. The printing department is under the direction of Brother Dominic, and the woodworking section is headed by Brother Charles, who also finds time to train athletes in touch football, basketball and track. His team won several championships. The present year marks the 20th anniversary of Father Paul Csik's hard labors at Hope Haven; he rightfully deserves the title of "the pillar of Hope Haven". Besides holding the office of Perfect of Studies, Father Ernest supervises the program in athletics and directs the school band, which annually marches in the Mardi Gras parades.

Earlier this year, the staff celebrated the 25th anniversary of Salesian Education at Hope Haven. Statistically that means over 1050 boys have received moral, intellectual and industrial training under the guidance of the Fathers and Brothers of Hope Haven. The struggle to attain the present successful status was by no means an easy accomplishment.

Msgr. Wynhoven's dream has become a vivid reality. All of the Priest's hard work has paid dividends, for everytime a youngster leaves Hope Haven, he is equipped with a trade and with Christian principles necessary to meet life successfully.



HOPE HAVEN PRINTING SHOP has an atmosphere of hustle and bustle and the boys and their instructor, Brother Dominic, in the above photograph are busily at work. The boys, from left, are: Al Belanger, Joseph Lapine, and Richard Falgoust.

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DEPARTMENT



SHERIFF W. S. "BILL" COCI

**A
MODERN
ADMINISTRATION**

Officials of the sheriff's department, soon after the present group took office, were conscious of the fact that Jefferson Parish was largely a metropolitan unit and could no longer be administered as a "country parish". Except for the southern portion of the West Bank, Jefferson is a thickly populated area and must be treated as such.

GREATER EFFICIENCY IN TAX DEPARTMENT

With this view in mind, a reorganization under the supervision of Sheriff William S. Coci occurred immediately after he assumed office in June 1956. Such a reorganization by Sheriff Coci led to better protection of the public and sweeping changes in the tax collecting system. These sweeping changes in tax collecting have increased parish income and added to pub-

lic convenience.

The added public convenience is the separation of tax collection functions between the East and West Banks which also provides greater efficiency in the sheriff's civil division.

POLICE TRAINING SCHOOL

One of the first of Sheriff Coci's reorganization measures was the formation of a police training school set up under the direction of qualified experts. Designed to both train recruits and to upgrade veteran officers, the police training school covers the state criminal code, courtroom testimony and conduct, evidence, report writing, use of firearms and defensive tactics.

To attain the best qualified personnel, the sheriff's department realized that salaries had to be raised and the raise came

(See Page 135)



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about quickly. The pay scale compares favorably even with those of large metropolitan areas and is substantially higher than in Louisiana parishes generally.

JUVENILE DIVISION CREATED

Under the leadership of Captain George Gillespie, a thoroughly qualified police officer whose hobby is intensive work to prevent, as well as remedy, juvenile delinquency, a juvenile division was created. This division has a very satisfactory record and here are some figures to prove this point—of 820 juveniles reported to the sheriff's department for possible action during the first six months of 1957, only 164 were brought before juvenile court. The other 656 were counselled and released to their parents.

Captain Gillespie has 325 Jefferson Parish youngsters participating in school safety patrol work. This has proved very successful in that no school child in the parish has lost his life or been seriously injured while in protected areas at schools.

Captain Gillespie is also head of the Junior Deputy organization comprised of



Captain George Gillespie, left, is in charge of the juvenile program of the sheriff's department. A veteran officer with an excellent record, Captain Gillespie's aim is leadership as well as correction in his work with parish youth.

550 youths. The Lions Club and American Legion work closely with parish authorities in the Junior Deputy program and offer monthly awards to youths making outstanding records in the program.

Statistics vouch that the criminal investigation division under the direction of Captain Earl Rolling, has been highly effective, since major crime is decreasing in Jefferson and increasing elsewhere. This decrease in major crime is significant, in the light of the rapid population growth of Jefferson Parish.

Another of Sheriff Coci's changes was the formation of the intelligence division, with Captain C. B. DiLeberto in charge.

(See Page 139)



School zone safety is of paramount importance and receives special emphasis. Our picture shows a typical "school's out" scene, taken at St. Agnes Parochial School on Jefferson Highway. Holding back motor traffic while youngsters cross safely are Harlon Pearce, a junior patrolman and (extreme right), Rita Palmisano, a school deputy.

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NEW ORLEANS 7

This unit is charged with the discovery and eradication of subversion, including all groups which are considered dangerous to the security of the United States.

The civil division and related units of the Sheriff's department had made some sound changes which helped increase efficient tax collections and greater convenience to the public. Such changes since the reorganization are: citizens now pay their taxes on the side of the Mississippi River on which they live; and improved methods of collecting sales, occupational and liquor licenses have resulted in a substantial increase in yields from these levies for the last fiscal year, compared with prior periods.

An additional convenience to homeowner, the mailing of property tax notices and forms for homestead exemptions, is being instituted this year. James L. Arnoult heads the civil division and related units of the sheriff's department.

The number of persons or firms subject to occupational licenses has been increased from 1900 in 1956 to 2500 in 1957 as a result of more businesslike methods as well as because of the growth of the parish.

Although Jefferson is a rapidly growing section immediately adjacent to a large metropolitan area, the sheriff's department reports that during the 12 months ending June 30, 1957, felonies and serious crimes

were fewer than during the preceding year.

This decrease amounted to 11.4 per cent. During this same period, misdemeanors increased in Jefferson by 10.8 per cent, compared with the preceding period. Of course these are the less serious crimes and are most difficult to prevent. While our misdemeanor rate increased, the advance was at a far smaller pace than that of comparable areas.

According to administrative assistant Arnoult, the sales tax collections for calendar 1957 will amount to 20 to 25 per cent more than for the year of 1956. A substantial portion of this increase is ascribed to an increase in efficiency of collections.

Another factor contributing to increased efficiency, is that modern bookkeeping machines have been installed in the new East Bank office building.

NEW MODERN JEFFERSON PARISH PRISON

When Sheriff Coci changed the name from "parish jail" to "parish prison", he had just cause. The new, modern Jefferson Parish Prison combines facilities for close security and humane treatment of prisoners.

The addition to the old parish jail was completed last year and cost \$228,892. Remote controls permit the opening and

(See Page 142)



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Here's a section of the modern, sanitary kitchen in the Parish Prison at Gretna.

closing at points removed from the cell blocks of entire tiers or combinations of individual cells. The entire establishment is fire-proof and virtually escape-proof.

Kitchen facilities are modern and durable and prisoners are fed in a dining hall, carrying their trays from a cafeteria-type serving window. Captain Frank Van Haelen is prison administrator.

The new parish prison was one of three major units recently constructed in a general upgrading of parish buildings. In addition to the prison, major construction included the new East Bank office building, erected at a cost of \$575,239 including furnishings, and the new Jefferson Parish Courthouse, which cost \$2,045,173.

"These are the major changes," Sheriff Coci stated, "but they are by no means all of them. We are constantly studying improved methods in other communities as well as the results of our own efforts, with a view to constant improvement of the department."

Prior to his election as sheriff of Jefferson Parish in February 1956, Sheriff Coci was a practicing attorney. During World War II, he established a distinguished overseas record and holds a commission of major in the organized army reserve.

This is the man who is responsible for these sweeping changes from the old-style sheriff's office to the modern administrative system of today.



First aid kit is examined, by Ruth Rutherfordford, secretary to Chief Malcolm Coci and Platoon Sergeant Jake Coutrado. The kit is carried in trunk of squad car.



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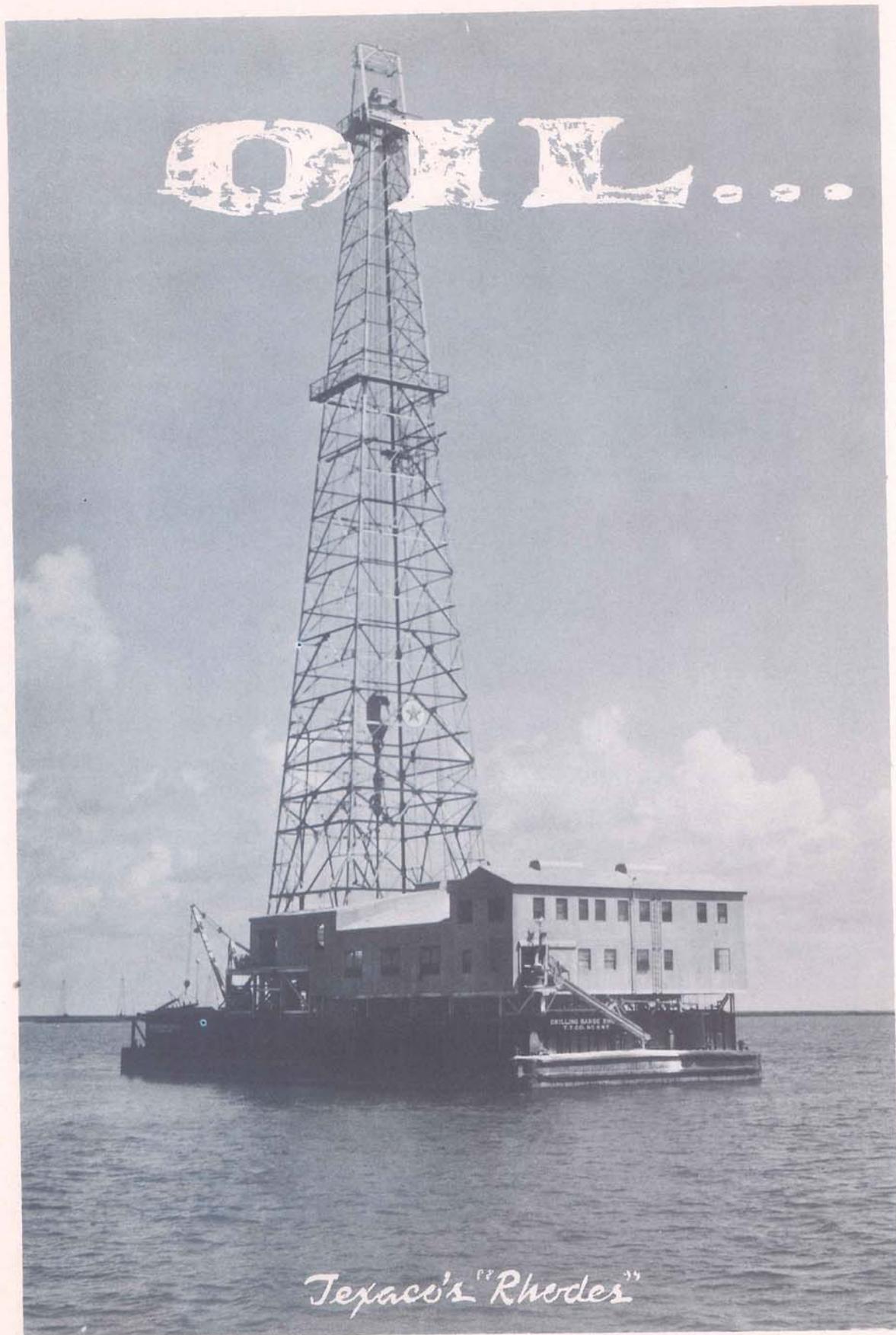
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Texaco's "Rhodes"

... AND GAS

By Jeff Davis

Jefferson parish, along with almost all of the South Louisiana oil and gas producing parishes, turned into a gas parish rather than oil during the past year.

This is not strange, and it is governed by the \$ sign. Furthermore, in the long run, if the demand for natural gas keeps up and the current trend toward higher and higher well-head prices continue, then

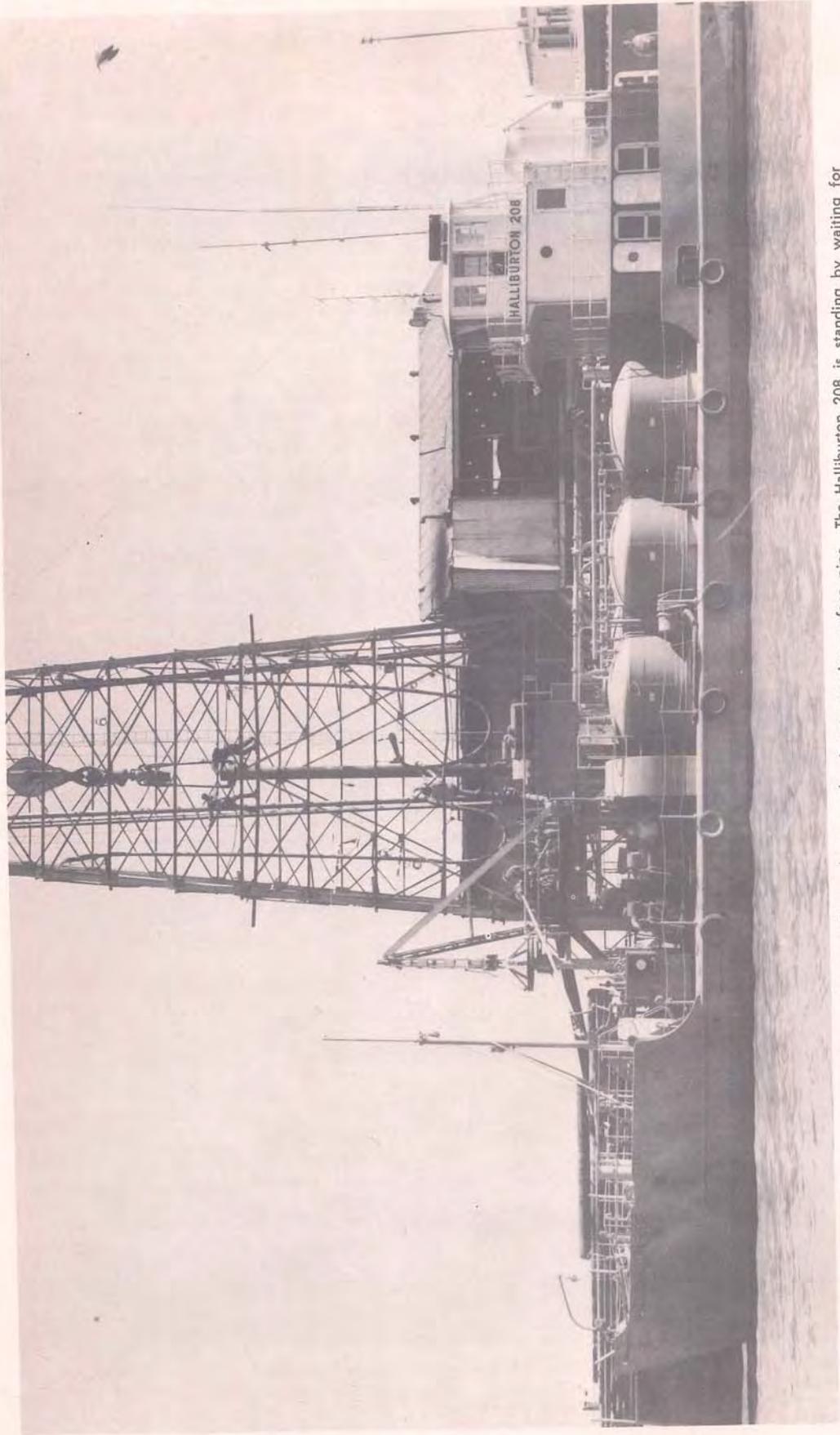
Jefferson will reap larger rewards than were ever possible in the highly competitive oil business.

Not that the parish is lagging in oil, not by any stretch of the imagination.

During the fiscal year that ended in June of 1957, Jefferson parish had accounted for \$2,183,288 in severance tax collections from oil alone. As a rule of



Taking off. Almost every half hour one of the amphibious planes raises from the waters of Harvey Canal on a mission. This one could be carrying a much needed tool and quick delivery is important because an idle drilling rig on location cost the operator big, big money.



Halliburton 208 cementing ship on location. The workmen on the rig are running surface pipe. The Halliburton 208 is standing by waiting for casing to be set then it will cement them into hole. The craft is 124' long with a 31 1/2' beam. The three pumps on board are capable of pumping under pressure up to 12,000 P.S.I. each. Maximum capacity of ship is 5,000 sacks (470,000) lbs. of cement. At least three cementing jobs are done on each hole . . . cementing conductor pipe; cementing surface pipe; and cementing the oil string or plug to abandon.

thumb, figure 25 cents a barrel for severance tax. Just a little bit of arithmetic shows that the parish has produced more than 20,000,000 barrels of oil during the period, and if the average Louisiana price of \$3.13 cents during that time is true of Jefferson—well, the oil business is a mighty important one, and that is not any doubtful statement.

In the matter of severance tax on natural gas, Jefferson parish accounted for \$56,974 for the same period, but with new long haul lines being laid to the important gas fields in the area the 1958 total will be at least 25 percent higher.

The well-head price of natural gas averages slightly under nine cents per 1,000 cubic feet. New contracts are being negotiated whereby the producer is getting as much as 25 cents in some areas. This will mean that as new lines reach the parish, the income from natural gas will be almost three times as much as has been in the past, provided there was not an extra cubic foot put in the markets.

Yes, indeed, gas is really important now, and the schools of Jefferson parish, where the severance tax on oil has been

the most important factor, will soon look on the gas well as the big factor, and oil will be shunted to a by-product status, as has been the case for natural gas in the past.

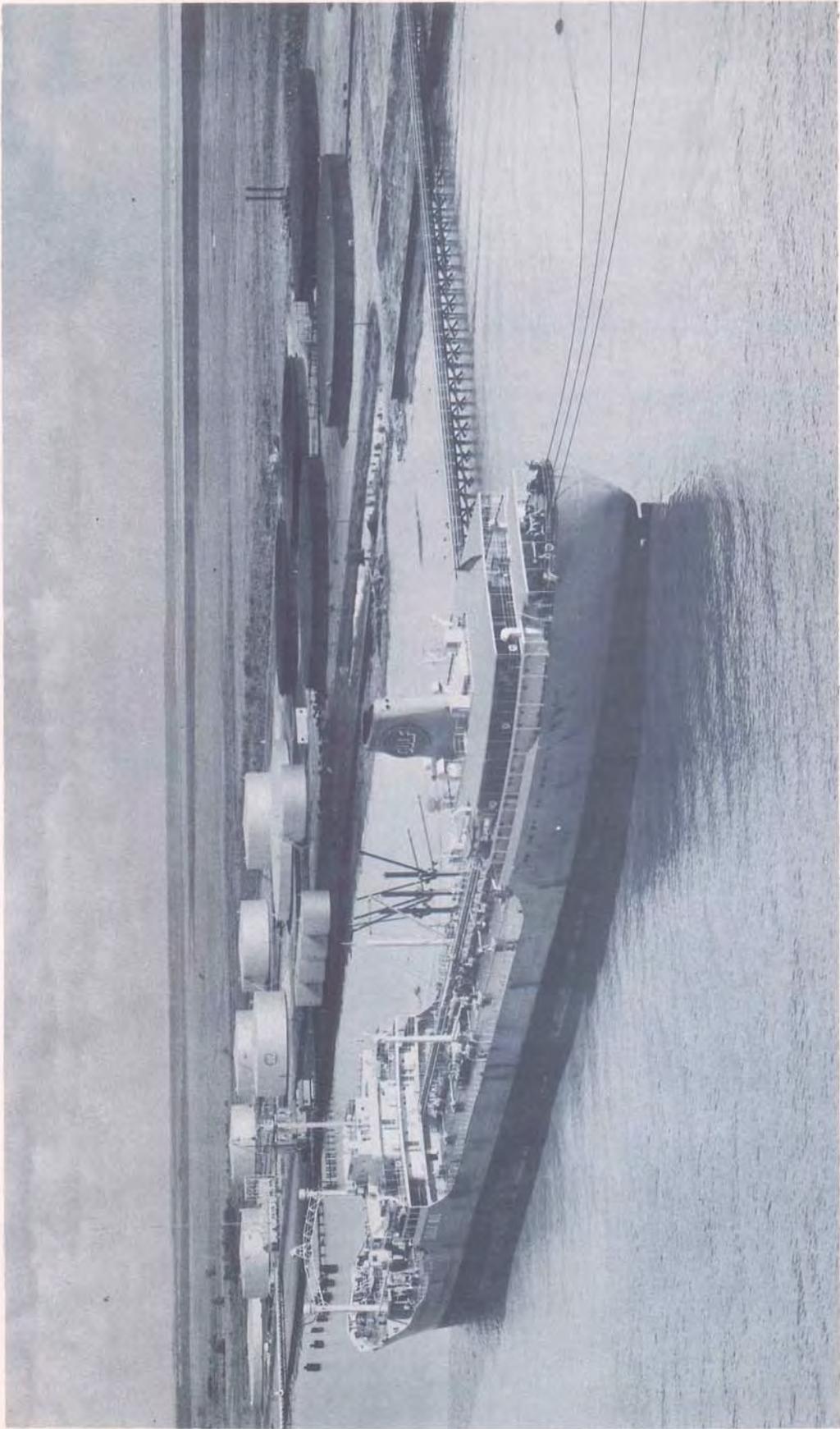
There are some legal blocks in the way of a natural gas boom for South Louisiana at this time, but for once, Jefferson parish isn't in the fight alone. Even the Federal Power Commission is protesting some of the regulations they are called on to enforce. It may be a year or longer but when the long-line gas companies get the green light, then the pipe will really go into the ground, and the pinched in gas wells will go to town, spreading more and more economic benefits to more and more Jefferson parish people.

In the first place, most of the bigger gas reserves are in deep wells. Below 13,000 feet. That means a lot of new drilling in the areas where the pipelines are connected.

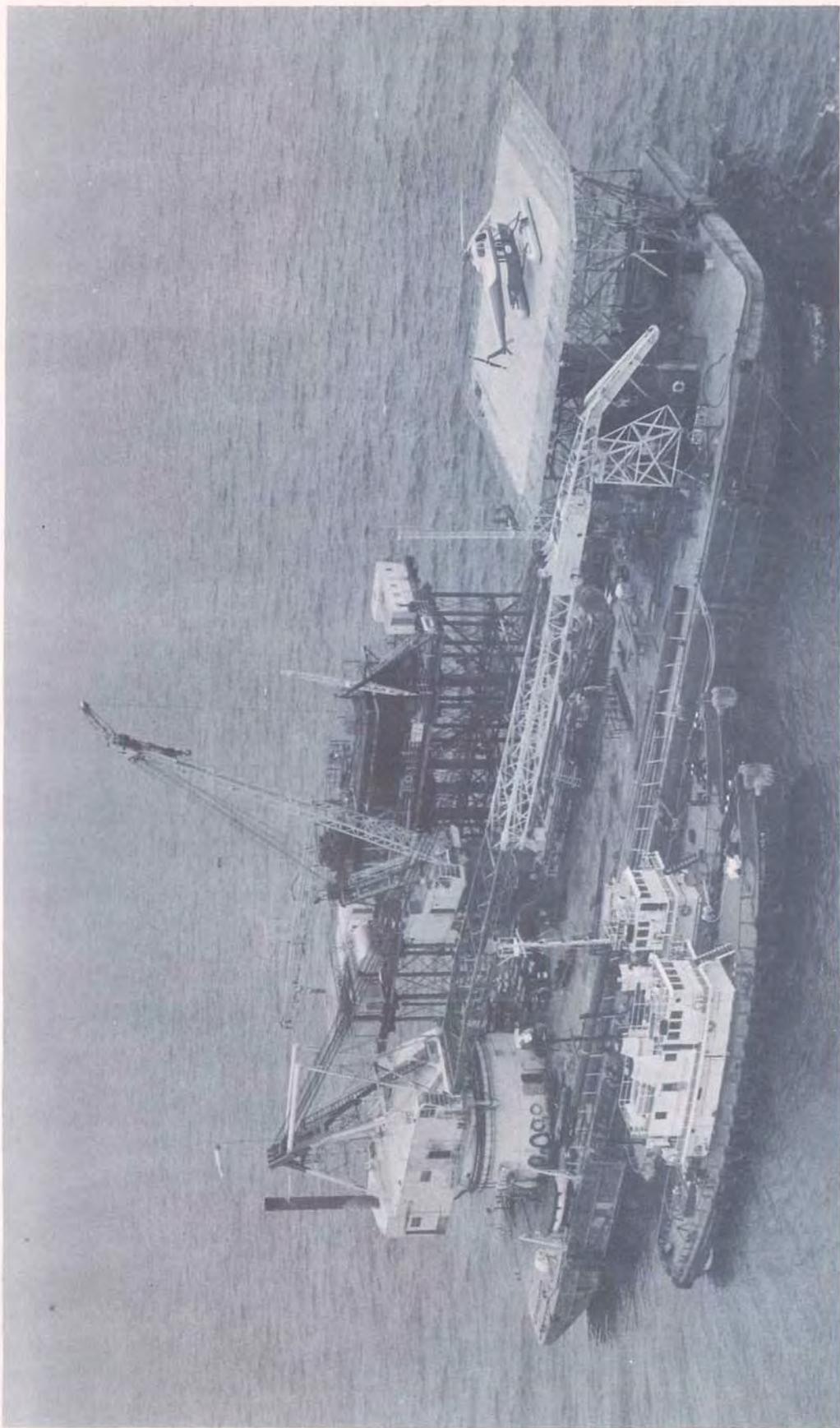
Jefferson parish's long history of service to the oil industry, will be remembered when the rigs are running again. Most of the new drilling in the area from Morgan City to Biloxi will be headquartered in



Trucking is another means of moving well casings from yard to location. Here is 17 tons . . . 20 joints of 10¾" surface casing going to Humble Oil & Refining Company's Paradis District in neighboring St. Charles Parish. Intracoastal Terminal, Inc. was in charge of the loading operation.

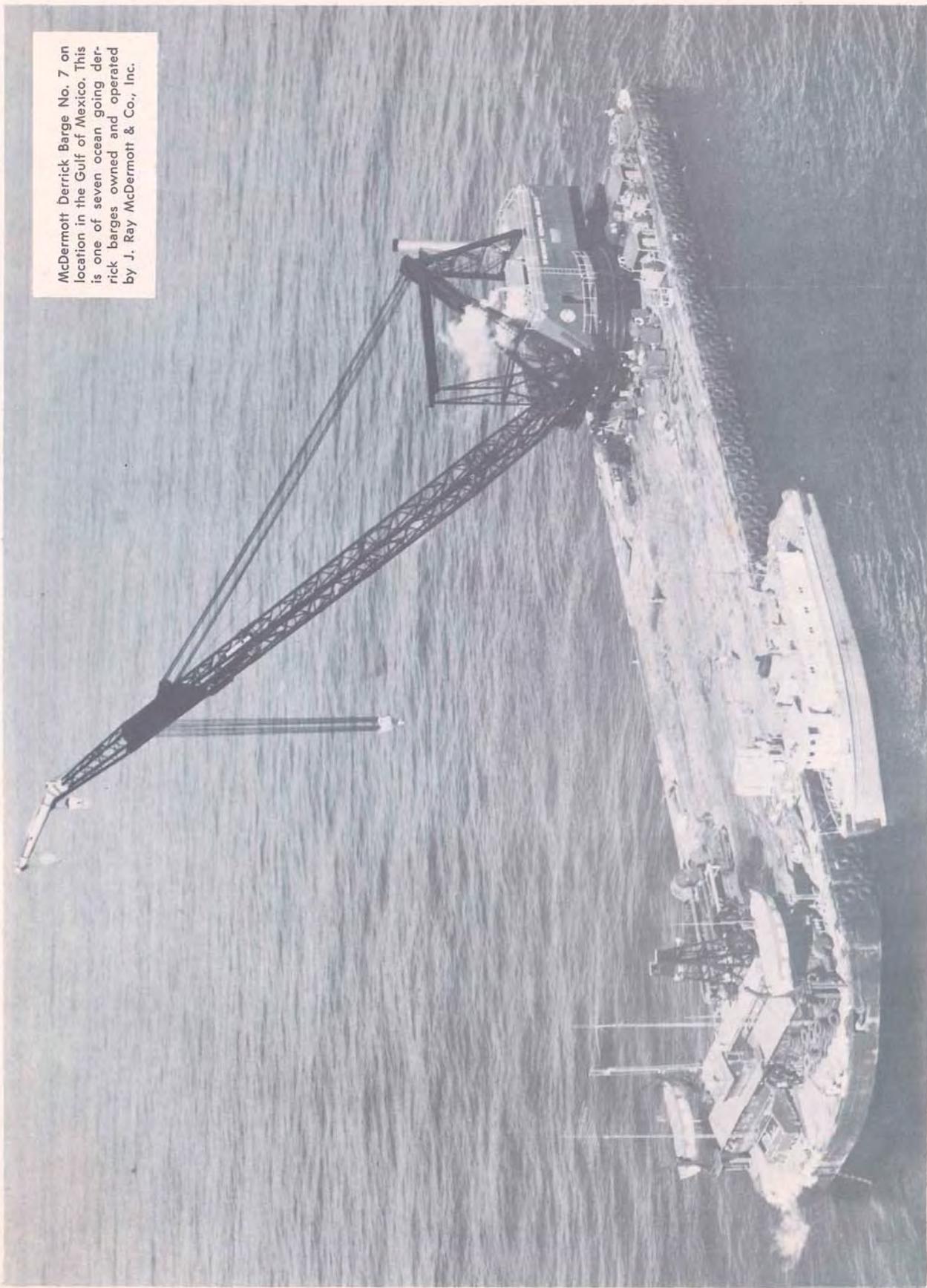


AERIAL VIEW OF THE EXPANDED OSTRICA (LA.) LOADING TERMINAL on the Mississippi River south of New Orleans. The Gulf supertanker "Gulf-queen" is taking on crude from the 5-hose loading system. The Gulf Refining Company calls this facility "the fastest oil loading terminal in the United States."



OFFSHORE FLOTILLA—The decline in demand for domestic petroleum has caused a reduction in offshore operations, but Humble Oil & Refining Company and others are still doing some work in the Gulf of Mexico. Here, off Grand Isle, Louisiana, Derrick Barge No. 1 assists in the remodeling of Humble's Grand Isle No. 1 platform. The two tenders standing by will move the derrick barge when the job is completed.

McDermott Derrick Barge No. 7 on location in the Gulf of Mexico. This is one of seven ocean going derrick barges owned and operated by J. Ray McDermott & Co., Inc.



Jefferson, as usual, and that always means more payrolls, more money for everyone.

There will be some old fields re-opened. For instance down in Manila Village, Tidewater Oil Company has tried to make commercial production possible in some edge wells. They are not overly successful, but the prospects must be mighty promising, because they are planning additional 14,000 foot deep tests for the area.

There was one new discovery in Jefferson during the past year, and it was a gas field. This was Richardson and Bass drilling in the Bay des Ilettes, and as soon as a gas contract can be signed, this company is expected to develop the area.

For three or four years in the past the offshore oil fields enjoyed a "boom" that almost rivaled the old Burkburnett and Borger days. Like all "booms" in the past, this one finally came to an end.

Some people try to picture the present situation as a near disaster, but it can't be supported by the statistics.

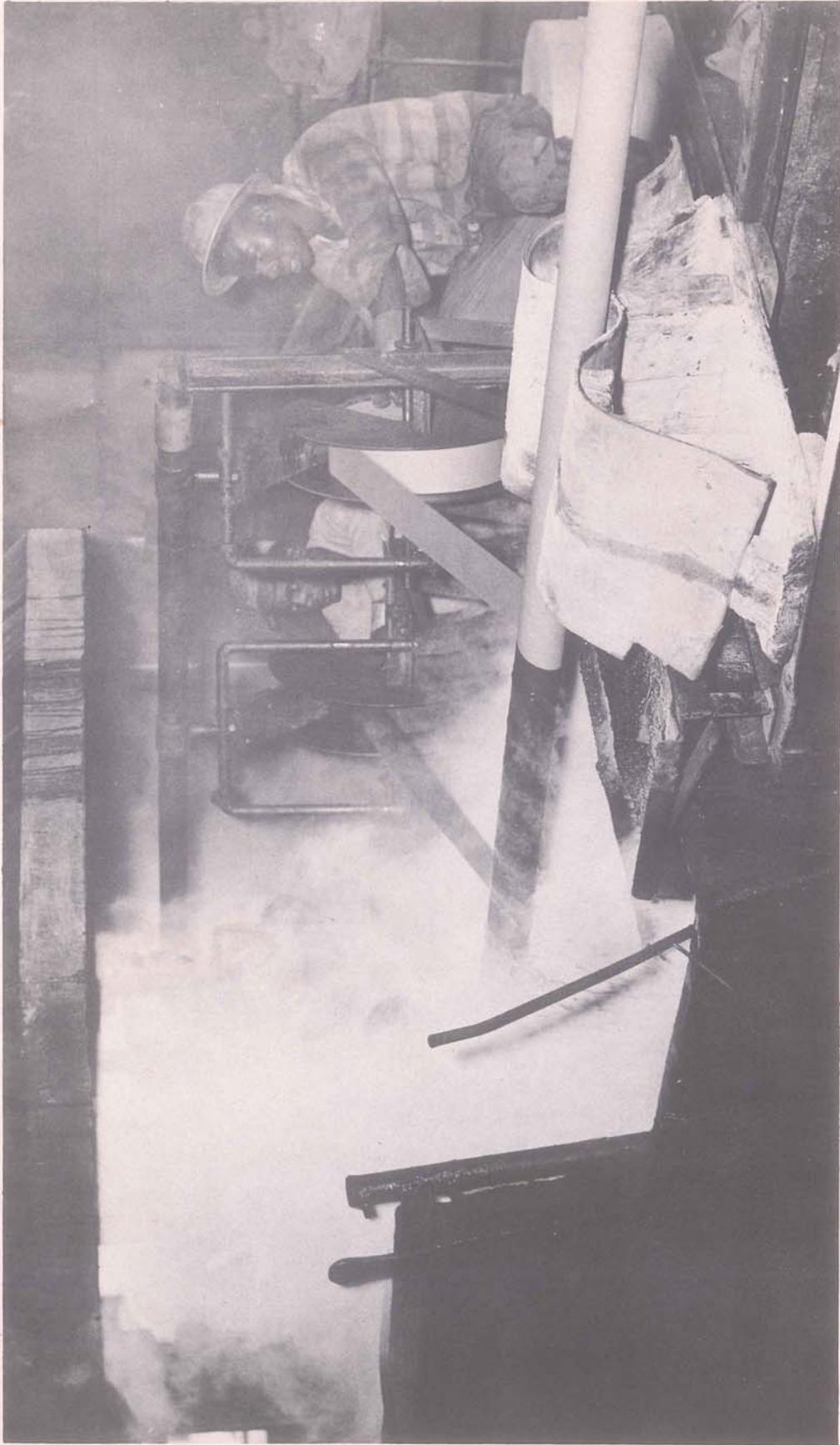
In 1958 there will be more offshore oil wells drilled than in any other year since the first well was sunk back in 1946. Yet the drilling now is orderly, well planned, and becomes less hazardous with each passing day.

The reason for the boom was simple. The leases in the offshore areas were granted on a short-term basis. This meant that the lease owners had to either drill, start drilling, or pay enormous penalties to keep the lease in their possession for another year. Drilling rigs capable of operating in the Gulf of Mexico were scarce, and it was economically sound to pay a bonus to get a well started.

During this mad rush for equipment, more than 130 offshore rigs were at work



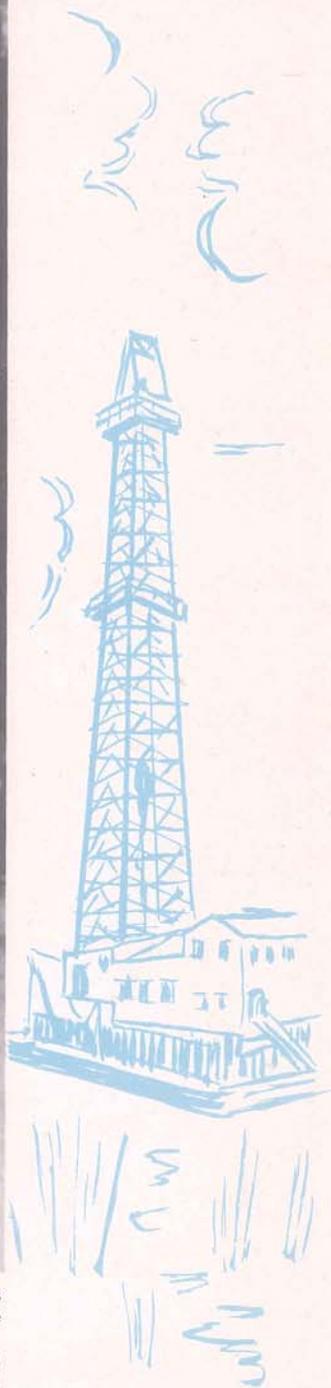
This is a drilling bit. As many as 12 different types may be used in drilling an oil or gas well. The bit is one of the more than fifteen thousand items carried in stock by Standard Supply and Hardware Company, Inc. on the east side of Harvel Canal.



This machine at Rosson-Richards Inc. of Louisiana on the east side of Harvey Canal, is coating and wrapping a 40' length of 2 1/2" pipe. The coating is a coal tar base material applied at 425 degrees F. The wrapping is one wrap of fiber glass, one wrap of tar saturated asbestos felt and a final wrap of 60 lb. craft paper. After this pipe is processed it will be used to flow natural gas and will last buried underground almost indefinitely. This work is being inspected by Pittsburgh Testing Laboratory. The coat of tar base enamel is a product of Reilly Chemical Company and is applied to thickness of 4/32".



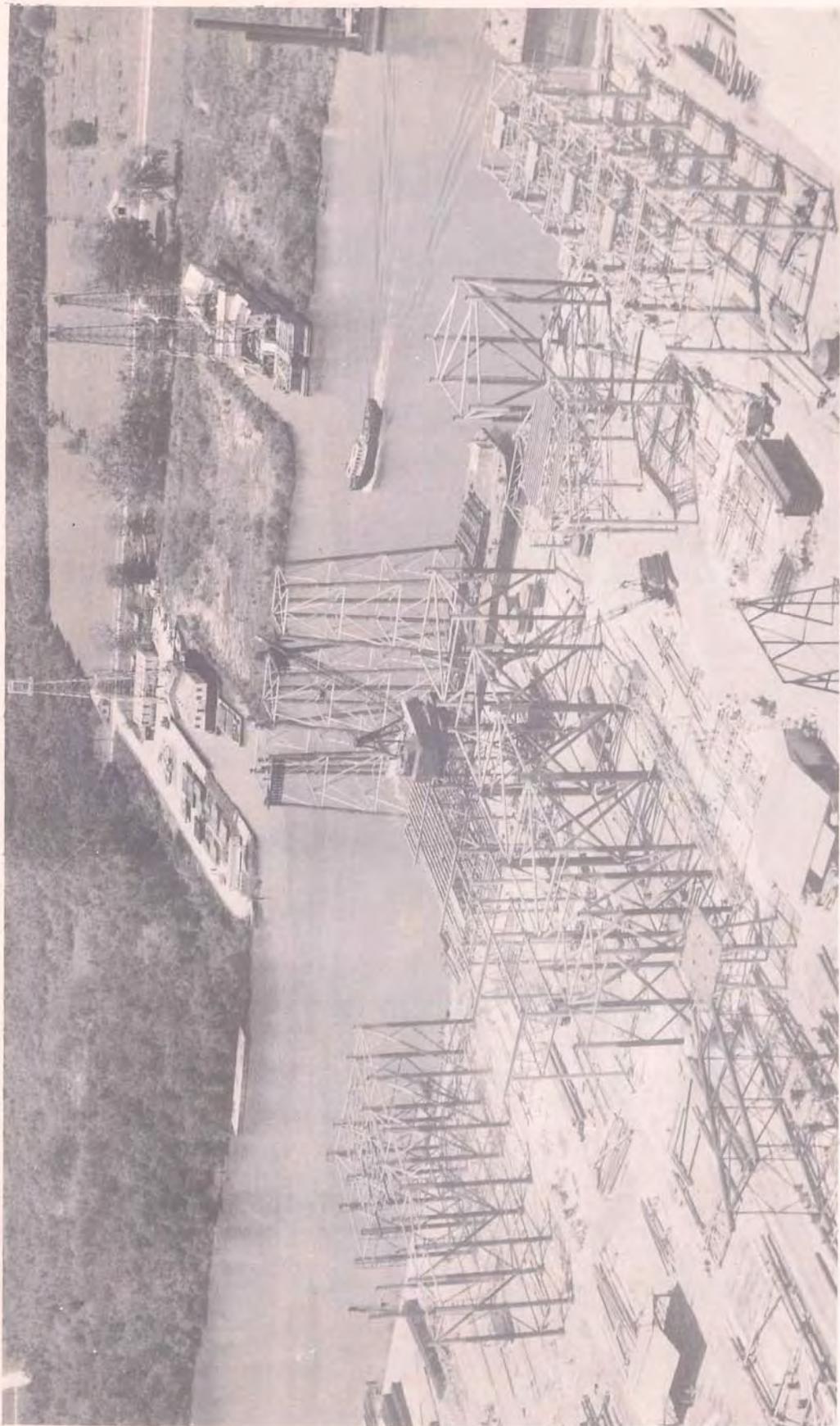
"This is a 7" cutter that can do its work more than two miles below the earth's crust," explains J. S. McKinstry, vice-president and general manager of Deltdel Fishing & Rental Tools, Inc., Located on the east side of Harvey Canal. "It is placed," continues Mr. McKinstry, "on the end of drill pipe and lowered into hole to desired depth. When in position it rotates and knives protrude and cut casing at desired spot. After casing is cut it is fished out of hole with a spear."



at one time or another. Now there are less than 60, but these rights will keep on working day after day, week after week, and the oil and gas recovery will continue to pile up with each new completion.

In the lease agreement there is usually a clause that the beginning of a new well

within 90 days after the completion of an old well. Since there is no great demand for oil, such as Louisiana experienced when the Suez canal was shut down, the operators are taking advantage of the lull, and are using up a great part of the 90-day period before commencing a new test.



OIL FIELD ACTIVITY CONTRACTS of Bayou Boeuf fabrication yards. At top of photo are idle drilling rigs—in the right center of photo steel islands that will soon be towed to new offshore sulphur mine; at left are production platforms, from which 36 sulphur wells will be drilled.

This, of course, means the shut down of some drilling rigs, but while it is bringing hardship to some families and some areas, Jefferson parish is able to divert a large number of workers to a parallel enterprise.

This is the repair, storage and modification of many of the shut-down rigs.

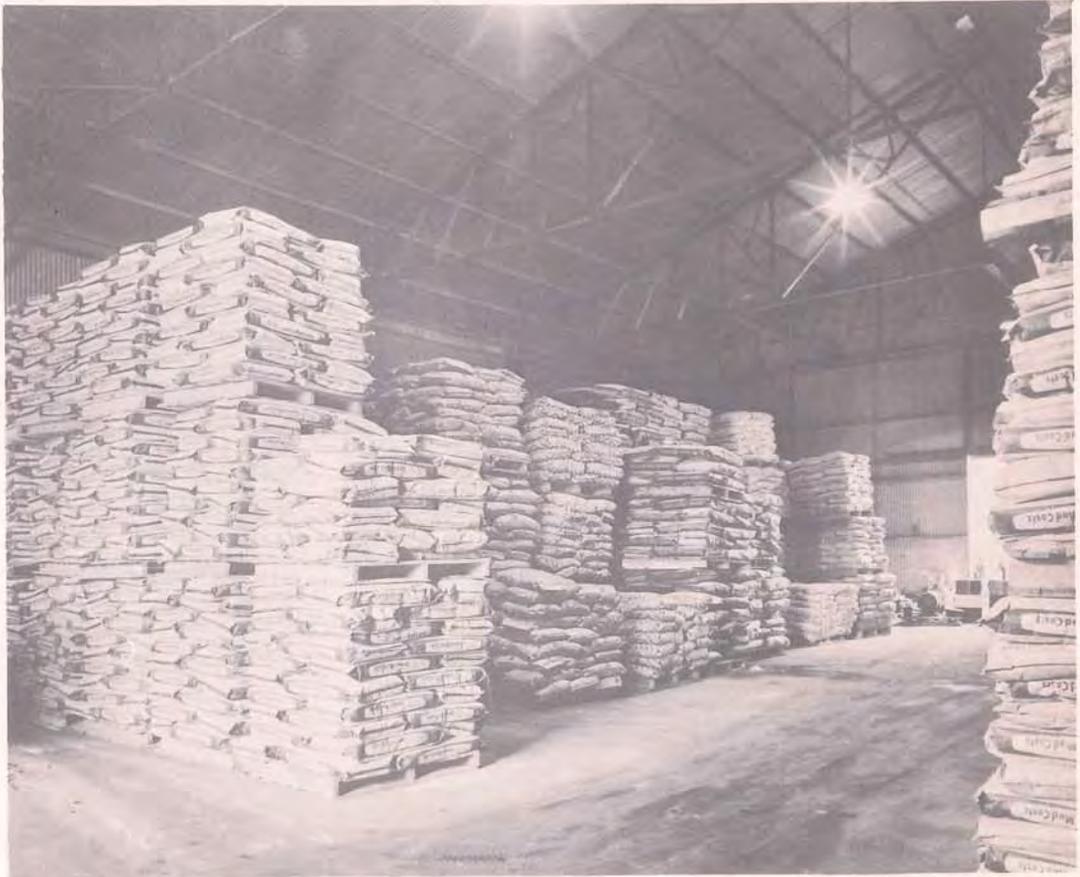
When the boom was at its height many drilling barges were launched in record time. Consequently the owners found some "bugs" that were present, and now these faults are being remedied.

All along the Harvey Canal, for instance, and along Bayou Barataria, there are off-shore drilling barges tied up to machine

shop wharves, and workmen are swarming over the engines, decks and even the derricks, getting these monsters ready for additional work when the demand increases.

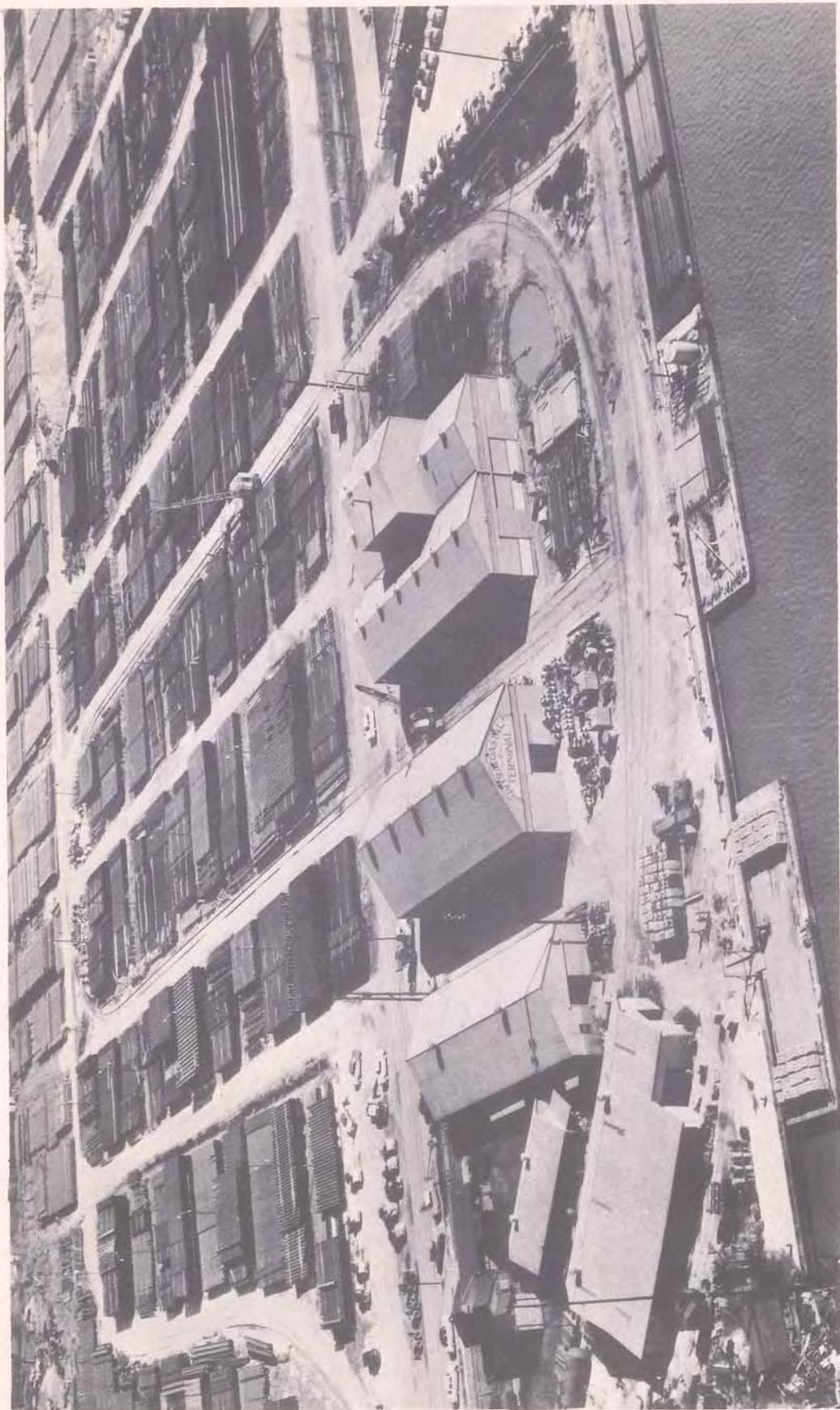
Jefferson parish has become the repair and modification headquarters for the industry. Everything from paper clips for the superintendent's desk to gigantic mud pumps are available in the many yards in the area.

—And when the demand is heavy, the rigs will be ready to go into the deepest water, and drill the deepest holes, thanks to the skills that were exercised during the shut down period.

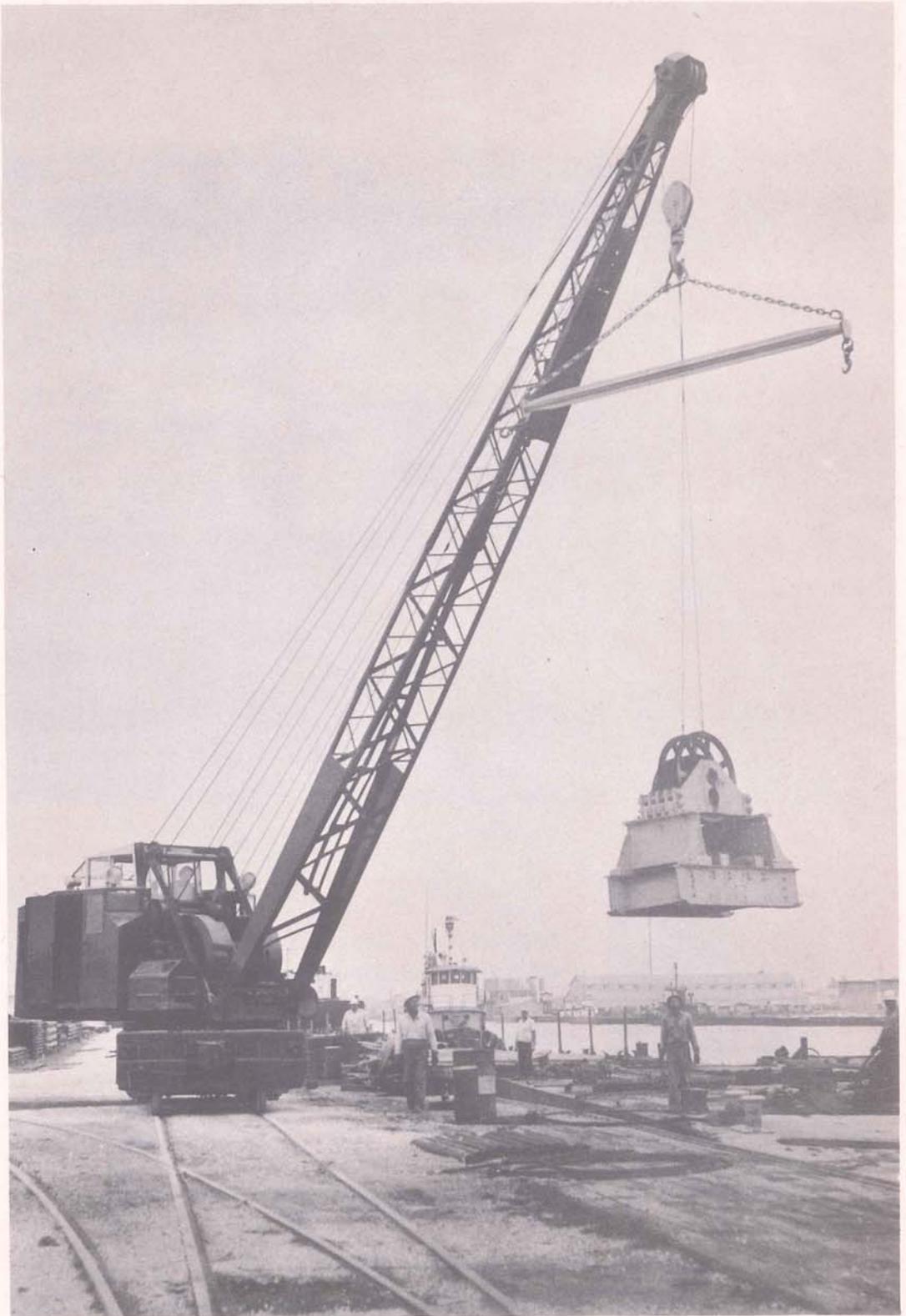


Bags of mud. Not the kind little girls use for pies, but drilling mud. Without mud there would not be any deep well drilling. Mixed with water and chemicals the solution is pumped into the hole to lubricate the bit; removes bit cuttings from the hole; seals walls; and prevents blowouts. Mayronne Drilling Mud & Chemical Company on the east side of Harvey Canal, where picture was taken, supplies this vital material to the oil and gas drillers.





Intracoastal Terminal, Inc. docks, warehouses, office and pipe yard on east side of Harvey Canal. The late C. O. Hooper, C. E., the original head of the corporation, was the man who started the development on the east side of the Canal in 1932-33.



Unloading a crown block, which fits on top of an oil drilling derrick, at The Texas Company's yard on the west side of Harvey Canal. The crane being used in the operation is capable of lifting 25 tons.



Switching is a daily job for the Southern Pacific on both sides of Harvey Canal.

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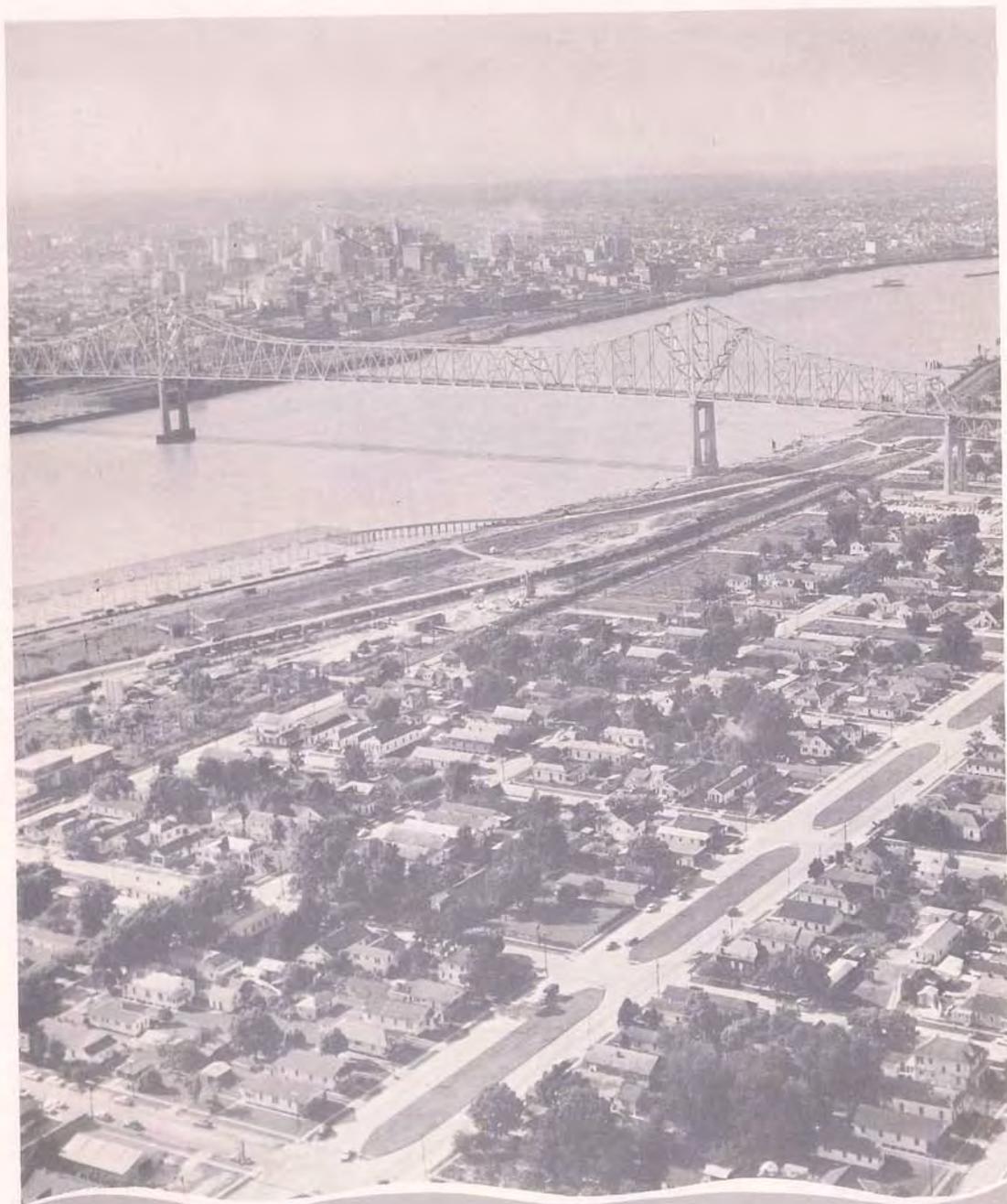
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and

Jefferson Parish

By William J. White
Mayor

The biggest news to come out of our city since the postwar industrial expansion is the completion of the magnificent Mississippi River bridge.

This \$65 million project was originally conceived by West Bank leaders, among them State Senator Alvin T. Stumpf. But the bridge could not have become a reality without the energetic co-operation of our neighbors across the world's mightiest river: the business, commercial and political leaders of New Orleans.

New Era In Co-operative Living

Co-operation between Gretna and New Orleans in the construction of the nation's longest cantilever bridge has a far more valuable implication than even building of the new lifeline of traffic and trade. To me, it signals the start of a new era in co-operative living by all units of our area, working in the interests of a greater metropolitan area. I believe I can safely predict

that in the next few years all parishes and cities in this, the greatest concentration of population in the deep South, will have dedicated themselves to the task of building our entire area as one economic unit.

By this I mean that we will plan together, and then build the roads and other facilities needed from the standpoint of the area as a whole. Later, I foresee a dynamic program of advertising the advantages of our area: the metropolitan area and even, perhaps, the contiguous sections as far west as Morgan City—or even Lafayette. I do not believe that we should, or will, lose our individual identities by joining such a co-operative movement. And what we will gain, in expanded business, in cultural growth and in happiness for our people is beyond the imagination of even those of us who have for a long time studied this subject carefully.

Yes the bridge, to me, signals the start of such a program.

And while we await this great new

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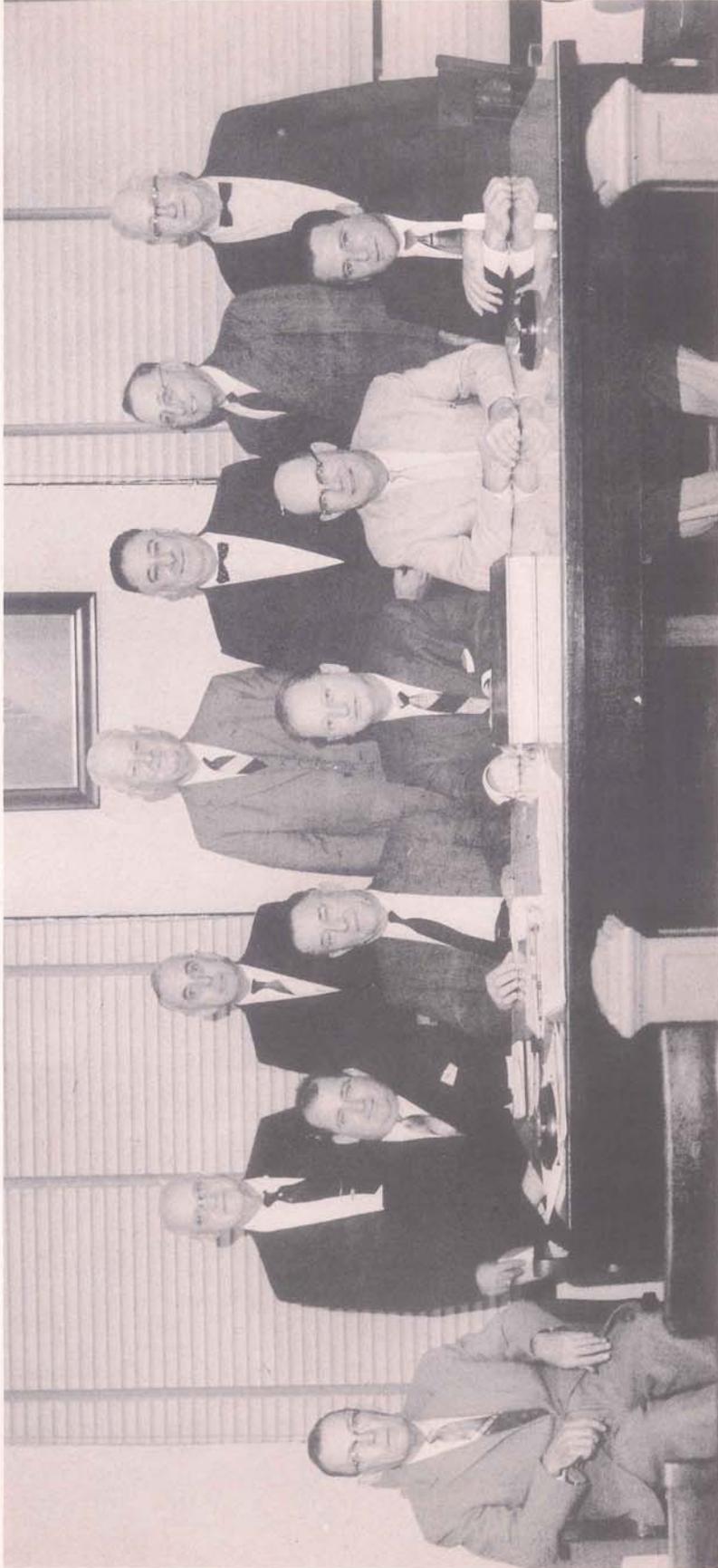
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GRETNA CITY OFFICIALS

The men that are working toward an even greater future for Gretna.



From left, seated, G. Ashton Cox, alderman; John R. Ridge, alderman; Eugene Gehring, alderman and mayor pro-tem; William J. White, Mayor; Edward L. Hodge, alderman; and Anthony J. Marchese, alderman. Standing, from left, Andrew H. Thalheim, city attorney; Alvin E. Hotard, city engineer; Henry F. Bender, director of the budget; Beauregard Miller, city marshal and chief of the police department; Julius F. Hotard, city clerk and Joseph Bishop, superintendent of water works.



A perfect perspective of the new West Bank Expressway through part of the City of Gretna, a symbol of things to come.

development of amity for progress let us not forget the immediate advantages which have come to us in the shadow of this masterpiece of steel connecting the two banks of the river in the areas of the greatest concentrations of population.

Downtown New Orleans and downtown Gretna today stand less than 15 minutes apart. And even this small amount of time will be reduced as additional outlets for the bridge are completed on both sides of the Mississippi.

I have not been able to make certain as yet which city, Gretna or New Orleans, is profiting most from the reality of the bridge. Certainly, the people of Gretna are more widely served by it than the people of New Orleans. This is because our people do part of their shopping in New Orleans and go there also to enjoy the amenities of famous restaurants, to attend motion pictures, events at Municipal Auditorium and other cultural offerings. On the other hand, however, the bridge especially serves the merchants of New Orleans.

And another, a third, group which especially profits from completion of the

bridge are the executives and employees of West Bank industries as far upriver as Marrero.

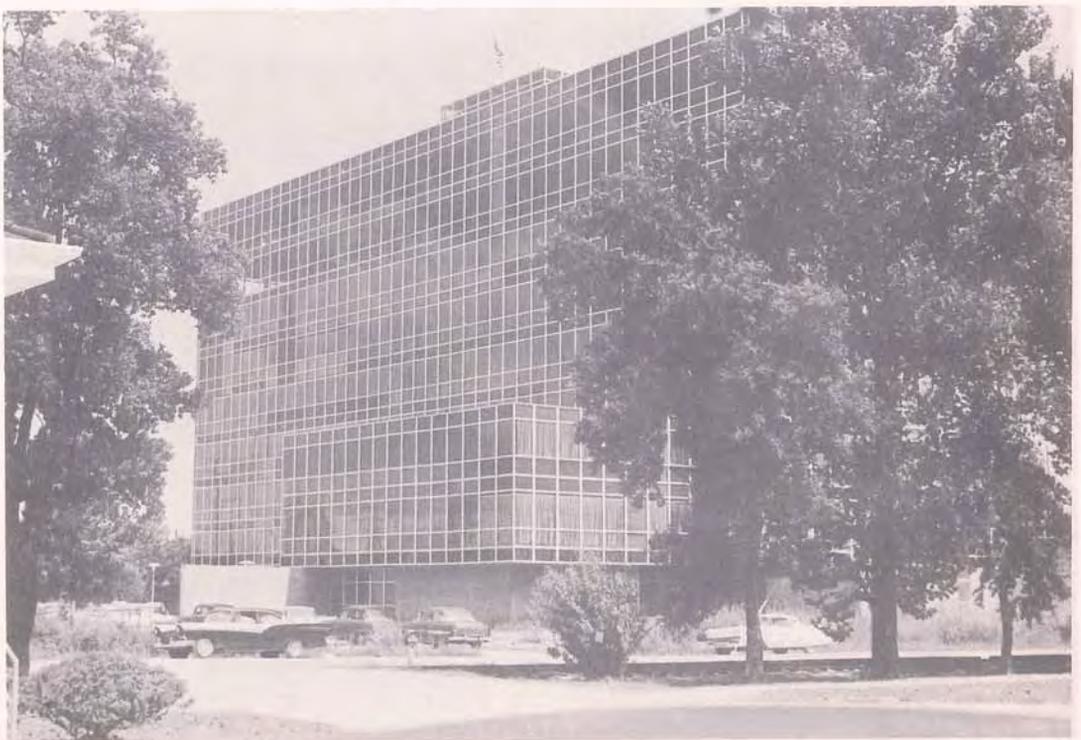
Gretna is growing in population, naturally, as a result of completion of the bridge. Moreover, the character of our people is changing because of this valuable facility. Members of the executive groups are now able to live near their places of work and at the same time cross the bridge quickly when they wish to visit New Orleans.

New Housing Units—Shopping Areas Grow

Until the bridge was completed, we were largely a city of single family dwellings, most of them owned by the occupants. With the coming of the bridge, a new demand has been created for apartment, or multi-unit, housing. Already one sees advertisements of apartments on the West Bank and I feel certain this is only a beginning. One example of the need for such dwellings can be cited in the Stumpf shopping center. Employees of many of the establishments once lived in New Or-



OLD COURTHOUSE—looks deserted today but back in 1905 it was “jumping” with activity. The initial cost of the old courthouse was \$74,750.



By comparison, an unusual view of the new City Hall in Gretna with the tranquility of trees hiding the brisk business-like murmur of constant parish affairs. Quite a change from the 53 year old edifice shown above.

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BEFORE—this photo was taken before the completion of the new Mississippi River Bridge and shows construction in progress.



AFTER—today all that is required to cross the Mississippi to get to the metropolitan area is 35 cents. The distance from Gretna to New Orleans is now cut to a few scenic minutes.

leans. Today, they have located, or seek to locate, here in Gretna in order to be more conveniently situated for their work.

The bridge and its connecting link on our side of the river, the West Bank Expressway, have created an entirely new commercial area along and contiguous to that thoroughfare. Flourishing already along this expressway are automobile agencies, printing houses, markets, service stations and a score of other enterprises. And we are only at the beginning of this commercial development along the expressway.

The upward trend in land values is a sure sign of more important things to come.

The Stumpf shopping center is, in itself, a clear indication of the future. Its more than a score of stores include department houses, drug stores, specialty shops and even a bank. Establishment of the center evokes a tribute to Senator Stumpf and his associates for their faith in the future of Gretna. Working with the senator to make this enterprise a success were his brother, Archie C. Stumpf, and the latter's son, the late Dr. John Stumpf.



ANOTHER NEW PUBLIC SCHOOL—when school days begin this September, there will be another elementary public school completed and will accommodate approximately 700 children. Located at Gretna Blvd., and Claire, the new elementary public school marks 19 new schools built in Jefferson Parish since 1950.



Looking toward our busy city from the overhang of the Harvey Canal tunnel, this tunnel and expressway is a major accomplishment in the furthering of relations between Gretna and other cities.

Gretna is at once the West Bank's oldest, largest and most modern city, as well as the commercial headquarters for this vast area, stretching from Algiers to Avondale upriver. Our city was named for the famous Gretna in northern England, site of the Gretna Green of song and story.

Because of our growth and the fact that we are the parish seat, Jefferson Parish's governmental life revolves around Gretna.

The new courthouse, constructed at a cost of slightly more than \$2 million, exclusive of the most modern furnishings and other appointments, including year-round temperature control, was dedicated last winter. It is presently occupied by the new president-council form of government which is reshaping the political structure of the parish.

Your Gretna city officials are working



NEW CHURCH—located at 11th street and Gov. Hall in Gretna, the new Presbyterian Church when completed will cost \$125,000. The picture was taken in May, 1958.

diligently to co-operate with the new parish governing authority. On the other hand, the parish officials often give us a helping hand on streets and other facilities which actually serve the entire parish rather than just our own community. We have two Gretna men on the new parish council: Frederick Heebe and B. H. Miller, Jr.

During the past year, as during many continuous years in the immediate past, your city administration has been busy improving your facilities. We have the most modern paved streets in the parish, the only complete sewerage system and are rapidly moving toward the day when subsurface drainage will be commonplace in all parts of Gretna.

Our population has increased by more than 10 per cent during the past year. And I am confident that this rate of increase will be even greater during the next year as we feel the full effects of completion of the New Mississippi River bridge.

Spirit Of Progress Shown By The People

There is every indication that our people are not only for progress but are willing to pay a fair price for it. Our citizens recently voted by a majority of 20 to one to make our sewerage system completely city-wide. This vote of confidence came

in a bond election and was highly gratifying as an expression of confidence in our administration.

In addition to better streets, sewerage and drainage, we have devoted our efforts to the improvement of our parks and have co-operated fully with the Jefferson Parish School Board in obtaining still another new elementary school in the city. Schools and parks for our children are today, and have been with us, "must" items of our development.

Nearing completion as this is written is the new \$125,000 Gretna Presbyterian Church which will take its place soon with our several excellent church edifices.

Gretna, of course, prospers as the adjacent area expands and this growth next door is moving at an accelerated pace. Expansion of Alvin Callender Field to the proportions of a major service airport, for example, has brought in new payrolls and people down the line at Belle Chasse. Many of these new people are visitors to Gretna and, need I say, very welcome ones!

Yes, Gretna has fared well. But I believe our greatest growth and prosperity is in the immediate future. We hope, and we believe, that your city administration has had a hand in this growth and can meet the needs of today and tomorrow.

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Kenner...

One Step Ahead....

by

MRS. JOSEPH S. KOPFLER, SR., (Mayor)

The city of Kenner, I am pleased to relate, is still the fastest growing city in Louisiana today and the potential developments of the future will assure Kenner this lead in community growth.

With assistance from five aldermen of the city of Kenner, we keep a careful watch over our city due to its fast and immense growth. A constant liaison with the planning and Zoning Commission and its Board of Zoning Adjustments as to the present and future plans for Kenner is our direct responsibility.

One of the future developments on the agenda is a harbor along the St. Charles-Jefferson Parish line canal. This development will make it possible for more new industries to develop in our city. Future

plans also include progress in our recreational program for a public beach along the lakeshore at Williams Blvd. There is a possibility that a civic center and public auditorium will become a reality for the citizens of Kenner.

Statistics show that in the last three years 1300 building permits were issued for new residences from the city of Kenner. In one of the subdivisions over 250 homes were built in 1957. We feel privileged to have these subdivisions develop in our city and the requirements of paved streets, sub-surface drainage and sidewalks were met by the builders. Other requirements of the subdivisions are to provide playgrounds, fire stations and municipal facilities.



Kenner City Officials—from left to right, front row: Miss Philomene Paasch, secretary-treasurer; City Marshal Fred J. Roth, Mrs. Joseph F. Kopfler, Sr., mayor; and Joseph S. Maggiore, mayor-elect; standing, Joseph L. Centanni, alderman; William R. Mancuso, alderman; Edward D'Gerolamo, alderman; Clinton J. McDonald, alderman; and city attorney Edward J. Stoulig.

I am happy to say that several new churches were built in the subdivisions to meet the spiritual needs of the families in these areas.

Emphasis has been placed on the recreational program for children of school age which originated three years ago. At present, our city has four playgrounds and construction has begun on two more to be completed this summer. During the summer vacations paid supervisors manage our playgrounds and give our youth guidance and personal instructions in sporting events, however; there is still need for advancement in our recreational program and we are constantly working toward this goal.

Lowered Fire Rates

Praise is due the Kenner Volunteer Fire Department, headed by alderman William R. Mancuso, for its reputation of having the best, maintained and effective fire department in Louisiana. This good rating has consequently lowered the fire rates in Kenner. Although our city has costly modern fire equipment, fire fighting devices, and a new fire station; citizens of Kenner have the lowest fire rates in the state of Louisiana. Fire Chief Mancuso has six paid chauffeurs and 60 volunteer firemen in his department.

From the budget allotted to the city of Kenner, \$28,116, these services are rendered to the citizens of Kenner: police protection, fire protection, road and street and construction, a portion of drainage

work, weed cutting, playground maintenance, general operating expenses and administrative expenses of the City Hall and street lights.

Excellent Record Compared With Other Like Communities

In our police department, City Marshal Fred Roth, Sr., heads the eight paid city policemen who make it possible for me to report that Kenner has the lowest fatality, fire, juvenile delinquent, and accident record. This record is derived by comparing Kenner with other communities of its same population and number of police officers.

Two police cars were recently purchased by our city to keep Chief Roth's force effective and up to date. A 24-hour radio police car patrols the city limits and Moisant Airport. Through constant vigilance of Chief Roth's department, speeders, accidents, juvenile delinquency and criminal activity has been kept to a minimum. The city jail has recently been remodeled and modernized.

Progress in the street department headed by alderman Joseph S. Maggiore is another reason accidents are kept to a minimum. Presently a program is underway to install a complete street naming and numbering system along with placing of street signs and number on each corner in the city limits. This assignment is directed by alderman Joseph J. Centanni.

Continued on page 176



The Cenacle Retreat House for Women. Built at a cost of \$800,000, the building contains 50 private rooms in addition to the many adjoining facilities such as a cafeteria, library, etc., and is situated on 10 acres of ground near Lake Pontchartrain.

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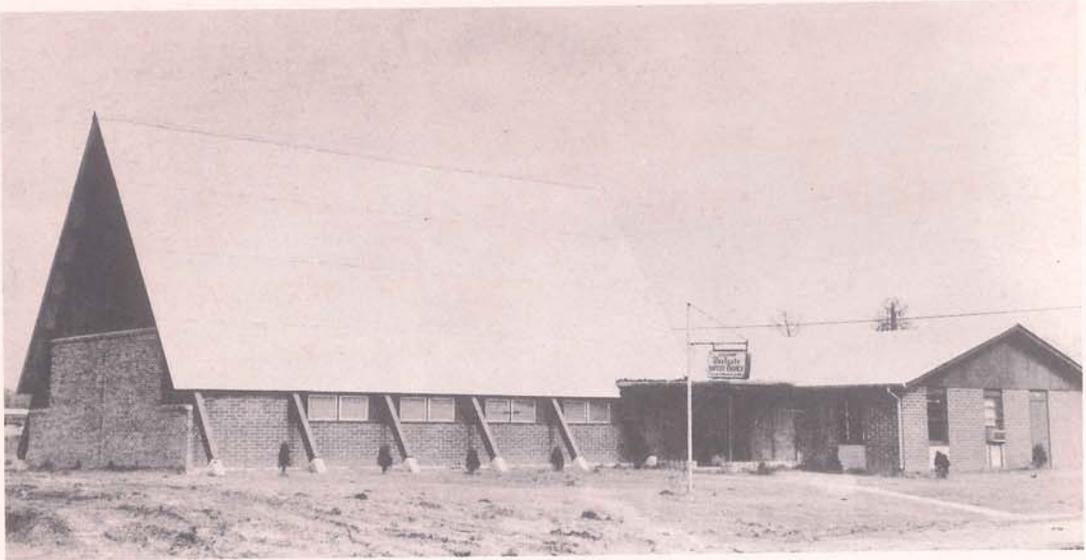
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Westgate Baptist Church—residents of Westgate (Kenner) have fine churches to meet their spiritual needs.



Catholic School and Church Completed—this photo shows a construction period of the newly completed Catholic School and Church located in Westgate Subdivision.

Still Growing

From a mere 2,300 people in 1942, Kenner has multiplied at the end of 1957, to over 15,000 and still growing. This increase in population indicates that Kenner

belongs with the municipal leaders of Louisiana and the South. I feel confident that with cooperation of my associates and the people of Kenner, we citizens of this progressive community will live to enjoy the major growth that has already begun.

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A PLACE OF CONTINUOUS

Progress

By Mayor Roy C. Keller

With the population mark exceeding approximately 12,000, Westwego's municipal departments have kept pace with modern, up-to-date improvements in the previous year. Emphasis was placed especially in the fire and recreation departments.

Such improvements in the fire department is the procurement of a \$25,000 fully equipped fire engine to boost our fire truck force to five. Under the capable direction of volunteer fire chief Walter Griffin, Sr., four paid chauffeurs man and staff these fire engines. All of our fire trucks and equipment were purchased through fund drives.

I am proud of the fact that our citizens of Westwego are conscious of the importance of a modern fire fighting force. This display of consciousness is forwarded by some 250 volunteer firemen who make it possible for our city to have an efficient working fire department.

Improved Fire Fighting Methods Taught

Classes in fire fighting and fire aid are held annually for fire personnel to keep our force effective and up to date on the latest developments and improved fire



MEET THE WESTWEGO CITY OFFICIALS—taking time out from their busy schedule to pose for this picture are from left to right (seated) L. J. Bernard, Jr., Alderman; Antoine Alario, Alderman; Mayor Roy C. Keller; Clarence LaBauve, Mayor pro-tem; and Mrs. Adeline Martinez, office manager. Standing are Charles Muller, Alderman; Nestor Currault, Jr., City Attorney and Alderman Cal Shewmake.

protection methods. This is another progress in the fire department to assure the citizens of Westwego competent fire protection.

Speaking for myself and the aldermen of the city of Westwego, we are proud and fortunate to have such capable men to operate our much needed fire department.

Chairman of the Park Commission of Westwego, Antoine Alario, reports that progress is being made and that the efforts that were made are rewarding to see the youth of our city happy at play. Of course we can't forget the adults of our city and thanks to the Lions Club the picnic grounds will have shelters.

Continued Increase In Building Permits

Progress in residential and commercial building is still going strong and the Wego Shopping Center added three new additions to give the shoppers a larger selec-

tion to shop from. Our building permit section reports that in 1957 some 278 permits were granted to citizens in Westwego.

Our school building situation is adequate but as the population continues to grow another school will be needed. Reports from the school board indicates that plans call for the construction of a public elementary school as soon as the necessary funds can be raised. At present we have three schools in Westwego.

The Seven Oaks Plantation, on a long-term lease to the American Liberty Marketing Company, is in a state of rehabilitation. Through the efforts of the Louisiana Historical Landmarks Society and American Liberty, a temporary roof, and general maintenance in and around the Seven Oaks site was accomplished to guarantee the integrity of this old manor house.

When the Jefferson Parish Seaway becomes a reality, Westwego will take its place with the leaders of Jefferson Parish and Louisiana since we will be the northern terminal of the waterway.



WESTWEGO'S NEW FIRE ENGINE—Fully equipped this new modern fire fighting engine is worth \$25,000 and is one of five in the Westwego Volunteer Fire Co. Front row, left to right—Paul E. Bellanger, Whitney LeDet, Edward L. McGuire, Dalton D. Duplantis, Earl G. Bellanger, Arthur Nusser, Jerry LeDet, Cesar Baril, Walter Griffin, Jr. In engine, left to right,—Floyd E. Courtez, Harry Pitre, president of Westwego Volunteer Fire Co.; Paul A. Bellanger, Joseph DePascal and Cecar C. Baril, Sr.



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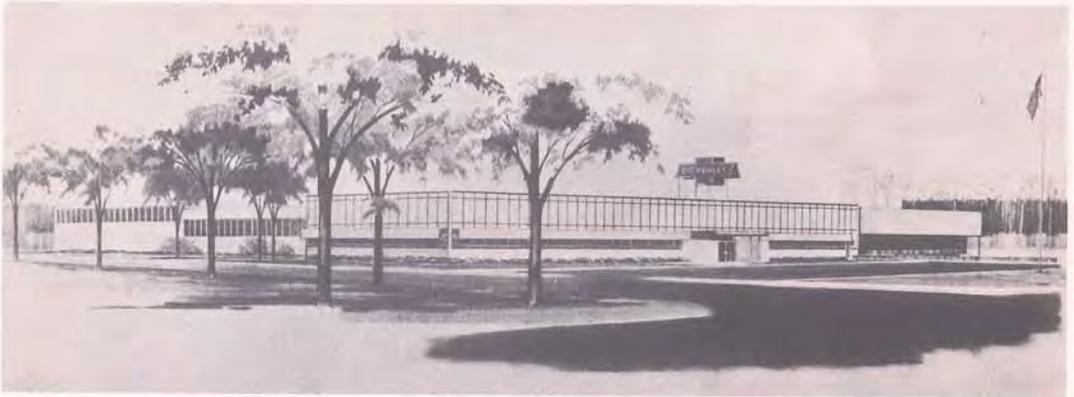
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General Motors choose site near Harahan for new warehouse



The above is an architect's conception of a new Chevrolet zone office and warehouse being constructed adjacent to Harahan. This important building means greater activity to both business and residential areas of Harahan. Ground breaking ceremonies were held Friday, January 17, under the direction of O. E. Alexander, Jr., zone manager for Chevrolet.

The ultra-modern building shown above, which will contain 70,620 square feet of floor space, will be erected on a tract of about 12 acres on Jefferson Road in Harahan, the company announced. This new zone office and warehouse building will serve the company's dealers and customers in Louisiana and southern Mississippi.

Louisiana industrial and governmental leaders took part in ground-breaking ceremonies to mark start of the project. The program was directed by O. E. Alexander, Jr., New Orleans zone manager for the company.

F. C. Mengel, Southwest Regional Manager for the Chevrolet Motor Division, flew in from Dallas, Texas, to join with Mr. Alexander in the ground-breaking ceremonies. C. L. Smith, Regional Warehouse Manager, was in attendance also.

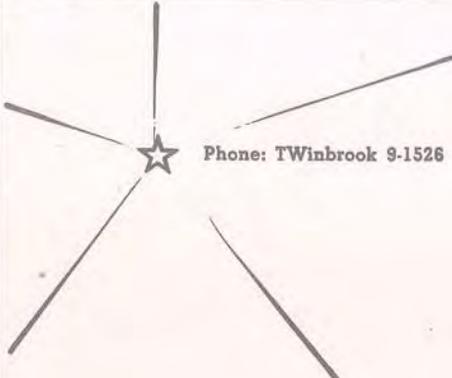
Scheduled for completion late in 1958, the one-story structure will serve as a Zone Office for Chevrolet and as a General Mo-

tors Parts Division Warehouse for 237 Chevrolet, Pontiac, and Oldsmobile dealers in Louisiana and southern Mississippi.

Approximately 12,000 square feet of inside area will be air-conditioned office space for the company's zone offices. Remainder of the area will be for warehousing an inventory of about a million dollars worth of automobile parts and accessories.

Exterior will feature glazed brick, large glass areas, aluminum paneling and decorative stone work. Outside dock facilities will accommodate three rail cars and nine trucks. Off-street parking will be provided for about 100 cars. Employment will total approximately 90 persons.

General contractor on the project is the McDonough Construction Co., and when completed, the new building will replace present Chevrolet facilities at 1000-32 South Jefferson Davis Parkway in New Orleans.



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HOLMES

NEW ORLEANS BATON ROUGE
Louisiana's Quality Department Stores

HARAHAN

A CITY OF

Homes

By Frank H. Mayo

(Editor's Note—Frank H. Mayo has served as mayor of Harahan for 34 years and June 1 celebrated his 65th birthday. He was the oldest municipal head in the parish in point of service and a veteran of World War I.)

I think the time Harahan really began to grow in population is right after the Korean Conflict when our young service men came home and were seeking a place to live and rear their children.

To prove this point here are some statistics, in 1950 the population of our city was 3,059 and today that mark has jumped to 9,000. It might be said that Harahan is a city of homes and I am proud of this

statement for it is a testimony that our home owners wanted a better place to rear their children.

Although there is a limited of acreage remaining which can be developed for homes, last year over 200 homes were built and two new subdivisions have started construction this year.

With this growth in population our school problem has been kept to a minimum with two elementary schools and a Lutheran elementary school will be ready this fall.

Our Volunteer Fire Department, headed by Chief John Coutrado, has been respon-



HARAHAN'S OFFICIALS—These seven men and one woman are the people in the background of Harahan's progress and growth. From left to right: Frank H. Mayo, Mayor; Harold A. Buchler, City Attorney; Mrs. Francis Bourg, Secretary-Treasurer; Francis Bourg, Alderman; Charles A. O'Neill, Alderman and Mayor pro-tem; Paul Marcotte, Alderman; Henry Whitte, Alderman; John Coutrado, City Marshal and Chief of volunteer fire department.

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BATON ROUGE

LAKE CHARLES

ALEXANDRIA



When school days come again this fall in Harahan, this new Lutheran Elementary School will help solve the crowded school problem.

sible for Harahan fire rates to be lowered but at the same time keep the efficiency in the department high.

Plans for a larger Post Office are in the making as soon as the location is chosen construction will begin.

As I look back over the years I've served as mayor of Harahan, I can remember when someone needed medical attention in Harahan a doctor had to come from New Orleans on horseback. Today we have doctors established in our city and a

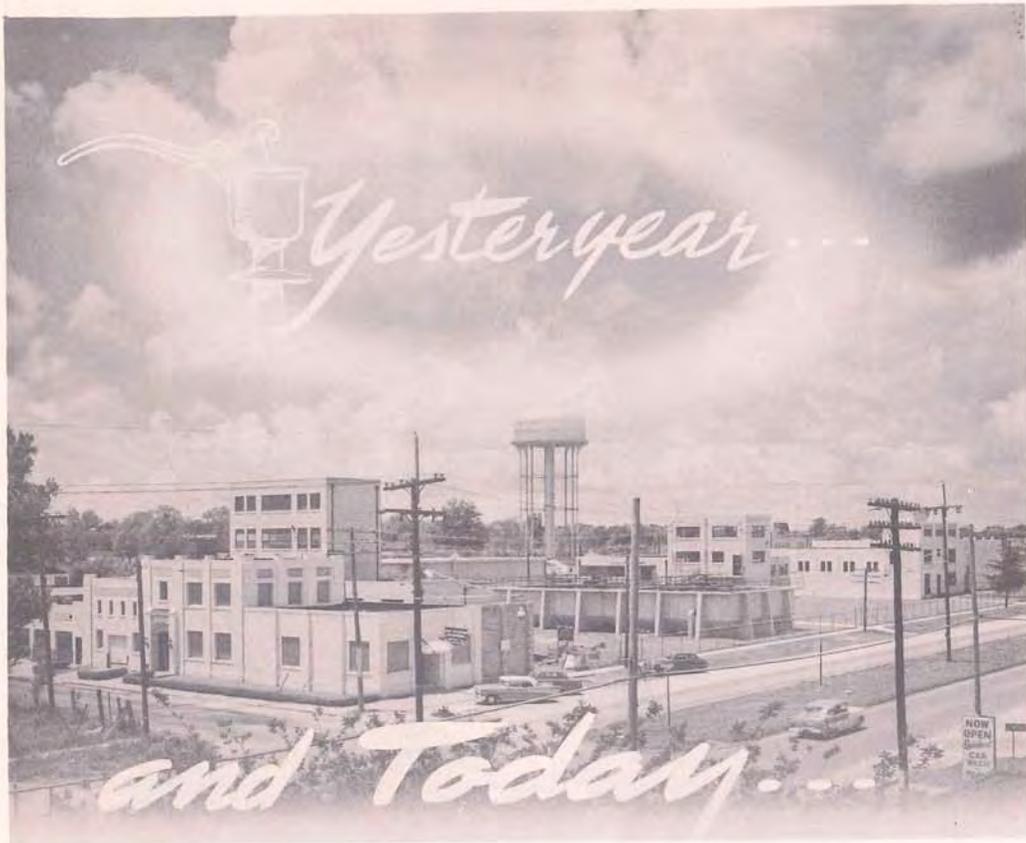
hospital is only five minutes away.

Although we are away from the metropolitan area, our transportation is good and the fare, in tokens, to transfer points in New Orleans is only 13 cents.

I am proud to add to the statement that we are a city of homes, we are also a city of fine churches in which our people worship. This pleases me very much to report that our city has more churches than saloons.



These homes are just a few of the many located in Harahan and are responsible for Harahan being referred to as a City of Homes.



A
PROGRESS REPORT



EAST JEFFERSON WATERWORKS
DISTRICT No. 1

By John W. Hodgson, Sr.
(President and General Manager)

The influx of new residences into East Jefferson Parish during the past year kept us, the East Jefferson Waterworks District No. 1, on our "toes" meeting the demands of a continuing growing community.

I am complacent of how we met the needs of our growing community with competent improvements resulting in a

reduction in fire rates commercially and industrially. This reduction didn't come about suddenly but rather took several years of modifications and improvements at our plant.

Our fire coverage of resident, commercial and industry, is 99 percent due to the modern, up to date improvements made

OFFICERS OF WATER BOARD No. 1



From left, seated, John W. Hodgson, Sr., president and general manager; Commissioners Sam Thompson, Charles J. Kieffer, Blaise G. Camel, and Charles A. Boutall. Standing, from left to right, O. P. Garsaud, secretary to the board; Herbert Baudier, Sr., treasurer; T. Edward Ernst, consulting engineer; Archie J. Miller, office manager; W. C. Wolf, outside superintendent; Paul D'Gerolamo, purchasing agent; E. J. Rovira, Jr., Auditor; Jacob J. Amato, attorney and Pete Schmid, plant superintendent.

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SULPHUR SPELLS PROGRESS



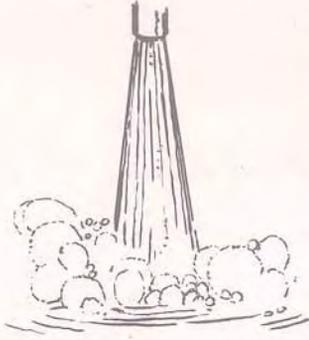
There are many ways to measure progress, but few are as certain and accurate as sulphur.

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

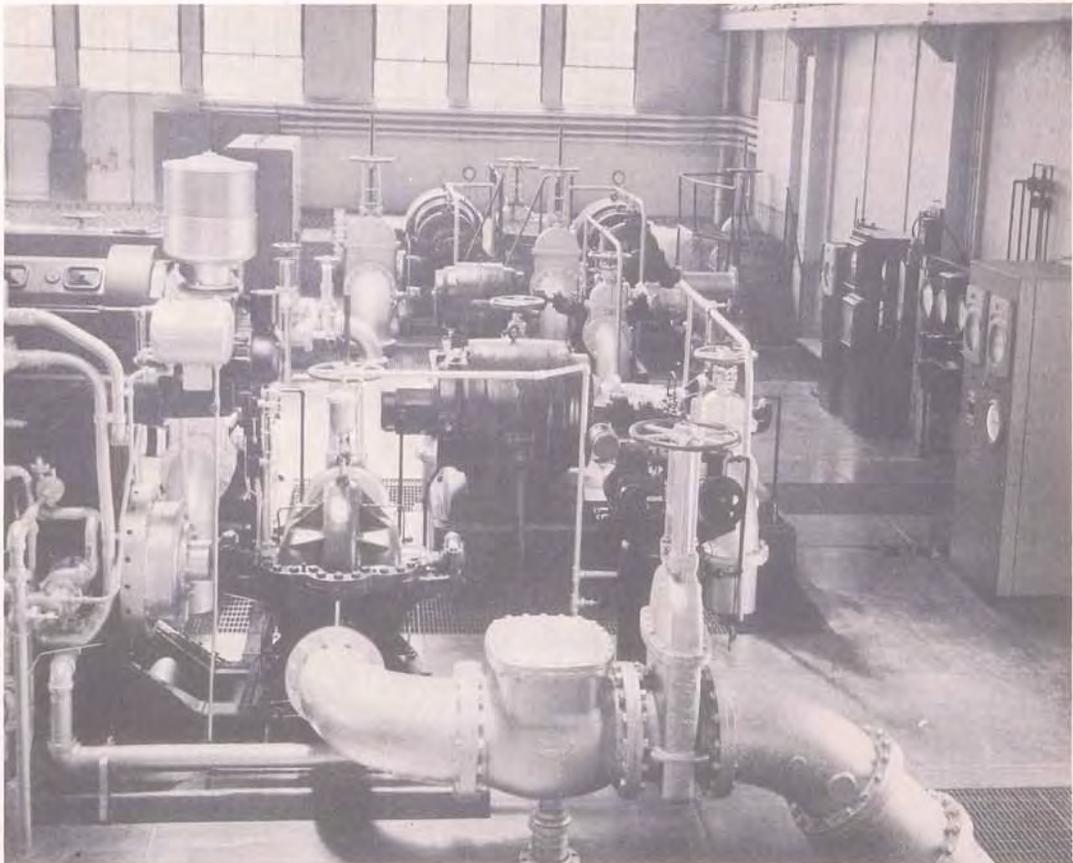
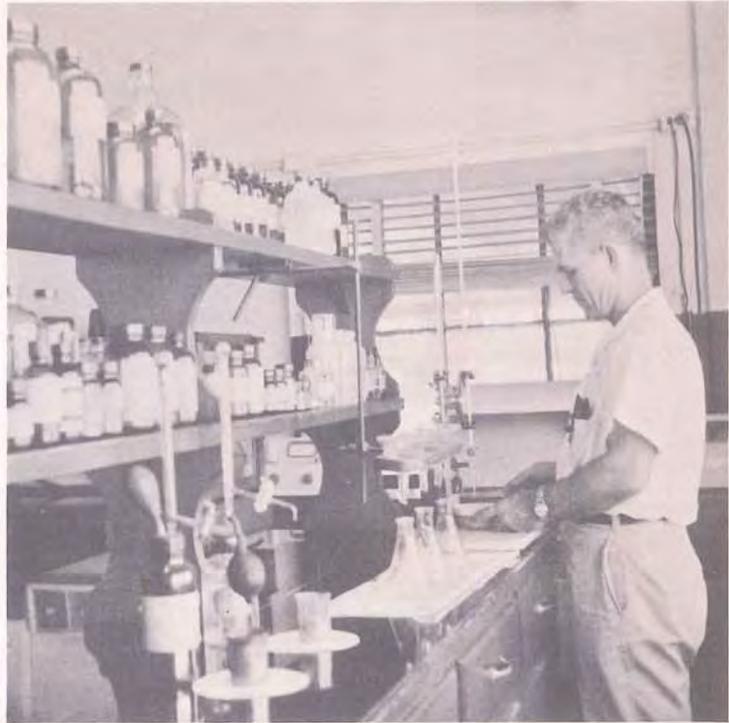
Sulphur serves every major industry in numerous ways. For example, sulphur is essential in the production of almost every component in the automotive industry — steel, rubber, plastics, paint, glass, batteries, lubricants and gasoline.

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

**FREEMPORT
SULPHUR COMPANY**

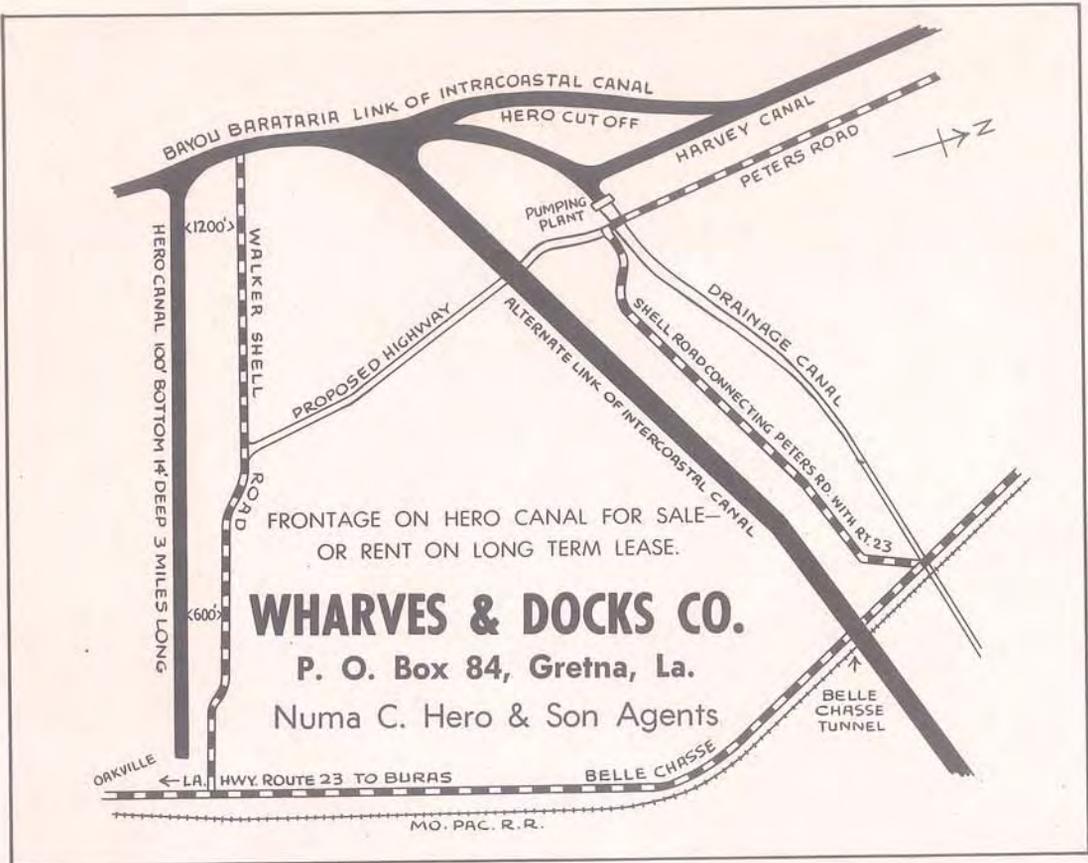


ANALYSIS OF FILTERED WATER - is made by assistant plant superintendent of Water District No. 1 Angelo Orlando. Mr. Orlando is testing the titration of water and to find out how much bicarbonates and caustic alkalinity exist in the finished water. A sample of the finished water is sent weekly to the Louisiana State Board of Health to be checked for purification and contamination. The Jefferson Parish Board of Health also checks the finished water twice monthly.



PUMP ROOM - it takes all sizes and types of pumps to maintain the required 60 pound pressure to the patronage of Water District No. 1. All of the pumps, with the exception of the big diesel emergency pump, are electrically operated. In case of an emergency or a pump failure, the maintenance crew switches over to the diesel pump and the proper pressure is again achieved. To keep the diesel emergency pump operational, it is used 15 minutes each week.

Continued on page 191



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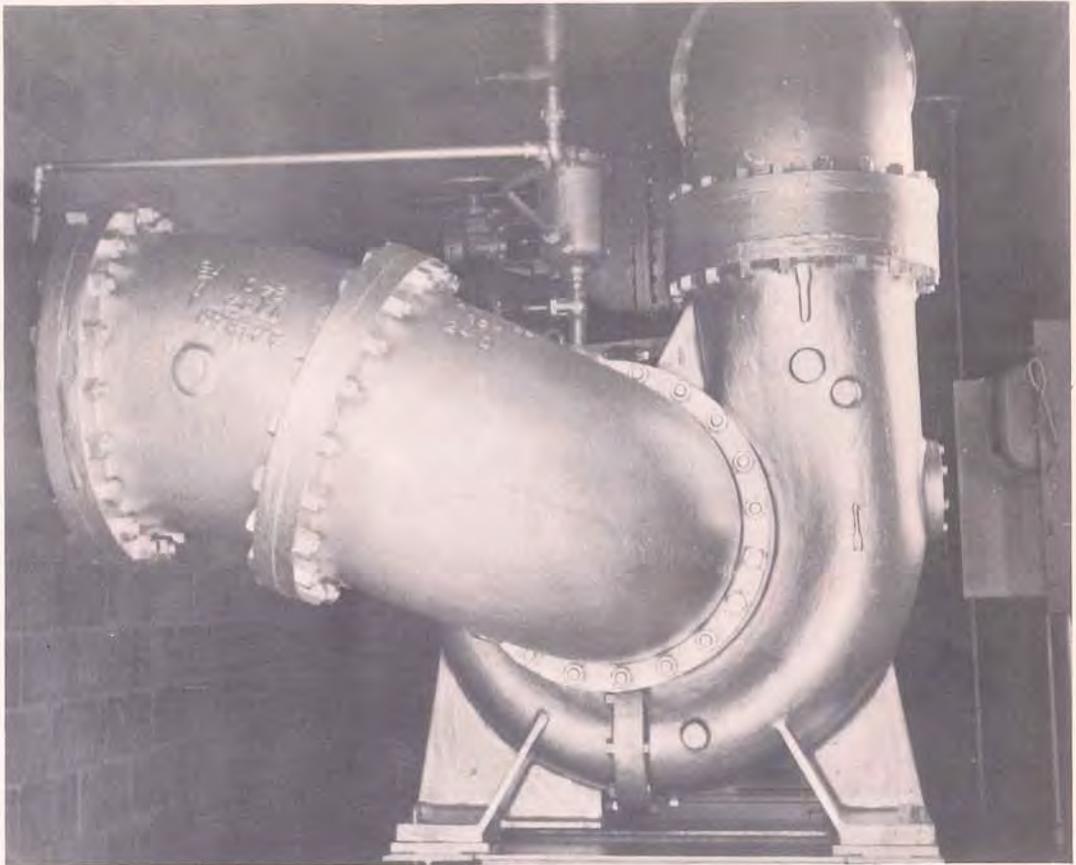
HARVEY, LOUISIANA

—Other Plants—

CORPUS CHRISTI, TEXAS
SPARROWS POINT, MARYLAND
MONMOUTH JUCTION, NEW JERSEY

LONGVIEW, TEXAS
GLENWILLARD, PENNSYLVANIA
PROVO, UTAH

FRANKLIN PARK, ILLINOIS



HUGE WASH PUMP - this newly installed \$45,000 wash pump at the plant of East Jefferson Waterworks No. 1 is responsible for cleaning the filters so that the finished water may be pure and uncontaminated. The huge wash pump's capacity is 13,000 gallons of water per minute and to properly clean one filter requires 15 minutes of washing. The water that is used to clean the filters is pumped back to its original source, the Mississippi River.

in our department. One of the more serious problems is keeping pace with the new subdivisions built away from the plant. We are combating this problem with pipe lines.

We contracted a \$174,000 project to improve water pressure, fire protection and a source of water supply to Pontchartrain shores subdivision and the Catholic Home for Women. This will be accomplished by laying an eight-inch main from Veterans Highway to Lake Villa to Avon Blvd.; a 12 inch main from Avon Blvd. to St. Mary's; and an eight inch main from St. Mary's Club homes to Bissett subdivisions. Completion of this project is expected by July.

Our plant services the entire East Bank

of Jefferson, 30,000 acres, with an average of nine million gallons per day. There is still more room for advancement in water services from our 24 million gallons per day capacity. By adding filtration tanks, our output could be boosted to 30 million gallons.

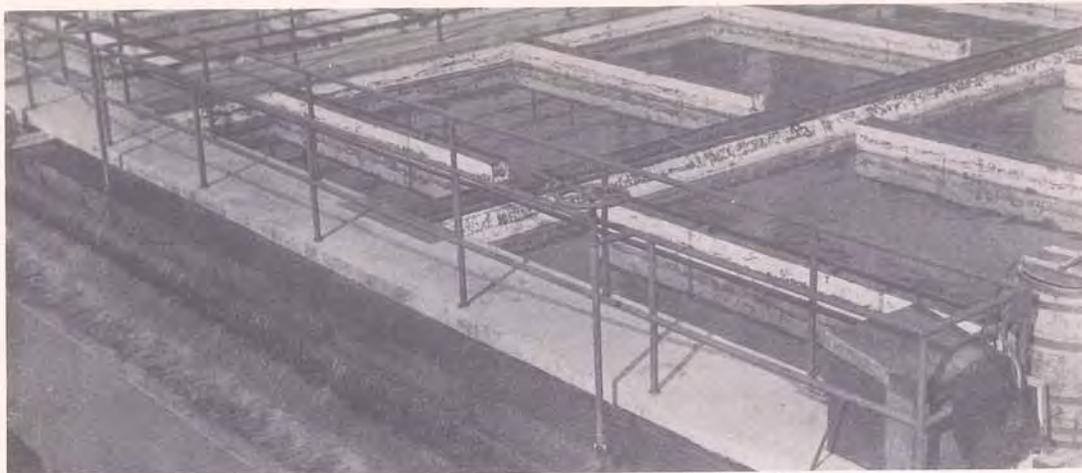
With approximately 10,000 new people moving in last year, we had to install many short line extensions to keep up with progress and street improvements. We have installed 2,439 water services in the last year to make a total of 27,873.

Our latest improvement is a \$45,000 wash water pump and pipe lines for use in the new filters in the plant. This is another addition to our waterworks to

Continued on page 192

Penick & Ford, Ltd., Inc.

Packers of **BREER RABBIT**
Syrup and Molasses



PRECIPITATORS - these three precipitators make it possible for commercial, industrial and residential customers served by Water District No. 1 to receive pure, uncontaminated water. The three precipitators separates the turbidity and other foreign matters from the water. Each of the precipitators produces over 3 millions gallons of water per day and together they produce 10 million per day. If necessary, the three precipitators can produce 12 million per day.



MAINTENANCE OF EQUALIZER PUMP - Plant Superintendent Peter O. Schmid checks to see if the equalizer pump requires lubrication. Mr. Schmid has seen many progressive improvements and additions to Water District No. 1 during his eight years of employment. This is another reason why Water District No. 1 is able to provide efficient water service.

keep pace with expanding East Jefferson and give our people the best possible services they deserve.

In 1950, our total of fire hydrants were 882; the end of 1957 that figure snow-balled to 3,500. It takes miles of pipe to operate a waterworks plant and compared with the 1950 figure of 128 miles of pipe, today we have over 320 miles of pipe. Not only have we increased the length of pipe but have progressed from a four inch pipe used in 1950 to the present 36 inch pipe.

These figures prove that we have stayed one step ahead of the amazing growth of the East Bank which exceeded 10,000 new persons last year. Through careful plan-

ning in the past, we will be able to stay ahead of this expanding growth. Assisting us to our successful status is Johns-Manville's plant in Marrero. They manufacture a pipe which can be linked with rubber joint simply by pressing the pipe with the knee. This eliminates the tedious task of fitting joints of average size pipe work.

Our plant, located on Jefferson Highway in Shrewsbury, is recognized as the most modern plant in this part of Louisiana. To keep this fine achievement we will strive for progress and expansion now and in the future to keep abreast of our rapidly growing community.

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Harvey, La.

WATER DISTRICT NO. 3

\$1,560,000

RECONSTRUCTION PROGRAM

Under Way

By Ivy Savoie
(President)

Nineteen hundred and fifty-seven was a busy year for the personnel of Waterworks District Number 3 which came about due to the tremendous expansion on the Harvey Canal area and the increase of new resident building. This area covers

from Gretna to Westwego and is bordered on the north by District No. 2 and on the south by District No. 6.

• With the approval and recommendation by the voters of our district in the spring of '57 a \$1,325,000 bond was issued to



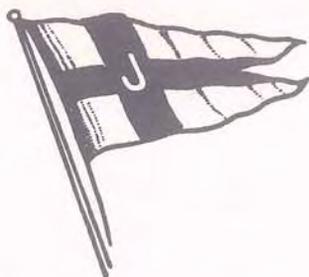
WATER DISTRICT NO. 3 BOARD—it requires hard work and planning to bring to a community efficient water service at the lowest cost possible and this is just what Water District No. 3 board members are doing. Pictured above are from left to right: Joseph Percle, commissioner and vice-president; Ivy Savoie, commissioner and president; O. A. Barnewald, secretary-treasurer and superintendent; Joseph Calzada, commissioner; Sidney Bourgeois, commissioner and Sherill Banquer, commissioner.

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CONCRETE PIPE-"CRESCRETE"

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CONCRETE PRODUCTS PLANT

IN

JEFFERSON PARISH



Pipe piled in readiness to begin new installations, a part of the District 3 expansion program.

enlarge our water services to keep pace with the expansion and to improve fire protection.

The contracts were signed February 3, 1958, for a \$1,560,000 reconstruction program which includes: a one-half million gallon storage tank, \$30,000 water works District No. 3 administration and warehouse building, 20 inch pipe main line on Avenue B to 16th Street, 16 inch Pipe main line from Manhattan to Garden Road and a 12 inch pipe main line from Harvey to Westwego.

We have progressed over 100 percent

in fire hydrants installed and in service over the previous year. The increase in fire hydrants and the \$1,560,000 reconstruction program will not only give our consumers a more efficient water service

but will bring about a reduction in fire insurance rates. We of the Water District No. 3 have taken this challenge of lowering the fire insurance rates and will work toward this goal which was achieved by two east bank areas. We hope that in the near future we can boast of this achievement with our neighbors on the east side of the river.



Although it looks like wilderness, this is the site chosen by Water District No. 3 to build their 500,000 gallon water reserve tank which is part of the reconstruction program in progress.

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VERNON 5-1731

MAIN OFFICE: VETERANS HIGHWAY AT HELOIS

METAIRIE, LA.



A construction crew readies 16 inch pipe line to be connected and make one continuous pipe line from Harvey Canal to Garden Road. It takes lots of pipe fittings to hold together the 16 inch pipe line from the Harvey Canal to Garden Road. This is another project in the reconstruction program in progress at Water District No. 3.

Under the reconstruction program, some 159,510 linear feet of pipe will be installed in our district. The exact figures in different pipe sizes are: 3,920 feet of 20 inch, 23,390 feet of 16 inch, 23,020 feet of 12 inch, 19,120 feet of 8 inch and 90,000 feet of 6 inch pipe.

These statistics may not be exciting reading material but to the resident or businessman living in our district who needs water and lots of it to combat fire hazards these facts should be of interest.

Now is the time for hand shaking and congratulations to our water department for their progress. One example of our progress is in 1949 only 262 meters were in operation and today we can proudly re-

port that over 2,836 meters are in service. Of course we feel proud of this progress but will not be contented until the fire insurance rates our citizens deserve are lowered. But even then we will continue to strive to give our district the best, efficient water service possible.

Without the water conscious citizens of our district who contributed \$685,000 from improvement bonds and \$625,000 of waterworks utility revenue bonds of Jefferson Parish; our future progress would have been stagnant. The \$250,000 contribution from Waterworks District No. 2 made it possible to meet the cost of our reconstruction program.



Two construction workers dig deep to install this 16 inch main valve which will control water pressure and feed the smaller pipe lines in Water District No. 3. The main valve is located on 16th Street between Avenue A and B.

J-M Expands With The Industrial South

For thirty-three years JOHNS-MANVILLE has contributed to the spectacular development of industry along the west shore of the Mississippi in Jefferson Parish. The Johns-Manville Plant at Marrero has created an annual payroll of over \$4,000,000 and more than 950 good jobs while spending \$3,000,000 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.



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WATER DISTRICT NO. 5

80% OF A 25 YEAR GOAL IN 5 YEARS

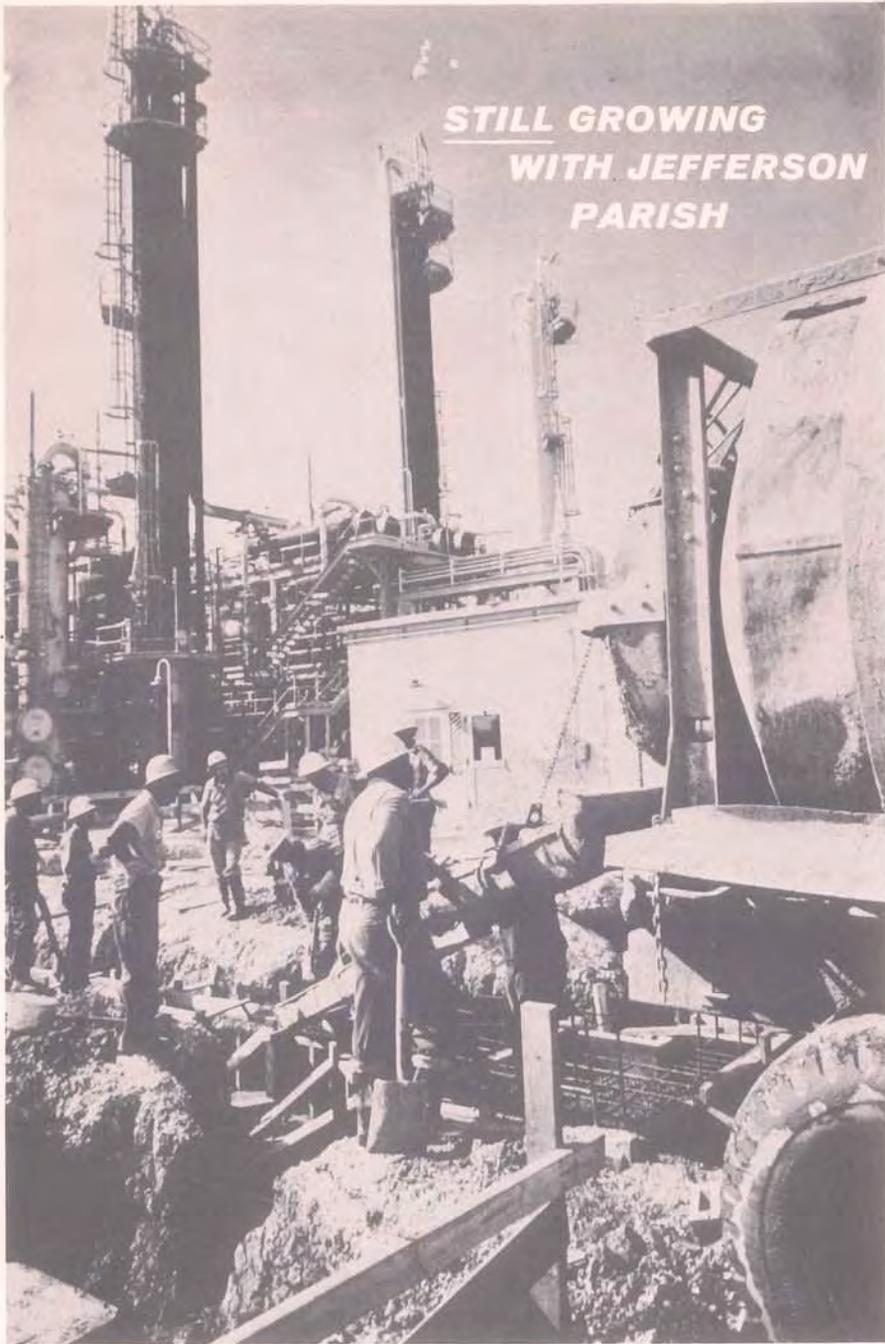
**By Abe H. Howell
President & Superintendent**

With 11 miles of riverfront and a large amount of land available for large industries to settle in, we of Water District No. 5 could wait for prosperity to come but instead an effort to improve water service and modernize our equipment has been put forth.

One of the larger industries in our district, American Cyanamid Co., will complete a \$39 million expansion program during the third quarter of this year. This expansion will double the production of acrylonitrile and will bring the total cost of the Company's original investment to



OFFICERS OF WATER BOARD NO. 5—from left, Dan C. Slate, vice-president and commissioner; Mrs. A. L. Gullledge, commissioner; Wilfred Berthelot, Jr., commissioner; Abe H. Howell, president and commissioner; Mrs. Margarette S. Muller, secretary-treasurer; and E. J. Ledet, commissioner.



**STILL GROWING
WITH JEFFERSON
PARISH**

At our Fortier plant, natural gas is converted to basic chemicals that give new life... endurance... and attractiveness to plastics, synthetic rubber, paints, fibers and textiles.

Production has grown steadily at Fortier.

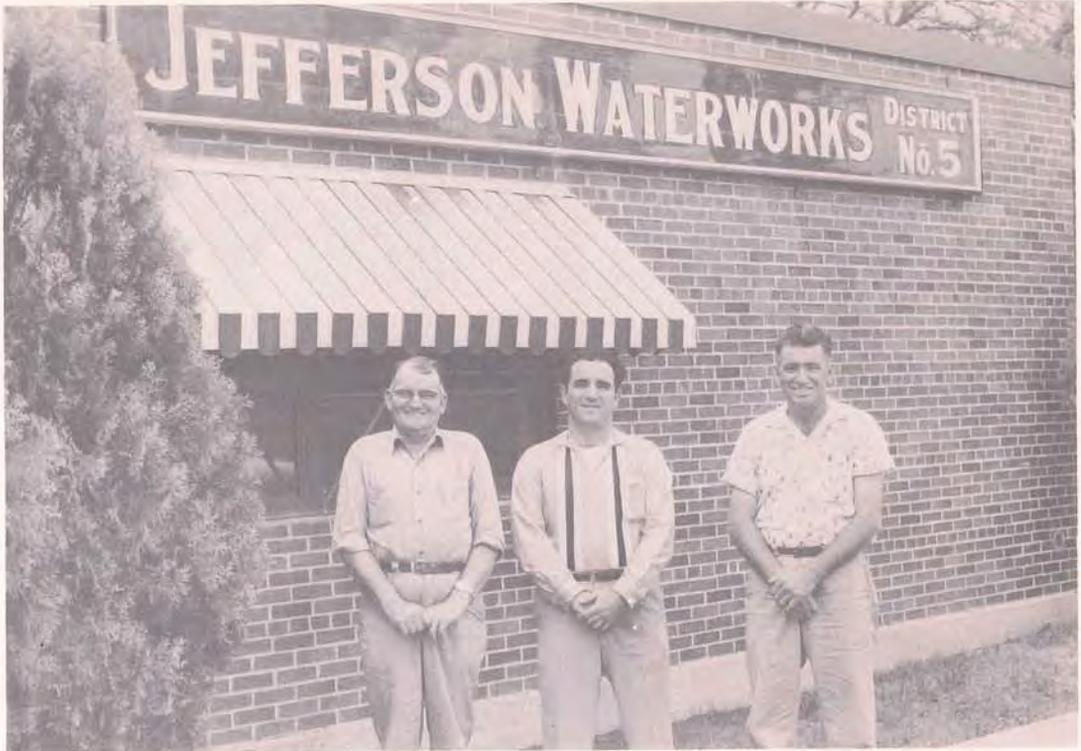
This year, we are completing construction of new plant units to insure meeting the expanding needs of industry for these useful chemical products. Our growth, we hope, will continue to add to the growing prosperity of Jefferson Parish.

CYANAMID

AMERICAN CYANAMID COMPANY

Fortier Plant

Jefferson Parish, Louisiana



Personnel of Water Dist. No. 5—from left to right: Clarence G. Guillot, maintenance; David Macaluso, accounts receivable clerk; and Lawrence Grabert, chief of maintenance.

\$90 million with an estimate 1,000 employees required to operate and maintain the facilities.

This expansion program will place Cyanamid in the position of the world's largest producer of acrylonitrile. The increase in production capacity will be 100 million pounds per year.

To keep the water supply effective and efficient, Water District No. 5 signed a contract with Chicago Bridge and Iron Co. for a 200,000 gallon water storage tank. The 200,000 gallon water storage tank not only increases the water supply but provides better fire protection. The cost of

the tank is \$16,451.

I am happy to relate to you that we have reached 80 percent of the 30 million gallons per month goal which is to be reached in 25 years. This is our fifth year of operation.

With the expansion of American Cyanamid Company, we of District No. 5 can see that progress is moving toward our district and we will keep pace with new developments with modern, up-to-date water service.

There has been a steady increase in commercial and residential building, due to the available land which is very high ground and suitable for commercial and residential building. I can safely say that 1958 will bring more people into our district.

Last year, because of adequate water and fire protection, a reduction in fire rates came about. Even though we enjoy an increase in water facilities there has been a reduction in millage taxes.

Last summer we put into operation a 450-gallon per minute pump replacing a 100-gallon pump which was inadequate for the amount of water used. This pump is necessary due to the fact that we serve Nine Mile Point, Pecan Grove, Normandy Park, Avondale, Bridge City, Waggaman, Willswood and South

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PAT HOGAN, Mgr.

ROOFING AND SHEET METAL
SOLD AND APPLIED

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ACRYLONITRILE WILL BE PRODUCED at the rate of 100 million pounds per year after the completion of Cyanamid's \$39 million expansion program at the Fortier Plant near Avondale, Louisiana. Acrylonitrile is used as a base in the manufacture of synthetic fibers, synthetic rubbers, plastics and many derivatives. District 5 is prepared to supply the water demands of this plant.

Kenner.

Other big industries we serve in addition to American Cyanamid Company are Avondale Marine Ways, Inc., and the Nine Mile Point generating station of the Louisiana Power and Light Company.

When I say there is 11 miles of the finest continuous strip of riverfront sites in the metropolitan area available in Water District No. 5, I am not just making big talk. The fact that Avondale, and Cyana-

mid have developed in our area proves that these industries were looking for a place that offered a bounty of water transportation and also natural gas, proximity to markets, good transportation and plentiful supply of co-operative, able labor.

I feel very confident that the future for Water District No. 5 will be prosperous because we are doing our best to meet progress with competent, efficient water service.

FRANK J. ROBINSON, President

RUSSELL N. GOMEZ, Sec'y--Treas.

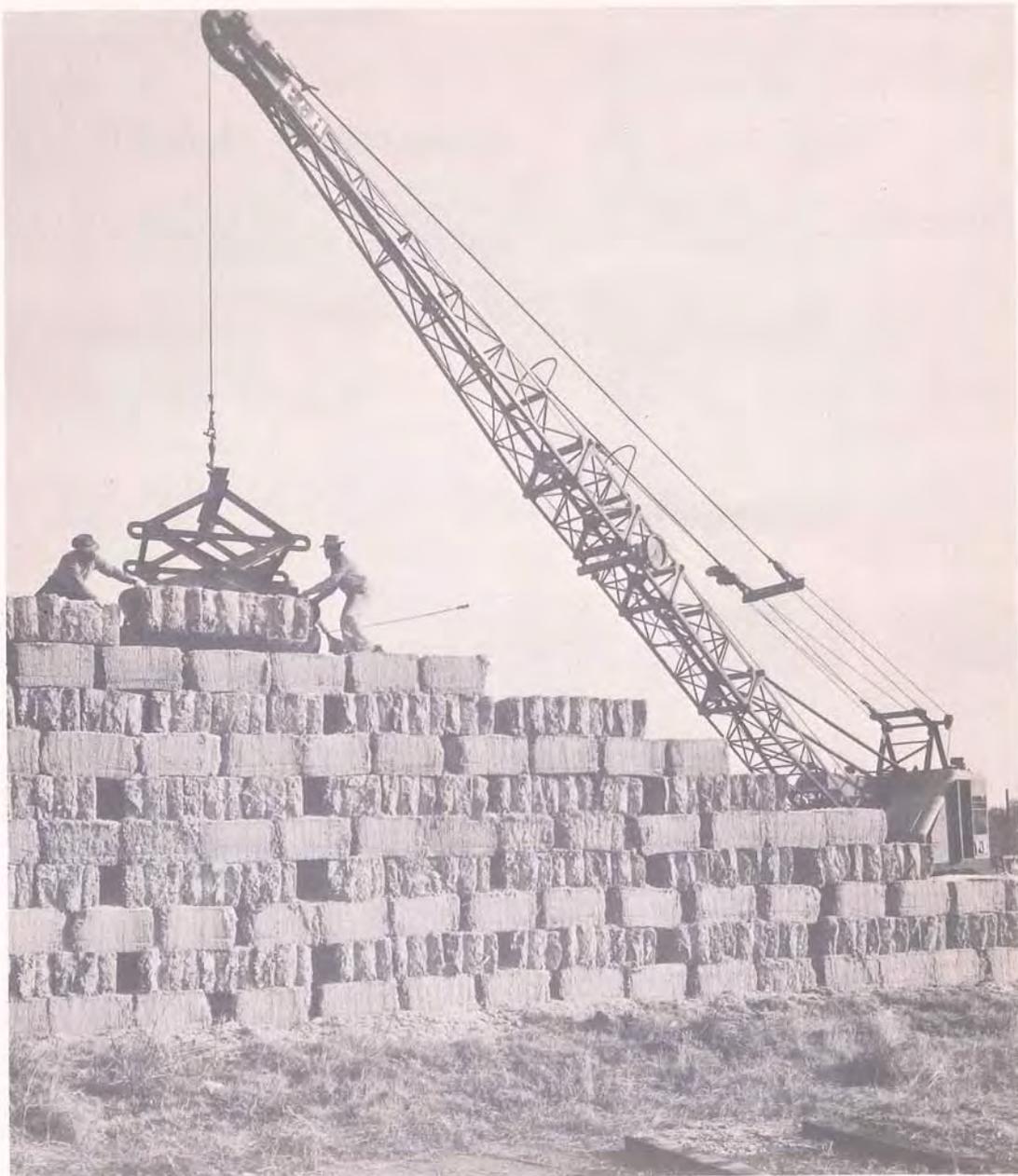
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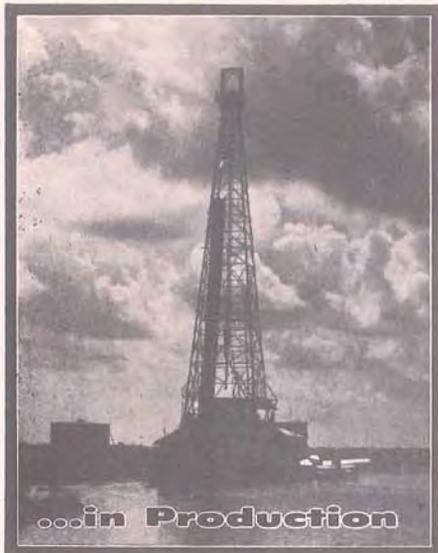
MARRERO



... stacking of the raw material — bagasse — for processing at the largest insulating board plant in the world — The Celotex Corporation's plant at Marrero

CELOTEX

(The Celotex Corp.)
MARRERO, LA.



...in Production

UNITED GAS *"Keeps Ahead"*



...in Transmission



...in Distribution

United Gas is "keeping ahead" of the growing demands of residential, commercial and industrial customers for natural gas. At United the search for new reserves never ends. New pipe lines and other transmission facilities are constantly being built. Distribution facilities are continually expanded to serve new customers. By anticipating the needs of every customer . . . by building in advance of demand, United Gas "keeps ahead" of requirements . . . "keeps ahead" of the expanding economy of the Gulf South.

UNITED GAS

SERVING THE

Gulf South

UNITED GAS CORPORATION • UNITED GAS PIPE LINE COMPANY • UNION PRODUCING COMPANY

WATER DISTRICT No.



Steady Increase in Service Since Bridge Opening. .

By Clem Perrin, Sr.
(President)

The completion of the Mississippi River Bridge not only brings us closer in time and eliminates the tedious task of crossing the ferries from the metropolitan, but will mean more commerce and resident building will develop in District 6.

To Water District No. 6, this means an expansion in gas and water services. Our gas and water capacity will enable us to service an expansion in commerce and subdivision building effectively.

There has been a steady increase in water service bringing our total number of water meters installed to 735 and an official survey indicates by the end of this year over 800 will be in operation.

Under a \$1,055,000 bond issued last year to make water and gas service to the most southerly points of our district practical, statistics show that 555 gas meters have been installed and 100 additional meters will be in operation by the end of this year.

This increase in both water and gas services proves that Water District No. 6 is on hand to greet the progress and expansion in its area with competent service.

I am confident now that the Mississippi River bridge is completed, more commerce and resident building will move into our area and we will be ready to give them modern, efficient water and gas service.



WATER BOARD NO. 6 OFFICIALS—from left, Clem Perrin, Sr., president and commissioner; Warren Lavelle, secretary-treasurer and commissioner; Robert A. Pitre, Sr., commissioner; Gus Carmadelle, Sr., commissioner; John W. Dufrene, commissioner; E. H. Arnold, superintendent.

RICH IN *Beauty.....*



Mary Dell Tinsley, First Vice-President of Plaquemines Parish 4-H Clubs, was crowned Queen of the 1957 Plaquemines Parish Fair and Orange Festival.

RICH IN Resources

PRESENTING

The Parish of PLAQUEMINES

By **Leander H. Perez**

District Attorney

Plaquemines Parish and St. Bernard Parish

Flanking both sides of the last hundred miles of the Mississippi River below Orleans, St. Bernard and Jefferson Parishes is an area of approximately a thousand square miles, recognized as the richest in natural resources of any section its size in the United States. This is the Parish of Plaquemines. To the stranger it is a bewildering array of amazing and colorful contrasts. To those 16,000 who make it their home, it is a paradise for fishing and hunting and an ideal place to earn their livelihood and raise their families.

Plaquemines Parish has new, modern consolidated schools, with facilities provided for normal population increase for several years to come, including the finest negro consolidated school in the entire state. We have water purification systems throughout the parish, free boat ways and river locks, ferries, pump drainage system and a modern highway system. These are some of the improvements which have added to the welfare and prosperity of our people.

One end of the Parish is a huge water wilderness, providing a sportsmen's para-

dise in the 66,000-acre Pass a Loutre Shooting Grounds, and for the winged wildlife of the nation, the nearby 45,000-acre Delta Migratory Wildfowl Refuge, a sanctuary so safe that the frequent helicopters flying from the oil fields fail to disturb the complacent feeding of its millions of blue geese and wild duck.

At the other end is a cluster of important industrial plants including the new and huge Cuban American Nickel Company, a Freeport Sulphur Company, subsidiary, now under construction that will employ 650 workers with an annual payroll of about \$3,500,000. This new Plaquemines industry will make Louisiana the leading nickel-producing state in the Union and the cobalt-producing leader of the Western World.

In-between its upper industrial area close to New Orleans and its lower wildlife wonderland close to the river's mouth is the Plaquemines Parish of oil, sulphur, natural gas, seafood, menhaden, furs, citrus fruits, truck farming and cattle.

It is the parish of the world's deepest oil well and is the largest petroleum-pro-



Pilot Frank Cady takes off with the greatest of ease, hangs poised while the Review photographer takes this picture, and then carries his load of pipe to location in a mere fraction of the time it would take a boat.

ducing parish in Louisiana, supplying over 15% of the state's total output. Plaquemines is also the home of the famous Freeport Sulphur Company that with its original mine at Grand Ecaille in the heart of the marshland, its new floating mines and great floating thermos jugs, now annually supplies the nation with over 1½ million long tons of the vital yellow element of which every man, woman and child in the U. S. consumes 30 pounds a year in some form or another. Its natural gas is being piped throughout the eastern section of the United States. For several years most of the natural gas used by the 79-million-dollar Kaiser Aluminum and Chemical Company of Louisiana has come from the Plaquemines fields.

The Plaquemines seafood fishing fleet and seafood plants provide the national larder with around 20,000 barrels of succulent oysters and millions of pounds of tasty shrimp a year. Since 1950 its two menhaden plants at Empire have been con-

verting the Gulf's plentiful trash fish into an increasing annual production of poultry and animal food. And its trappers catch and cure one fourth of all of Louisiana's annual fur production, which in turn, exceeds the pelts provided annually by Alaska and Canada combined.

This is the parish whose famous citrus belt originated and produces the sweetest and juiciest oranges in the nation—the unbeatable "Creole Sweet"—as well as tangerines, kumquats, navels, valencias, and grapefruit. It is the home of the mandarin in the U. S. Plaquemines proudly remembers that its very name has a citrus derivation meaning "persimmons"—and it was on their plantation at Jesuit Bend that the Jesuit Fathers discovered that the lower river land was ideal for citrus fruit and passed their knowledge to parish pioneers. They in turn established the historic Plaquemines citrus industry that has made a sensational comeback twice after two major disasters (one in 1893 and the other as recent as



Plaquemines Parish Police Jury, who administer the affairs of the parish are shown in session. They are: Left to right, Joseph P. Hingle, police juror, tenth ward; Jos. Jurjevich, police juror, fourth ward; Clyde Kennair, police juror, seventh ward; John Trumbaturi, police juror, first ward; Jos. Antonio, police juror, second ward; John C. deArmas, parish engineer; Emile Martin, Jr., president of the police jury and juror of the eighth ward; Judge Leander H. Perez, district attorney of the 25th judicial district; Mrs. E. LaFrance, secretary; Heard Ansardi, police juror, third ward; John Friedman, police juror, fifth ward; E. C. Marshall, police juror, ninth ward; George A. Hero, Jr., police juror, sixth ward.

1951) and is again producing well over 100,000 boxes a year. In fact, the Citrus Growers Association has made the annual Orange Festival one of the outstanding parish events of the year. Plaquemines is the only parish in Louisiana where orange growing is an industry and is the only parish producing Orange Wine, which consumes about 5% of the annual crop.

Then there's the lush 45-mile-long truck garden belt on both sides of the river from Braithwaite to Point a la Hache, where it is nothing unusual for crisp green lettuce to thrust its head out of the ground at Christmas time—an industry constantly encouraged and aided by the alert office of County Agent Murphy W. McEachern, helped in its problems by the 100-acre L. S. U. Experiment Station in the heart of the parish headed by Superintendent Ralph T. Brown, and its housewives guided by Home Demonstration Agent Mrs. Mildred Ezell. In 1930 thirty-five per cent of Plaquemines' population was farming, and although today only 13% are farming they are producing twice as much as the 35 per cent did previously.

A comparatively new but ever-expanding industry has come to Plaquemines in the last few years—the raising of blooded and

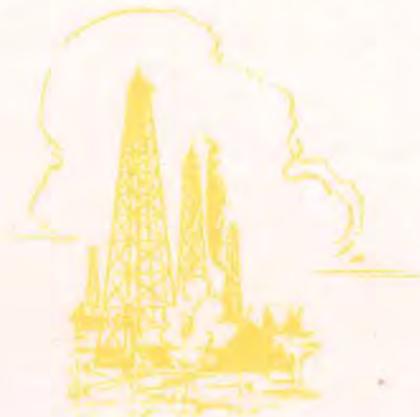
beef cattle—partly made possible by the recent reclaiming of 25,000 acres from the back swamplands by means of parish-financed drainage systems, the maintenance of which costs the farmer only a dollar per acre per year.

Early in the history of both the state and the parish after Louisiana's Etienne de Bore had discovered the secret of crystalizing sugar in 1895, the lower river area of Plaquemines was lined with sugar plantations and rice fields. This plantation period in the early half of the 19th century was so prosperous that Plaquemines was then known as the Empire Parish.

But gradually the centralization of the sugar mills for economic reasons eliminated the lower river sugar plantations of Plaquemines, and the necessity of building higher levees to harness the river made the growing of rice impractical and too expensive. By the outbreak of the War Between the States, Plaquemines was again dependent mostly upon its farming, fishing and citrus growing, the original occupations followed by the seamen, soldiers and "coureurs de bois" who first began to settle the lush acres below New Orleans when d'Iberville established a fort at what is now Phoenix. That fort was known as Fort de la Boulaye and was the first settlement in the State of Louisiana.

The War Between the States and the following difficult days of Reconstruction hit Plaquemines hard. During the next half century, its residents engaged primarily in the fishing, trapping and farming industries, earning their livelihood from nature's bountiful resources.

This period lasted until 1930—when oil was discovered in Plaquemines and the first well was brought in at Lake Washington. Today oil wells dot the parish and its tidewater limit of three leagues into the





The day after this picture was taken the shrimp season opened and these boats on the Battestella Canal cast their moorings and were off. On the shrimp boat Nancy in the foreground, owned by Lucian Buras, workman John Dimak is telling his son John, Jr., which boat belongs to whom.

Gulf. It is interesting to note, as an indication of the growth of oil as the primary industry of this area, that by 1955 Plaquemines was producing ten times as much as in 1940 and more than twice as much as any other Louisiana parish.

And then—three years later in 1933—as though destiny felt embarrassed about the long period of deprivation it had imposed on Plaquemines, it released the long hidden cache of sulphur when Freeport Sulphur Company's mine, built at a cost of \$4 million in the same Lake Washington area, proved a sensational success.

Twenty years later, in 1953, Freeport Sulphur embarked on a \$25 million expansion program involving 4 new mines to provide an additional three quarters of a million long tons a year to meet the nation's increasing demands.

With the discovery of oil and sulphur and the consolidation of parish government under one head, the Parish of Plaquemines in the middle thirties moved into its pres-

ent Period of Prosperity and Progress.

What Has Happened in the Last 25 Years

Since 1933, when the Police Jury embarked on its vast public improvement program, these are a few of the things that have happened:

At Empire and Ostrica are the now famous locks, parish owned since 1936 and free to all fishermen and boat owners, which can be called the Little Panama Canal of Plaquemines. It saves boat owners the 100-mile trip around the mouth of the river. In 1957, 42,493 vessels passed through the Ostrica Lock and 34,645 used the Empire Lock. So popular is this short cut that it is estimated only 15% of the boats using it are Plaquemines Parish boats.

In 1940 the Parish of Plaquemines, at a cost of \$90,000, established between the east and west banks of the river at the parish seat of government of Pointe a la



Mr. and Mrs. John James Goodman, Sr., of Boothville Grove with their Top Trophy Award winning Citrus Display at the 1957 Plaquemines Parish Fair and Orange Festival.



Congressman F. Edward Hebert congratulates Mrs. Mitchell Lulich on the imaginative ingenuity of her Second Place winning Citrus Display at the 1957 Plaquemines Parish Fair and Orange Festival.



The King and Queen of the 1957 Plaquemines Parish Fair and Orange Festival—Mr. H. A. Schoenberger and Miss Mary Dell Tinsley.

Hache the only parish-owned free ferry in the U. S. As this was being written the Police Jury had authorized the installation of a similar Free Ferry between Belle Chasse on the West Bank and Scarsdale on the East Bank at the upper end of the parish.

At the present time the Plaquemines is completely electrified, with 95% farm electrification, which is higher than the national average. It is the only parish in Louisiana that matches the state dollar for dollar in its road-building program. From the fire protection of one piece of equipment and 22 men at Belle Chasse in 1949 the Parish of Plaquemines now is protected by nine

pieces of equipment and 500 men.

A waterworks system at Pointe a la Hache was completed last year, one at Venice in the Buras Waterworks District and another plant at Dalcour are now under construction. When these plants are completed this year, the whole populated area of the parish will have ample potable water and sufficient pressure for fire fighting.

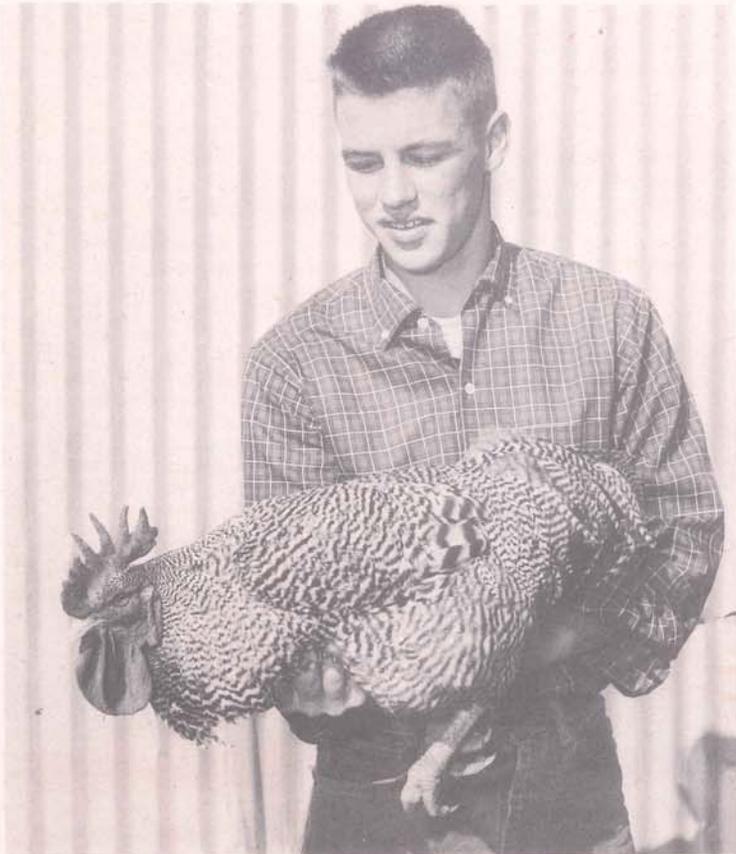
One of the outstanding boons to the oil industry and fishing fleet of Plaquemines is the million-dollar deep-water canal from Empire direct to the Gulf, including the stone jetties at the Gulf entrance. This passage way, opened in 1950, saves boats navigating that area 45 miles every trip.

Under this improvement the Police Jury has also constructed navigation canals and free boat ways for the fishermen and drainage systems for the home owners and farmers. About 25,000 acres have been salvaged from the mashes by this parish-financed drainage program.

For the fishing industry, also, ten-foot sluice gates have been built to carry fresh water from the East Bank of the river to American Bay and adjoining bays for the cultivation of seed oysters, the only area in Louisiana where seed oysters are propa-



Helena Edgecombe, best all around girl exhibitor and Jake Di Carlo, best of Junior vegetable exhibitors in the 1957 Plaquemines Parish Fair and Orange Festival.



Tommie Brown of Port Sulphur, holding his champion of the Poultry Display in the 1957 Plaquemines Parish Fair and Orange Festival.





The entrance to the new tunnel under the Intracoastal Canal at Belle Chasse, the first tunnel in the state constructed under this Texas to Florida waterway.



THE WOOD ROOF DECK goes up on the 100-yard-long ammonium sulphate storage building at Port Nickel, near Braithwaite, La. Storage capacity of the Cuban American Nickel Co. facility will be about 23,000 tons of the high quality fertilizer. Ammonium sulphate will be a by-product in the nickel-cobalt reduction process at the refinery, which is now under construction.





The beginning of construction on the 500,000 gallon waterworks tower and tank at Venice, costing \$1,500,000. This unit is part of the Buras Waterworks District.

gated.

An extensive program in the Port Sulphur, Buras and Venice area has been under way since 1937 to improve drainage and provide better storm protection for the protection of life and property of the people of that area.

Plans are being prepared for a new elevated highway on the East Bank to shorten the distance from Braithwaite to Pointe a la Hache and at the same time to provide a 9-foot levee to protect against the tidal waves caused by hurricanes.

School children throughout the Parish now attend classes in the finest buildings to be found anywhere, including a new high school at Belle Chasse which will soon be completed.

A good example of the co-operation which exists in the Parish among its people, business interests and parish officials is the Port Sulphur Hospital now under construc-

tion. This new 50-bed, one-million-dollar parish hospital was financed primarily through donations from Plaquemines residents and business interests, and Hill-Burton funds without taxation to property holders.

Plaquemine is proud of the new indus-



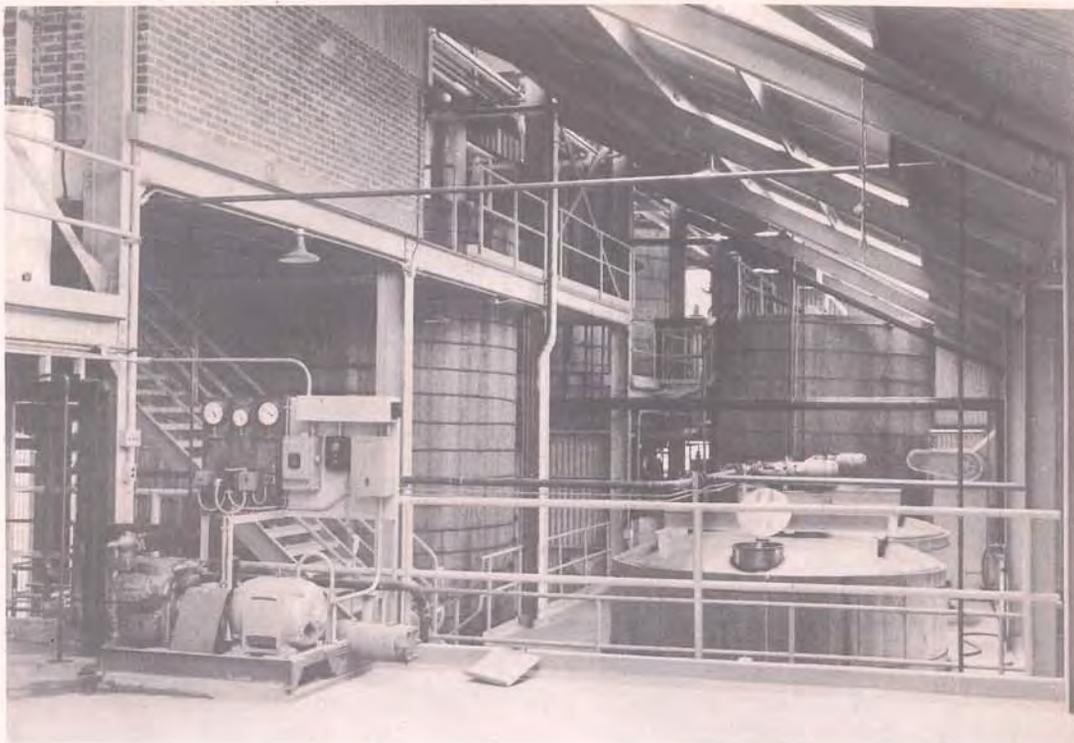


Progress at August 18 on the new \$2,500,000 Belle Chasse High School which replaces the former high school building which when it was new was the first brick school building in the parish.



District Attorney Leander H. Perez and Mr. and Mrs. Jos. P. Sendker, editors and publishers of the Plaquemines Gazette, examine the first off the press of the edition that announces that the new Plaquemines Parish 50 bed hospital is 50% complete.





Upper level at one end of the Red Star Yeast and Products Company's main building at Belle Chasse, Louisiana, showing great fermenters, processing tanks and compressors used in propagation of active dry yeast.

tries that have chosen it for the location of their plants: The Oronite Chemical Company at Oak Point, producing additives to lubricating oils for use in super-powered diesel fuel and gasoline; the Niagara Chemical Division of Food Machinery and Chemical Corporation at Belle Chasse, where sulphur is converted into sprays and dusts for fighting insects and plant diseases; The Red Star Yeast Products Company, the first of its kind in the South, producing out of molasses and water one of man's most indispensable foods—yeast; Products Research Service, manufacturing marine finishes and industrial coatings; and, of course, the new nickel and cobalt plant at English Turn.

The Alvin Callendar Airport at Belle Chasse to be utilized as a joint air training center for the combined use of the Naval Reserve Air Force, Air Force Reserve, Air National Guard and Marine Air Force was formerly dedicated recently.

And, finally, the first tunnel in the state was built under the Intracoastal Canal at Belle Chasse.

Although in the past 25 years Plaquemines Parish has experienced unparalleled progress and prosperity, the years to come will demonstrate that through continued co-operation of the people and its public officials Plaquemines will progress beyond all expectations and will continue to be a happy and prosperous community.



PLAQUEMINES SECOND LARGEST INDUSTRY . . .

At Port Nickel, a newly-christened community 20 miles below New Orleans on the meandering Mississippi's east bank, construction men are forging ahead on a project that will make Louisiana the largest producer of nickel in the United States and the largest producer of cobalt in the Western Hemisphere. Both metals will play a vital role in America's revitalized defense program.

Cuban American Nickel Co., a subsidiary of Freeport Sulphur Co., chose the Port Nickel site in Plaquemines Parish for its refinery to process nickel and cobalt ore concentrates from Cuba.

During the year engineering plans for design, construction and processing have proceeded to meet the scheduled beginning of production the summer of 1959.

The refinery will have an annual capacity of 50,000,000 pounds of nickel, which will increase current United States output almost threefold, and 4,400,000 pounds of cobalt, which will more than double the country's current production.

The facilities at Port Nickel will require a total work force of more than 600 persons and will furnish a payroll in excess of \$3,500,000 per year. It will be Plaquemines' largest east bank industry and the second largest in the entire parish, following Freeport's sulphur facilities.

The construction schedule is being coordinated with activities at Moa Bay, Cuba, where the nickel and cobalt ores will be mined and concentrated for shipment to Port Nickel.

Plans have been drafted for the conversion of a Liberty ship which will be used to transport molten sulphur from Port Sulphur to Moa Bay for use in processing ore there. The same ship will transport the

liquid ore concentrate, or "slurry," from Moa Bay to Port Nickel on the return trip.

Total capital requirements of the nickel project are estimated at \$119,000,000, a large part of which will be spent in Louisiana.

Cuban American, which will operate the refinery, holds a contract with the U. S. Government under which the Government will buy, if offered, up to 271,000,000 pounds of nickel and 23,835,000 pounds of cobalt during the period ending June 30, 1965. This would be at the market prices prevailing on the date of the agreement—74 cents per pound for nickel and \$2 per pound for cobalt. The company, however, is at liberty to sell at least 70 per cent of its annual production to private consumers.

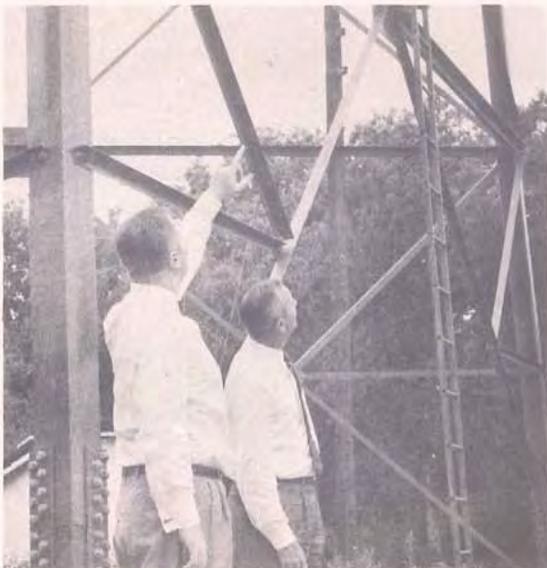
The huge project is being privately financed, Freeport having borrowed a large part of its capital requirements from banks and from nickel consumers in the U. S.

Nickel is indispensable in jet aircraft, guided missiles, atomic energy installations, electronics and other defense applications. Its resistance to conditions of extreme heat, corrosion and wear also make it essential in many peacetime industrial uses. The United States in 1957 produced only 18,000,000 pounds of nickel, mainly in Oregon, and had to import approximately 284,000,000 pounds.

Cobalt, too, is an important defense metal, particularly for magnets and high temperature alloys. U. S. production in 1957 is estimated at between 3,300,000 and 3,400,000 pounds per year.

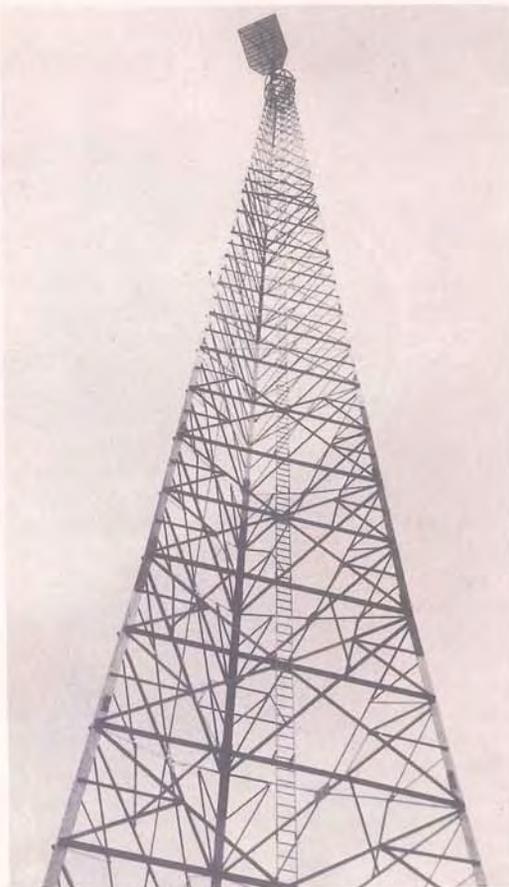
Freeport Sulphur Co., second largest sulphur producer in the country, currently operates four sulphur mines in Louisiana.





NEW SO. BELL INSTALLATIONS

In photo at top Jim Pitts, West Bank District Manager of So. Bell Tele. & Tele. Co., points to top of microwave tower and explains use to Jim Warren, District Engineer. At right the So. Bell tower at Buras. Bottom is new central office at Venice, La.



Telephone subscribers of the Buras, Venice and Mississippi Delta Area now benefit from recent developments and improvements in long distance communications, in the form of a \$310,000 microwave system between Buras and New Orleans, which will provide additional long distance circuits to these subscribers.

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Senator Stumpf and his brother Archie have been business and civic leaders in Gretna for nearly half a century. The late Dr. John F. Stumpf conceived the idea of the gigantic enterprise and with the aid, mature judgment and supervision of his Uncle Alvin and his Father the shopping center became a reality.



Archie C. Stumpf, Ph.G.



This "city within a city" at Gretna—bounded by Stumpf Boulevard, the West Bank Expressway and Garden Park Subdivision—was completed in January this year. Many nationally famous stores are now established in the center. At present there is parking space for 2000 cars, and additional space reserved for another 1000. An adjacent area of 22 acres, reserved for future expansion, will be utilized as a recreation area with playground facilities. It is within ten minutes driving time of the greater bulk of population on both sides of the river since completion of the Mississippi River Bridge.

BUSINESSES NOW OPERATING IN CENTER

- | | |
|----------------------------|--------------------------|
| A & G Cafeteria | Labiche's |
| Baker's Shoes | Lerner's Shops |
| Duane Shoes | Lord's |
| First National Bank | Maison Blanche |
| of Jefferson Parish | Thom McAn Shoes |
| Gordon's Quality Jewelers | McKenzie's Bakery |
| Halpern's Fabrics—Singer | National Food Stores |
| Sewing Machines | Stein's |
| Ilenberger's Garden Center | Stumpf's Rexall Drugs |
| Jefferson Insurance Agency | Western Auto Supply |
| Sutton's | Gulf Oil Service Station |
| F. W. Woolworth | |

Over 52 acres are to be developed, in this concentrated area.

STUMPF'S FAMOUS RUST-A-WAY AND OTHER PRODUCTS ARE SOLD IN THE SHOPPING CENTER

Rust-A-Way will remove rust stains from all fabrics, porcelain, tile, etc. Manufactured by John Stumpf's Son, Ph. Chemist, a recipient of World's Medal.

OVER 82 YEARS IN BUSINESS