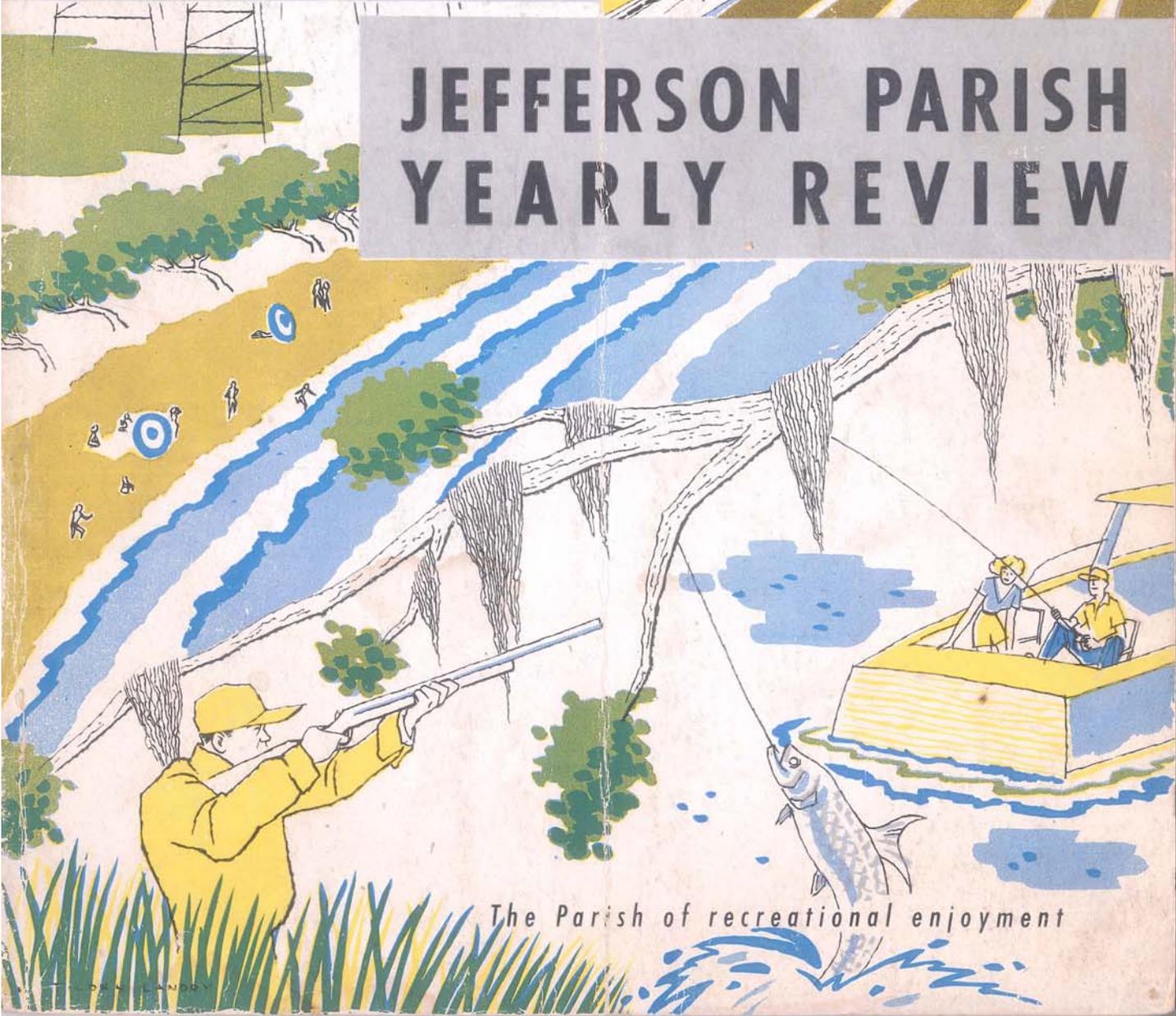




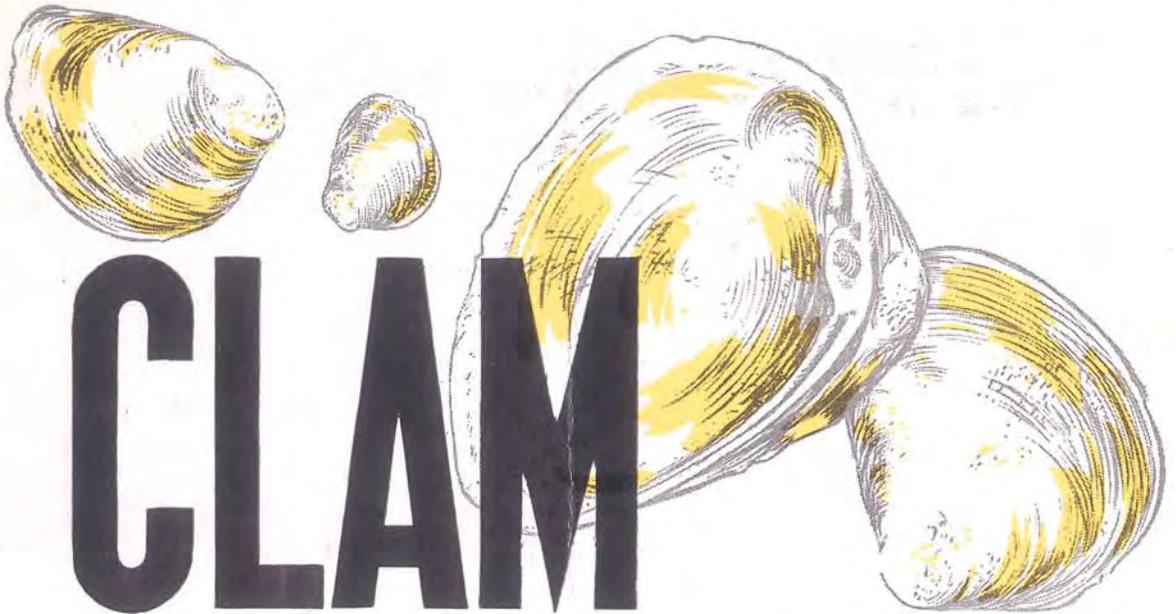
The Parish of remunerative jobs

Silver Anniversary

JEFFERSON PARISH YEARLY REVIEW



The Parish of recreational enjoyment



CLAM

SHELLS



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Westwego, La., and Belle Chasse, La.,
for Truck, Barge and Rail Deliveries.



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SILVER ANNIVERSARY EDITION JEFFERSON PARISH YEARLY REVIEW

PARISH PUBLICATIONS, INC., WEAVER R. TOLEDANO, President
P. O. BOX 485 METAIRIE, LOUISIANA

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

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Joseph H. Monies Advertising Manager
and Editorial Consultant

SERVING JEFFERSON PARISH FOR A QUARTER CENTURY

The publisher, staff, writers, photographers, artists, engravers, printers and all those many people both inside and outside the parish who provided information and assistance during the long months of preparation of this 1959 REVIEW are pleased to present the 25th annual installment in the reporting of the progress of Jefferson Parish during this last and most important quarter century in its history.

OUR COVER

This cover is designed to suggest the happy blending of industrial and recreational Jefferson. At the top is pictorially presented Nine Mile Point of Jefferson Parish which dramatically fits into the famous river Crescent of New Orleans and, at the bottom, a symbolical representation of the outdoor recreational wealth of the parish.

This 1959 issue of the Jefferson Parish
Yearly Review was produced in its en-
tirety by Union labor.

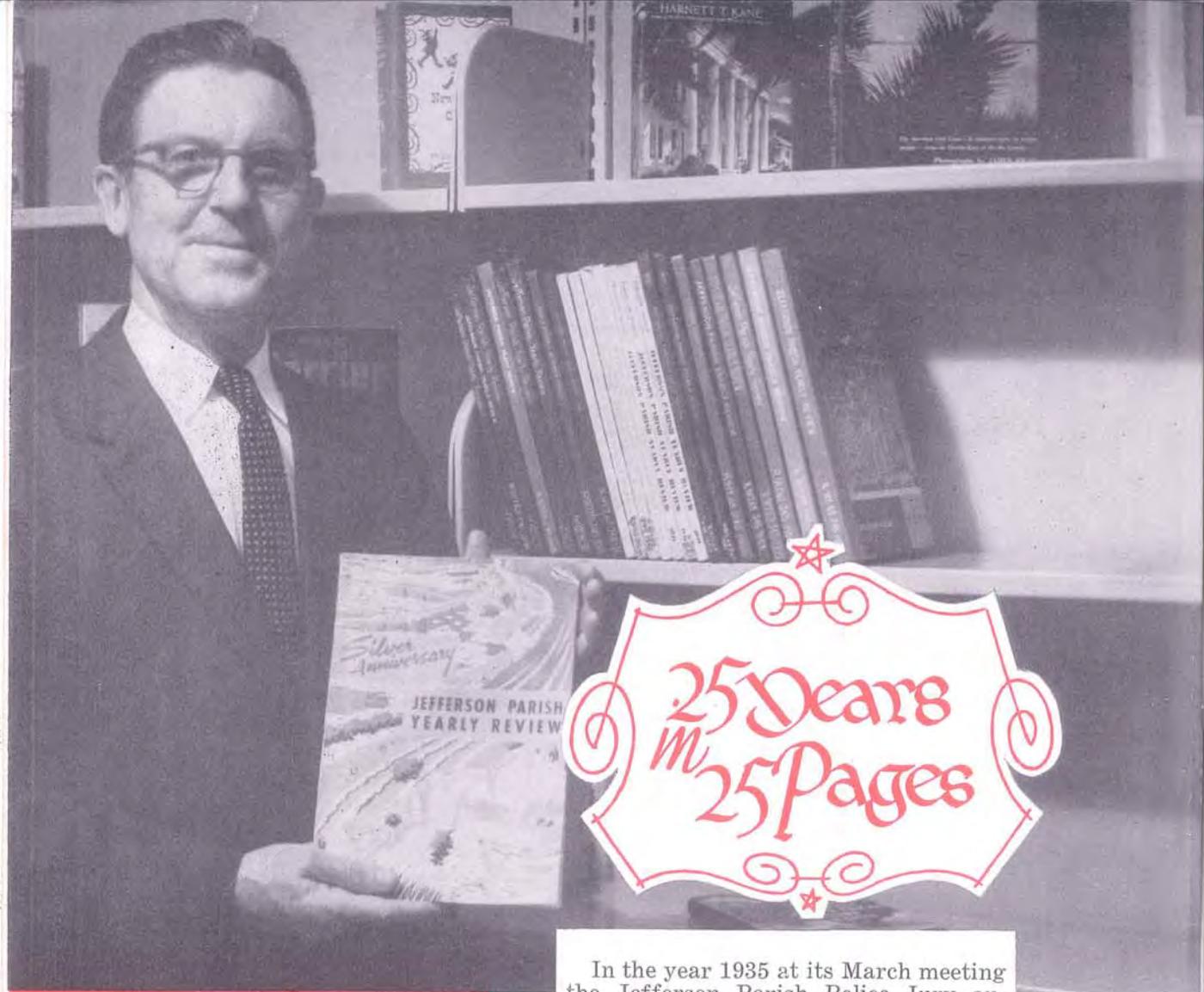


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CONTENTS

	Page
Twenty-Five Years In Twenty-Five Pages . . . A Resume of the Last Quarter Century of the Parish As Reported by the REVIEW.....	4
Report of the Parish . . . Featuring the formation and functions of the Departments of the new Jefferson Parish President-Council Form of gov- ernment by Parish President, Charles W. Spencer; A. Russell Roberts, Chairman of Council; Frederick J. R. Heebe, Vice-Chairman; Vernon C. Haynes, Beauregard H. Miller, Jr., B. J. Duplantis, John G. Fitzgerald and Wil- liam J. Dwyer, Council Members.....	8
South To The Sea . . . The Story of the Jefferson Parish Planned Seaway and Industrial Harbor by Hale Boggs, Member of Congress, Second Louisiana Congressional District	24
Residential Jefferson by Fred H. Cathey, Chair- man East Bank Council and Don W. Robbins, Chairman West Bank Council, Chamber of Commerce of the New Orleans Area.....	36
The Land of Lafitte Is Now The Land of Leisure by Ray M. Thompson.....	44
The Two Birthdays of Oil by Harry X. Bay, Divi- sion Manager, Texaco Inc., Domestic Producing Department, New Orleans Division.....	53
The Story of Magnolia Lane as told by Frank A. Quinette and photographed by Eugene Del- croix	60
Ten More Million for Jefferson's Public Schools by Loney J. Autin, President, Jefferson Parish School Board	65
Jefferson Parish President and Council.....	97
State and Federal Officials.....	99
District and Parish Officials	101
Court Officials	103
Jefferson Parish School Board, Members and Of- ficers	115
Jefferson Parish School Officials.....	117
Moods of Nature in Jefferson Parish . . . Photo- graphed by Eugene Delcroix and Introduced by Harnett T. Kane.....	128
Gretna—The Gateway to Greater Jefferson by Wm. J. White, Mayor.....	179
Kenner—Community Cooperation Teamed With Constructive Planning by Joseph S. Maggiore, Sr., Mayor	187
Westwego—Gateway to the Planned Jefferson Parish Industrial Harbor and Seaway by Roy C. Keller, Mayor	189
What Is Happening In Harahan—Jefferson's City of Homes by T. F. Donelon, Mayor.....	191
From Cane to Cobalt—The Story of Plaquemines Parish by Leander H. Perez, District Attorney, Plaquemines and St. Bernard Parishes.....	193
Index to Photography, Art and Credits.....	221
Index to Advertisers.....	222

TWENTY-FIFTH YEAR - - 1959



John Hall Jacobs, Librarian of the New Orleans Public Library, stands by the Louisiana reference shelf containing back and current issues of the Jefferson Parish Yearly Review. These issues covering the past 25 years are an authentic and only available source of complete information on the history and progress of Jefferson Parish. And, reports Mr. Jacobs, they are in great demand by researchers, business executives, school teachers and students and all those seeking reliable past and present data on the fast growing parish of Jefferson.

In the year 1935 at its March meeting the Jefferson Parish Police Jury authorized and sponsored the first issue of the Jefferson Parish Yearly Review, a new publication designed to report the activities and promote the industry, agriculture, commerce and communities of the parish.

So faithfully has the REVIEW respected its role of factually and pictorially presenting the achievements, aims and assets of Jefferson Parish that its annual issues have been carefully retained in the files of executives and made available on the shelves of school and public libraries as the authentic continued story of Jefferson Parish, brought up to date each year.

In celebration of its 25th year of consecutive publication the REVIEW reviews on following pages of this Silver Anniversary Edition the highlights of this last lusty quarter century during which it has been annually reporting the progress of Jefferson Parish to its present recognized position as the most concentrated and fastest growing industrial area in the Deep South.

1935 — THE BIG BRIDGE AND BLACK GOLD

In this mid-depression year, in which the National Social Security Bill was signed, the nearly five-mile-long, \$12 million Huey P. Long Bridge (it would cost close to \$70 million today), with both ends in the parish, was completed across the Mississippi River . . . and black gold began gushing near the community of Lafitte from what was then the deepest oil well in the nation. In this year of 1935 Jefferson had a population of less than 40,000. Just two years before the Harvey Canal Locks and the Intracoastal Waterway link from the Mississippi River to the Galveston-Houston area had been completed, joining Jefferson and New Orleans with the nation's great inland waterways system. It is important to note that in this year a quarter century ago both the parish leaders and the first issue of the Yearly Review were already calling for a short cut to the sea and a Jefferson Parish Industrial Harbor.



FOR OFFSHORE DRILLING IN JEFFERSON

Above is the self-stabilizing S-55 mobile drilling vessel, as high as a 21-story building when in drilling position, built on Jefferson's West Bank by Avondale Marine Ways. When completed in 1955 it was the largest marine steel structure, with respect to height and beam, ever launched in the New Orleans area. Designed to drill in depths up to 75 feet, it is now working in Bay Marchand for the California Company 25 miles offshore from Grand Isle.



THE STRATEGIC HUEY P. LONG BRIDGE

Over this historic 4.4 miles long combination railroad and highway bridge, recognized as one of the most important reasons for Jefferson's steady and rapid industrial progress, have passed 459,698 locomotives, 996,257 passenger coaches, and 8,725,795 freight cars between December 17, 1935, when the first train crossed and December 31, 1958. Built during the depths of the 1929-1934 Depression, the Public Belt Railroad Commission in April of 1957 paid off in full its half of the bond issue sold to construct it.

1936 — ALREADY FIVE OF THE WORLD'S LARGEST PLANTS IN JEFFERSON

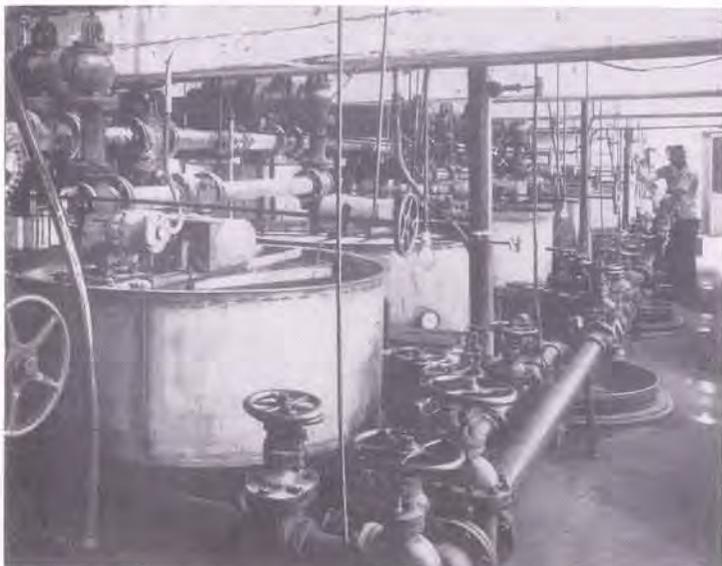
The Review revealed that even at this early date Jefferson Parish was the proud possessor, among its industries, of five of the largest manufacturing plants of their kind in the world: The Celotex Corporation, the world's largest manufacturer of building products from bagasse; Penick and Ford, Ltd., Inc., the world's largest canner of cane syrup and molasses; the Southern Cotton Oil Company (today Wesson Oil and Snowdrift), the world's largest producer of cottonseed oil products; the Southern Shell Fish Company, Inc., the world's

largest canner of shrimp and oysters; and the Freiberg Mahogany Company, the world's largest manufacturer of mahogany lumber and veneer. It reminded its readers that the Jefferson Parish discovery well, now one of many in the Lafitte field, was bringing in a thousand barrels a day. And it prophesied that the recent completion of the Bonne Carre spillway above New Orleans and Jefferson would remove the hazard of the periodically rampaging Mississippi flooding either the present or future industries and homes of the parish.



WORLD'S LARGEST PRODUCER OF COTTONSEED OIL PRODUCTS . . .

This sky view of the Gretna plant of the Wesson Oil and Snowdrift Company (formerly the Southern Cotton Oil Company) reminds Review readers that this Jefferson Parish pioneer industry was the first company in the U.S. to make cottonseed oil a cooking oil. Through a special process called "Wessonizing" a consistent color and flavor blend is produced, making Wesson Oil a top food product.



WORLD'S LARGEST CANNER OF CANE SYRUP AND MOLASSES . . .

Presenting a partial view of the Process Room of Penick and Ford, Ltd., Inc., at Harvey where the syrups are processed and pasteurized. This is the last operation before being poured into cans or bottles. Up to 25,000 gallons a day of the large line of various syrups and molasses produced by Penick and Ford can be handled by this Process Room.

1937 — INTRODUCING RECREATIONAL JEFFERSON

The 1936 Review's prophecy about the annual flood hazard having been removed finally and completely from Jefferson was proven correct in the January record river rise of this year, when the opening of only 285 of the 350 bays of the Bonne Carre Spillway was sufficient to divert the roaring waters of the upper river safely away from New Orleans and Jefferson. In this issue the Review began its never-ceasing publicizing and promoting of Recreational Jefferson:—the sport fishing, romance, history, sand beach and scenic beauty of

Grand Isle, to which a road had been built since 1934 and where, since 1928, had been held the Annual Grand Isle Tarpon Rodeo—and the charm of Jefferson's Land of Lafitte, that water wonderland of its Barataria bayou country where the Pirogue races are held every Spring. It also followed through on the story of the Harvey Canal Link of the Intracoastal Waterway, the locks of which had been completed and opened in 1933, and through which the previous year of 1936 had passed over \$27 million of freight.



SOME OF THE TARPON CAUGHT DURING THE 1958 RODEO

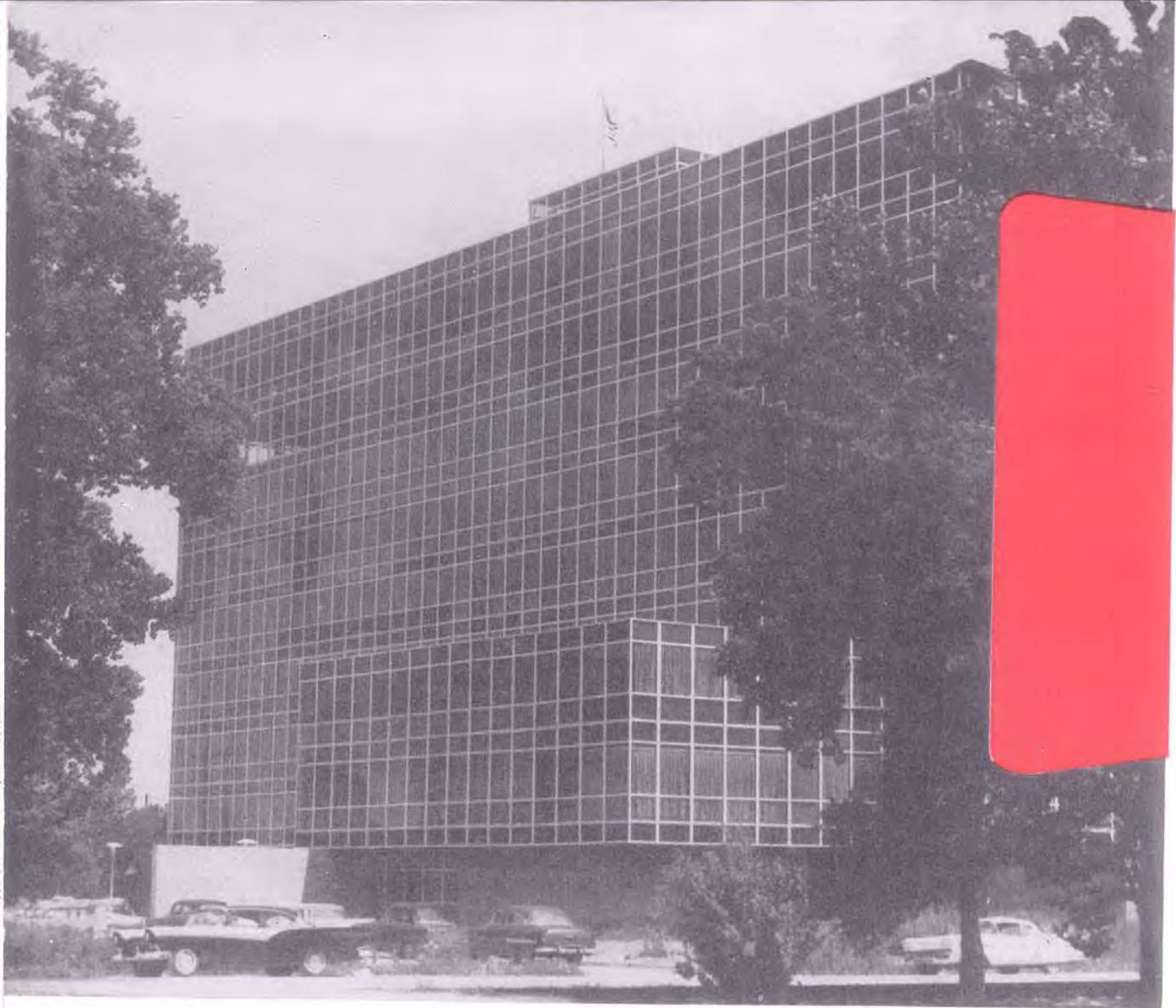
The annual three day Grand Isle Tarpon Rodeo in July, for which the registration fee is only \$5 and which offers prizes for the four largest caught in the 22 species of Gulf game fish, attracts sport fishermen from all over the nation. The prize winning 1958 tarpon was brought in by Robert E. Collins of New Orleans, weighed 123 pounds and measured 6 feet 6 inches long.

THE HARVEY CANAL LOCKS

The Harvey Canal Locks, on the West Bank of Jefferson Parish at Harvey, connecting the Mississippi River with the Gulf Intracoastal Waterway, is shown receiving west bound tows with the industry lined banks of the canal itself beyond. In 1958 over 5 million tons of commerce passed through these locks, destined for the farms, factories and firesides of the nation.



Continued on Page 143



On March 10, 1959, the Parish of Jefferson completed its first year under a new form of government, comprised of a President and a seven man Council.

Smoothly and efficiently, without losing a single stride in Jefferson's swift-paced economic and industrial progress, and within the six-month time limit designated by its charter, this compact body of 8 men, in assuming the reins of government, took over the management, indebtedness and tax structure of over 30 previous autonomous districts of the parish that had been governed by their own boards under the police jury system, and streamlined them into nine new departments directly responsible to the Parish Council through the Parish President.

The only exceptions were the office of the Sheriff, the Tax Assessor, the Clerk of the District Court, the Jefferson Parish School Board and the incorporated municipalities—none of which,

by the ruling of the new home rule charter, are the responsibility of the Council or Parish President.

Four of these new departments were authorized by the charter and the other five were created by ordinances passed on August 21, 1958, after the President-Council had studied the multiple activities that come under the new parish government jurisdiction and had determined how best to coordinate these many facets into the least number of departments.

With these nine departments formed and functioning, the Parish President, the Parish Council, the new Department Directors appointed by the Parish President Charles W. Spencer, and their staffs took up their responsible role of handling the present problems and projects of Jefferson and planning for the future of this pulsing parish pushing and about to pass 180,000 population and nationally recognized as

REPORT OF THE PARISH

PARISH PRESIDENT
Charles W. Spencer

PARISH COUNCIL

A. Russell Roberts
Chairman

Frederick J. R. Heebe
Vice Chairman

Beauregard H. Miller, Jr.

Vernon C. "Lefty" Haynes

B. J. Duplantis

John G. "Jack" Fitzgerald

William J. Dwyer, Jr.

... featuring the formation and functions
of its nine new departments ...

the fastest growing industrial area in the Deep South.

To the people of Jefferson, and to the people elsewhere who are interested in investing their future, their finances or their factories in this booming, bustling parish, none of whom ever get behind the scenes of government, it will be interesting to read how these nine departments function and what their responsibilities include. In fact, this is the first public report of their activities since they were formed.

JEFFERSON PARISH FINANCE DEPARTMENT

The Nerve Center of the Parish

This department is one of the four authorized by the charter.

It is the complex job of the Finance Department to keep track of every cent spent, and how spent, of the annual operating budget of the parish which for

1959 was set up as \$81½ million in round figures. In it all accounting is centralized, and from it all invoices are paid and payroll checks issued.

The Finance Department located in the Court House at Gretna, processes about 2100 checks a month for purchases and payrolls, filled out by machine for speed and accuracy and countersigned by both the Parish President and the Council Chairman.

When the Finance Department was created it was faced with the immediate problem of handling and reconciling the records of the over thirty former districts whose accounting it had assumed. Practically all of these districts had different bookkeeping systems and different methods of keeping records. In fact, many of the parish districts in their purchasing had different names for identical items.

It was the responsibility of the Finance Department to carry on the busi-



The East Bank Parish Office Building on Metairie Road in which are headquartered the East Bank operations of the Sheriff and Tax Collector, Assessor, Administrative Office of Parish President, Office of District Attorney, Veterans Service Office, East Bank Registrar of Voters, East Bank Paving Lien Collections, Safety Department and Department of Regulatory Inspections, Personnel Department, Planning Department, Advisory Board and East Bank Appeals Board.

ness of these different districts with their various methods of keeping records, and at the same time, set up a new and complete standardized system for all units of the parish that would, by January 1, 1959, the beginning of the fiscal year, concentrate and consolidate all records in the one office. This gargantuan task of infinite details, that necessitated on the part of the staff many nights of overtime and many sacrificed weekends, was effectively accomplished.

Today the records of all the districts and departments coming under the Council's jurisdiction are centrally located and standardized in the Finance Department office.

There is an accurate machine and card daily Budget Control that permits the director of any department to know within a matter of minutes, by consulting with the Finance Department, just how and for what he has spent every cent of his budget to date and how much he has left.

This efficiency is accomplished by the centralized purchasing system. Each and every requisition from any department must first be okayed by the Department Director. It is then sent to the Finance Department and checked

against the budget, following which three competitive bids are requested. When the lowest bid has been received and accepted, a purchase order is issued. The ensuing invoice clears through the Finance Department, is checked against the original purchase order and checked for proper delivery. When okayed for payment the check is processed. All invoices are paid monthly and it is now the aim of the Finance Department to pay invoices every two weeks and, in so doing, secure every available cash discount.

As a final service to the many departments of which it is the nerve center, the Finance Department issues to each Director a monthly statement of his budget status.

JEFFERSON PARISH LEGAL DEPARTMENT

*To Protect The Parish In All
Its Negotiations*

The activities of this department, one of the four ruled by the charter, are entirely of a legal nature. Its head devotes his full time to the service of the parish and provides the Parish President and Council with opinions and advice on all legal matters.

The Legal Department, with any parish attorney assistants whom the head of the department may appoint for special cases or for part time service, handles all litigation in the Courts, such as injunctions and suits affecting the parish.

It composes all ordinances and resolutions pertaining to law to be adopted by the Council. It approves all ordinances presented to the Council with regard to their proper form and legality. It is the official representative of the Parish of Jefferson involving any and all matters of a legal nature.

JEFFERSON PARISH DEPARTMENT OF PLANNING

Preparing For 1975 When Jefferson's Traffic Will Have Increased 2½ Times And Its Population Almost Doubled

This was the third department authorized by the charter—its purpose to conduct studies and surveys, prepare maps, charts and reports and to work out a feasible and practical master plan for the steady and continued social, economic and physical development of this parish bursting at the seams and greatly in need of a zoning control of its residential, industrial and business expansion.

About the middle of August 1958 the then still existent Jefferson Parish Planning and Zoning Commission accepted the final draft of a Palmer and

Baker engineering survey projecting the street needs of the parish to 1975. Briefly stated, this report and recommendation called for 64 miles of two-lane major streets, 116 miles of four-lane streets of which 4.5 miles would be lakefront parkways, 16 miles of expressways and 22 miles of rural type roadways.

Later that same month, after many public hearings and several delays, a comprehensive Planning and Zoning Ordinance was adopted by the Parish Council. One of the main points of this new ordinance, which went into effect 10 days later, was the final approval of the Council of selective zoning along major highways in the parish in preference to a blanket commercial zoning of highway property as proposed by the parish planning and zoning commission.

This ordinance also called for the replacement of the Planning and Zoning Commission with a Planning Director named by the Parish President.

The new ordinance also called for the appointment of a five-member Planning Advisory Board with one member from each council district to be appointed by the Council and the fifth member at large to be appointed by the Parish President. It also called for a three member Zoning Appeals Board to be appointed by the Council, one member from each side of the river and one member at large.

In Jefferson Parish for the last 18 years, the Rheem Manufacturing Company, fabricators of steel containers and storage tanks, recently added a new Tank Shop where special tanks up to 27,000 gallon capacity are made to order. J. B. Gautreaux, Works Manager, is shown beside a 15,000 gallon horizontal tank loaded for delivery. Horizontal, vertical and skid tanks are made mostly for the oil industry service stations and the construction industry. Special tanks for food, chemical and sugar installations are also made to specifications.



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BANK

of Jefferson Parish

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"Growing with Jefferson Parish"

●

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Aerial view of Avondale Marine Ways, Inc., whose net income after taxes for 1958 amounted to slightly over \$2 million, while earnings for the past five years have averaged around \$1,350,000. Started in Jefferson Parish in 1938 as a small marine yard it today includes a large yard for the construction of cargo vessels, destroyer escorts, dredges, offshore drilling rigs and towboats and barges used on the inland waterways. It has a foundry, drydock, plant on the Harvey Canal specializing in quick repairs, and in its Avoncraft Division applies porcelain enamel on thin gauge steel for architectural and industrial use. This growing Jefferson industry has just been awarded a \$35 million contract for the construction of two guided missile destroyers.

Both Boards were organized and began functioning. The Appeals Board, in its first hearing of complaints in September 1958, listened to 17 appeals from firms and individuals who had run afoul of the new Jefferson Parish Zoning ordinance, which varies greatly from former regulations. Of various character, these appeals proved that Jefferson Parish had started well on the long road to a parish that plans for its industries, its home owners, its business houses and its children.

PROGRESS THROUGH FORESIGHT

Since the creation of the Jefferson Parish Planning Department, as of July 1, 1959, has processed and issued some 4,000 Certificates of Use and Occupancy, has processed some 350 subdivision requests, and 100 requests for zoning reclassification.

In addition to the above the Planning Department (as of July 1, 1959) has reported to the Council through the office of the President on some ten comprehensive studies, the most notable of which has been the approval of the Major Street Plan for Jefferson Parish, following in later months by comprehensive area studies concerning zoning of all of Metairie Road, Veterans Highway, and that area of Jefferson Parish

located between the following boundaries: Lake Pontchartrain, Jefferson-Orleans Parish line, Veterans Highway and Causeway Boulevard. In addition to the above the Planning Department has processed three zoning text changes and made recommendations on these changes to the Council.

Certificates through this office have been for construction of some \$60 million estimated costs.

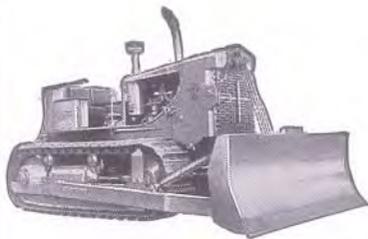
The zoning ordinance of August 1958 was the first zoning ordinance ever in existence in the parish of Jefferson. It established for the first time districts in which people could live, work, shop and avail themselves of leisure time activities. For the first time citizens of Jefferson were able to a great extent to invest their money in property, and to a great degree predict the future of surrounding land.

The major street plan of January 1959 was the first ever adopted by the parish. This plan designated which streets would be used for traffic in such categories as home to work and vice versa, home to shop and vice versa, streets to connect one neighborhood with another, and streets to connect Jefferson with adjoining parishes. All this, in a manner conducive to safety and the reduction of traffic confusion.

Views of our Display
yard and Office at
3727 Veterans Memorial
Hwy. in Metairie.



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SERVICE PEOPLE ARE HELPING
JEFFERSON PARISH GROW!**



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Phone: DICKENS 8-6721 • Baton Rouge, La.

Shreveport: 2601 E. Texas St. • P. O. Box 5055
Phone: 3-1532 • Bossier City, La.

JEFFERSON PARISH
DEPARTMENT OF PERSONNEL
The Right Person For the Right Job

This is the fourth department recommended by the charter and is composed of a Personnel Board of three members and the Director of Personnel.

The Board members were named by the President of Loyola University, Tulane University and the Parish President, the terms of the members so staggered that only one replacement will be made at any one time.

This method of appointment by nomination of university presidents is the same as that required under the Louisiana Constitution for appointment of members of the Louisiana State and New Orleans Civil Service Commissions. The method has won national approval among students of the science of government, and particularly in civil service circles.

The Board's duties are mostly policy making. It reviews the work of the Director of Personnel and sets general policy for the operation of the Depart-

ment. It also sits as a tribunal to determine the disposition of employee appeals of dismissals and other personnel actions. The Board also has the very important duty of recruiting and examining candidates for the position of Director of Personnel and of making the final selection. Under the terms of the charter the Director is directly responsible to this Board for the administration of the Department.

The duties of the Director include the development and administration of a position classification plan providing for the classification of all positions in the Parish Civil Service on the basis of duties and responsibilities; development of a uniform salary plan for all positions; and preparation and administration of personnel or civil service rules was submitted to the Board in ment, classification, examination and pay plan administration; policies and procedures for layoffs, suspensions, demotions and dismissals of employees, including procedures for handling employee appeals — and the prohibition against political activities on the part of classified civil service employees.

The diesel locomotive and car shops with adjoining expanded freight yards of the Kansas City Southern Lines in Jefferson Parish have the latest array of labor saving devices to be found anywhere. Consisting of 15 buildings and six reinforced concrete platforms this yard and its facilities were built in 1950. Ten tracks serve the locomotive and car shops direct. The car department has a modern wheel and truck changing platform, the only one of its kind on the KCS Lines.



The Southern Shell Fish Company, a subsidiary of Wesson Oil at Harvey, is the largest packer of shrimp and oysters in the world — producing over a quarter of all the canned seafoods consumed in the nation. It is one of the oldest established industries of Jefferson Parish.





This picture of the \$95 million American Cyanamid Fortier Plant in Jefferson Parish shows the top section of two hydrogen cyanide reactors. Hydrogen cyanide and acetylene are combined into acrylonitrile, the plant's principal product by a complex chemical process. This wonder chemical is being used to make Creslan, considered one of the most desirable synthetic fibers available today because of its superior dyeing qualities and ease of processing. American Cyanamid chose Jefferson for a plant site because of its nearness to abundant natural gas, the prime raw material required, and water.

Personnel rules have been adopted and became effective June 14, 1959. A proposed draft of the parish employee rules was submitted to the Board in November of 1958. The Board considered the 64-page document over a period of approximately four months, devoting thirteen formal and many informal meetings to its study. Two public hearings were held—one on the East Bank at Metairie Junior High School on April 7, 1959, and the other on the West Bank at the West Jefferson High School at Harvey. The final draft of the Board's approved rules was submitted to the Parish President on May 14, 1959, for transmission to the Council. The President submitted the Rules to the Council on the same date. On June 4, 1959, the Council held a public hearing and adopted them unanimously, with only one amendment.

The Classification Survey was launched in November, 1958, with the distribution of classification questionnaires to employees. As of June 8, 1959, this classification plan was approximately 80% complete, with tentative class descriptions having been written and organizational charts drawn for a large number of positions. The evolution of the classification plan involved a study of approximately 1000 to 1200 individual parish positions. Before this classification plan is adopted, the Per-

sonnel Board will hold public hearings as in the case of the Personnel Rules.

A great deal of work has already gone into the study and development of a uniform pay plan. Comparisons of salaries paid for various jobs in private industry and in other governmental jurisdictions have been made for the purpose of measuring with the wages now paid to Parish employees. By the middle of Fall this uniform pay plan will be ready for presentation.

Also underway is the development of operating and control forms for the administration of the Civil Service System.

JEFFERSON PARISH WATER DEPARTMENT

Water, Water Everywhere and All You Want To Drink

The Jefferson Parish Water Department created by Parish Council Ordinance on August 21, 1958, is headed by the Director of the Parish Water Department and combines former Water Districts One, Two, Three, Five and Six.

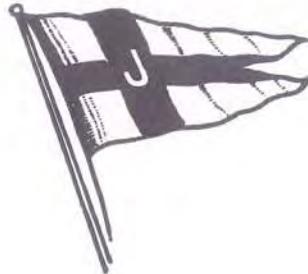
THE GAUGE OF JEFFERSON'S GROWTH

There is no better way to present the population growth of any area in Jefferson than to check the new meters installed, the new customers of the Water Works District serving it. Here are the increased customers in all five districts

JAHNCKE SERVICE

814 HOWARD AVE.

NEW ORLEANS 4, LA.



Established 1875

DREDGING

SAND — GRAVEL — SHELLS

CONCRETE — BUILDING MATERIALS

SAFEWAY STEEL SCAFFOLDS



CONCRETE PIPE — "CRESCRETE"

MADE AT

CONCRETE PRODUCTS PLANT

IN

JEFFERSON PARISH

in 1958.

Water Works District No. 1 added 2338 new customers to a total of 30,089. District No. 2 added 44 new customers to a total of 2813. District No. 3 added 228 to a total of 3149. District No. 5 added 10 new customers to a total of 1056. District No. 6 added 14 to a total of 749. These figures, of course, do not include Gretna and Westwego, which have their own water plants. Also, you can readily estimate how many newcomers these new customers represent by taking the accepted average of 4½ people to every meter installation.

Added this year to the parish potable water and fire protection resources is the new 10 million gallon plant, office building and 5 million gallon storage tank of Water Works No. 2 at Marrero that supplies Districts 2, 3, 6 and will supply the new District No. 7. Costing \$2,750,000 with a \$103,000 pipe line system behind Gretna to the Plaquemines and Orleans Parish lines.

Water District No. 3 is in the midst of a \$1,315,000 Bond Issue pipeline expansion program of 161,130 feet and new elevated storage tank of 500,000 gallons.

East Jefferson Water District No. 1 continues to lay new water mains to serve the average 2200 new customers a year it has added for the last ten years. This year's program consists of laying 11,000 feet of 12-inch main on Lake Avenue along the New Orleans Terminal Track to Live Oak at a cost of \$104,000, financed out of revenue.

Also, laying 8" pipe from Lake Villa to Avron Boulevard, 12" pipe from Lake Villa to St. Mary Street, and 8" pipe from Avron on St. Mary to Green Acres Subdivision at a total cost of \$98,000 also out of revenue.



The new 200,000 gallon water storage tank at Bridge City of Water Works District No. 5 of the Jefferson Parish Water Department which has in its service area 11 miles of river front and a large amount of land available for heavy industries.

East Jefferson No. 1 is also in the process of moving mains along Jefferson Highway from the Bridge Traffic Circle to Williams Boulevard—about 7 miles—so State Highway Department can expand it to a double lane improved highway.

No. 1 has also completed plans for moving the water mains that will be in the way of the new Interstate Highway System.

During the year 1958 District No. 1 sold 3,118,348,700 gallons of water. Districts No. 2, 3 and 6 sold 1,100,000,000 gallons. District No. 5 averages about 240,000,000 gallons a year. And District No. 7 is just now being activated.

The new \$2,750,000 Water Works District No. 2 plant and office building at Marrero, with a plant capacity of 10 million gallons and a storage reservoir of 5 million gallons—serving Districts No. 2, 3, 6 and will serve District No. 7 behind Gretna to Plaquemines and Orleans Parish lines when put into operation.



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One of the pipe coating operations of H. C. Price Company on Peters Road on the Harvey Canal. This company puts protective coatings on pipe from 3 inches to 36 inches in diameter, including Hevi Cote (concrete), Somastic and Enameling. It also places interior coatings on pipe.

East Jefferson Water District No. 1 is now working on a \$5 million, 5-year Improvement Plan on its property already owned: a 5,000,000-gallon storage reserve tank that will cost \$300,000; a 30,000,000 intake structure pumping station and pipeline costing \$375,000; a 10,000,000 gallon per day excelsior costing \$700,000; a 10,000,000 gallon a day filter building complete costing \$800,000; and a \$1½ million trunk line.

It comes as a surprise sometimes to realize how much is invested in the plants, tanks, pipelines and equipment of the water districts that so faithfully give us our daily water in whatever quantities we wish. Just cogitate these figures.

ASSETS	
No. 1	\$15,559,434.26
No. 2	3,609,672.00
No. 6	1,202,081.83
No. 3	1,710,572.41
No. 5	577,497.24
Total	\$22,659,257.74

It means simply that the people of Jefferson have an investment of over \$22 million in what the average person realizes is the cheapest commodity we can buy today.

JEFFERSON PARISH SAFETY DEPARTMENT

Combining the Division of Regulatory Inspections, the Street Lighting Districts, the Fire Protection Districts and the Traffic Engineering Division

Created under the Parish Council Ordinance of August 21, 1958, this Department is headed by the Director of Safety with offices in the Parish Office Building in Metairie, and is responsible for the above four different parish wide activities.

DIVISION OF REGULATORY INSPECTIONS

The record of the total building permits issued in 1958 (6314 as compared to 6122 in 1957) by the Division of Regulatory Inspections throughout the unincorporated area of Jefferson Parish (including Harahan but excluding Gretna, Kenner and Westwego) show a tremendous increase of 58.2% in the dollar value of the 1958 building permits issued over those of 1957. The estimated total value of all building permits issued in 1957 was \$37,744,375. The 1958 figures show a substantial estimated total of \$59,714,533. Over \$4½ million of this total was for 18 industrial buildings, parish wide.

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Cyanamid's manufacture of this new fiber is a program in which the Fortier plant in Jefferson parish plays a leading role. Fortier supplies acrylonitrile (the chemical from which acrylic fibers take their name) to the company's Florida plant where it is used in making Creslan.

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American Cyanamid Company
Fortier Plant
Jefferson Parish, Louisiana

Although there were 62 less one-family-home building permits issued in 1958 than 1957, the total value was 27.4% higher and the overall figure of all types of homes constructed was 2453 in 1958 as compared to 2391 in 1957. The number of three and four family residences more than doubled (66 in 1958 as against 30 in 1957); the five-or-more family units also more than doubled (16 against 7); and the stores and mercantile buildings constructed in 1958 was nearly double that of 1957 (75 as compared to 42).

The figures reveal a 974.9% increase in the dollar value of motels constructed, a 257% increase in the valuation of industrial building constructed and a 815.5% increase in the valuation of public work and utility buildings erected.

More than anything else this simple column of figures, as issued by the Division of Regulatory Inspections, shows the healthy, consistent parish wide increase in building activity, not only in number of units but in valuation.

STREET LIGHTING DIVISION

The Street Lighting Division of the Department of Safety (combining former districts 1, 3, 5, 6, 7, 8, 9, 10 and 11) has been busily engaged in a parish wide program for more and better lighting facilities. The steady influx of new residents and the continual build-up of heretofore dormant areas have created a large increase in the requests for additional lighting.

All requests for lights are handled individually and each is given the proper investigation by an inspector assigned to the job of specifically surveying the need of that area. Upon the recommendation of this inspector and the approval of the Safety Director, authorization is given the Louisiana Power and Light Company to install the requested light or lights.

Recently an extensive study was conducted of the entire Ninth Ward of Jefferson Parish. The findings of this survey resulted in the drafting of an ordinance by the Council empowering President Spencer to increase the overall wattage of the street lights in the Ninth Ward. The ordinance was passed, the contract was signed and work has begun to change all lights to the standard 300 watt Mastarm fixture. The entire change-over should be complete by the end of 1959.

FIRE FIGHTING DIVISION

This Division includes Fire Districts 1, 2, 3 and 4.

During the year 1958 a new innovation was completed in Fire District No. 2 which adds immeasurably to its overall efficiency. This was the installation of the Central Fire Alarm System which now embraces the entire area of Fire District No. 2. Residents in this area have merely to lift the receiver from the easily identified call box and instantly the call is relayed to the Cen-

(Continued on Page 77)

This picture taken at Fire Department District No. 1 on Jefferson Highway shows a group of trainees receiving instruction on rescue work from Ladder Truck and operation of Aerial Ladder. Training under Fire Chief Marcel Beriot is held about 8 months of the year, three hours daily on three week days and training consists of handling ladders, pump operation, laying lines, rescue work and first aid. In addition to two paid fire departments in Jefferson Parish there are 21 volunteer fire companies from East End to Grand Isle.

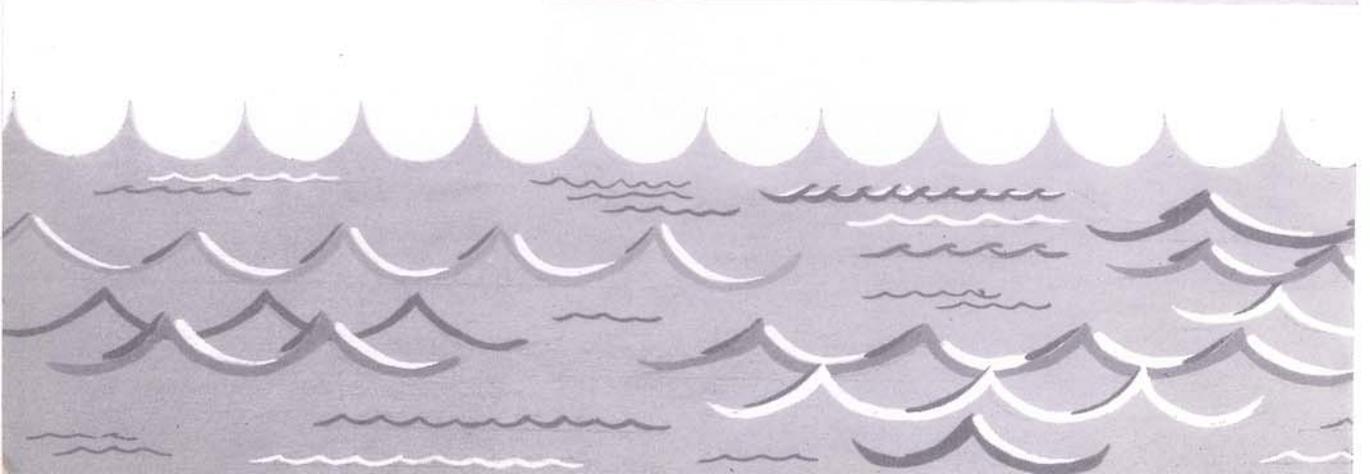
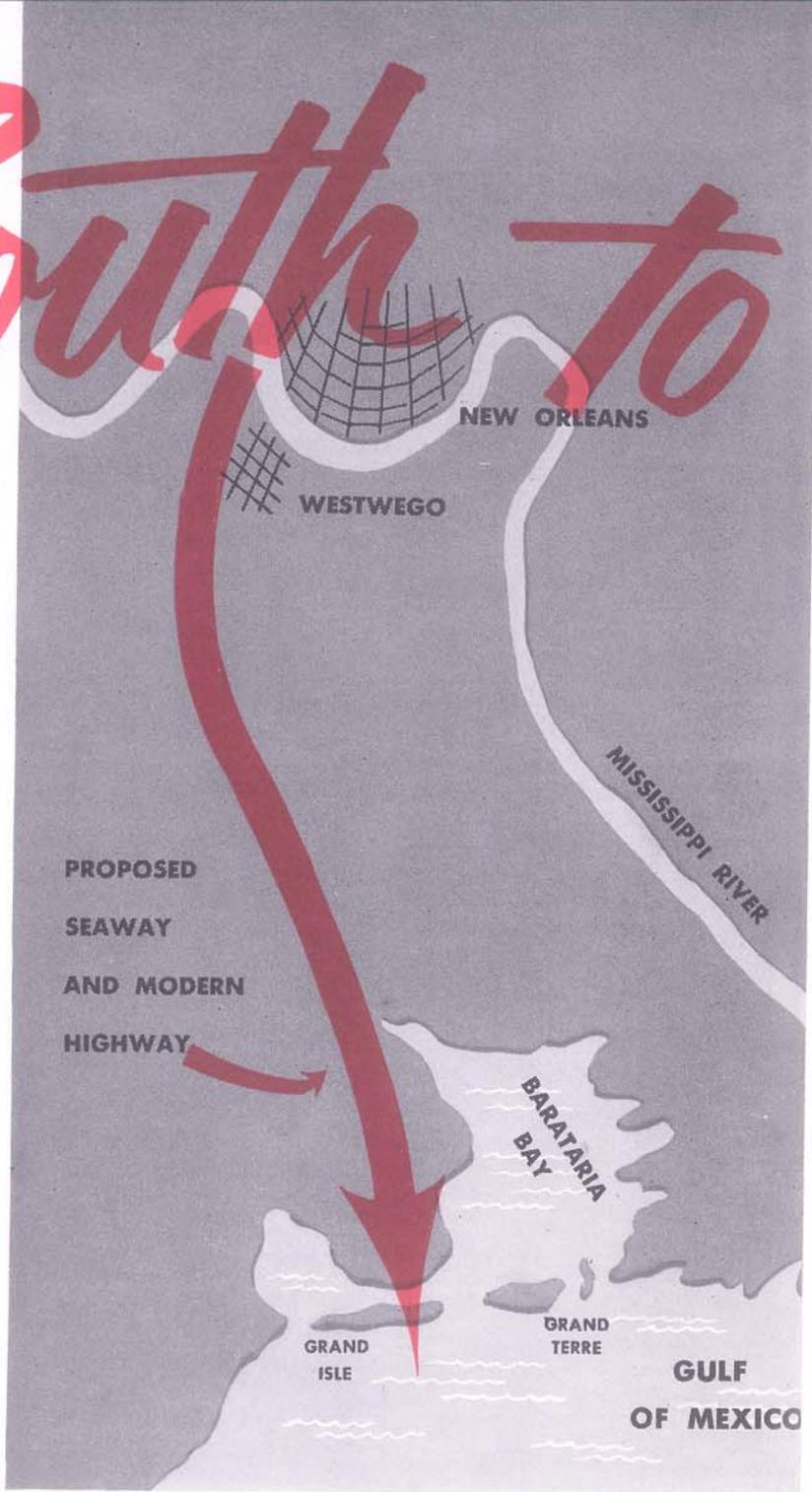


South to

THE STORY OF THE JEFFERSON PARISH INDUSTRIAL SEAWAY

By

Hale Boggs,
Member of Congress,
Second Louisiana
Congressional District



The Sea

EDITOR'S NOTE

Congressman Hale Boggs, the author of the following article, has served in Congress, with the exception of three years of Naval service, since 1941. He has been particularly active in problems involving the commerce and trade of the United States with the rest of the world. Years ago he was one of the authors of legislation liberalizing the functions of the Foreign Trade Zones. He has served as a permanent delegate from the United States Congress to the Inter-parliamentary Union and has represented the American Congress at meetings throughout the free world.

President Eisenhower and others were particularly complimentary to him last year for his work in securing a four year extension of the Reciprocal Trade Program, first instituted by Secretary Hull in 1934. For the past four years he has served as Chairman of the Foreign Trade Policy Subcommittee of the Ways and Means Committee, which subcommittee has carried on studies in many places in the world which have resulted in the expansion of our foreign trade.

Second District Congressman Boggs has also been active in waterway and flood control legislation. He sponsored and secured the enactment of the bill to provide protection from Lake Pontchartrain for the East Bank of Jefferson

Parish, and has more recently sponsored legislation providing a new barge canal in Jefferson Parish to the Gulf of Mexico. (The map of this barge canal is included in the following article.) As a young man he lived in Jefferson Parish and attended both public and parochial schools in Gretna and Metairie. As these few facts will indicate, he knows well both the parish and the subject of the seaway.



There is a very great need for new industrial areas throughout Louisiana—and particularly in the great and growing Parish of Jefferson.

The tidewater channel now being constructed on the East Bank will make available many new industrial sites in that area, but this does not solve the problems of the West Bank in both Orleans and Jefferson Parishes. As anyone who is acquainted with the area knows, the demand for industrial sites on the West Bank is every bit as great as that on the East Bank. The tremendous development along the Harvey Canal and related waterways is the best evidence of this.

During the past four years I have served as Chairman of the foreign trade policy subcommittee of the Committee





An aerial view of the Florida to Mexico Intracoastal Waterway in Jefferson Parish. In the left foreground is Little Bayou Barataria. The stream left to right is Bayou Villars and from the top to the bottom of the photograph is the Intracoastal Waterway through the heart of the parish. The planned Jefferson Parish Industrial Seaway will be about a half mile west of this intersection.

on Ways and Means. In this capacity I have studied trade relations between our country and the rest of the world. Without going into a discussion of these matters, it is appropriate to say here that these studies indicate a tremendous growth in our foreign trade, particularly with the rapidly growing nations of Latin America. This will be reflected in an unbelievable increase in port and shipping activities in our area.

This is why a Jefferson Parish seaway is needed. Back as far as 1849 when the Parish was still a series of disconnected plantations and when the memory of Jean Lafitte and his pirate bands was still fresh in the minds of living folk, a drawing was made showing the practicality of a ship canal from about the present City of Westwego to the Gulf of Mexico.

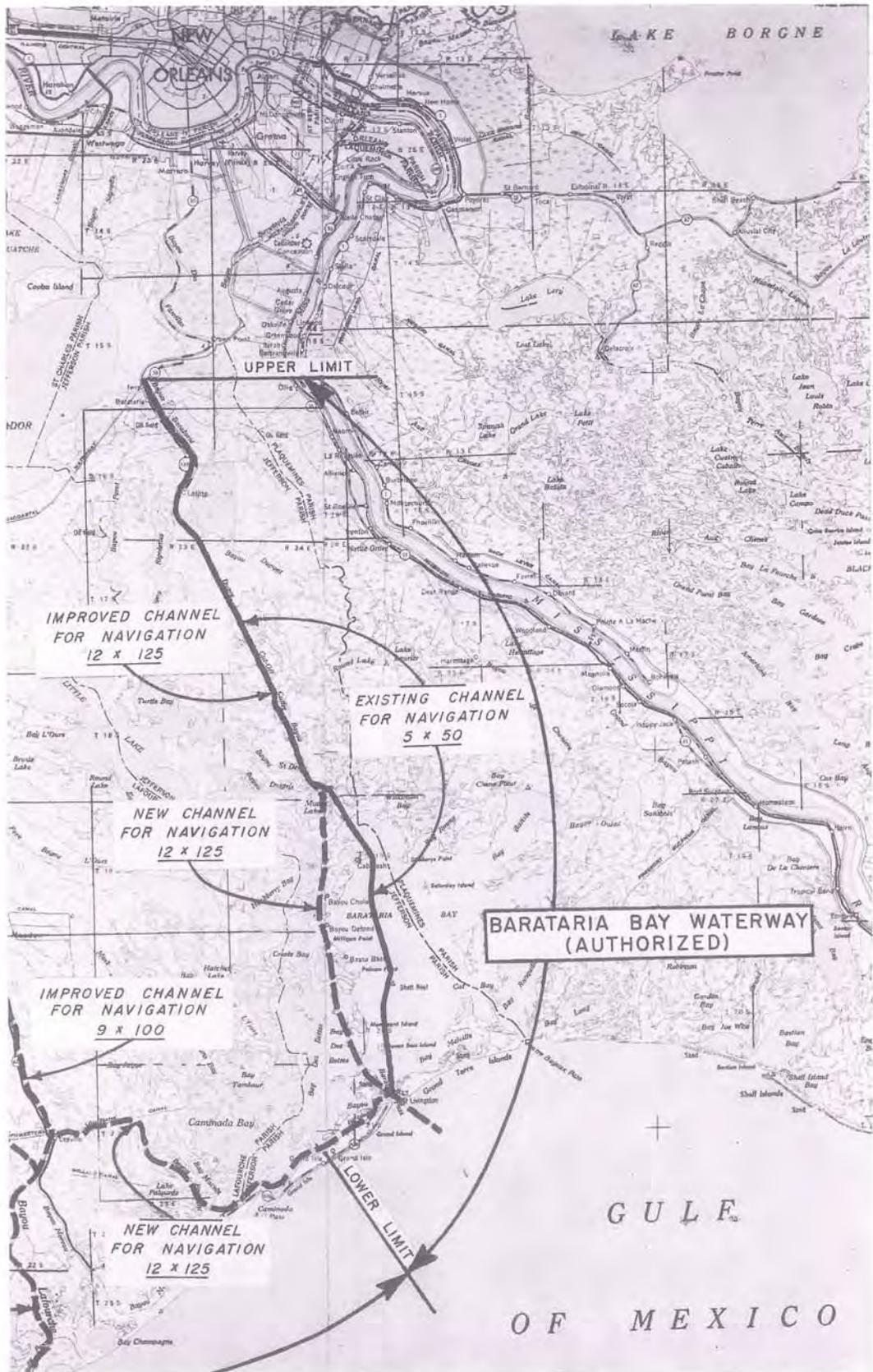
That proposal is roughly the same one now proposed by the Jefferson Parish Seaway Commission, made up of leading industrialists and businessmen in the Parish.

I am told that the Seaway Commission engineers have seen the 1849 map and that the vision of these men of over

a century ago is still as bright now as it was then.

As a matter of fact, Congress as of now has in effect approved a seaway from Westwego to the Gulf. It is, of course, not a ship channel, but when the Barataria Bay Project which has been authorized to the amount of nearly \$2 million has been completed, we will have in operation a barge canal from Westwego to the Gulf and for that matter, because of existing waterways, from Algiers and Harvey to the Gulf. This channel, of course, also connects with the Intracoastal Canal, and through it, the oil fields of Texas and the east coast.

But this still does not solve the problem of a deep sea channel on the West Bank. It is estimated that the present Industrial Canal of New Orleans includes 49 installations comprising an investment of something more than \$65 million with a payroll of something like \$22 million per annum, giving employment to over 6,500 people. Another example is Houston. There, after it opened its tidewater harbor, in 10 years it added a total of 62 new industries with investments of \$65 million.



U. S. Army Engineers map of the Jefferson Parish already authorized barge canal (entirely different and distinct from the planned Seaway) also sponsored by Congressman Boggs and mentioned on the previous page. Approved after a study by the U. S. Corps of Engineers in 1958 this barge canal, to serve and save time for both the oil and fishing industries, will be a nearly \$2 million 12 foot deep by 125 foot wide channel from the Intracoastal Canal at a point near Barataria to the Gulf of Mexico.

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On the Harvey Canal, convenient—speedy—efficient; a leading propeller center . . .

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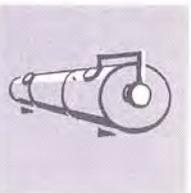
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industry





The famous and historic Barataria Pass between Grand Isle and Grand Terre, around 3000 feet wide and 165 feet deep, that will be the Gulf of Mexico end of the planned Jefferson Parish Seaway. Ever since white men sailed ships in the Gulf of Mexico this pass has been the entrance to Barataria Bay. The photo shows a group of Grand Isle visitors looking across the Pass to Fort Livingston's ruins on Grand Terre.

As early as May 27, 1930 the Board of Engineers for Rivers and Harbors approved the West Bank Seaway with these words in their report: "All things considered, the Barataria Pass route seems more advantageous than any other route considered." But during the Depression Thirties with its concurrent decline in world trade the national economy discouraged and postponed any Federal aid or local action on the seaway issue.

In the early Forties, spurred by the war-time accelerated surge of industry southward and its increasing concentration in the New Orleans area, especially on the West Bank, both Jefferson Parish and New Orleans began again to aggressively promote their separate seaways as vital postwar projects.

On August 5, 1943 the Ship Channel Committee of the Police Jury of Jefferson and the Dock Board of New Orleans presented in public hearing to the U.S. Army Engineers the New Orleans proposed route known as the Alexander Seaway and the Jefferson Parish route then known as the Arrow to the Americas.

Additional hearings were then held and the Corps of Engineers was authorized to make a study of the relative advantages of each project. Their original report, which was sent to the Division Engineer's office in Vicksburg, favored the Jefferson Parish seaway, primarily because of the shorter route to the Gulf and less maintenance. Each canal included the construction of a new lock into the Mississippi River.

However, the Corps of Engineers report was finally returned to the District office from Vicksburg with instructions to delete the lock from the East Bank Seaway and substitute the existing lock of the Industrial Canal in its place which, from an initial construction cost standpoint, in the judgment of the Engineers, made the East Bank project seem more economically feasible. Subsequently this revised report was brought before the Congress and the East Bank Seaway approved.

But just as the Industrial Canal has already been completely developed, one may assume that the prospect of

growth in our area is so great that the East Bank seaway does not preclude one on the West Bank. This is why the Police Jury of Jefferson in 1956 decided to investigate the feasibility of revenue bond financing to construct the seaway.

I am informed that under the provisions of a 1950 Act of the Legislature the Parish of Jefferson and the City of Westwego have jointly incorporated the Jefferson Parish Seaway Commission, made up, as I said before, of prominent citizens of the Parish.

It is not my function to outline the proposals of the Jefferson Parish Seaway Commission. The members of the Commission are much more competent to do this. Elsewhere in this discussion of the Seaway you will find a complete and detailed account of the proposals now being studied and acted upon.

Suffice it to say that the West Bank seaway is something that must and will come. Not only does it offer prospects for a vast industrial development, bringing untold wealth to South Louisiana and particularly to Jefferson Parish and its people, but it also offers a

new fast route by express highway along its banks to the Gulf of Mexico and the unsurpassed recreational facilities of Grand Isle.

Such a highway paralleling the ship channel will bring millions of dollars in tourist revenues to the State of Louisiana and should make an immense contribution to retiring any bonds that are issued in connection with the proposed project. In addition to this, I am informed by petroleum engineers with both the State of Louisiana and the Department of Interior in Washington that we have barely scratched the surface in the tideland developments immediately off the shores of Jefferson Parish and adjoining parishes. This highway would be of inestimable value in this multi-billion dollar development for the state of Louisiana.

We are on the march in Louisiana and a West Bank seaway is as much needed to continue this forward progress as anything that I can think of, and I congratulate the forward minded people who are working for its completion.

Hale Boggs, M.C.

DATA ON THE SEAWAY CONTINUED PAGE 33

The coming Jefferson Parish Seaway will permit such huge super oil tankers as pictured below to penetrate the Jefferson Parish oil fields and take on their cargoes of black gold. The Seaway will be designed to easily accommodate the longest and largest ships afloat.





AIR VIEW OF PLANT

The largest insulating board plant in the world. The Celotex Corporation's plant at Marrero.

CELOTEX

The Celotex Corporation
MARRERO, LOUISIANA

The proposed 50 mile revenue bond financed Short Cut through the heart of Jefferson to the Gulf of Mexico will intersect with the Intracoastal barge traffic, will provide a huge Inner Harbor for ocean commerce, miles of additional waterside industrial sites and a modern highway from the West Bank Expressway to Grand Isle.

Jefferson Parish, now recognized as the most concentrated and fastest growing industrial area in the Deep South, with already more than two manufacturing plants for every mile of its length, including five of the largest of their kind in the world, is feeling the pressure of its stupendous industrial growth.

It must — and quickly — provide additional industrial sites, warehouse room and shipping space for the steady influx of future industrial concerns in-

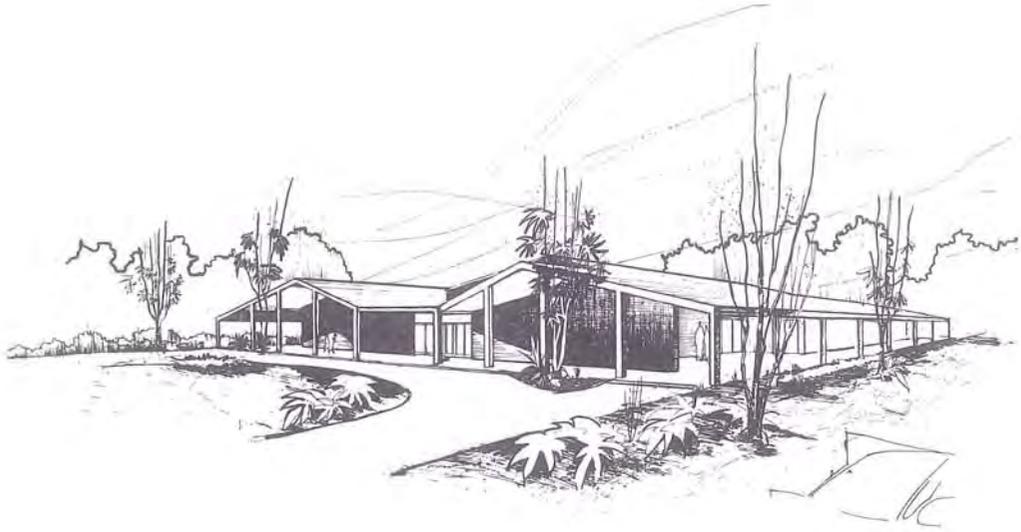
terested in this prolific parish that is rich in water, natural gas, oil, sulphur, electric power, and an excellent pool of trained and contented labor, served by every means of transportation known to modern man including trunk line railroads, located at the crossroads of the nation's inland waterways system, and strategically placed on both sides of the Mississippi River — in fact, possessed with every advantage required by modern industry except an inner harbor and short cut to the sea.

So — in 1956, the Police Jury of Jefferson decided to work out ways and means to finance and construct its own seaway.

Availing themselves of the provisions of Title 33, Sections 1321 to 1332 inclusive Louisiana Revised Statutes of 1950, the Parish of Jefferson and the City of Westwego jointly incorporated for 99 years in May 1956 the Jefferson Parish Industrial Seaway Commission. Under the provisions established by law

Serving the coming Jefferson Parish Short Cut to the Sea and Industrial Harbor will be the huge West Bank Railroad Yards pictured here. This aerial view shows the American Liberty Tank Terminals and Avondale Marine Ways on the river together with part of a 200 acre Industrial Area for future manufacturers. Also the yards of the Texas Pacific-Missouri Pacific Railroad Terminal of New Orleans for the expansion of which 13.9 acres have recently been purchased. It includes a diesel shop, 3 trainyard tracks, 14 classification tracks and 8 rip tracks. Ground has been broken and construction started for a 60% expansion. Also shown are the Yards of the Southern Pacific with 5 trainyard tracks, 20 classification tracks and a round house and turn table.

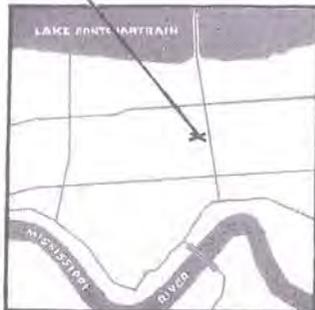




TO BETTER SERVE JEFFERSON

Not just a branch, but a complete funeral home, this facility is dedicated to serve East Jefferson in the finest traditions. Spacious and quiet, air conditioned throughout, and with ample grounds for off-street parking, it offers every convenience and privacy at a price within reach of every family.

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In New Orleans: 4127 So. Claiborne Avenue

AFFILIATED WITH DELTA LIFE INSURANCE COMPANY



The planned Jefferson Parish Industrial Harbor and Seaway will serve the commerce of the world — bringing into the heart of Jefferson and docking such merchant ships as the SENATOR shown here, one of the 74 freighters of the Harrison Line of Liverpool, England, operating between the U. S. Gulf ports and Liverpool and Manchester carrying general cargo.

this Commission has the authority to plan, construct, operate, maintain and manage in behalf of the Parish of Jefferson and the City of Westwego a seaway, or deep water navigation canal, together with all necessary wharves, industrial sites, bridges, tunnels, roads and all required facilities.

Each of the two corporate bodies appointed four of the eight commission members to serve without pay for terms varying from four to seven years. The official domicile of the Commission was established at City Hall, Westwego, Louisiana. The mailing address is Box 9273, Metairie, Louisiana.

THE POWERS AND RESPONSIBILITIES OF THE JEFFERSON PARISH SEAWAY COMMISSION

Previous to and in preparation for the organization of the Seaway Commission the Parish of Jefferson and the City of Westwego had made the following contracts:

With an internationally known firm of Engineers who specialize in design of harbors and waterways, for engineering services.

With two of the outstanding nationally recognized legal firms in the bond and finance field for legal services.

And with a fiscal agency for advisory services relative to arranging for the purchase of such revenue bonds as may be issued for the Seaway.

The preliminary engineering survey and study by everyone concerned has involved an expenditure close to \$200,000 to date and has covered a period of three years during which time the Seaway Commission was organized. (This does not include the many thousands of dollars spent by the parish, the industries and the railroads over the many previous years promoting a West Bank Seaway.)

This comprehensive study and survey comprised an engineering and construc-

(Continued on Page 120)



RESIDENTIAL JEFFERSON

By FRED H. CATHEY, Chairman
EAST BANK COUNCIL
and DON W. ROBBINS, Chairman
WEST BANK COUNCIL
CHAMBER OF COMMERCE OF
THE NEW ORLEANS AREA

Photography by Eugene Delcroix

Jefferson Parish has long proudly proclaimed its status as the fastest growing industrial area in the Deep South. In this issue it describes the diversity of its recreational facilities. But, outside of occasionally mentioning the fact that Metairie is recognized as the finest residential section in the entire Orleans-Jefferson area, it has been extremely modest about its homes.

Throughout the entire United States 60% of the 51 million households own their own homes. Jefferson Parish in this category runs well over 90%. Back as far as 1947 Jefferson built 1700 homes in that year, reported 2000 in 1950, and in 1955 Jefferson led Louisiana and New Orleans in new home building, mostly to take care of new residents brought in by the new jobs of Jefferson's expanding industries and businesses. Of those new residents 97% either built or bought their own homes. The pace has steadily accelerated. In the year 1958 there were permits granted, in the combined unincorporated and incorporated areas of Jefferson Parish, for the building of 3026 new homes of all types.

Homes are built or bought in general for three fundamental reasons: Because the owners have decided to raise their families and spend their lives in the city or community where they are happy and contented—because their job

is steady or their work successful and their income adequate to give them the feeling of permanence and security—and because they believe in a continuing prosperous future both for themselves and the locality in which they have planted their roots.

Add to these general motivations the stimulation of the new and attractive residential sections being opened up around Jefferson's lake front, off the new highways and near the booming West Side approach of the Mississippi River Bridge, and you have the basic explanation for the steadily increasing pace of Jefferson's home building. Realtors and business men both consider the large tracts of land available for residential development on Jefferson's West Bank and its lake front area as the home building frontier of the next few years. Here those people who like to live close to the metropolitan area, and yet have suburban advantages, will build and buy.

On the East Bank for the past several years, ever since Jefferson's lake front area has been protected from flood, families have been moving in a steady stream in that direction from the congested areas of New Orleans. Over 75% of these new home buyers or builders are young couples under 40 years of age and more than 95% of these have three or more children. In expanding resi-



dential Jefferson they find yard room to raise their families and are close to the recreational facilities provided by Lake Pontchartrain. In the new subdivision of Westgate alone 743 homes had been completed as of July 15.

The surge to the West Bank of Jefferson is just getting under way—triggered of course, by the recent opening of the Mississippi River Bridge. Now under construction is the James J. Cullota subdivision at Waggaman which, when completed, will contain 500 new homes. The Shelby Construction Company has just started its vast new residential project on the West Bank which will provide 5000 dwellings immediately, with 10,000 to be built eventually. Throughout the parish are now operating in excess of 150 contractors specializing in building homes from \$5000 up, with many running over the \$100,000 valuation.

Attractive also to new Jefferson Parish home owners are the standard parish practice of assessing a dwelling for only 20% of its valuation . . . the \$2000 Homestead Exemption to all civilians and a \$5000 Homestead Exemption for veterans of World War II and Korea which may be utilized for 5 years after their discharge from service . . . and the excellent and enforced electric, plumb-

ELMWOOD — OLDEST STILL OCCUPIED RESIDENCE IN THE MISSISSIPPI VALLEY

Facing the Mississippi River on the road to Harahan, a short distance from the Huey P. Long Bridge, is this nearly two century old former plantation home, paradoxically called "Elmwood" although surrounded by a hollow square of ancient oaks three rows deep.

It was built in 1762 on a 5000 acre land grant secured in 1719 by the French Colony of Louisiana's Attorney-General Joseph Chauvin Lafreniere, who actively figured in early Louisiana history as one of the ring leaders of the abortive revolution against Spanish rule for which he was executed by the Spanish Governor-General O'Reilly.

This home served its first owners both as a dwelling and a fortress. The gun slots still exist in the walls. Elmwood, of West Indian architecture originally, was two stories high, but in February of 1940 the upper floor was destroyed by fire. The first story pillars however remained intact and the house was artistically restored as the beautiful plantation cottage it is today. It has over its nearly two hundred years served several owners, all of whom have carefully preserved both its beauty and its history. It is now the home of Dr. and Mrs. Robert Holmes.

ing and building code of the parishwide Regulatory Inspections which not only protect the owner during construction but guarantee the maintenance of the neighborhood's building standards.

It is our pleasure on following pages to present to you a few of Jefferson's representative homes, including our oldest and some of our new, selected by the Review photographer.



The attractive Ranch style home of Mr. and Mrs. Nolan L. Vicknair at 715 Fos Avenue in Harvey—designed in New York and floor plan obtained through "House of the Week" in States-Item. It was completed in late 1957, consists of 8 rooms, garage and patio and is faced with light Mexican chipped brick and redwood gables.

RESIDENTIAL JEFFERSON

Harvey and Marrero

Built in 1959 this cozy air conditioned brick veneer home of Mr. and Mrs. Billy Black of 5068 Page Street in Marrero has 3 bedrooms and 2 baths, family area in the rear, dressing alcove in master bedroom, a double carport and built in electric refrigerator and range, with front door flanked by two natural gas lamps.





The brick planters, part of the architecture, give this bungalow of Mr. and Mrs. A. L. Gullede of 603 Plaza Street, Bridge City, a distinction all its own. Featuring a large quarry tile floor Family Room, a screened porch all across the rear and surrounded by a landscape plan of trees and flowers this home is designed "for a heap of living."

MORE RESIDENTIAL JEFFERSON

Bridge City and Bayou

This appealing six room, all white bungalow, the home of Mr. and Mrs. Loron P. Robinson of Lafitte, was built in 1951 on the bank of Big Bayou Barataria, one of the most beautiful scenic spots in Jefferson Parish. As can be deduced the work pirogue on the lawn is as important to this Lafitte family as the garage built into the bungalow itself.



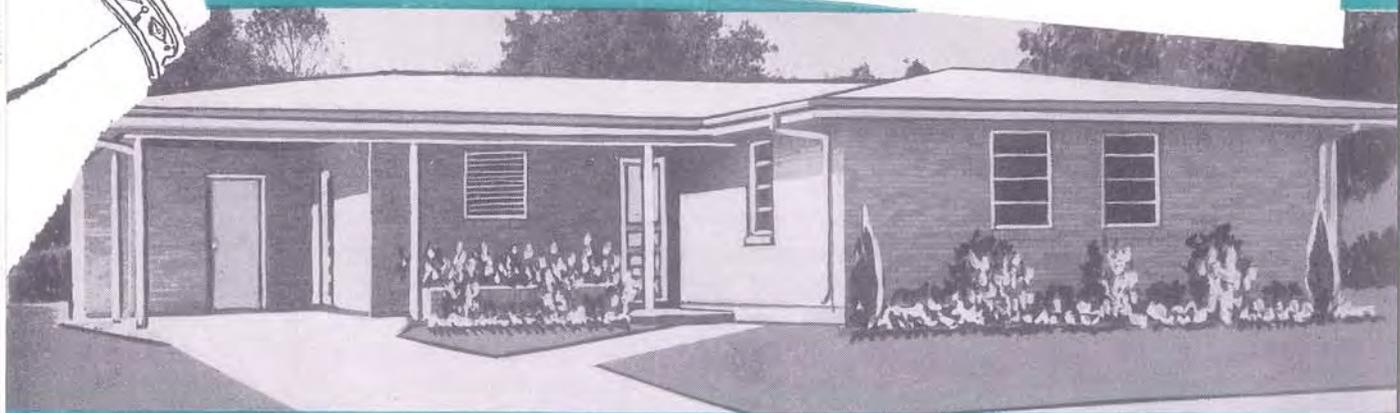
Helping JEFFERSON Grow!

Over 1000 Lattie Homes Completed in



BISSONET
Plaza

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Quality Materials and Expert Craftsmanship Typify Lattie-built Home.

As the largest home builder in the parish, we are conscious of our responsibility to construct the finest possible home . . . at the lowest possible cost . . . and to develop model communities that provide for all the comfort and convenience of their residents.

We sincerely believe our homes will stand the test of time, and increase in value over the years.

This is our pledge: To continue to build fine homes in lovely neighborhoods for the literally thousands of families who feel Jefferson Parish is the ideal area to live, and rear their families.

LATTIE CONSTRUCTION CO.

Tom Lattie, Developer

WESTGATE Homes
21-7-8291

BISSONET PLAZA Homes
VE 1-1918



This home of Mr. and Mrs. Michael A. Mannina of 859 Newman Avenue in Jefferson, built in 1951, has all the conveniences of modern architecture — built-in dressing tables, large double sliding door lockers, built-in bookshelves, gas range, disposal unit, dishwasher and snack bar. Plus the outdoor attractions of a large yard and surrounding shade trees.

MORE RESIDENTIAL JEFFERSON

Modest and Colonial

This handsome brick Colonial home of Mr. and Mrs. John F. Clark, Jr., of 619 Iona Street, Metairie, is mellowed by over a quarter century of loving occupancy and care. It was built in 1930 and was one of the first homes constructed in the then new Metairie Club Gardens. This beautiful house and its spacious lawn occupies two lots with a front of 168 feet.





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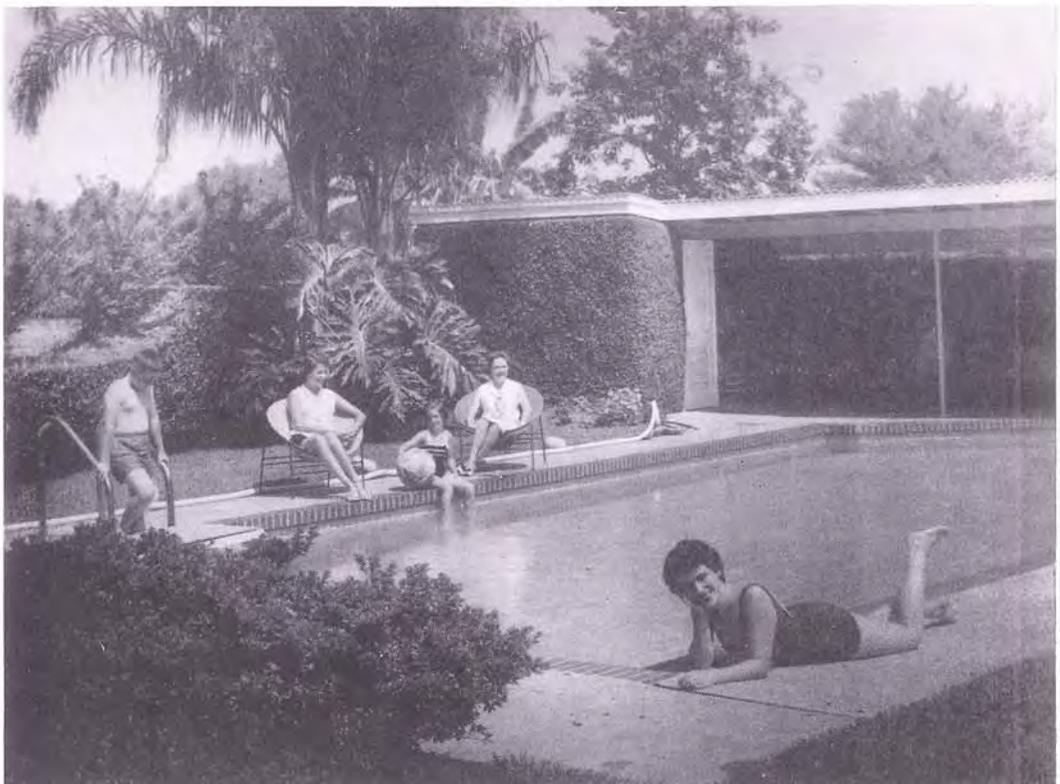


This two story brick veneer home of Mr. and Mrs. Jerome L. Tujaque at 450 Woodvine Avenue, Metairie, has a special one story Family Room at the left overlooking the swimming pool pictured below. This comfortable room is embellished with interior planting, a fish pond, a flagstone floor, a tropical bar and the wall built of brick waist high around the inside of the room.

MORE RESIDENTIAL JEFFERSON

Home and Pool (Continued Page 177)

Built in 1950, the Tujaque home pictured above was one of the first in the area to add a swimming pool. This pool, constructed by Paddock Pools of Texas has an area of 18 feet by 36 feet and with the surrounding landscaping is one of the most attractive and popular features of the Tujaque household and hospitality.





THE LAND OF

By Ray M. Thompson

FOREWORD

In the early Forties the author of this article wrote, and the Jefferson Parish Yearly Review published, the now long out-of-print book called "The Land of Lafitte the Pirate."

It was the tale, equally told with pictures and prose, of that colorful leader of the Baratarians, that lovable rogue Jean Lafitte who, with his thousand fighting men helped Andrew Jackson and his tiny hastily assembled army win the Battle of New Orleans and personally became a pirate only after he had been pardoned as one . . . that swashbuckling freebooter that roamed Jefferson Parish almost a century and a half ago and to whom Americans have recently been re-introduced in Cecil B. DeMille's movie "The Buccaneer" starring Yul Bryner.

This book was also the picture and prose story of the land of Lafitte, the beautiful bayou country of Jefferson Parish and its two islands of Grand Terre and Grand Isle.

On these two islands the Baratarian smugglers and the Gulf privateers, under the able leadership of Lafitte, established their illegal headquarters and strong hold. Here their warehouses and barracoons often bulged

with a million dollars worth of plunder from captured merchantmen and black ivory, or slaves, from overtaken blackbirders.

Through the intricate maze of bayous, bays and lakes between Grand Isle and Jefferson's west bank of the Mississippi across from New Orleans they paddled their contraband in pirogues and laughed at the law for ten long years . . . brazenly peddled their black market merchandise through their depots and agents as far east as Pensacola and as far north as Natchez . . . until their dramatic participation in the successful defense of New Orleans transformed them from pirates to patriots. The defeat of the British on that January 8, 1815, ended the career of Lafitte the Pirate in Jefferson, but it started the career of the land of Lafitte as one of the nation's most unique, picturesque and exciting year round recreation lands.

Today the beach of the buccaneers on Grand Isle is the beach of sun and surf bathers. The Gulf waters just beyond the 165 foot deep and 3000 foot wide Barataria Pass between Grand Isle and Grand Terre, through which the loot laden privateers sailed into Barataria Bay, safe from storm



IS NOW THE LAND OF LEISURE

and from the sight of enemy men-o-war, is today rated one of the ten best fishing spots in the world and is the locale of the annual Grand Isle Tarpon Rodeo. And the liquid labyrinth of Jefferson's bayou country, in which the Baratarian smugglers so long eluded the customs patrols, is today a part of the "Sportsman's Paradise" the Louisiana auto license tags proclaim to the world and is the stage setting for the annual Pirogue Races and the Blessing of the Fleet.

The land of Lafitte has become the land of leisure and pleasure — the year round outdoor playground of Jefferson's residents and their guests and sizable segments of thousands of annual South bound visitors, vacationers and sportsmen.

* * * *

Jefferson is just as proud of its recreational facilities as it is of its industrial facilities.

This paradoxical parish that averages over two manufacturing plants for every one of its sixty miles in length also possesses Louisiana's only salt-water resort area on the Gulf of Mexico — the 8½ mile long beach, bay and beauty of Grand Isle. It not only claims unlimited water for its increasing in-

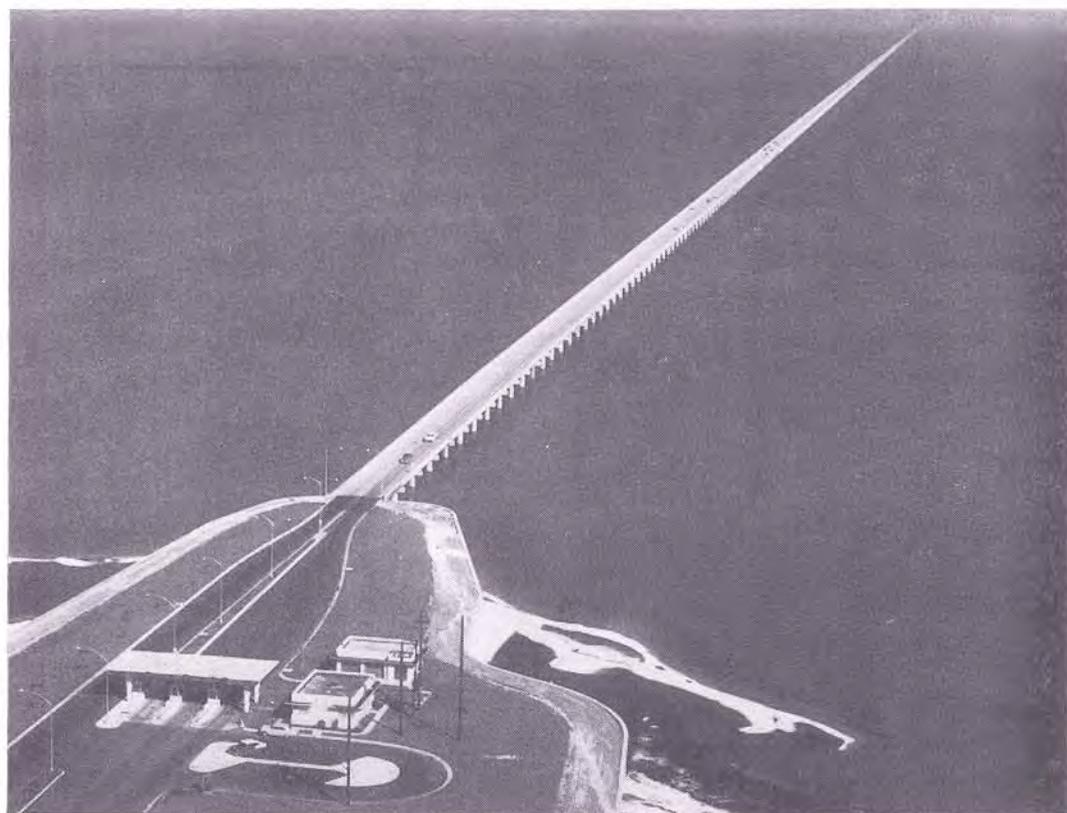
dustries and its rapidly mounting population, but boasts of the amazing diversity of its year round salt and fresh fishing waters for its resident and visiting piscators — river, bays, lakes, bayous, canals, ponds, and the Gulf itself. With the same zest that it calls attention to available industrial sites it points out its miles of marshland and woodland cover that provide some of the finest duck and deer hunting in the Deep South.

In the same breath that reminds you of the nationally famous annual Tarpon Rodeo at Grand Isle it casually recounts that Silver Kings as big as 169 pounds have also been pulled in from skiffs on Jefferson's northern boundary patch of Lake Pontchartrain.

As it tells how Jefferson Parish back in 1935 promoted the world's first pirogue paddling championship race on Bayou Little Barataria, it also announces that this year the world's first SCUBA Diving Tournament (SCUBA meaning Self Contained Underwater Breathing Apparatus) was held at Grand Isle in August.

JEFFERSON'S INTRIGUING ISLANDS

Grand Terre and Grand Isle — Lafitte's historic headquarters.



LAKE PONTCHARTRAIN CAUSEWAY

The World's Longest Bridge begins in Jefferson Parish

The 24-mile-long Lake Pontchartrain Causeway is a magnificent symbol of the continuing progress of Jefferson Parish. The Causeway serves as a direct north-south thruway for local, tourist and commercial traffic. It connects busy,

booming Jefferson Parish with St. Tammany Parish's famed Ozone Belt vacationland north of Lake Pontchartrain. More than 4 million vehicles have crossed the world's longest bridge since it opened on August 30, 1956.

Administered by the
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Member



Still standing on Grand Isle is this home of Louis Chighizola, one of Lafitte's trusted lieutenants, who was called "Nez Coupe" (Short Nose) because his olfactory organ had been shorn flush with his face in a sea battle. But the big oak whose branches once shaded the house, and in the trunk of which was a hole where legend says Lafitte left and received secret messages, has succumbed to time—until today it is the bare skeleton against which the young island visitor is leaning.

On Grand Terre his cannon commanded strategic Baratavia Pass. After Lafitte's day this island became a sugar plantation owned by one man, Jean Baptiste Moussier. In 1850 on the part of the island facing the Pass the U.S. Government built Fort Livingston, whose 300 men and 52 guns surrendered without a shot to the Confederates in 1861. It never saw action in the War Between the States as Farragut bypassed Grand Terre in his capture of New Orleans. Abandoned after the War Fort Livingston was partially destroyed in the hurricane of 1893 and took another beating in the hurricane of 1915.

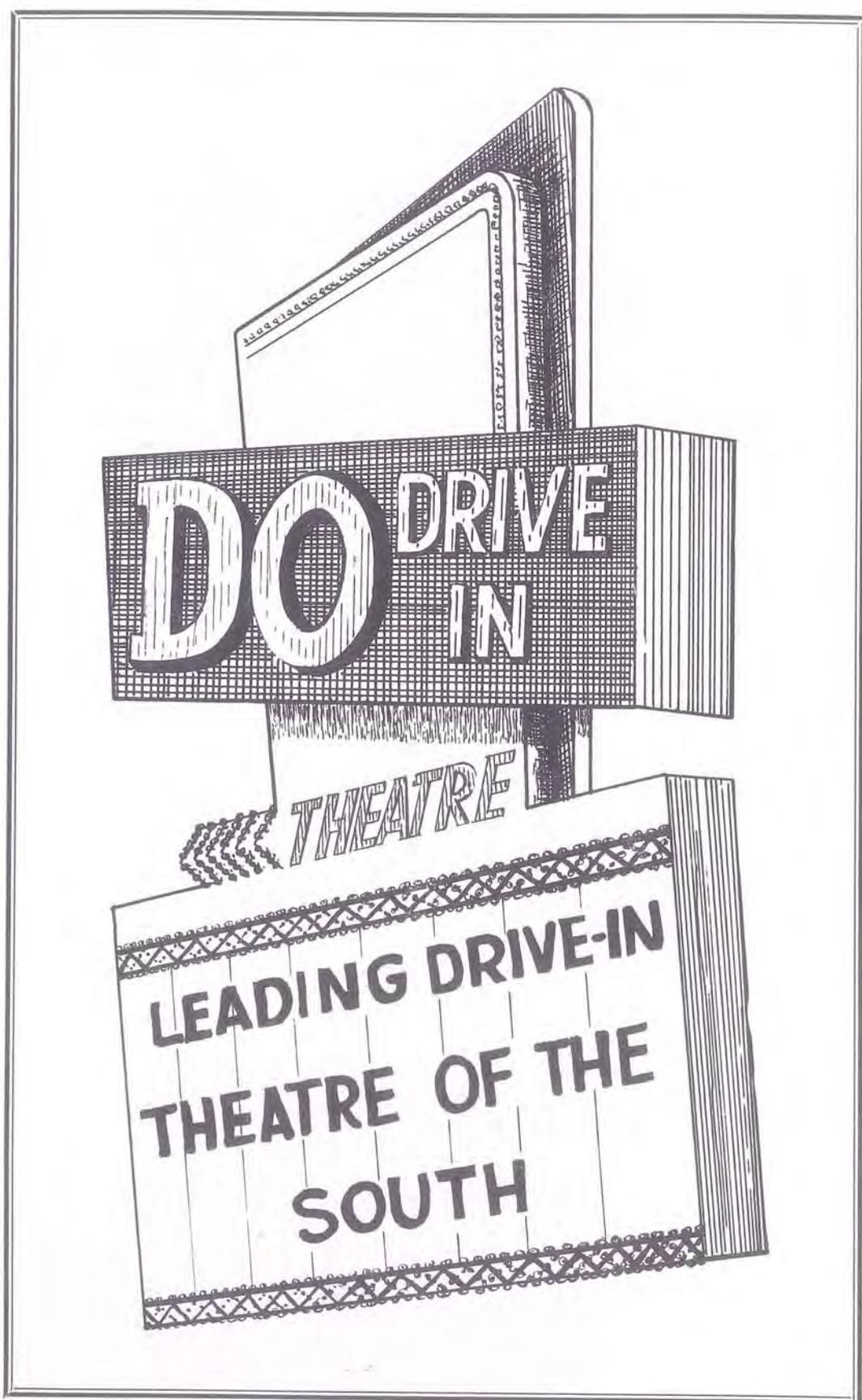
Today its ruins form the picturesque backdrop to the almost continuous pass-

ing of the shrimp fleet and the sport fishing boats, and to skiff fishermen in the Pass itself, near the wreckage of the Fort's toppled walls, pulling in sheepshead and speckled trout and bull reds running to 25 pounds, every bit as flavorful as their delicious 6 pound brothers. Bull reds up to 60 pounds have been frequently caught here.

Just beyond Grand Terre by the sea buoy that marks the open channel starts the outside tarpon rodeo waters—wherein are also found schools of Spanish mackerel, the exciting Jackfish which only lacks the spectacular leaps of the Silver King itself, and the cobia or ling or lemon, one of the finest eating fish that swims.

This peaceful, sun dappled woodland path on Grand Isle is locally known as Cemetery Lane. To the right is the picturesque graveyard where is buried Louis Chighizola, Junior, the son of "Nez Coupe." It was he who planted the double line of live oaks that still run lengthwise through the heart of the island.







As long as there is a rolling surf at Grand Isle, and as long as its beach of golden sand exists, this southernmost point of Jefferson will be a weekend and vacation mecca for those who love the immensity of saltwater, the kiss of the sun, the hug of the Gulfbreeze and the feel of glowing health that one day on the island develops.

Grand Isle — where Lafitte's men roistered and rested on the same golden sands where today's harried victims of civilization's pressures return again and again to relax . . . where the water in winter is as warm as the north Atlantic Coast resorts in mid-summer, and where the surf bathing, because of three outlying protective sand bars, is free of undertow.

Grand Isle — only 8½ miles long and ¾ of a mile wide, with its man planted spine of patriarch oaks, its pink and white and red oleander hedges planted as windbreakers, its lovely moss draped and honeysuckle bordered lanes leading to the white scrubbed steps and galleries of the islanders' homes, many of

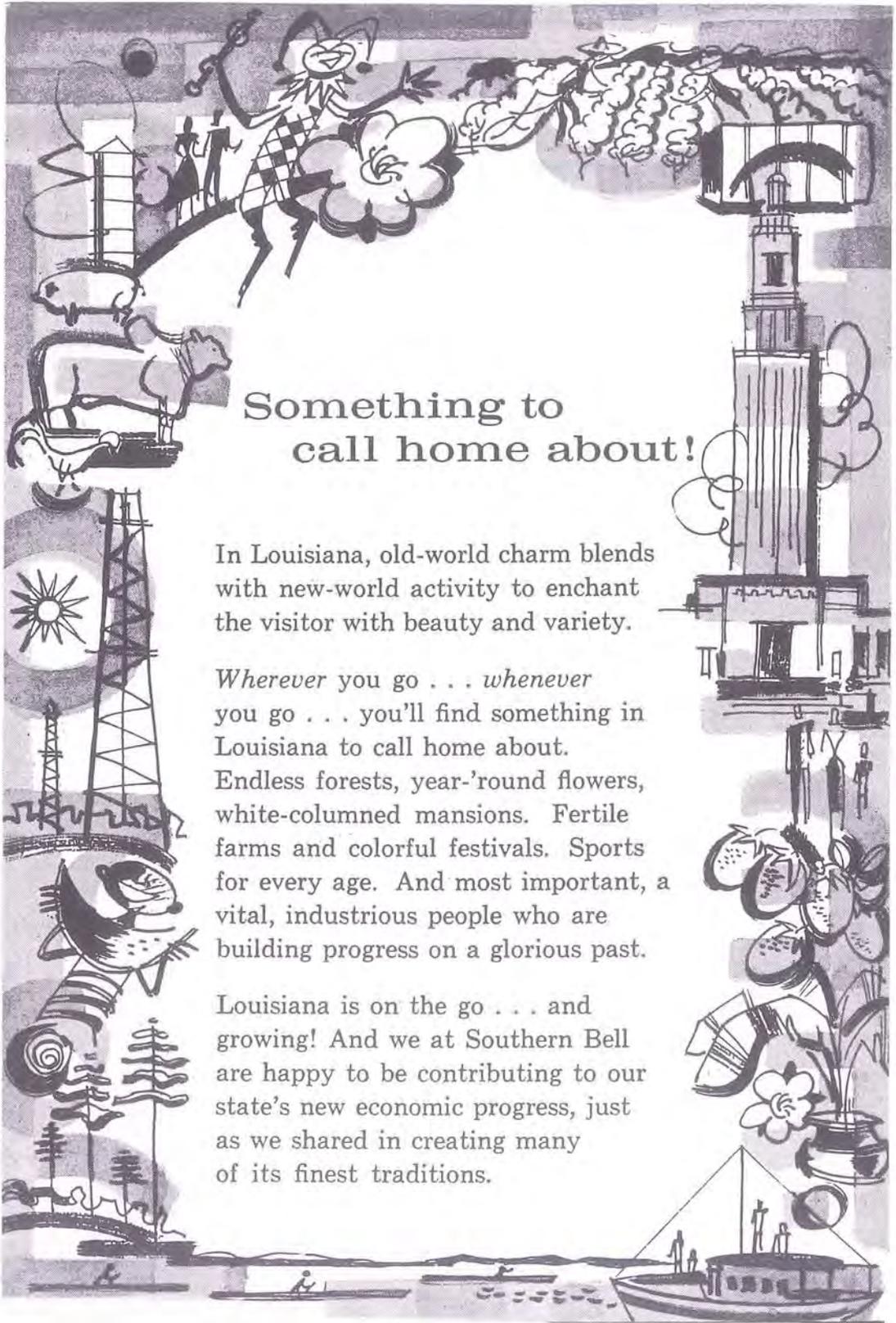
whose ancestors had been smugglers and fishermen fifty years before Lafitte entered Louisiana history.

In spite of the towering gas flare that now illuminates the island at night and the offshore sulphur mine pipe line activity on its extreme east end, both of which proclaim the recent invasion of its privacy by industry, fishing continues to be Grand Isle's passion, its profession and its pastime.

In the calm anchorage of Bayou Rigaud at the back of Grand Isle, where the competing boats tie up in tarpon rodeo time, a fleet of around seventeen deep sea charter fishing boats are available the year around. For fishing is a twelve month sport on this island.

Long before the adventurous days of Lafitte, in fact on September 2, 1758, the Rigaud family, after whom Bayou Rigaud is named, came to Grand Isle and settled. The lush land of the virgin island and the bountiful waters of the Gulf provided them with a happy life and a comfortable living. At one time they owned all the island. They have never left it in all that two hundred years and still own considerable property. In this picture Arthur "Chas" Rigaud, who is 65, and Benio "Babe" Rigaud, who is 73, are regaling several fascinated island visitors with tales of the island and the family. The house, on the porch steps of which they are sitting, is itself 80 years old.





Something to call home about!

In Louisiana, old-world charm blends with new-world activity to enchant the visitor with beauty and variety.

Wherever you go . . . whenever you go . . . you'll find something in Louisiana to call home about. Endless forests, year-'round flowers, white-columned mansions. Fertile farms and colorful festivals. Sports for every age. And most important, a vital, industrious people who are building progress on a glorious past.

Louisiana is on the go . . . and growing! And we at Southern Bell are happy to be contributing to our state's new economic progress, just as we shared in creating many of its finest traditions.

Southern Bell in Louisiana

Any expert fisherman will see that while these young ladies are showing excellent form, it is not surf fishing form. However, they are demonstrating very beautifully that the surf of Grand Isle abounds with speckled trout and rat reds for the surf fisherman with the time, the tackle and the talent.



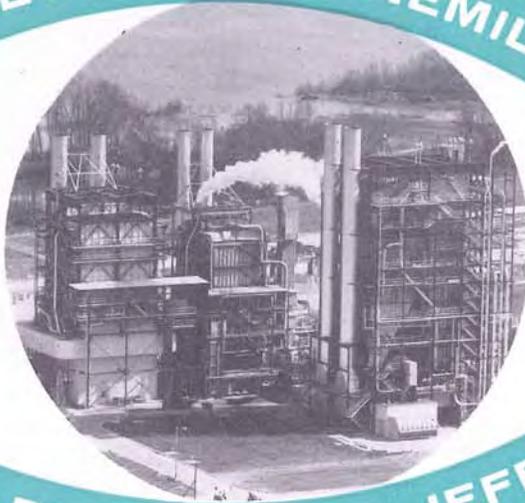
You'll see its visiting and local fishermen, waist deep in the Grand Isle surf, casting for speckled trout . . . you'll see them when the water is calm gigging for that famous flat flavorsome fish, the flounder . . . others fishing from skiffs in Barataria Bay for those pan frying beauties, the specks, and still others from the bridge that connects Grand Isle with the mainland at Cheniere Caminada fishing for sheephead. Forneest Milliet, who keeps store at Bayou Rigaud, one year kept track of over 2½ tons of redfish brought in by sport fishermen before he lost count.

Something new has been added to Grand Isle fishing since the offshore drilling rigs appeared in the Gulf. Certain fish love to loiter in the shadows of the oil rigs — bluefish, pompano, spade fish and especially the lemon fish which also use the steel supports to scrape off parasitic sucker fish. Now the small power boats can safely venture out this far for real deep sea fishing for they can moor to the huge oil rigs in case of bad weather. Offshore also are numerous red snapper banks.
(Continued Page 138)

There is year round saltwater fishing at Grand Isle. In fact, the Islanders boast that some species of game fish can be taken any time the weather permits boats on the water. At least seventeen charter fishing boats dock at Fisherman's Wharf on the east end of the isle, with only a few minutes run through Barataria Pass to good fishing waters for tarpon, mackerel, redfish, jack cravelle, cobia and many others.



THE VIEW FROM NINEMILE POINT



A FINE FUTURE FOR JEFFERSON

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THE TWO BIRTHDAYS OF OIL

1859



DRAKE WELL

PENNSYLVANIA

**JEFFERSON
PARISH**

1935



LAFITTE NO. 1

By Harry X. Bay, Division Manager

Texaco Inc., Domestic Producing Department, New Orleans Division

The story of oil, the producing, refining and marketing of which comprise the nation's third largest industry, (only exceeded by agriculture and the combined utilities—gas, electric and communications) is one of the most dramatic in history.

The scientists tell us that crude oil, or petroleum (which comes from a Greek word meaning "rock oil") was formed, like coal, as long as 500,000,000

years ago from the vegetable and marine life left by the innumerable seas that in those millions of years have periodically covered the surface of the earth. Oil is found in folds or domed spongelike layers of porous rock, such as sandstone and limestone, and when the latter are roofed with impervious rock an ideal oil trap may be provided.

It exists in many countries on all continents, many islands of the sea, and

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under the ocean floor itself. The increasing search for oil and gas is one of the most exciting and costly adventures of modern business. For today, the main products of petroleum not only lubricate and power practically everything that moves, but from this same crude oil can be made over 4,000 other products — including the relatively new and constantly increasing family of petro-chemicals. Oil is modern man's most versatile and indispensable element.

OIL AMONG THE ANCIENTS

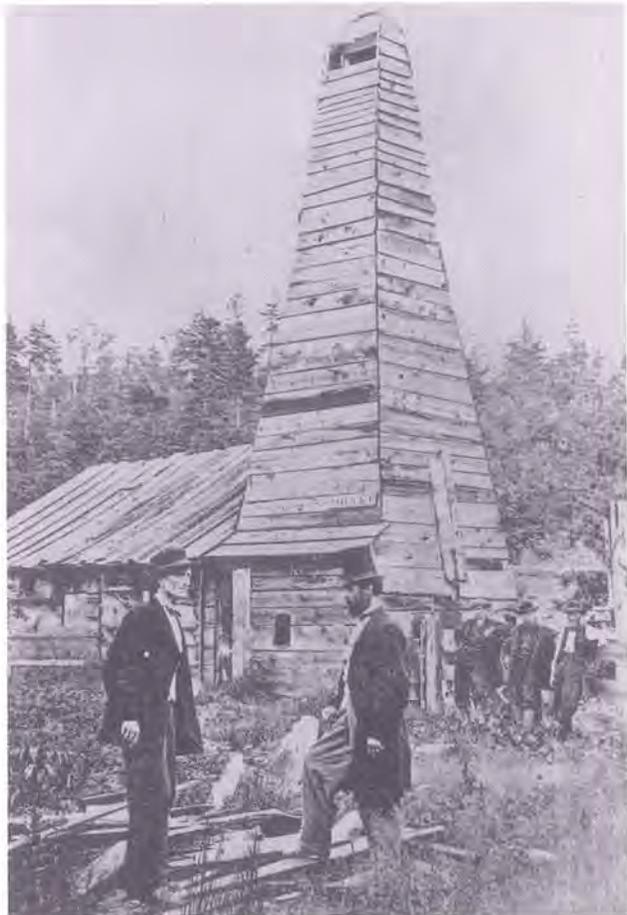
Although it was discovered only a hundred years ago at Titusville that oil could be drawn from the depths of the earth like water, the crude oil over the world and through the centuries that seeped to the surface by its own pressure has been utilized since the beginning of civilization.

Man's first contact with oil in any quantity was probably in the form of pitch. When crude oil finds its way to the surface it becomes exposed to evaporation and oxidation and hardens into a semi-solid mass, pitch. Six thousand years ago the Persians used this pitch as mortar for their buildings, from it produced a kind of glue, and with it invented the first flame throwers in warfare by shooting arrows tipped with the burning pitch into the massed ranks of their enemies. The mother of Moses used such pitch to calk the little cradle boat in which she hid her baby from the Egyptians.

Herodotus, the father of history, in the 5th century talked about drawing oil from shallow surface wells and described it as "dark and evil smelling."

Marco Polo visited the oil fields of Baku on the Caspian Sea in the 13th century on his way to the court of Kublai Khan. He told of a fountain from which oil gushed in such great abundance that a hundred ship loads of it might be taken at one time. He added that this oil was not good for food, but was good to burn and was used for cooking and illuminating — and was especially valuable for curing camels of the mange.

The ancients also skimmed oil from the surface of salt springs and separated it by various primitive methods from the salt and water. We read of Sicilian Oil being burned in the Temple of Jupiter prior to Christian Rome. This, of course, was the oil in the crude state, for none of the ancient peoples had learned to refine it. In fact, the



A photograph of the historic Drake well taken about 1866 with Colonel Drake, identified by his famous high silk hat, standing in the foreground.

first recorded instance of crude oil being refined into an illuminating oil was at Prague about 1810. However, there was not a large enough quantity available at the place or at the time, so this important milestone in the story of oil gained very little publicity and created no new demand or new product.

OIL'S FIRST FAME WAS PHONY

For some strange reason, which logic cannot explain, for hundreds of years crude oil or petroleum was most popular with peoples all over the world for its completely unfounded reputation as a cure-all for man's many miseries.

There was the fifteenth century's famous St. Quirinus Oil of Bavaria — the sixteenth century's mountain balsam of Galicia (recommended especially for rheumatism) — and the seventeenth century's Gabian Oil of France, which was supposed to cure anything and everything. All of course, were the same crude oil skimmed from the same type of salt spring, but each in its own locale was considered an exclusive curative phenomenon.

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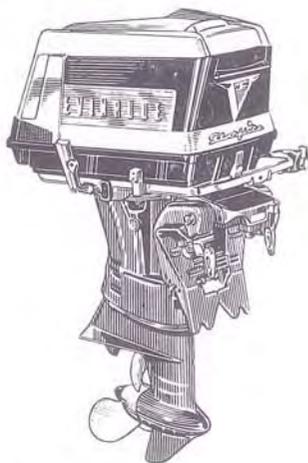
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In our own country the petroleum medicinal propaganda was just as effective, and just as illogical, as in the European countries.

The white settlers of North America first picked up the idea from the Seneca Indians who used to collect petroleum in small quantities from the occasional salt springs in southern New York. The warriors would rub their bodies with it, believing it toned up their muscles and made them more active. Seneca Oil, as it came to be known, was a popular neighborhood panacea in early America for a hundred years. It was even bottled and promoted as early as 1791 by the peddlers and tinkers who roamed the countryside. According to their smooth patter the Revolutionary soldiers, tired and sore from marching and fighting, used to rub their weary joints and muscles with this miraculous Seneca Oil—and presto, their aches and pains disappeared.

*A PITTSBURGH DRUGGIST
WAS INDIRECTLY RESPONSIBLE
FOR THE MODERN OIL INDUSTRY*

Even over a half century after the Revolutionary War the Seneca and similar other "medicinal" petroleum oils were still dear to the hearts of the American public, notwithstanding their failure as a cure-all, their evil appearance, their rank smell and terrible taste.

Around 1848 there was a druggist in Pittsburgh named Samuel M. Kier who was bottling and selling what he called "Kier's Petroleum or Rock Oil—A Natural Medicine." However, his product was not moving as fast as he liked, and he was looking around for another use for the crude oil he was getting from the surface wells around Oil Creek in Pennsylvania.

It so happened that just two years before that a Dr. Abraham Gessner of Nova Scotia had produced an effective illuminating oil from coal, which he called "kerosene" from the Greek word for "wax." A company was formed to manufacture this new "coal oil" and was so successful that other coal oil companies were soon established.

Druggist Kier heard about this new coal oil. He also learned that a Professor Benjamin Silliman of Yale had just made experiments with the petroleum from the Oil Creek area in Pennsylvania and had discovered that an illuminating oil could be produced from crude oil that was every bit as effective and



The historic Lafitte No. 1—the well that first brought oil to Jefferson Parish—reproduced from an oil painting by J. Haynes Smith in the possession of Texaco Inc.

economical as that produced from coal.

Kier, following the Professor's experiments, began producing the nation's first illuminating oil or "carbon oil" from crude oil by cooking the petroleum in a crude 5-barrel still and sold it for \$1.50 a gallon. In spite of the imperfections of Kier's original carbon oil and in spite of a price that today looks high, the demand for the new illuminating oil grew so rapidly that the capacity of the surface wells of the Oil Creek area was soon exceeded.

This Pittsburgh druggist, in a limited sales area and with a limited supply of crude oil, had quickly proved the infinite nation-wide possibilities for a lighting fuel properly distilled from petroleum.

*THE NATION'S FIRST
OIL COMPANY*

Following Kier's initial success with the new carbon oil in a nation still using candles and smoky whale oil lamps, the Pennsylvania Rock Oil Company (the first oil company in the U. S.) was organized with 10,000 shares of \$25 each to "raise, procure, manufacture and sell

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Three of the original Texaco Lafitte No. 1 drilling crew are still with the company and a fourth just recently retired from active service. They are (upper left) W. H. "Bill" McNeese, Drilling and Production Foreman, Harvey District in Charge of Lafitte Field; Otis J. Hebert (upper right) Drilling and Production Foreman, Leeville Lafourche Field, Houma District; W. P. Mason (lower left) who retired in 1955 and lives in New Orleans; Grady J. Tillery, Drilling and Production Foreman Valentine Field, Houma District.



rock oil." And in 1857 James M. Townsend, a banker of New Haven, Connecticut, and one of the founders of the company, sent Edwin L. Drake, a former railroad conductor, to investigate the company's oil bearing property at Titusville, Pennsylvania, for the purpose of devising a means of accelerating production.

Colonel Drake, as he was called, knew nothing of oil or drilling or anything about the country where he was going. But he had two qualities, which Townsend must have recognized when he selected and sent him—stick-to-it-iveness and imagination. It was the combination of these two qualities which in spite of a series of setbacks brought in the first oil well in history.

DRAKE ARRIVED AT TITUSVILLE

Drake found that the accepted system of troughs and skimmers which had been installed at the company's operation four years before had a top total capacity of six gallons of oil a day. And no matter how ingenious were his adaptations and improvements on this system the summer of 1858 dragged on with production still no higher than ten gallons a day.

It was then that Drake decided to dig into the ground nearby for oil, but although oil was reached the hole filled with water and almost drowned a couple of workmen. With the local skeptics gloating over his failure, Colonel Drake decided to drill for oil and hired Uncle Billy Smith, a Tarentum blacksmith, toolmaker and expert salt well driller. He managed to imbue Uncle Billy with his own enthusiasm and his dream and hired him for two dollars and a half a day to raise a derrick and construct a boiler-engine house on the Titusville oil spring site.

But that also failed because, although they finally drilled down to bed rock, the hole filled up with water faster than they could bail it out. It was then, when

everything looked the blackest, that Colonel Drake conceived the idea of driving iron pipe down to solid rock and operating the drilling tools through the pipe—a fundamental in oil drilling created by an ex-railroad conductor that has not been changed to this day.

That was the answer. In the summer of 1859 Uncle Billy and his two boys brought in the nation's first oil well, only 69½ feet deep and with a peak production of only 20 barrels a day—the pioneer well of the approximately 1½ million oil wells that have been drilled in the United States since, some of them 4 miles deep and some of them costing more than a million dollars apiece . . . until the United States now has an annual oil production of approximately 2½ billion barrels.

THE FIRST FORTY YEARS OF THE OIL INDUSTRY

Up until the turn of the century the oil industry's leading product was illuminating oil. American lamp oil, produced by America's increasing oil companies, became one of the nation's leading exports. In China, for instance, the Chinese word for kerosene or carbon oil was the same as the American Company

(Continued on Page 206)



*The Story
of
Magnolia Lane*

As told by
Frank A. Quinette
and
Photographed by
Eugene Delcroix



Frank Quinette relates the story of Magnolia Lane to a fascinated visitor.

On the old River Road above Westwego at Nine Mile Point stands one of the several still surviving antebellum plantation homes of Jefferson Parish.

This beautiful and historical page from the past was built in 1814 on a Spanish Land Grant by Edgar Fortier with slave labor from cypress dragged by oxen from the nearby swamp. In 1867 it and the plantation passed into the possession of Francis Andrew Quinette, son of one of twelve envoys whom early in the century Napoleon had sent from France to investigate the possibilities of the Colony of Louisiana.

Quinette liked it so well that here he remained, settled down, raised a family and eventually his son Francis Andrew



Antebellum garbed guests gather on the gallery steps of Magnolia Lane to listen to the tinkling toe tempting tunes of an old fashioned music box.

And two of them examine the lantern relic of another era that still hangs in front of the smoke house.

acquired this picturesque plantation on the Mississippi's West Bank. It is still in Quinette hands, owned by his son Frank A. Quinette, himself now a patriarch of 86. Today this intriguing bit of Jefferson Parish geography and history is known as "Magnolia Lane."

In its day it raised magnificent crops of cotton and cane, and when the Quinettes took possession right after the War Between the States it had been raising rice. Francis Quinette, however, planted it in fruit trees and raised vegetables. Before the storm of 1893 that killed them, this prolific plantation, when the oranges were ripe, was a golden blanket of thousands of trees. Around the turn of the century and long afterward the Sicilian fruit and vegetable dealers from the New Orleans French Market, with their colorful bandanas and rings in their ears, sailed their luggers regularly to the Magnolia Lane landing for its wonderful garden products. At Magnolia Lane plantation were grown the first strawberries ever raised in Louisiana.



This nearly a century and a half old plantation home—seventy two feet wide and sixty-nine feet deep, with a front and rear gallery and rooms eighteen by twenty on each side of a

twelve foot center hallway—is still strong, still sturdy on its foundation of thirty handmade brick pillars. It was put together with wooden pegs and hand forged nails. Some of its hand



The front gallery of the century and a half mellowed plantation house of Magnolia Lane—a sturdy surviving reminder of Jefferson's picturesque period of sugar cane, rice fields and cotton.



hewn cypress planks are two feet wide and some of its rafters are twelve by twelves.

Although it leans a little, the result of the 123 mile an hour winds of the hurricane of 1915, it is still firm on its foundation. This same storm, incidentally, damaged Magnolia Lane's avenue of trees so badly that it took a week to axe a pathway through them.

In the kitchen of Magnolia Lane, which in plantation days was always built away from the big house, was a fireplace so large that it held a spit big enough to roast a whole pig. A wine cellar was built into the base of the fireplace in the house itself, the roof was made of hand hewn cypress shingles and there were over 500 panes of glass in the upstairs rooms.

Close to Magnolia Lane was the spot on the West Bank where the people

This picture turns the calendar back nearly a hundred years when young ladies so dressed trod the pathway to Magnolia Lane.

crossed to New Orleans in skiffs or on the barge ferry that carried carriages and wagons, landing at the foot of Oak Street in what was then the city of Carrollton.

River steamers in the packet boat days would lower their gang planks at Magnolia Lane to deliver or pick up merchandise and passengers, for the river was the highway in those days before roads. Many a night the familiar flare burned on the batture at Magnolia Lane, the well understood signal for the next steamer to stop.

There was an old slave cemetery marked with iron crosses at Magnolia Lane, in later years a negro church, and the waters off the river bank in front of the plantation often witnessed and were part of negro baptismal services.

Once in 1912, when a crevasse occurred in the levee, Magnolia Lane was host to hundreds of unusual visitors. Driven out of the flooded swamps the white tail deer sought the welcome shelter of the plantation's higher ground.

Just six hundred yards above Magnolia Lane across the levee on the batture was the site of historic Fort Banks, used to guard the river during the blockade in the War Between the States. In fact, Francis Quinette, although he did not yet own Magnolia Lane, was one of the passengers on the last boat to run the river blockade just before Farragut came up the Mississippi and sealed off New Orleans.

Magnolia Lane has survived many wars. In fact, during recent World War II the soldiers of Camp Plauche considered it a privilege and a pleasant outing to be invited to visit the plantation under supervision. It has survived the capers and caprices of Ol' Man River alongside whom it has lived peacefully if a little precariously for nearly a century and a half. It has withstood all the hurricanes that have visited this New Orleans area in that long period. It has survived the attrition of time. In fact it has mellowed and aged like old wine.

Today, following the planting precedent established by Francis Quinette, Magnolia Lane is the site of a nursery where its owner, bright eyed and jovial Frank Quinette, will greet you and enjoy showing you this romantic old plantation house in which he and his daughter and her family live. He may even tell you more of the captivating history of Magnolia Lane than he has recounted to us on these pages.



At Magnolia Lane Plantation where the past is proudly and affectionately preserved these gowns of the Old South blend and belong.

Yes, it is an old fashioned well—part of the gardens and grounds and patriarch magnolias that are the scenic backdrop of Magnolia Lane.



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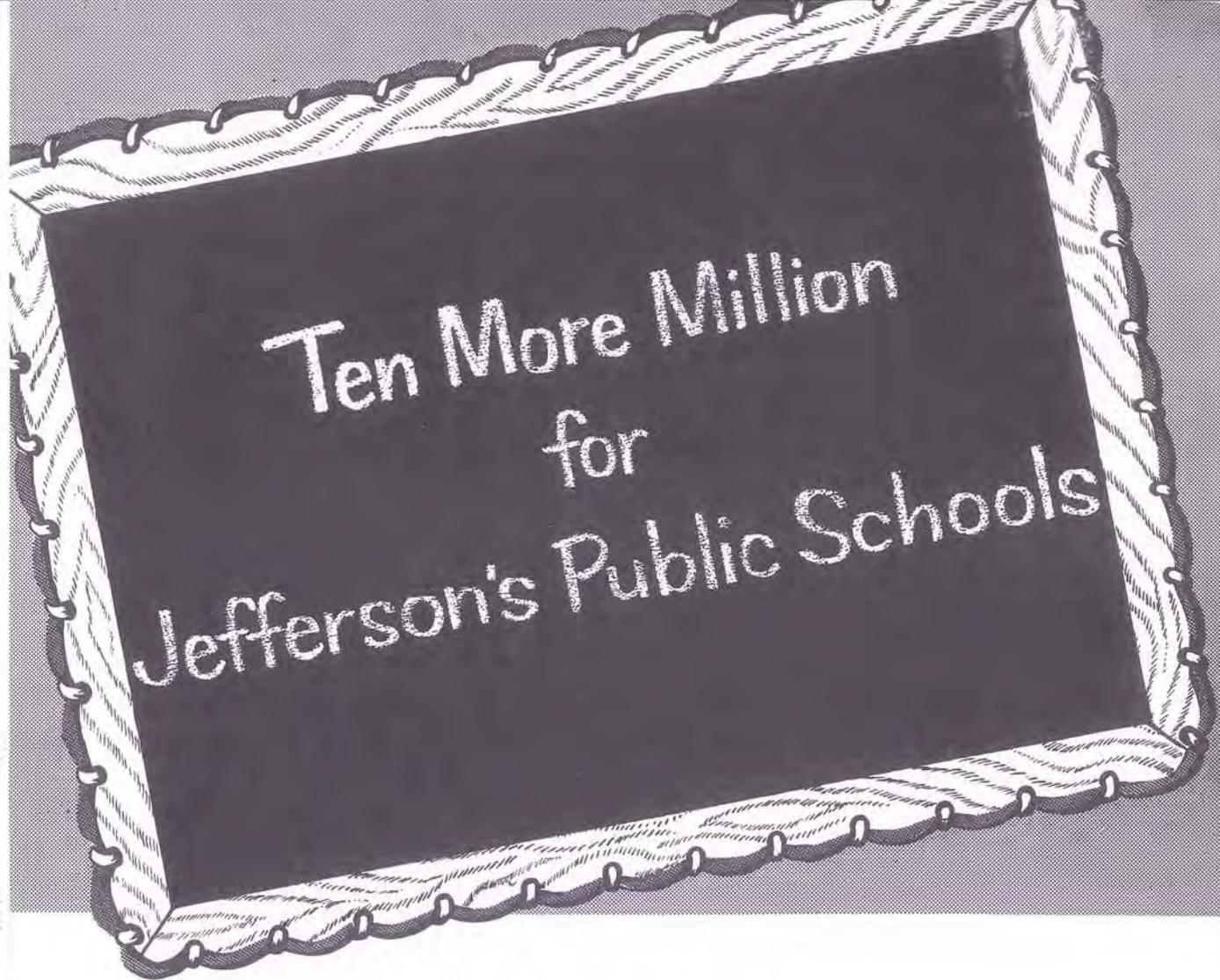
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GRETNA, LA.

P. O. BOX 29

AWARDED WORLD'S MEDAL

LOOK for the Stump on Every Package



By LONEY J. AUTIN

President, Jefferson Parish School Board

This is the big news of 1959!

On February 21 of this year the property owner voters of Jefferson Parish approved a \$10 million School Board Bond Issue by an overwhelming 3 to 1 majority—the largest public school bond issue ever asked in Jefferson and within a few thousand dollars of being equal to the total of all the previous school bond issues ever passed in the history of the parish.

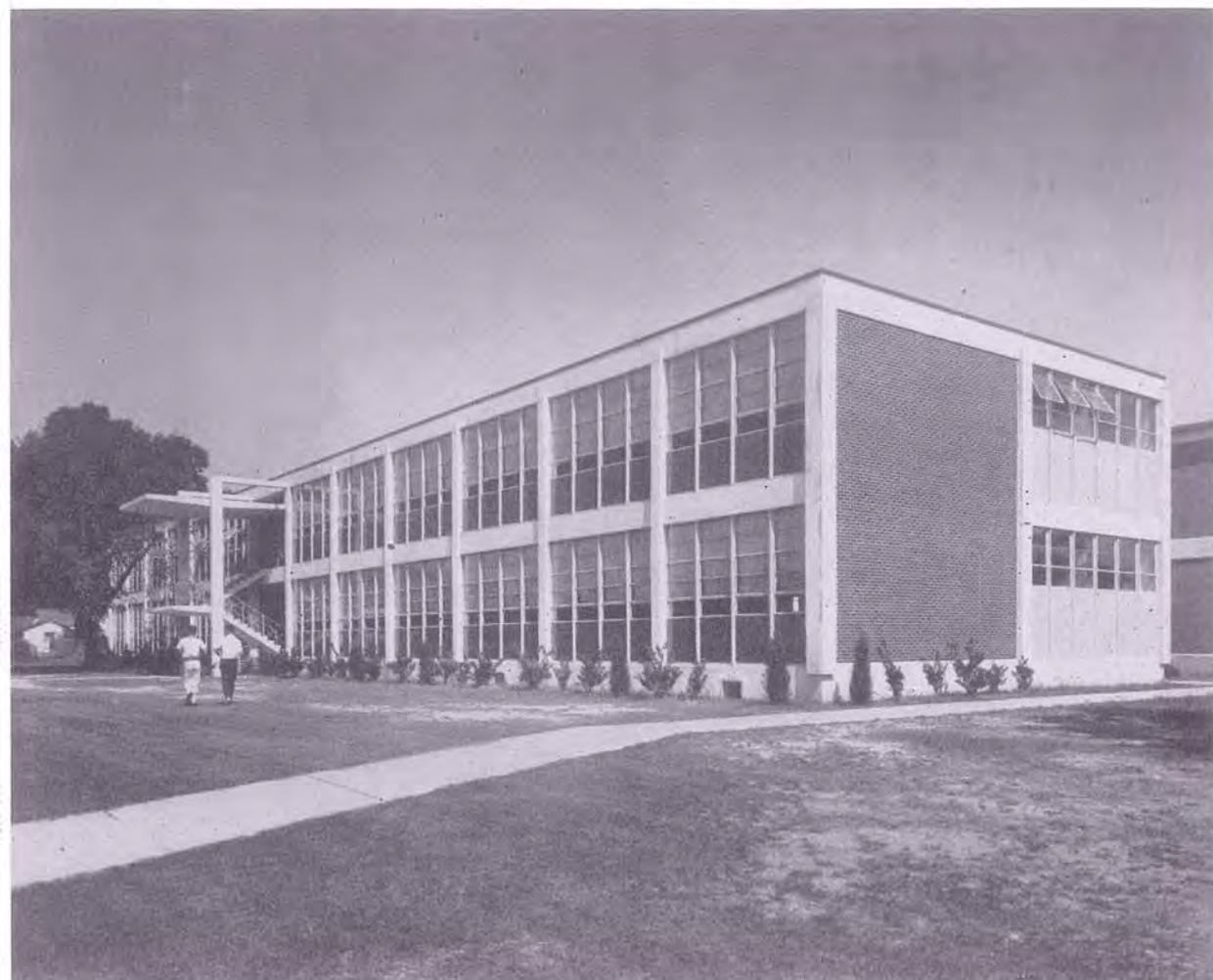
This ten million dollars, supplemented by the sales tax revenue, will add twelve complete new schools (including two new high schools) and will finance the addition of new classrooms, cafeterias or cafeteriums (which are a space saving combination of cafeteria and auditorium in one room) plus needed facilities and equipment to many of the forty-seven already existing schools

(both white and colored) in the Jefferson Parish Public School System, which now costs over \$6 million a year to operate.

And just in the nick of time! For Jefferson Parish, which shares with New Orleans the honor of having established the first public school in Louisiana, and which has long been credited with one of the top three school systems of the 64 parishes in the state, is sorely feeling the population pressure!

With 31,000 school children enrolled in the parish public schools this year, a figure that unflinching increases at the lousy rate of about ten percent each Fall enrollment period, Jefferson Parish must prepare for an enrollment in the 1966-67 school year of at least or maybe more than 42,718 pupils expecting desk space.

EAST JEFFERSON HIGH ADDITION



When East Jefferson High was completed and utilized in 1955 it had a capacity of 1500 students. Already this new wing above, completed in April of 1959 and connecting with the main building, has added 12 more urgently needed classrooms with a total capacity of 360 more students.

This is the figure estimated by the Sol Rosenthal Survey and Study of the Jefferson Parish School System facilities and future requirements, upon which the School Board based its program presented to the voters when asking for the ten million dollars.

Compared with the 1956-57 enrollment that estimate of 42,718 will be a 70% increase in ten years, a frightening figure when you're sitting on the School Board and have accepted the responsibility of providing the facilities and the funds for educating each year's steadily increasing registration.

Fortunately, Jefferson Parish Schools, although severely overcrowded, were still able this year to provide full

schooling for all school age children without the necessity of resorting to the platoon system. Part of the pressure was relieved by the opening last Fall of the two new elementary schools of Gretna Park and Hazel Park (not included among the twelve schools to be built under the bond issue program), each with 22 classrooms and a cafeteria, costing \$365,000 each and financed by sales tax revenue.

Construction of the new schools and renovation of the existing schools under the bond issue program will be under way by Fall with a target completion date of 1962, at which time it is expected that the constantly increasing sales tax revenue will finance any further expansion.



Mrs. Mabel Wetmore's First Graders of Metairie Grammar School present a show in honor of Mother's Day called "The Mothers of the World."

LOCATION OF NEW SCHOOLS

The Ward and area (but not the definite site which in many cases has not yet been determined) of the twelve new schools to be built under the three year construction program now under way are as follows:

- Ward 2 New Elementary School (White) Rear of Ward 2
- Ward 3 New Elementary School (White) Homedale- Gardere
- Ward 3 New Elementary School (colored) Gem Homes
- Ward 4 New Elementary School (White) Barataria Boulevard
- Ward 4 New Elementary School (colored) Garden Road
- Ward 4 New High School (White) Marrero-Westwego
- Ward 4 New Elementary School (White) Victory Drive

- Ward 8 New Elementary School (White) Bissonet Plaza
- Ward 8 New Elementary School (White) Green Acres
- Ward 8 New Junior High School (White) Near Causeway
- Ward 9 New High School (White) Kenner
- Ward 9 New Junior High School (colored) Kenner-Bunche Village

(The renovations, additional classrooms and new facilities of the already existing schools are too numerous and detailed to be listed in this report).

This list indicates that, as rapidly as time and the construction money available will allow, Jefferson Parish is bringing the schools to the pupils—new modern schools for the rapidly growing outlying residential areas, so that the children in these new developments and subdivisions will not have to travel long distances in crowded school busses.

Mrs. Fletterich's Third Grade outstanding A students of Marrero Junior High holding twenty-five perfect papers in their booklets. They are left to right—Murphy Allo, Jane Winters, Michael Doming and Kitty Wise.





Students of the Gretna Park School Class in Art and Ceramics exhibit the work of the group and demonstrate how they do it. These three representing their class are Darleen Rigaud, John Stone and Charlotte Porter.

*STATISTICS THAT MIRROR THE
EXTENT OF JEFFERSON'S
TWELVE GRADE PUBLIC
SCHOOL SYSTEM*

Nearly a thousand teachers (901 to be exact) transform Jefferson's youth into tomorrow's leaders in the 47 parish public schools already operating at the end of 1958. These teachers, as well as

supervisors and principals, whose salaries are all above the state requirements, are the most competent and best trained available, a consistent policy of the School Board which is largely responsible for the high standard of Jefferson's educational system.

With the number of schools to increase about 25% during the next three years Jefferson will need over 200 more just like them.

At the Ella Dolhonde Elementary School in Metairie representatives of Mrs. Elaine Bologna's Third Grade Art Class depict the fascination clay, crayons and paints have for young minds and hands. They are left to right seated: Joan Schilling, Owen Hornstein and Betty Johnson. At the easel is Ricky Vix.





Students of Mrs. Pennington's 8th Grade Class in Social Studies at Westwego Junior High present some of their originally designed posters in the class project on Louisiana Resources. They are, left to right: Patricia Pekinto, Amelia Allemand, Ernie Alario and Trevor Jordan.

To transport Jefferson's present public school pupils back and forth each day 113 busses are required, busses that are owned and maintained by their driver operators who are paid a salary averaging \$365 a month during the school year, a salary which attracts competent and reliable men. This system of contract school busses has been

found to be much more economical than the direct purchase, maintenance and operation of the vehicles by the School Board itself.

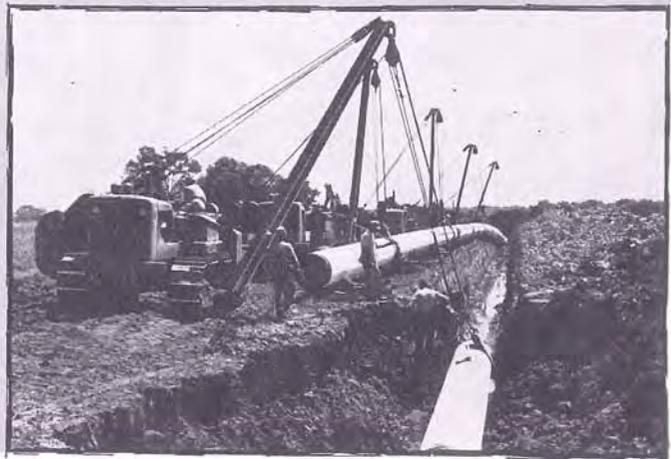
Previously in this report we stated that it costs over \$6 million a year to operate the Jefferson Parish public schools. The exact figure for 1958 was \$6,104,980.36, or, expressed another

In the East End Elementary School three students of Mrs. Thelma Garritty's Fifth Grade Science Class are shown at work on science experiments with the excellent equipment provided them. They are left to right: Gordon Dalrymple, Elizabeth Caillouette and Maurice Bertionniere.





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These are the facilities necessary to provide gas to meet the increasing fuel needs of this fast-growing area we term the Gulf South. Much of this investment—like “buried treasure”—is located under the surface of the earth, where people never see it. But it's there just the same—working around the clock to assure dependable natural gas service to every customer we serve.

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At Gretna Junior High the three first place winners in Mrs. Beeson's Seventh Grade Science Class Exhibit present their projects. As you can see the boys lean toward the atomic age and rockets while the girl's exhibit concentrates on shell specimens. Left to right they are Michael Hodas, Robert Martin and Karen Revere.

way, an average of \$214.41 for the year's education of every pupil registered.

The Jefferson Parish Public School System is actually one of the most important industries of industrial Jefferson — an industry with over a thousand specialized employees and 47 busy bustling educational plants at the be-

ginning of 1959 — an industry now engaged in the largest expansion program of its history — an industry that produces the most valuable commodity a community can possess — tomorrow's solid citizens, civic leaders and the men and women mentally equipped to fill the technical and responsible jobs of our scientific age.

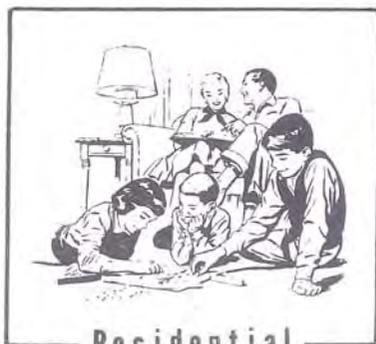
Here are the winners in Mrs. Geiger's Gretna Junior High's Eighth Grade Science Class Exhibit. Nelda Hettler with her prize bird house, Wayne Schnell with his mineralogical collection and Ray Heurtin with his cypress knee lamp. On the rear wall is class room research data.



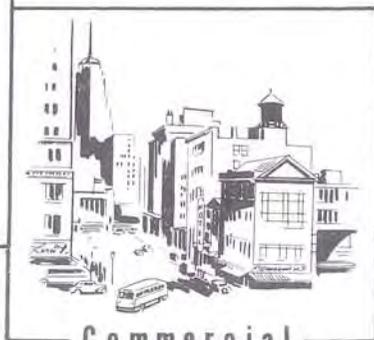
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The Future Teachers of America Club of Jefferson Junior High School pose with retiring Principal Joseph V. Fairchild. In intelligent alert groups like this rest the future high quality of our schools.

**JEFFERSON'S AIM:
TO PROVIDE EDUCATION AND
INSPIRATION FOR ALL CHILDREN — AND OPPORTUNITIES
FOR THE GIFTED**

The Jefferson Parish Public School System is based on four solid pillars: A thorough academic training that will prepare our graduates to enter the nation's top colleges well grounded and accredited; a vocational program that

will prepare those who go direct from school into Jefferson's many and diversified industries for highly skilled jobs; a health program that includes regular examinations and safeguards for all pupils; and a physical and recreational program that keeps mind and body in harmony.

Under the official leadership of our veteran School Superintendent and his capable assistants and staff we have improved and expanded our activities

At West Jefferson High School the Guidance Counselor is shown interviewing a student. The Jefferson Schools are well aware that the quality of knowledge implanted is as important as the quantity.



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The Jefferson Review
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New Orleans



First Aid instruction at Metairie Junior High under the supervision of teacher Miss Mary Buchanan. Students Marie Juneau and Jackie Brister are demonstrating the proper method of artificial respiration.

tremendously in the last few years.

All this has been done with the unanimous approval of the members who make up the School Board with myself.

This year for the first time a special class and facilities for teaching the blind was instituted at Jefferson Junior High.

Back in 1957 classes for handicapped children got under way. There are now six classes for the mentally handicapped and one for the physically handicapped. Of the six mentally handicapped classes two are on the West Bank and four on the East Bank. For

these special pupils there are two school busses allotted on the East Bank and one on the West Bank.

An additional Supervisor for the Jefferson Public Schools was appointed in October of 1958. Three Visiting Teachers now bring the schoolroom direct to the homes of those Jefferson pupils temporarily unable to attend classes. A Clinical Psychologist has been added to Jefferson's School Personnel and two new Guidance Directors have also been appointed to the present High Schools.

Art, band concerts, the manual arts and essay contests are part of the all (Continued Page 105)

Having discovered that there are whole new worlds within the covers of books, Jefferson's public school students make good and constant use of the school libraries. Here are a quartette working on class assignments in the Kenner Junior High Library. They are left to right Elizabeth Unverzagt, Brenda Santangelo, Jean Thomas and Ellen Roberts.



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REPORT OF THE PARISH

(Continued from Page 23)

tral Fire Alarm office on Gruner Street. From this central point there is a direct telephone and 2-way radio communication with all Fire Stations as well as with the Sheriff's office and emergency units. Fires are pinpointed at this location and the Station nearest the fire is notified in a matter of seconds. It is hoped that in the near future this service can be extended to all established Fire Districts.

In early 1959 organization of the entire Fire Department underwent a complete change and was consolidated under the direct supervision of the Director of Safety through his chosen Superintendent. It now functions as a smooth running, efficient sub-division of the Safety Department.

Future planning, as to the location of new stations, the need of new equipment, the maintenance and upkeep of present equipment, and increased aid to volunteer fire companies are a matter of department policy. The fruits of this planning and maintenance program, now a distinct part of the organization, lie in the definite feeling of security and protection shared by residents within the boundaries of our established Fire Districts.

TRAFFIC ENGINEERING DIVISION

The Sign Shop produces 35 different

regulatory, warning and restrictive traffic signs, plus numerous miscellaneous type traffic signs. A few of the signs being made are STOP, YIELD RIGHT OF WAY, SCHOOL ZONE, SCHOOL CROSS WALK, various speed limit signs, no dumping allowed signs, various no parking series, plus many others. Since January 1, 1959, the sign shop has installed over 2000 of these signs.

Since January 1, 1959, all traffic signs made by the Sign and Signal Shop section are consistent in size, shape and color as recommended by the National Institute of Traffic Engineers, Federal Bureau of Public Roads and the National Safety Council.

The personnel of the Sign Shop are now engaged in the huge task of making 650 new school zone signs, unique in their color and legend. The background of the face of the 1/4-inch thick tempered masonite sign is of a new orange-yellow reflective material which has a fluorescent appearance in the daytime. Jefferson Parish will be the first parish in Louisiana to use this material on all of its school zone signs. The legend screened on the face of each sign has the exact time that the school zone speed limit is in effect. The back of each school zone sign states the end of the school zone limit.

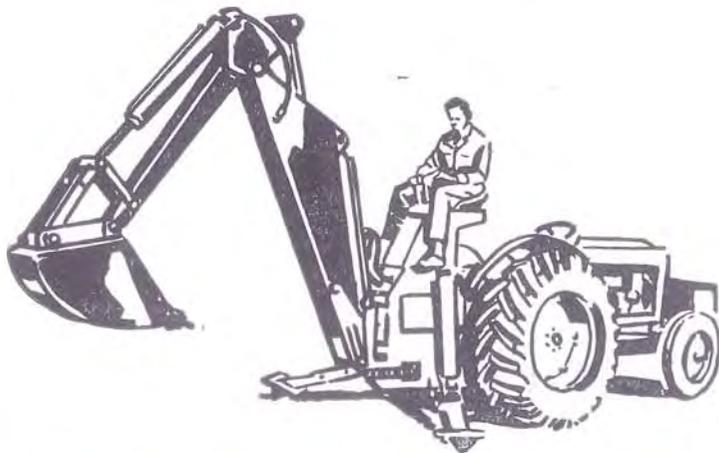
The Sign Shop has also made a considerable improvement on the street identification signs which are installed at all intersections on the utility poles.

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METAIRIE, LA.

The background of the new signs are painted with a new white reflective compound with black letters screened on, while the old type signs were painted with a black enamel. The white reflective background has 80% more visibility. There are 900 of these signs already installed (as of May, 1959) and by the end of the year it is the hope of the Safety Department to have 30,000 of these signs throughout Jefferson.

The Sign Shop has also installed 19 foot 6 inch by 8 foot billboards at all major entrances and exits of Jefferson Parish — bidding our visitors “Welcome” to Jefferson Parish and its phenomenal growth, and a cordial “Hurry Back” as they leave.

JEFFERSON PARISH DEPARTMENT OF ROADS AND BRIDGES

For the Maintenance and Construction of Parish Roads and Bridges

The Director of this new Department which was created on August 21, 1958, has his headquarters in the Court House at Gretna.

One of the most effective and popular projects initiated by this new department was the blacktopping of the old streets of the parish that still had a firm foundation (mostly on the East Bank) with parish labor and equipment —the only cost to the property owner being the actual cost of the asphalt used, running between 80 cents and \$1.50 a front foot.

This project was announced in the

newspaper that the old streets would be blacktopped upon application of the property owners provided the borings proved the foundation satisfactory. The only condition was that the property owners must pay the cost of the asphalt in advance to eliminate bookkeeping and collections.

The response was immediate and enthusiastic. The work was started the first of March, 1959, and by May 25 nearly 14 miles of blacktopping on 76 different streets had been completed with parish labor and equipment.

Started this summer was the West Bank Street Improvement Program, supervised by Parish Engineers, involving hard surfacing with concrete and asphalt. This program of street improvements involves the following:

Belle Terre Road — Giaise St. to Ames Boulevard.

Eighth Street — Barataria Blvd. to Avenue D.

Eighth Street — Barataria Blvd. to Douglas Canal.

Norwood Drive—August Avenue to dead end.

Francis Street—Patricia Ann St. to West Bank Expressway.

Gaudet Drive—Seventh Street to Expressway.

Gaudet Drive—Expressway to Thirteenth Street.

August Avenue—Barataria Blvd. to property of R. Brown.

Thirteenth Street — Barataria Blvd. to Mimosa Street.

The new Terminal Grain Elevator of the Continental Grain Company at Westwego, scheduled for completion early in 1960. The storage silos in the picture are 120' 6" high and the Head House is 217 feet high. The total storage capacity including 24 conventional storage bins, Head House bins, shipping bins and flat storage tanks is 3,050,377 bushels of grain. Belts will extend in a gallery over the river road and levee to barge unloading and ship loading facilities on the river.



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NEW ORLEANS, LA.

Construction work on the West Bank Expressway Extension from Barataria Boulevard in Marrero to Avondale—a part of the Louisiana Department of Highway's \$10 million construction program on 41 highway projects throughout Jefferson Parish.



The recent blacktopping of the East Bank River Road directly in front of one of the most historic spots of Jefferson Parish—Elmwood—the oldest still occupied residence in the Mississippi Valley.



Celestine Street—Jung Blvd. to Urbandale Street.

Manson Drive—Expressway to Thirteenth Street.

MacArthur Street—Seventh St. to Expressway.

Eighth Street—Garden Road to Carmadelle Street.

Mansfield Avenue—Acres Road to dead end.

Since March 10, 1958, there have been 3.19 miles of streets paved on the East Bank with property owner participation, and 10.72 miles under contract to be paved as of June 10, 1959.

The Parish sponsored the paving of David Drive 2.0 miles and Sauve Road 1 mile. Also, in a joint venture with the State Department of Highways, River Road was opened and paved 1.56 miles.

The developers of various subdivisions paved over 10 miles of streets.

The number of concrete bridges on the East Bank constructed since March 10, 1958, amounts to 5 with 5 concrete culvert canal crossings along Canal Street.

The lifting of the East End Bridge was the only timber bridge worked on in the Parish.

On the West Bank, with property

owner participation, 3.2 miles of streets were paved with concrete and 4.2 miles were paved with asphalt.

The Department of Roads and Bridges bought a Weed Killer for use on West Bank open ditches and started it on June 1, 1959. This operation comes under the Department of Sanitation on the East Bank.

There is, of course, the steady year round maintenance work on the parish roads and bridges by parish crews and equipment that almost goes unheralded in the vast amount of new construction that also is taking place the year round.

JEFFERSON PARISH RECREATION DEPARTMENT

In August of 1958 when the new Jefferson Parish Department of Recreation was created by Council ordinance, all parish recreational activities (and libraries) were consolidated under one Director.

The Recreation Department's history goes back to 1948 when funds were first appropriated for the 7th and 8th Wards. The 7th Ward used a portion of its \$950,000 to acquire 22 acres of ground and establish Jefferson Playground.

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OF NEW ORLEANS



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The 8th Ward was allocated \$550,000 with which 42 acres were purchased to form Metairie Playground and 7 acres for Cleary Playground.

An active program was begun in 1952 and as of June, 1959, the Department numbers 252 employees.

The Harlem Playground for colored people was acquired and a building erected in 1954. Other acquisitions include Airline Park with a kiddie playground and East End Playground. The Bissonet Plaza Country Club homes area has a summer program under the direction of the Department and, to accommodate the Bridgedale area, facilities are now being used at East Jefferson High School.

Also in operation are the Delta Center at Lynn Park and the Little Farms Center on Little Farms Road.

On the West Bank, West Jefferson High School, Marrero Junior High School, Bridge City, Lafitte and Grand Isle have organized summer recreational programs.

NATIONAL RECOGNITION

More than 200 baseball teams participated in the nationally affiliated Babe Ruth program. Bidly basketball players traveled as far as Chicago and Philadelphia carrying the colors of Jefferson Parish.

One of the citations of which the Recreation Department is most proud was a telegram received from Fred Seaton, Secretary of the Interior, congratulating the parish on behalf of President Eisenhower for its parish wide track meet which attracted 1500 champions. More than 61,000 people saw these

track stars of the future perform.

In football throughout the parish playgrounds 20 teams of youngsters donned uniforms and played last Fall to a total audience of more than 52,000 fans.

Tennis, tumbling, ping-pong, volley ball and softball all have their places in the Recreation Department's well rounded program. Girls proved their intense interest in softball as 180 girls participated on 15 teams. Even more popular is volleyball which attracted 380 girls forming 25 teams.

CULTURAL RECREATIONAL ACTIVITIES

Under competent instructors classes in ceramics by popular demand are now offered at all centers. At various locations, depending on demand, courses are given in arts and crafts, ballet and tap dancing, leather craft and modeling. Popular with the ladies are the classes in Slimnastics. And not to be overlooked is the sportsmanship which is a by-product of the Department's entire recreational program.

PARISH LIBRARY FACILITIES

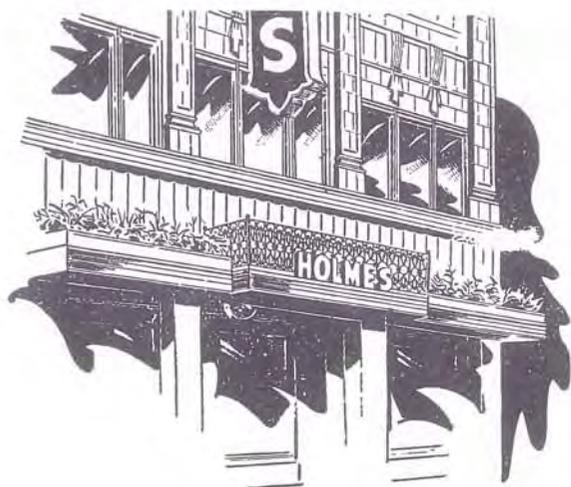
The Jefferson Parish Library Division of the Department of Recreation is a popular parish asset.

The original library was established in 1949 by the Louisiana State Library. Branch libraries were opened in December of that year and January, 1950, at Gretna, Harahan, Jefferson Plaza, Kenner, Marrero, Metairie, Westwego and Grand Isle. There are Branch Libraries now also at Bridgedale and Lafitte. The Webster Library for colored people is

Delta Community Center of Playground District No. 9 at Lynn Park, showing a group gathered for basketball. The 75' x 125' Center has a large gym, meeting rooms, auditorium, lockers and ceramic rooms and has a year round program of activities. It is surrounded by 15 acres of playground including three baseball fields, a football field and a kiddie area.



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The new \$20,000 Bookmobile E, recently added to the Library Division of the Recreational Department. It will carry a basic working load of 2300 volumes and will be manned by a college trained staff.



in operation in Kenner and another colored library has been opened in the Harlem Playground on Causeway Boulevard.

In its ten years of operation the library system has shown a remarkable growth. Starting with 8,513 borrowers in 1949, it now has 52,359 as of May 1959. Total circulation of books in 1950 was 119,355 volumes. In the first three months of 1959 alone 284,781 volumes had been distributed.

A highlight of the current year was the opening on March 31 of the Lafitte-Barataria Library when the dedication ceremonies were conducted in both English and French and the attractive program printed in French, English and Spanish.

In addition to the Main Library in Gretna, there are branches throughout the parish as follows: Bridgedale, 520 Transcontinental Drive, Metairie; Grand Isle, Island Highway; Gretna, 701 Second Street; Harahan, 219 Soniat Avenue; Jefferson Plaza, 2632 Jefferson Highway; Kenner, 1903 Airline Highway; Marrero, 630 Avenue A; Westwego, 224 Fourth St., Harlem at 1307 Causeway Boulevard and Metairie, 100 Atherton Drive.

At present, with the newest and largest \$20,000 unit added in August five Bookmobiles are in operation in the

parish, including one for the colored people.

The summer reading program has been very successful in interesting elementary school children in the library facilities, from which nucleus of young readers the Library Division expects to increase its number of readers tremendously.

Both library system and recreational facilities are geared, staffed and planned to meet the growing needs of the fastest growing parish in Louisiana.

JEFFERSON PARISH SANITATION DEPARTMENT

The Department Responsible for Keeping the Parish Clean

The Council Ordinance of August, 1958, created the Department of Sanitation which includes the districts of Sewerage, Drainage and Garbage for the complete East and West Bank of Jefferson.

DRAINAGE EAST BANK

The drainage of the 32,000 acres of the East Bank of Jefferson is handled by four pumping stations with ten pumps capable of discharging one million gallons per second. There are 65 miles of canals in this Drainage District, 262 miles of sub-surface drainage

The new Tharp-Sontheimer-Tharp Funeral Home on North Causeway Boulevard occupying an entire square of landscaped ground. The firm is an affiliate of Delta Life Insurance Company, long active in Jefferson Parish.



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A close up of a current drainage project of the Jefferson Parish Sanitation Department—an \$8,000 job to eliminate the flooding condition along the highway known as the Marrero-Westwego Highway in front of the Celotex Corporation plant in Marrero.

and approximately 200 miles of open street ditches which must be maintained and grassed throughout the year.

The present maximum capacity of the East Bank's pumping facilities is 6 inches of rainfall in 24 hours. The recent May, 1959, tropical hurricane "Arlene" caused these facilities to be overtaxed and created considerable flooding. The parish Council is now taking steps to request a \$3 million Bond Issue for protective measures against a recurrence before the capacity of the existing pumping stations are increased. Application has also been made for federal aid from the Housing and Home Finance Agency so that the parish may systematically complete a long-range program for providing increased drainage facilities for the East Bank.

In the meantime a lift station for the residents of the Central Park and Brehm subdivisions area—concrete culverts to prevent flooding around South Drive and Highway Drive—a Council ordinance prohibiting the littering of public and private ways which tend to interfere with proper drainage—inadequate culverts of Metairie Golf Club Ditch replaced with 54" concrete culverts—and plans for the closing of Carroll Canal at West William David—are all just a few details of the constant program of construction and maintenance going on in the East Bank Drainage District.

DRAINAGE WEST BANK

Council Ordinance No. 534 consolidated all the previous West Bank Drainage Districts into one. By this consolidation, which will give homestead exemptions, a \$2 million Bond issue will be asked for the overall study and construction of new pumping stations, canal systems, etc., for the West Bank drainage system which is now very inadequate, especially in view of the tremendous expansion that has occurred since the completion of the Mississippi River Bridge. Besides this Bond Issue application has been made for federal aid from the Housing and Home Finance Agency to permit the parish, when the Bond Issue is passed, to proceed on a systematic long range program of construction.

In the meantime on the West Bank maintenance and regular construction continues: 100 feet of 42" concrete culverts in Celotex Ditch; excavation of the main outfall canal at Bridge City, 6000 feet back into the swamp; rebuilding of the levee that broke in the rear of the Westwego Pumping Station, financed and performed by State Department of Public Works; and complete study and report of the Lafitte back levee in conjunction with Lafourche Levee Basin District, so Department of Public Works could proceed to rebuild before Lafitte residents experience future flooding.

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OFFICES AND FACTORIES IN PRINCIPAL CITIES

This Sewerage District No. 1 Substation No. 1 has been in operation only about a year, serving an irregularly shaped area which roughly runs east from Airline Park Subdivision to Causeway Boulevard and from Airline Highway to the canal in back.



Garbage District No. 1, which has been in operation for years, began about July on a complete overhauling, cleaning the outside of the incinerator, blacktopping the area, installing scales for the weighing of garbage tonnage and installing a grease rack for its equipment. This program should be finished the end of the year.



SEWERAGE EAST BANK

During the past year a new activated sewer plant with a capacity of 2½ million gallons per day was built on West Napoleon and Howard Avenues. This plant was voted on and constructed together with a federal grant of \$250,000 which represented a little less than 30% of what the district would have been eligible for if there had not been a ceiling on any one amount that the project could receive.

The parish is now maintaining 100 miles of sewer lines within District No. 1 and Sub District No. 1, including 32 lift stations. During the past year sewer extensions were constructed in Wilshire Heights Subdivision, Section B, Willowdale Subdivision, Taft Park and principally those subdivisions developing around Veterans Memorial Highway. A large portion of these extensions, according to the parish law, were paid for in full by the developers.

Sewer District No. 2 is maintaining about 50 miles of lines with 14 lift stations.

Application for federal aid for both Sewer District No. 1 and No. 2 are being made so that the future sewerage construction can keep pace with the population increase. Included in the long range plan is the increase of the

capacity of the Helois Street plant, a program for the treatment of industrial waste, and the long range constant expansion of existing facilities.

SEWERAGE WEST BANK

Plans and specifications are now being made by consulting engineers in Sewer District No. 4 for the collection and treatment of waste and to construct a complete sewer system in the area of the Harvey Canal.

The Council has created a new sewer district in the Lynn Park area of the Ninth Ward, and consulting engineers appointed by the Council are also investigating the possibility of a new plant and installation of the necessary sewer lines.

GARBAGE DISPOSAL

Garbage District No. 1 with the help of the Council, has negotiated a one-year contract to provide garbage and trash collections for the cities of Kenner and Harahan, which municipalities had not been previously so served.

Improvements on the recently installed \$75,000 trash burner on David Drive were made. Trash and garbage pick-up service was extended to include the sections between Bunche Village, Little Farms Avenue and I. C. R. R. tracks.



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SAMUEL D. REEKS

Editor & Publisher

ZEPHYR REEKS

Asso. Editor & Publisher

ESTABLISHED 1944



The Rock Jetty at the east end of Grand Isle under construction by the Louisiana Department of Public Works for the protection and stabilization of the gulfward beach of the island. It will cost \$124,336 and will be a jetty of heavy stone resting on a timber mattress extending approximately 800 feet into Barataria Pass. It will require 1524 tons of ballast stone, 5807 tons of jetty stone and 60,300 square feet of timber mattress. When completed it will act as a barrier to eastward drift and loss of material from the shore of Grand Isle. Before it was started 125 feet of beach front had been lost in this area.

Starting June 1, 1959, a regular trash collection system was inaugurated in East Jefferson which now provides for weekly collections. And by acquiring a certain type garbage truck the schools, both parochial and public, are now serviced by the placing of certain containers outside of the schools for regular garbage and trash collection.

FINAL BOARD IS CREATED

In May of 1959 the Parish President, Charles W. Spencer, in accordance with a provision of the charter, set up the last board to complete the overall efficiency of the new Parish-Council government.

This was the Jefferson Parish Advisory Board of 11 men, one from each of the 11 wards. President Spencer appointed a man of outstanding citizenship in each ward.

MAPPING THE FUTURE

One month later Parish President Spencer announced to the public the \$12 to \$16 million Capital Improvement Program he had placed before the Advisory Board for its study and approval.

This "Bridge to the 1960's," as Presi-

dent Spencer phrased it, included a \$5 million dollar drainage improvement program for both the East and West Bank; a million-dollar expansion of parish garbage disposal facilities; a \$3 million to \$5 million dollar plan for increased sewerage service parish wide, and an equal amount for added water facilities. All these are made necessary, in the next few years, not only because of normal parish growth but also because of the planned \$3.9 million housing program in conjunction with the Federal Public Housing Administration.

* * * *

The preceding resume briefly outlines the activities and plans of the new parish government during its first year in office as head of the fastest growing parish in the state, the parish that is steadily increasing its average of two manufacturing plants for every mile of its length, the parish that increased its population from 103,873 in 1950 to 166,400 in 1958, the parish that boasts the lowest percentage of welfare assistance in the state, with an amazing 3.4 as against its neighbor New Orleans which was eighth lowest with 6.4 percent.

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NEW ORLEANS, LA.



Aerial view of the pipeline being connected on the east end of Grand Isle which will pipe the molten sulphur to the Grand Isle base from the Freeport Sulphur Mine 7 miles offshore. Basically the pipeline will transfer the molten sulphur into Freeport's unique "thermos bottle barges" at the Grand Isle base. It is then transported 25 miles to Port Sulphur where it will be pumped ashore and allowed to solidify. The pipeline is a six inch line inside a 7½ inch line and the space between carries water heated to 320° F. Covering this water jacket is a thermal insulation 2½" thick. All this is encased in a 14" covering. The whole line is buried in the Gulf of Mexico floor to a depth of three feet.

JEFFERSON ADDS A NEW TOWN

Grand Isle, historically famous as the land of Lafitte the Pirate, nationally recognized as one of the ten best fishing spots in the world, and now busy with the activities of offshore drilling of oil and mining of sulphur, was incorporated as a town (taking in both the island of Grand Isle and the Cheniere Caminada community on the mainland) on June 19, 1959.

The new Board of Aldermen held its first meeting in the old Louisiana State University marine laboratory building converted into a city hall. One of its first major projects will be the attempt to swing a \$1 million bond issue to finance a Grand Isle water system. Jefferson marches on!

On Grand Isle, right now, incidentally, is being constructed a heavy stone jetty resting on a timber mattress and extending 800 feet into the Gulf of Mexico just west of Baratavia Pass which, when completed, will act as a barrier to the eastward drift and erosion of Grand Isle's beautiful sand beach.

And on Grand Terre, the island that faces it just across Baratavia Pass, the Louisiana Wildlife and Fisheries now

has under construction a Marine Laboratory Building for scientific research on marine life. There will be in this nearly \$200,000 plant a large Water Table Laboratory, Microscopy Room, Chemical and Bacterial Laboratory, Lecture Room, Graduate Student Laboratory, Biologist's offices and Conference Room.

STATE DEPARTMENT OF HIGHWAYS BUSY IN JEFFERSON PARISH

During the fifteen-month period from January 1, 1958, through April 1, 1959, the Louisiana Department of Highways was busy on 41 highway construction projects throughout the Parish of Jefferson, involving an expenditure in round figures of \$10,232,220.

Major projects among these were the \$2,386,865 Airline Highway Underpass on Route 61; the \$2,637,733 Avondale to Marrero West Bank expressway; the over a half-million-dollar asphalt Peters Road project at Harvey; the over \$600,000 concrete stretch from Gretna to the Mississippi River Bridge; the nearly half-million-dollar asphalt project from Gretna to Belle Chasse; the nearly half-million-dollar widening

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of Jefferson Highway; the nearly \$200,000 Leeville-Grand Isle asphalt-ing; the nearly a quarter of a million dollar Stumpf Boulevard project at Gretna; the nearly three-quarter of a million Traffic Circle overpass near Huey P. Long Bridge; the \$873,320 Huey P. Long Bridge to Kenner Dual Highway; and many other smaller but vital highway projects that are greatly contributing to the continued forward march of Jefferson.

SUMMARIZING

Industrially Jefferson continues to grow greater with 1958 highlighted by 18 permits being issued for the erection of industrial buildings to the estimated sum of \$4,521,750 in the unincorporated area of the parish. The year was marked by the plant expansion of the already large industries of Celotex, International Lubricant, American Cyanamid, and National Gypsum. Construction was started on the new Continental Grain Elevator and Avondale Marine Ways recently added an Industrial Division for serving the area's increasing industrialization.

A residential section of 5000 single family homes, to be situated south of Gretna near the Orleans and Jefferson parish line, is now in the planning stage and will be the largest residential development in this entire area. As planned, the homes will all be air conditioned and mostly brick, an entire city constructed by private enterprise.

Moisant Airport in Kenner is in the midst of a huge \$17 million building project started in 1957 and scheduled to be completed in 1961. The new Mississippi River Bridge connecting New Orleans and Jefferson Parish announced that 1,280,381 vehicles crossed it in 1958.

The year was marked by the beginning of construction of the new 150 bed West Jefferson General Hospital on land formerly a part of the grounds of Hope Haven, costing nearly \$3 million with half furnished by a West Bank Bond Issue and the other half by federal funds; the construction of St. Rosalie Catholic School in Harvey, costing \$100,000; and the completion of the \$150,000 Brown-McHardy Clinic on Veterans Highway to serve Jefferson's fast developing lake front.

The Harvey Canal Industrial Association with other West Bank Civic groups are working to create a Harvey Plaza at Harvey Canal Tunnel, beautified with shrubbery and benches and with the ultimate aim of having a boat available at the Plaza landing to escort visitors on the Harvey Canal and Bayou Barataria.

This summarizing could go on indefinitely. For you can pick up the newspaper almost every day and read about some new project, some new business or some new activity in Jefferson.

This report — any report on Jefferson — can only be part of an intensely interesting continued story.

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PARISH

OF

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Gretna, Louisiana



JEFFERSON PARISH PRESIDENT - COUNCIL

Upper left: Hon. Charles W. Spencer, President.

Upper right: Hon. A. Russell Roberts, Council Chairman.

Center, left to right: Hon. Frederick J. R. Heebe, Vice Chairman; Hon. Vernon C. "Lefty" Haynes; and Hon. Beauregard H. Miller, Jr., Council Members.

Bottom, left to right: Hon. B. J. Duplantis; Hon. John G. "Jack" Fitzgerald; and Hon. William J. Dwyer, Council Members.





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

Center, left to right: Hon. Lether E. Frazier, Lieutenant Governor, State of Louisiana; Hon. Jack P. F. Gremillion, Attorney General; and Hon. Nat B. Knight, Jr., Louisiana Public Service Commission.

Bottom, left to right: Hon. Allen J. Ellender, United States Senator from Louisiana; Hon. Russell B. Long, United States Senator from Louisiana; and Hon. Hale Boggs, Member of Congress, Second Louisiana Congressional District.



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Top: Hon. William S. Coci, Sheriff.

Center, left to right: Hon. Alvin T. Stumpf, Louisiana State Senator, Tenth Senatorial District; Hon. James E. Beeson, State Representative; and Hon. John F. Rau, Jr., State Representative.

Bottom, left to right: Hon. Vernon J. Wilty, Jr., Assessor; Hon. William Justice, Jr., Clerk of Court; and Dr. Charles B. Odom, Coroner.



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JEFFERSON COURT OFFICIALS

From left to right starting top: Hon. Leo W. McCune, Judge of Juvenile Court; Hon. L. Juliar Samuel, Judge Section A 24th Judicial District Court and Judge Elect Court of Appeals; Hon. John C. Boutall, Judge Section C 24th Judicial District Court; Hon. L. Robert Rivarde, Judge Ad Hoc 24th Judicial District Court; Hon. Frank H. Langridge, District Attorney; Hon. Waverly A. Henning, First Assistant District Attorney; Hon. Nestor L. Currault, Jr., Second Assistant District Attorney; Hon. Richard A. Thalheim, Third Assistant District Attorney; and Hon. Gordon L. Bynum, Fourth Assistant District Attorney.



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SCHOOLS ----

(Continued from Page 75)

around development programs of Jefferson's Junior and Senior Highs.

Time has been allotted in addition to the school curriculum for Enrichment Program Clubs organized and conducted by the pupils themselves dedicated to such specialized interests as Future Nurses, Future Business Leaders, Future Teachers, Red Cross, etc. And the potential benefits of Educational Television are now being studied by the administrative staff of Jefferson Public Schools.

In the Physical Departments under the guidance of the assistant superintendent of schools, in addition to the combined Spring Track Meet of the Senior and Junior High Schools, an annual track meet for the elementary grades is being planned. And, of course, the whole parish and the whole school system are proud of the East High Warriors and the West High Buccaneers, whose emblazoned busses, special for their use, transport the teams whenever they go.



In the parish athletic program these two boys brought to Marrero Junior High five ribbons. Ernest Walker was first in 100 yard dash, broad jump and 400 yard relay team. Michael Thibodeaux was first in 100 yard relay and second in 100 yard dash.

Students of the Westwego Junior High Geography Class conducted by Mrs. De Hornell exhibit class work shadow box interpretations of Life and Customs in Foreign Lands. They are Beverly Wilson, Linda Roone, Walter Barrios and Davey Bourgeois.





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The Jefferson Parish Public School System is never static. As this is being written new classrooms and new buildings are being added — new activities being put into effect, or being planned. The job of the School Board and the Executive Personnel headed by Lem W. Higgins, who has been superintendent of schools since 1940, is to discard the old when it becomes obsolete, adopt the new when it proves feasible and constantly aim to provide the school age children of the parish the best educational, vocational and enrichment facilities possible . . . a principle that is backed up by the parents, the people, the civic leaders and the industries of the parish, as indicated by the ten million dollar mandate given the School Board just a few months ago.

These Future Business Leaders of America spellers placed superior in District Convention at West Jefferson High. They are Amelia Rayes, Kathleen Collins and Doris Gritzman.



Bill Young, Louisiana alternate entry to the National Convention at Washington to select Mr. Future Business Leader of America.



Joan Crossen, Louisiana entry to the National Convention at Washington to select Miss Future Business Leader of America.



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This left side of the picture joins

EAST JEFFERSON HIGH CHAPTER OF FUTURE BUSINESS LEADERS OF AMERICA

with this right side of the picture





The above Gretna Park School was opened in 1958 and consists of 22 modern classrooms and a cafetorium.

We Are Bringing The Schools To The Children

The four new schools reproduced on these two facing pages were built during the last few years in advance of the \$10 Million Bond Issue program for the construction of twelve new schools which is now under way throughout the parish.

The Hazel Park School below was opened in 1958 and consists of 22 modern classrooms and a cafetorium.





The new 10 classroom and cafetorium addition under construction at Westgate School to be ready by 1959-60 school term.

And Not The Children To The Schools

These four schools were all built from the local one cent sales tax revenue, one-half of which goes to the Jefferson Parish School Board earmarked for the construction of new schools, a fact with which every parent should be familiar.

Ten more new classrooms have been added to Airline Park School which was originally opened in 1957.





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JEFFERSON'S INVITATION TO NEW TEACHERS----

By Lemuel W. Higgins, Superintendent
Jefferson Parish Public Schools

The Jefferson Parish expanding school building program will require and hire at least 200 new teachers during the next three years — mostly in the elementary grades.

Now is none too soon to be considering the applications and answering the questions of those teachers interested in joining this progressive and modern school system of the fastest growing industrial sector in the Deep South.

It is Jefferson's consistent policy, in order to secure teachers of the highest calibre to maintain its proud position among the top school systems in Louisiana, to pay salaries higher than the state law requires. This higher salary, plus all the retirement benefits and leave of absence privileges granted by state law, are only the primary inducements that Jefferson extends to new teachers locating here from other areas.

There are also the cultural and recreational advantages. Conveniently lo-

cated within the area are the two fine universities of Tulane and Loyola for graduate work and further study. There are several recognized research libraries, art galleries, excellent theatres and opera as well as a symphony orchestra. For recreation and entertainment there is the almost year round program of events — including Mardi Gras, the Sugar Bowl and nationally attended Spring Fiesta — as well as parks, golf courses, lake sailboating and yachting and the seashore beauty of Jefferson's own Grand Isle.

Jefferson, in spite of its fabulous growth, provides suburban living with all the advantages of enjoying the out-of-doors twelve months of the year.

These and other advantages of Jefferson as well as the qualifications required of its teachers, plus the prevailing salary schedules, are contained in a booklet which will be sent to any teacher interested in joining his or her future with booming Jefferson Parish.

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 Second row: Walter G. Schneckenburger, Assistant Superintendent of Schools; Horace Terrebonne, Ward 4, Westwego; John C. Bruning, Ward 10, Metairie; Wilfred Berthelot, Jr., Ward 5, Waggaman; Dave Dabria, Ward 4, Marrero.
 Third row: W. Richard White, Ward 3, Gretna; Mrs. Jeannette Dorroh, Secretary; Peter C. Bertucci, Administrative Assistant; Paul J. Solis, Assistant Superintendent of Schools; Lem W. Higgins, Superintendent of Schools; Loney J. Aulin, President, Ward 1, Gretna; Julius F. Hotard, Vice President, Ward 7, Gretna; Louis E. Breaux, Ward 8, Metairie; James Harry Stevens, Ward 9, Harahan; and Mrs. John Dufrene, Ward 6, Lafitte.



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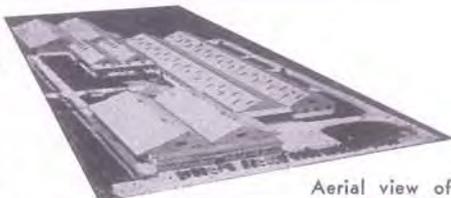
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SCHOOL BOARD OFFICIALS

Left: HON. LONEY J. AUTIN, President, Jefferson Parish School Board and Member of Executive Committee.

Lower left: LEM W. HIGGINS, Superintendent of Schools.

Lower middle: HON. JULIUS F. HOTARD, Vice President, Jefferson Parish School Board and Member of Executive Committee.

Lower right: HON. LOUIS E. BREAUX, Member of Executive Committee.



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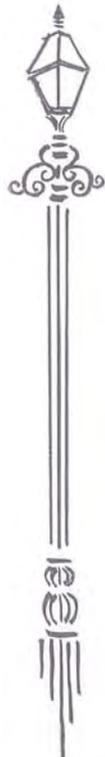
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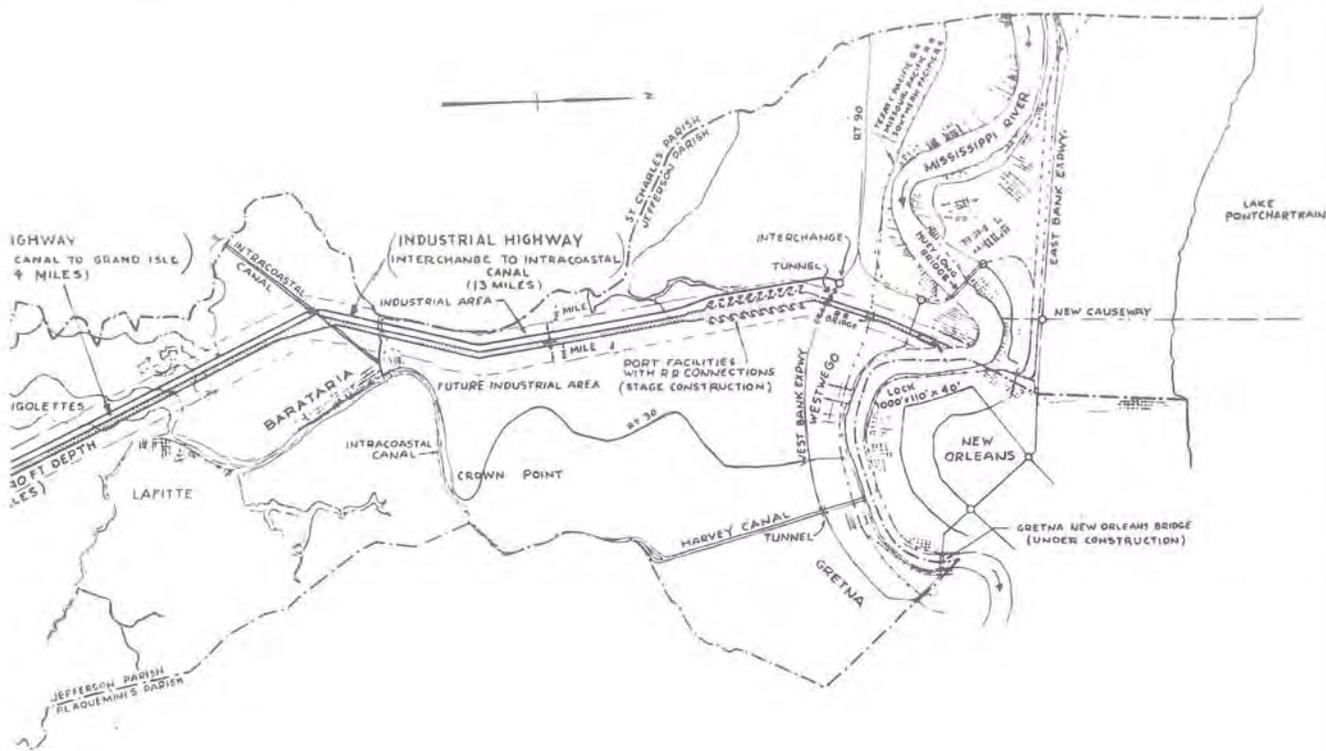
SCHOOL BOARD ADMINISTRATIVE PERSONNEL

Front row from left: Paul J. Solis, Assistant Superintendent; Lem W. Higgins, Superintendent; Walter G. Schneckenburger, Assistant Superintendent; Miss Ruth Pitre, Supervisor of Elementary Education. Top row from left: Peter J. Bertucci, Administrative Assistant; Lloyd Clancy, Visiting Teacher; Edgar L. Stevens, Auditor and Comptroller; H. Ashley Schexnauldre, Supervisor of Elementary Education; Anthony A. Caramonta, Visiting Teacher; and Frank Ehret, Visiting Teacher.



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**PROPOSED
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PARISH OF JEFFERSON, LA.**

PREPARED BY
ASSOCIATED TIDEWATER ENGINEERS
AUGUST 1955

The proposed highway to Grand Isle and the Gulf of Mexico which will flank the Industrial Harbor and the Seaway on its journey South to the Sea through the parish will be a 44 mile long road. It will be a 4 lane free highway between the interchange at Westwego and the Intracoastal Canal, a distance of about ten miles. The remaining 34 mile section of this highway to Grand Isle will be a two-lane toll road. The entire operation — both construction and operation of canal, road, and industrial harbor will be under the supervision and control of the Jefferson Parish Industrial Seaway Commission.

the hands of the Jefferson Parish Industrial Seaway Commission in December of 1958.

The second and later 5 mile phase of the project will bring the canal into the Mississippi River and will include the digging of that segment, a four lane tunnel bringing the West Bank Expressway under the canal, a railroad lift bridge in the vicinity of the lock and the lock and forebay into the River. It is estimated that this Phase No. 2 will cost about \$60 million, and since this portion of the project is not revenue bearing it will have to be financed through Federal aid or some other means.

AFTER THE CONSTRUCTION DETAILS AND COST HAVE BEEN

**DETERMINED COMES THE
BOND ELECTION**

Every move of the procedure of the Commission is definitely established by law, with the next logical and legal step being the Bond Election. With the funds approved and advanced by the Parish Council to defray its costs, the Jefferson Parish Industrial Seaway Commission has the authority to call a special election within the Parish of Jefferson asking the voters' approval, on the basis of the facts and figures presented to them, to issue and sell the \$130 million of Seaway Revenue Bonds.

Following a favorable election the next step is the final financial feasibility report, over 90% of which has already been compiled by the engineers and other agencies, but which cannot

be completed until after the Bond Election has approved the Seaway. Under an agreement with fiscal agents, the company will then make available to the Commission a sum of \$100,000 to finance the completion of the feasibility report.

This final step of economic feasibility includes the obtaining of the necessary permits, after hearings before the U.S. Corps of Engineers, for the construction of fixed bridges across certain waterways along the toll highway to Grand Isle, and to determine the number of movable bridges which must be constructed to keep certain waterways open to large vessels. Other necessary steps are to bring previous construction estimates up to present day values, obtain options from property owners establishing the value of the property to be taken, and particularly to obtain letters of intent from railroads, shipping interests, industries and other potential users of the industrial sites and port facilities to be developed. It is obvious that future potential tenants cannot be expected to commit themselves until the

electorate has approved the Seaway and the final report and after the bond election has taken place, and the financial feasibility of the Seaway project has been definitely established.

THE SEAWAY AND ITS FACILITIES

The Jefferson Parish 50 mile Short Cut To The Sea — which will cut the present river route mileage more than in half — will bisect a mile wide strip down through the land heart of Jefferson from the Inner Harbor area near Nine Mile Point at Westwego, by the shortest and most economical route from the standpoint of construction, to and through Barataria Pass.

With its 40 foot depth and 700 foot width at the top, tapering to 500 foot at the bottom, and its turning basin in Westwego, this Seaway will accommodate the largest ships afloat.

With the exception of Bassa Bassa Bay and East Champagne Bay it will pass through no large bodies of water,



As is the entire West Bank of Jefferson the busy coming Industrial Harbor and Seaway to the Gulf of Mexico will be served by the historic Huey P. Long Bridge that unites the New Orleans-Jefferson area by rail and by road with the western half of the continent. Seen here is the Southern Pacific's Sunset streamliner from Los Angeles.

but through a land area which the dredges will transform into industrial sites along the canal to as far as Bayou St. Denis, over half of the entire length.

In its construction, of which the west side of the canal will be developed first, levees will first be built at the back of the canal property and along the margin of the canal area itself. The earth dredged for the canal will be dumped and contained within these levees to provide the industrial sites and the road bed to Grand Isle, all of which will be uniformly 5 feet above sea level.

It is estimated that after construction begins the canal itself can be finished in two years and construction on the four lane toll highway to Grand Isle can begin within the fourth year.

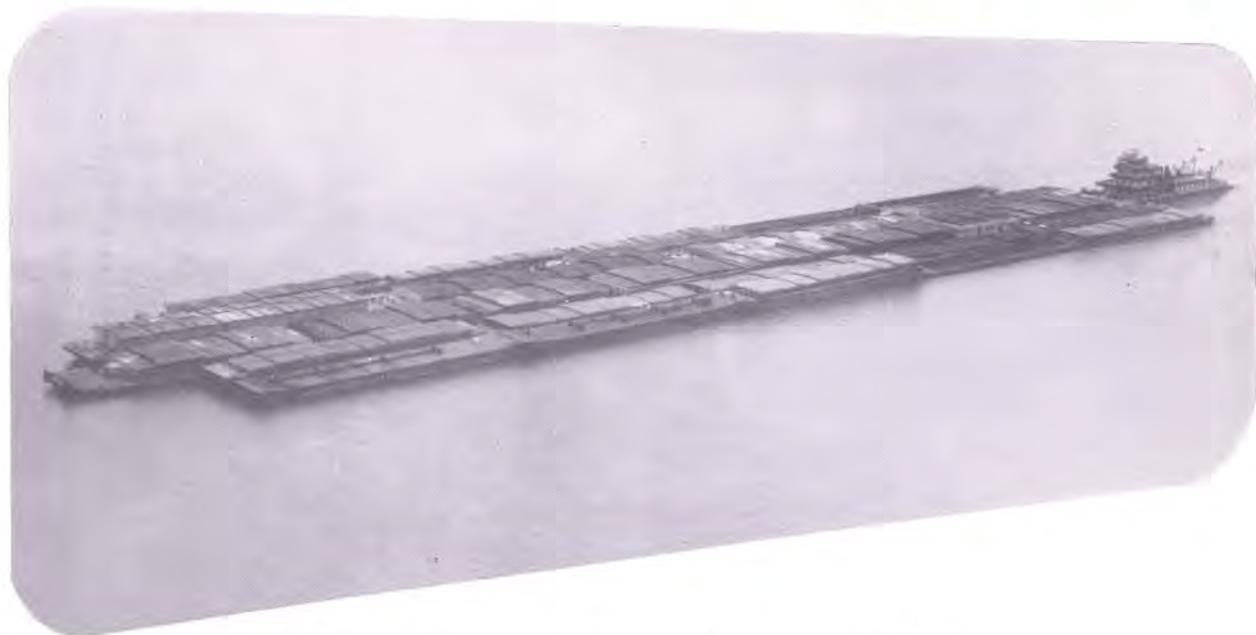
INNER HARBOR AREA

The Port Area of 2½ miles in length, of which the west side will be developed first, will be located at the top of the Seaway just below the West Bank Expressway. Its wharves will be of the

strongest and most modern construction for the handling of bulk and general cargo, with railroad tracks on the apron, heavy traveling cranes, modern type transit sheds, truck approaches, rail sidings and all necessary facilities for expediting and handling cargo. To start with, one slip capable of handling a minimum of 9 of the largest ships afloat will be built first on the west side of the canal.

INDUSTRIAL AREA PRESENT AND FUTURE

The immediate Industrial Area available for lease will lie between the Port Area and the Seaway's junction with the Intracoastal Canal ten miles to the south, with sites 2100 feet deep between the canal and the Grand Isle highway. These new sites, having Seaway frontage and backed by rail and highway facilities will be ideal for new industrial plants, warehouses and tank farms. Three railroads—the Texas Pacific, the Missouri Pacific and the



On the Mississippi River pass the world's largest movements of cargo by towboat, found by shippers to be the cheapest method of transporting raw and heavy materials. To the inland waterways system of the United States the coming Jefferson Parish Seaway will be an important and economic addition.

EAST

END

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Southern Pacific will serve this new Seaway Industrial area.

As needed, additional industrial sites will be opened between the canal's junction with the Intracoastal Canal and Bayou St. Denis.

THE NEW SEAWAY HIGHWAY

A modern new highway will run along the west side of the Seaway and will connect at its northern end with the new West Bank Expressway, which will connect it with U.S. 90, the Short Cut across the South, the Huey P. Long Bridge, and the new Mississippi River Bridge. All traffic using this highway will merge smoothly with the main highway system on the east and west banks of the Mississippi.

South of its intersection with the Intracoastal Waterway this 44 mile highway becomes a modern 34 mile two lane toll highway for the use of truck and passenger traffic to Grand Isle. This 44 mile direct route (the first ten of which will be a four lane free highway) into Grand Isle will rapidly replace the over a hundred mile three hour trip through St. Charles and Lafourche Parishes via Raceland. It will be the quick-

er, shorter road to Louisiana's Pleasure Island, beloved as one of the top ten fishing spots in the world and for its beauty and romance, its safe sand beach and surf. This road will also expedite the seafood catches of Gulf and Grand Isle shrimpers and oystermen to local and northern markets.

JUST A FEW MORE FINAL STEPS

. . . the next of which is the approval of the people of Jefferson Parish . . . and construction will start on Jefferson's parish owned combined Short Cut To The Sea, Planned Industrial Area, gigantic Inner Harbor and Seaport, and busy Highway to one of the nation's most beautiful resort islands . . . a combination that will transform thousands of Jefferson's uninhabited marshland acres into pulsing parish prosperity, new industrial plants, and new payrolls for Jefferson Parish people.

Parish leaders have been planning and pleading for this Seaway for over a hundred years during which time its importance has grown from a needed asset to a vital necessity. Jefferson can grow only in one direction — South to the Sea.

Among the many trucking operations which will serve the planned Jefferson Parish Seaway and Industrial Harbor is the Delta Motor Line, Inc., operating in Jefferson and New Orleans, Jackson, Memphis, St. Louis and Chicago with its 400 forty foot vans carrying both export and import merchandise between the port area and these above mentioned cities.



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SEAWAY COMMISSION OFFICIALS

The members of the Jefferson Parish Industrial Seaway Commission are, left to right seated: Henry Z. Carter, Member, Vice President, Avondale Marine Ways, Inc.; LeRoy L. Hall, Secretary-Treasurer, Investments; Nat B. Knight, Jr., Chairman, Attorney, Banker and Member of Louisiana Public Service Commission; Charles L. Doerr, Sr., Vice Chairman, Businessman, Banker and Investments. Standing left to right: William O. Turner, Member, President Louisiana Power and Light Company, Director Middle South Utilities Inc., Vice Chairman Mississippi River Bridge Authority; and S. L. Wright, Member, Assistant to the President, Texas and Pacific Railroad. Absent were Dr. Angelo A. Massony, M.D., Member, and Leon Nunez, Member, Wholesale Seafoods and Businessman.

Moods of Nature

IN JEFFERSON PARISH

... the clock around, the year around

Photographed by Eugene Delcroix

Introduced by Harnett T. Kane

Styles in photographs change, and the techniques of photographers alter with the passing of the years. But Eugene Delcroix goes on through the decades, giving his own impressions of New Orleans, of the dreaming bayou country, the green-gold marshes and the silent lakes of Southern Louisiana.

No one, it seems to me, has ever worked in quite the fashion of Delcroix, with such steady concentration and comprehension of his special field—his unique scene and the peoples who live at the fringes of that region. And no one, I am certain, has captured so well the lush and drowsing atmosphere of his fertile country.

Eugene Delcroix began to "make pictures" when he was still a small boy in grammar school, starting his studies of light in relation to form. Born in the Carrollton area, close to Jefferson Parish, he has done a major part of his work in and about the parish.

Through the months and the years he has waited patiently, tirelessly, for the "right conditions" of sky and atmosphere, in order to produce precisely the effect he wished. He has labored also for composition—the placement of a tree, the mound of a small levee, the grouping of animate and inanimate objects which brings his photography into the field of art.

Here, in a series of photographs made for the Review, Eugene Delcroix is at his best in capturing the softness of early morning on a winding waterway, the height of summer, the effect of evening on a grassy expanse, the movement of the winds, the prevailing moisture of a limitless field. This is vintage Delcroix . . .

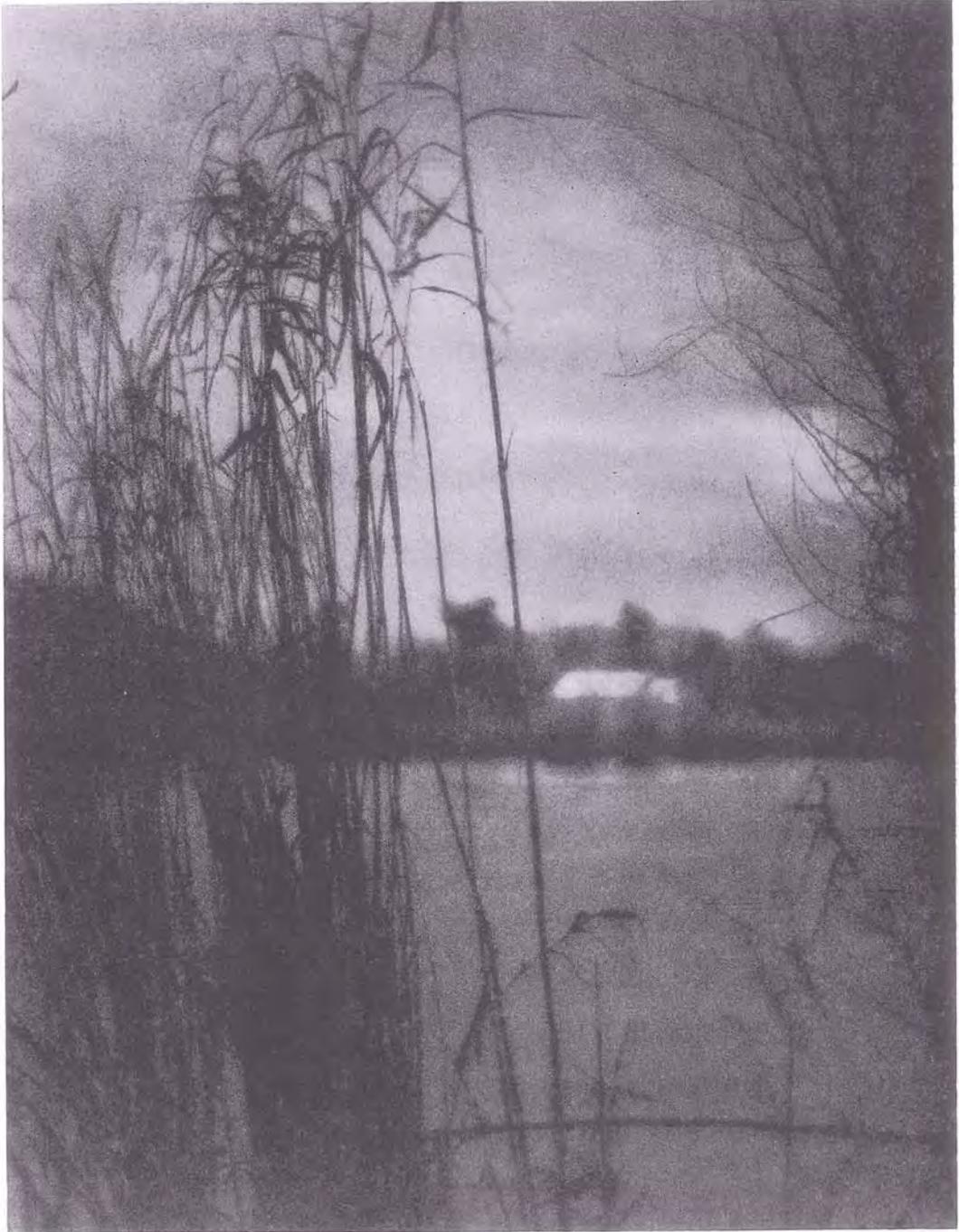


Harnett T. Kane

HARNETT T. KANE, best selling Louisiana writer, is the author of 20 books which have reached several million copies. He has been honored by the French Government, given awards by literary and other groups, and has won a steadily growing national approval by both critics and writers.

Of his twenty popular books, in both the fiction and non-fiction field, two have totaled more than a million copies each. They are "Lady of Arlington" and "Gallant Mrs. Stonewall." He has recently written "The Golden Coast" and his new book "Have Pen, Will Autograph" is a humorous volume on his 20 years' experiences in signing his name in his books.

A Jefferson Dawn



It could be called the "Fisherman's Dawn" because the beauty of the day's breaking throughout Jefferson's bayouland is the boon of those who man the boats and ply the waterways — seen too seldom to be appreciated by the 8 to 5 office workers. This particular dawn was on Little Bayou Barataria.

Spring In The Swampland



There is, of course, no breaking of the ice or melting of the snow in a Jefferson Spring. The Spanish moss becomes a little greener, the sun dapples down through the trees a little warmer, and the wild world of the swampland begins teaching its young to live and survive.

Almost
Any
Summer
Day



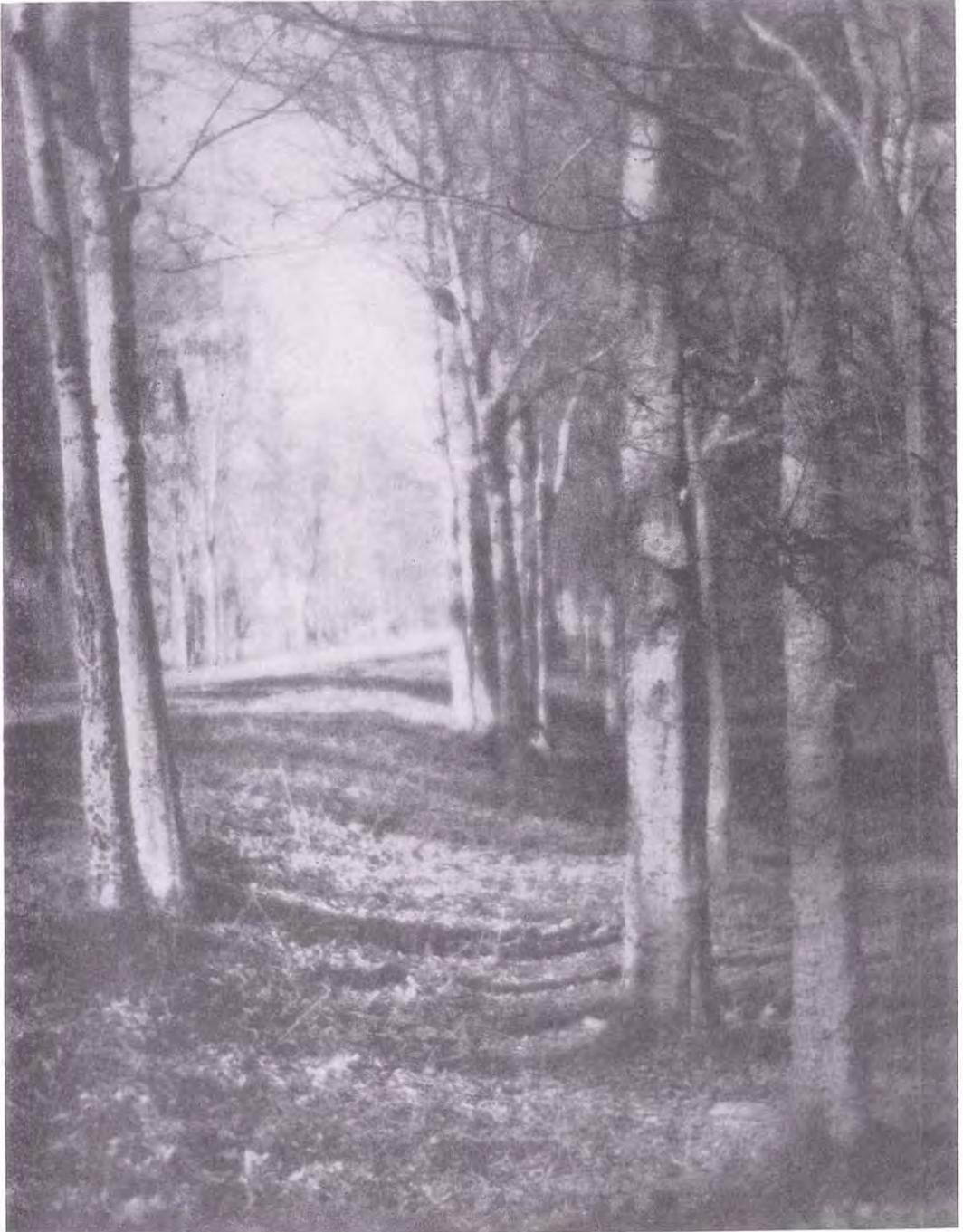
Throughout the many unbelievably wonderful spots of woodland such as this throughout Jefferson, summer be- comes, of course, the crest of the year — although, frankly, one has almost to consult a calendar to tell the difference between Spring, Summer and Fall — the change is so serene and so consistently beautiful.

The Brisker Breezes of Autumn



However, the Fall of the year steps up the tempo a trifle in Jefferson's outdoor acres — as the wild geese and ducks come gliding in for landings, the squirrels hop madly in intuitive anticipation of the hunters and the deer in their woodland cover warily sniff the autumn breezes.

A Winter Woodland Scene



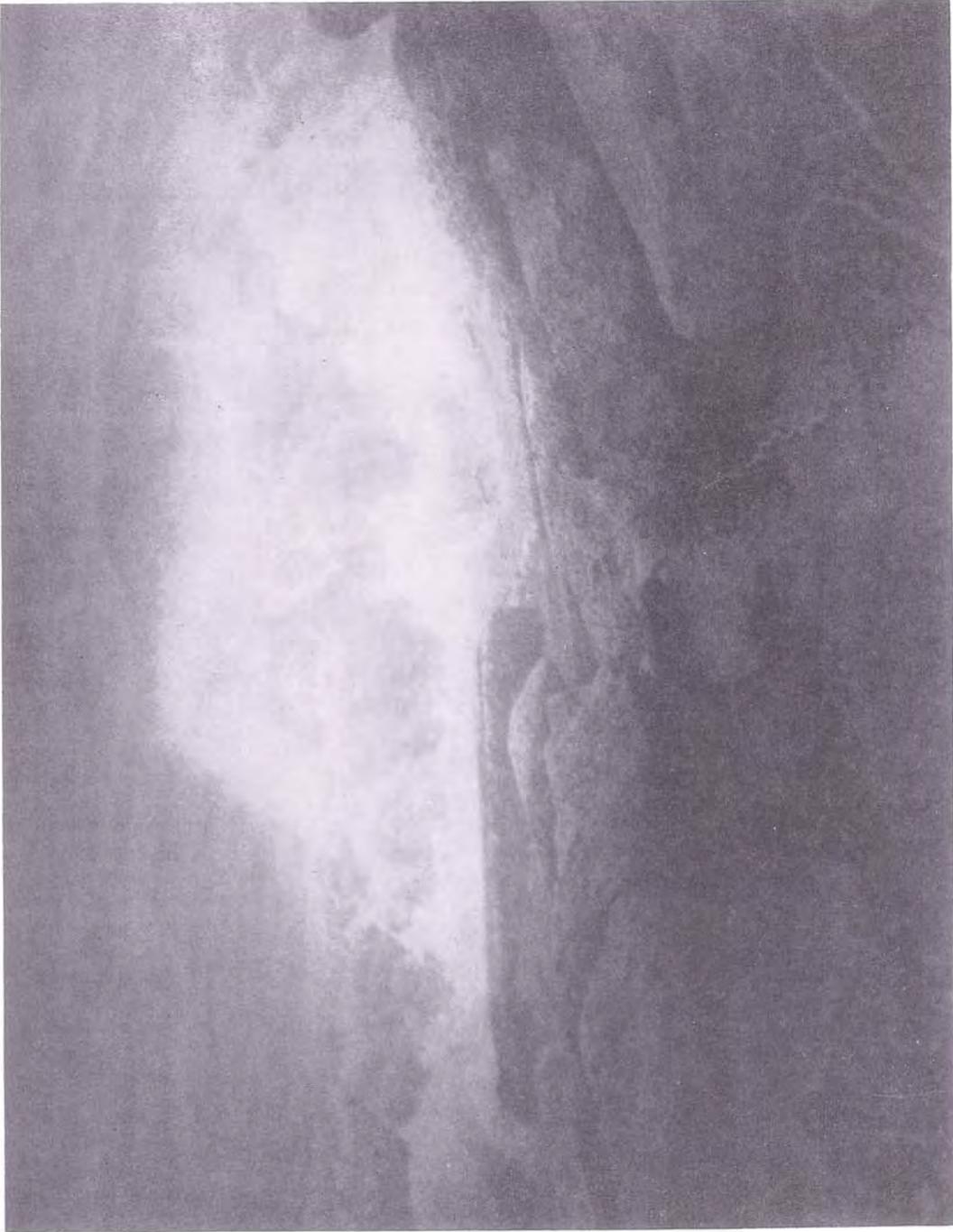
A rustic road in the heart of Jefferson caught by the camera in the heart of winter — that period which by Northerners must be philosophically endured, but which by Jefferson's recreation loving folk is considered the most invigorating season of the twelve month long outdoor year of the parish.

Nature's
Normal
Mood



A soft breeze is gently swaying this sweep of marsh grass along a Jefferson stream — and is symbolic of the pleasant disposition of Mother Nature throughout Jefferson throughout the year. It is the mildness of her wind and weather that have made the parish an outdoor recreational paradise.

Nature's Angry Mood



But occasionally Mother Nature becomes belligerent—but only briefly—as indicated by this excellent camera record of the wind and waves hammering Jefferson's East End of Lake Pontchartrain during that famous, and fortunately infrequent, tropical storm of 1947—which served, after it was over, to emphasize the normal mild climate this area enjoys.

End
of
Day
End
of
Story



Appropriately this camera study of nature's moods should close with one of Jefferson's magnificent sunsets — just before the cloak of darkness envelops its woodland and its winding waterland and its fin, fur and feather population bed down to prepare for another beginning — tomorrow.

PROGRESS in LOUISIANA



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LOUISIANA

Department of Commerce & Industry

Curt Siegelin, Exec. Director
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LAND OF LEISURE

(Continued from Page 51)

But the peak of Grand Isle's piscatorial excitement arrives at rodeo time (started back in 1928) when sport fishermen from all over the nation gather to experience that greatest thrill in a fisherman's life — landing a huge Silver King with the required 24 thread, 48 pound test line limited to 200 yards on the reel. The world's record for the greatest number of tarpon caught by one man in a specified time was first set in this annual Grand Isle Tarpon Rodeo by Leo Marrero.

The now famous 31 year old rodeo is not limited to tarpon, but has awards for 22 eligible fish including cobia, jacks, bonito, marlin, sailfish, mackerel and dolphin.

Presenting the 144½ pound winning Silver King of the July 1959 Grand Isle Tarpon Rodeo, brought in on the second day by John L. Lauricella, Jr., of Harahan, son of the man who in 1956 landed near Grand Isle the first white marlin ever caught off the coast of Louisiana with rod and reel.

Air view of the many sport fishing boats gathered at Grand Isle for the July 1959 three-day Twenty Seventh Annual Grand Isle Tarpon Rodeo, one of the best attended in recent years and in which prize winning fish were caught in 21 of the 22 (no manta rays caught) eligible classes, even to wahoos, said to be the fastest fish in the water and rare in years past.

JEFFERSON'S BARATARIA COUNTRY

Between Grand Isle and Jefferson's populated and industrial area at the top of the parish lies the nearly fifty mile long big and beautiful bayou country. Its verdure blanket of various shades of green is spotted with the iris, patterned with shell mounds or chenieres topped with moss draped giant oaks, and is scalloped at the lower end with the tall gaunt trunks of dead cypress, marking the never ceasing struggle between the meeting and merging of salt and fresh water—the whole magnificent crazy quilt design interspersed with bays, lakes, bayous and canals.

This water wonderland of Jefferson is penetrated for a distance of 21 miles by a fine hard surfaced road from Marrero to the village of Lafitte. With the recent completion of the new Mississippi River Bridge this road has opened up a new tourist attraction less than a half hour from downtown New Orleans.

Crabbing is a Jefferson outdoor sport that can be enjoyed by every member of the family and practically anywhere in the parish. All you need is a net, a bit of raw meat and the inclination. As you see, no boat is required.



THEY BECOME FISHING ADDICTS EARLY IN THE BAYOU COUNTRY

A pirogue or a skiff and a pole and man's most relaxing enjoyment, from boyhood until old age, is yours whenever there's a bayou, bay, pond, lake or river handy—which means most anywhere in Jefferson.



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This is our guiding policy: To build the best homes we know how; to sell at the lowest prices that will produce a fair profit; to use the latest knowledge in the field of land planning, architectural design, and interior arrangement and decoration; to be honest, friendly and fair in all our dealings with those who buy from us, those who sell to us, and those with whom we share the opportunities and obligations of good citizenship, wherever we may build. Doing these things, we will maintain—and deserve—success in this heartwarming job of building homes for happy families in proud communities.

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Malcolm LeBlanc of Lafitte won the 1959 Men's Pirogue Race World Championship, covering the 4 mile course in 30 minutes, 32 seconds.

Along this road on the bank of Bayou des Oies (Bayou of the Geese) is the quaint little centuries old cemetery where one of the folk tales of the Barataria country contends are buried John Paul Jones, Jean Lafitte and Napoleon, a tale illogical but intensely listenable.

Over a four mile elliptical course between the beautiful shaded banks of Bayou Barataria, with the starting point at Goose Bayou, is staged the annual Pirogue Races with prizes running into the hundreds of dollars for the winners. In specially hand built pirogues, running up to 22 feet long but only 25 inches wide, with less than 2 inches of freeboard, the men and women contestants must be able to exceed and maintain over fifty strokes a minute to compete for this world's championship.

Originated back in 1935 to promote the bayou country and its distinctive mode of personal transportation, this annual spring event now attracts contestants and spectators from all over the nation to the Deep South's most unique sporting event. An estimated 35,000 people lined the bayou bank for the 1959 races. It is an interesting bit of history that the 1936 pirogue champion, Adam Billiot, won the race in a pirogue built by his 53 year old father, Etienne Billiot, who himself finished third in the same race.

(Continued Page 214)



The special two mile Work Boat Class Race in the 1959 event was won by Tilton Creppell of Lafitte.

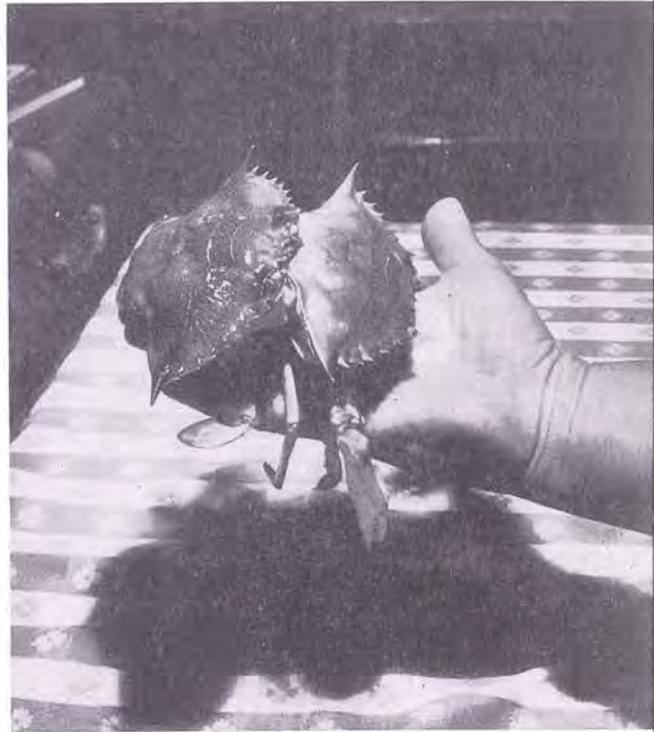
For the second consecutive year Mrs. Augusta Meyers of Lafitte won the Women's Pirogue Race World Championship before a crowd estimated at 35,000.



1938 — THE STEADY SWING FROM AGRICULTURE TO INDUSTRY

As of this date, reported the Review, more than 55% of all goods manufactured in and shipped out of the Port of New Orleans was manufactured on the West Bank of Jefferson Parish. The parish, however, had not yet arrived at its present overwhelming percentage of 98% industry and 2% agriculture. In 1938 over four thousand acres were under cultivation for truck crops, there were 273 dairy farms in the parish producing approximately 2,500,000 gallons of milk annually and 6,000 of the parish population of 45,000 were considered rural. This was the year the Review instituted its annual photographing of and reporting on the activities of the Jefferson Parish school system and, with the story of the soft shell crab, introduced its series of articles on the bountiful shrimp, oysters, fur, fish, oil, gas, (sulphur to come later) and wildlife of Jefferson. In this 1938 issue Cecil B. DeMille, who produced "The Buccaneer," wrote of his inspiring trip to Jefferson's Barataria country, the romantic pirate setting of the movie.

(Continued from Page 7)



THE FAMOUS JEFFERSON SOFT SHELL CRAB

Jefferson's Lake Salvador is the greatest haunt of the "Blue Buster" in all the coastal waters of the U. S.—bringing its soft shell crabs to market a full two months ahead of the great crabbing grounds on the Chesapeake Bay.

FARM SCENE IN JEFFERSON

Although Jefferson Parish is now 98% industrial, the twenty acre truck farm of Victor Delcamo on the River Road at Waggaman is representative of the still flourishing 2% agriculture—in one of the fields of which Sam Sparacio in the foreground is shown picking horse beans for market.



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1939 — PUBLIC IMPROVEMENTS

AND A PEEK INTO THE PAST

In this issue the Police Jury of Jefferson reported how, by taking advantage of WPA financial assistance, it was able to complete a public improvement program of over \$600,000, without any additional taxation, that constructed throughout the parish 18 miles of new streets, resurfaced 90 miles of existing streets and roads, and cleared and excavated to proper grade 100 miles of ditches. In this issue the Review introduced its readers to the picturesque and profitable fur trapping industry of Jefferson which annually sends hundreds of thousands of muskrat pelts, as well as mink, otter and racoon pelts into the fur markets of the world. It also presented Louisiana's beloved and popular author, Lyle Saxon, with an article on Romantic Jefferson, and published from the WPA Historical Records survey the first compiled history of Jefferson Parish, an invaluable aid to schools, libraries and everyone interested in the colorful past of the parish.



FUR TRAPPING IN JEFFERSON

This picture of the removal of a muskrat from the trap dramatizes one of the oldest industries of Jefferson Parish. For countless generations its fishermen have become fur trappers in the winter. Jefferson is still one of the important fur producing parishes of Louisiana which annually totals about 3 million pelts of all kinds, of which the fur of the muskrat represents over half.

ALL SAINTS' NIGHT

Presenting the Lafitte Cemetery on Bayou des Oies at dusk on All Saints' Night when the people of the Barataria country place their previously blessed candles on the graves of their departed relatives and friends, often remaining—talking and visiting—until the candles burn out and the night and their memories envelop them.



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Jefferson's Million Dollar Boys Town on the road to Barataria: consisting of Hope Haven (upper left) trade school and sanctuary for homeless boys between 12 and 16; Madonna Manor (on the near side of the highway) for similar boys up to 12; and the St. Joseph's Deaf-Mute Institute (formerly Chinchuba) in the right foreground. Founded by Monsignor Wynhoven in 1925 from a shack, a shed and a silo in an abandoned field and built and maintained with the generous contributions of people of all creeds and races.

1940 — YEAR OF RECAPITULATION

During the previous four and a half years, as of January 1, 1940, the WPA, property owners and the parish had spent over \$2 million in public projects throughout Jefferson . . . the Jefferson Parish School Board was currently spending \$1,600,000 in new school buildings . . . the parish population had grown to 50,000 and 558 new homes had been built in the parish the previous year . . . from May of 1935 to May of 1940 the Lafitte Oil Field (as reported by Review feature writer Thomas Ewing Dabney) had produced 19,554,386 barrels of oil from 42 producing wells and by 1940 other oil companies were also sinking wells in Jefferson's

oil-bearing bayouland. In this 1940 edition the Review presented the tasty Louisiana oysters of which Jefferson was the third largest producing parish in the state. Louisiana Catholic Historian Roger Baudier recounted the story of Jefferson's famous Boys Town, composed of Hope Haven and Madonna Manor, to which had just been added the Chinchuba Deaf-Mute Institute for Children. Lyle Saxon again penetrated the bayou country for one of his incomparable word pictures of its picturesque people and the Review editorially called for the Lake Pontchartrain Seawall which the hurricane seven years later proved so badly needed.

THE BLESSING OF THE FLEET

The colorful annual ceremony of the shrimp and oyster fishermen of Jefferson in a ritual as old as fishing itself—in which the captains and crews parade their boats slowly past the priest as he blesses them at the beginning of each summer's shrimping season.



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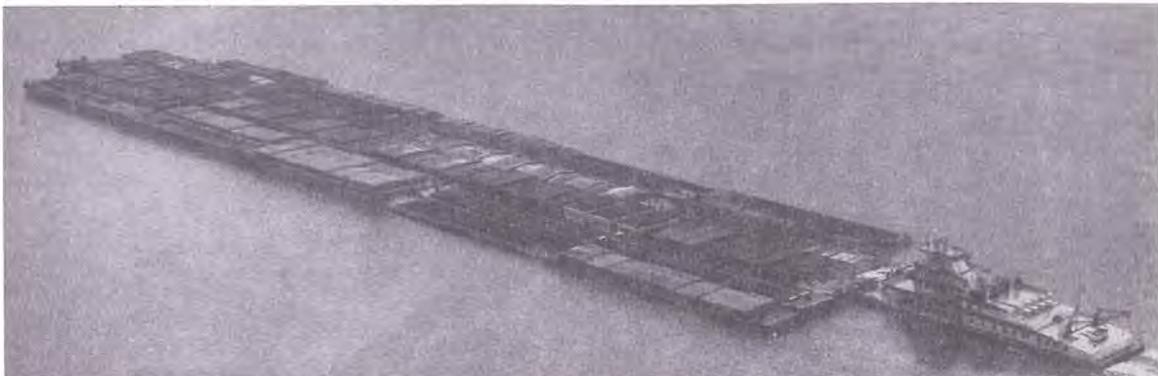
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1941 — PEARL HARBOR FOUND

JEFFERSON'S PLANTS PREPARED

By this time three oil fields were producing in Jefferson Parish. The 1940-41 Jefferson Parish School Board budget of \$531,289 was twelve times the budget of 1910 when the first superintendent of schools of Jefferson had either to take the train to visit the Kenner School or hire a skiff to cross the Mississippi. In an article on Jefferson's wealth of water, feature writer Thomas Ewing Dabney pointed out that the existence of Jefferson's historic Harvey Canal and natural waterways had made it economically possible to link the 13,000 mile long Intracoastal Waterway with the Mississippi at Jefferson Par-

ish. Author Lyle Saxon, in another Review article, looked at Jefferson with the eyes of a tourist and pointed out that Grand Isle, Louisiana's only salt-water beach, was only three hours by auto from any downtown New Orleans hotel. Popular columnist Hermann Deutsch in another Review article praised Grand Isle's sport fishing as among the finest in the world. In this issue the Police Jury pledged the resources, industries and ingenuity of the people of Jefferson to national defense. And then on December 7, 1941, at Pearl Harbor national defense suddenly became total war.

The huge railroad yards that serve the West Bank of Jefferson. To the left are the switching tracks of the Southern Pacific and to the right those of the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans. The view is from top to bottom, roughly east to west, with the Mississippi River in the background and the operations of American Liberty Tank Terminals Ltd., and Avondale Marine Ways in upper right with Huey P. Long Bridge out of picture at extreme upper right.





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1942 — STREAMLINED FOR WAR

Jefferson Parish shipyards (including the new Avondale Marine Ways, Inc., just established in Jefferson in 1938) swung into wartime production for the Maritime Commission; parish industries began filling war contracts for the army and navy; parish farmers turned wasteland into food for freedom farms; the people of the parish were busy with war work or civilian defense; and the Police Jury established the Parish Health Department. In this issue, 17 years before the present West Bank Expressway and tunnel under the Harvey Canal, the Review was already pleading for a four-lane highway to ease the congestion on the West Bank's

lone highway then aptly called the Burma Road. Featured in this 1942 edition was an article by feature writer Dabney again presenting Jefferson's persistent proposal to dredge a ship canal due south through the heart of Jefferson—the cheapest, safest and shortest still water channel to the sea. In this issue was recounted the story of Grand Terre, Jefferson's uninhabited island opposite Grand Isle, which was at one time the stronghold of Lafitte the Pirate and later the location of Fort Livingston, abandoned a few years after the War Between the States when modern warfare had obsoleted the effectiveness of land forts.



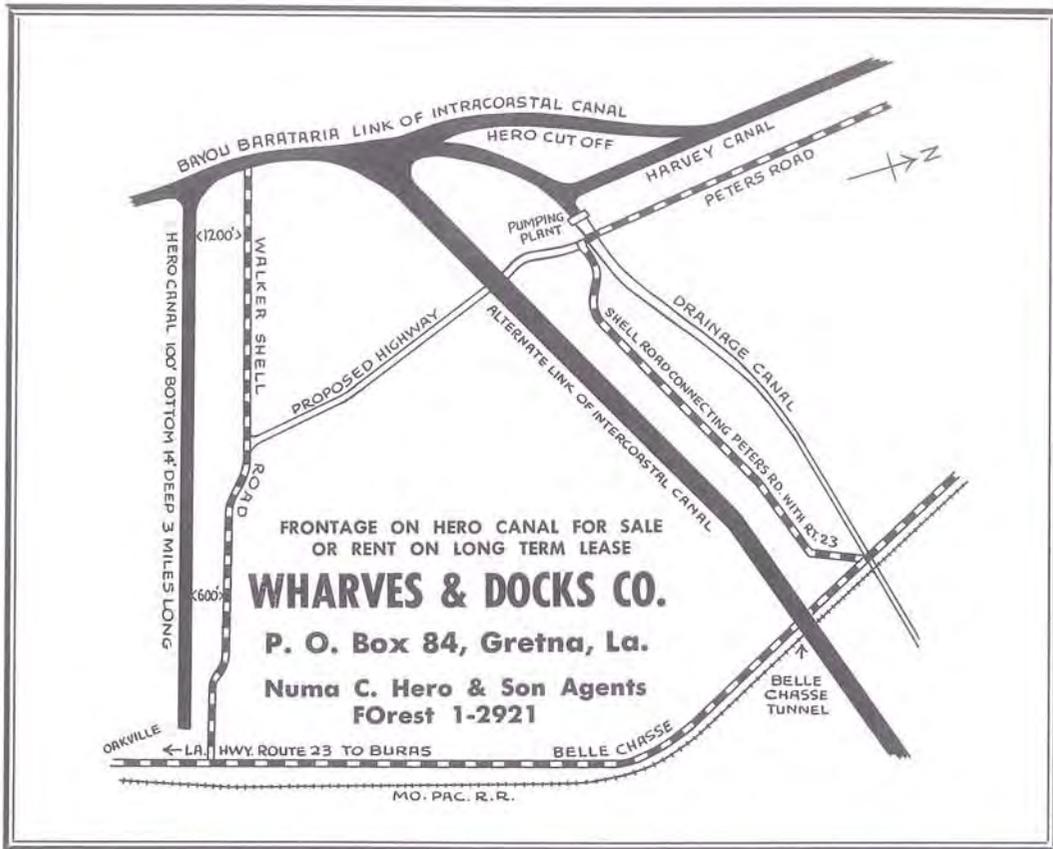
JEFFERSON PARISH PUBLIC HEALTH

The Jefferson Parish Health Unit has expanded its facilities and is today housed in a new administration building in Harvey and two branch buildings in Metairie. Headed by Dr. L. R. B. Centanni the unit now employs 75 full time employees—nurses, sanitarians, clinicians and specialists. Indicative of its efficiency is the fact that Jefferson has the lowest parish death rate in Louisiana. Its rabies control is so excellent that not one positive rabid animal has been recorded since 1954. In 1958 the unit gave 115,000 immunization shots to 25,000 Jefferson residents and its nurses made 7,685 calls to Jefferson families for the promotion of health and prevention of disease. Its work is outstanding in Sanitation, Nutrition, Health Education and the checking of children's health before school age. (Photo opposite shows hearing test of school child conducted by teachers and PTA groups under Public Health Nurse instruction.)

EAST BANK INDUSTRIAL AREA

This aerial photograph, with the East Bank River Road in the foreground, shows the New Orleans Public Belt Industrial Area all in Jefferson Parish with its nearly twenty industries. This shows the East approach to the Huey P. Long Bridge, and to the left outside the picture is the also busy Harahan Industrial Area.





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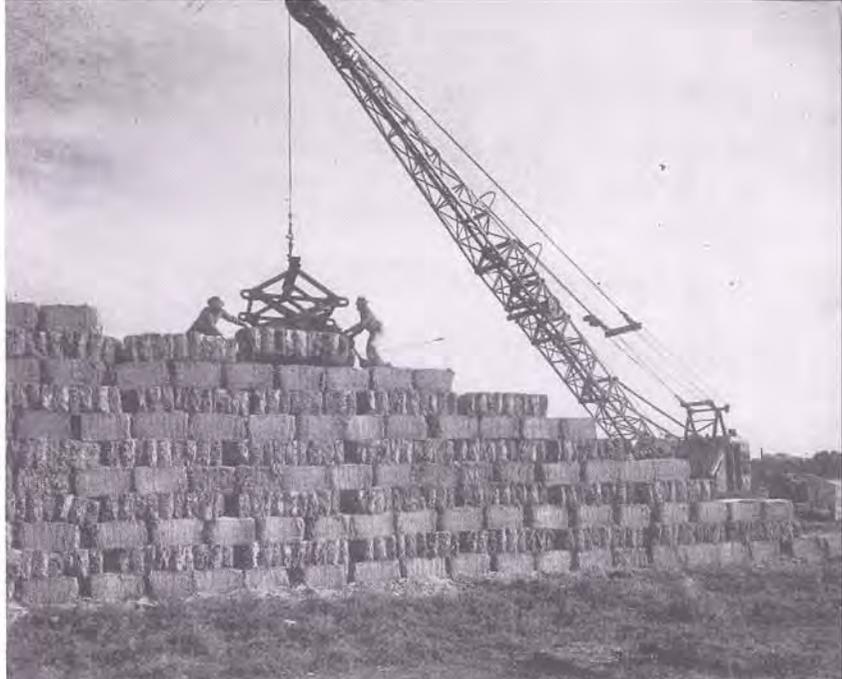
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A familiar Jefferson Parish West Bank scene — the never ceasing stacking of the raw material — bagasse or what is left of the sugar cane stalks after the juice is squeezed out — for continuous processing into insulating board in The Celotex Corporation's world's such largest plant at Marrero.



1943 — WAR TIME JEFFERSON

Jefferson now claimed 70,000 population and listed six abundantly rich oil fields and 61 industrial plants — 19 of them serving or allied with the growing Jefferson petroleum industry, 10 of them engaged in or serving the seafood industry, and 32 in diversified fields — none of them, absolutely none of them war plants to be abandoned later, but solid substantial peace time plants many of which, of course, were now engaged in war work. In this year LIFE MAGAZINE aware of Jefferson's increasing national promi-

nence, sent a photographer-writer team to cover the story of this booming parish . . . and nationally known children's author Lois Lenski visited and described in the REVIEW Jefferson's fabulous bayou country. The airport at Kenner, later to become the Moisant International Airport, was under construction. Featured in this issue of the REVIEW was an article by Dabney calling for the present Mississippi River Bridge, almost 15 years before it was an accomplished steel link uniting the West Bank of Jefferson Parish and New Orleans.



MOISANT EXPANDS . . . Construction nearly complete on the new Terminal Building that will make Moisant International at Kenner one of the most modern airports in the nation. Moisant in 1958 served 600,657 air passengers, handling 190 flights per day—95 arrivals and 95 departures—of eleven passenger lines and one all freight line. The new Terminal contains reception room for distinguished guests, dining room, a cry room for children, airmail area, retail stores and even a chapel.

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OVERPASS SYSTEM TO THE CAUSEWAY

From Jefferson Highway in the foreground this overpass system to the Greater New Orleans Causeway over Lake Pontchartrain crosses Airline Highway, Metairie Road and the tracks of five railroads, carrying traffic right and east to New Orleans, left and west to Kenner.



1944 — JEFFERSON, THE PROLIFIC PARISH

The REVIEW introduced this year's edition by giving Jefferson the above title and then expanded on the subject, and we quote: "Where 60% of the manufactured and shipped goods of the Port of New Orleans originates—where are located 66 industrial concerns, including five of the largest of their kind in the world—where are found the succulent shrimp and oysters of Barataria Bay and the soft shell crabs of Lake Salvador—where black gold flows and sleek fur abounds—where the sportsman can run the gamut from trout to tarpon and duck to deer—where the arteries of every known method of

transportation cross or converge—and where, awaiting the post-war traveler, lies the lovely Land of Lafitte the Pirate and the golden sands of Grand Isle." In this issue the REVIEW introduced Harnett T. Kane, author now of 17 successful books, Tilden Landry with his story on historic Harvey Canal, and reported the August 1943 presentation of the Jefferson Parish Short Cut to the Sea (then called Arrow to the Americas) to the U. S. Army Engineers. In this issue Plaquemines Parish became a regular participant in the REVIEW's annual parish progress round-up.

THE WORLD'S LARGEST

This aerial view of The Freiberg Mahogany plant on the Mississippi River at Harahan shows the log pond which has a capacity of 6 million board feet of mahogany logs that are brought from Central America on freighters as shown in foreground. Freiberg annually produces from 5 to 6 million board feet of mahogany mostly for use in the furniture field.



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1945 — POSTWAR JEFFERSON

At war's end Jefferson Parish, with a manufacturing plant for every mile of its 60 mile length, not one of which was a war baby, entered peacetime production again as the most highly industrialized section in the South. In the summer of this year Moisant International Airport, the largest in the nation, opened at Kenner — 1160 acres of flying facilities to support the aggressive post war bid of the New Orleans area for world air travel and trade. Plans for the construction of the vital highway bridge across the Mississippi — connecting downtown New Orleans with the business heart of Jefferson — were well underway, the Congressional bill granting approval already signed

by President Truman. More postwar programs included the protective seawall at Metairie, and the blueprinting of a system of four lane super highways, overpasses and a tunnel under Harvey Canal (instead of bridge previously proposed) to relieve the growing traffic congestion through Jefferson. In this year of peace parish rural electrification was completed to Cheniere Caminada and Grand Isle, which travel book writer Eleanor Early visited and praised in this issue. With this 1945 edition the readers were given a colored and detailed map of the parishes of Jefferson, Plaquemines, St. Charles, St. John the Baptist and Lafourche.

SINCE 1876

Senator Alvin T. Stumpf, and his Plant Manager Dewey Thibodeaux, display the 10 different products sold in 25 countries throughout the world by the insecticide company founded by his father in 1876. Carried on by Senator Stumpf when his father died, John Stumpf's Son in Gretna is one of the oldest continuous operation industries in Jefferson Parish.



WESTGATE HOMES

When this picture of Westgate Homes was taken 743 residences had already been completed and 111 under construction. It fronts on Veterans Memorial Highway at the right. David Drive is in the foreground and Moisant Airport can be seen in the background. Land has been set aside by the developers for churches, playgrounds and schools. The area at the front facing Veterans Memorial Highway has been reserved for commercial enterprises to serve the subdivision.



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INDUSTRIAL HARVEY CANAL

With its locks in the foreground the Harvey Canal reveals in this aerial picture the heavy concentration of industries and warehouses on both of its banks, most of them serving the parish oil industry for which the canal is the main highway of supply.



1946 — HARVEY CANAL INDUSTRIAL AREA SERVES BOOMING INDUSTRY

In this year's issue the Review called attention to the fact that it was giving its readers twice as many pages of information and pictures as when it was first published in 1935 . . . and, also that in that same 12 year period Jefferson Parish had added more than three dozen new industries. In this year Peters Road along the bank of the Harvey Canal opened up $3\frac{1}{2}$ miles of new industrial sites, expanding this concentrated canal side industrial area where already over 49 concerns had plants, warehouses or storage yards, most of them serving the mushrooming parish oil drilling and exploration industry.

Just to show that Jefferson Parish was not all work and no play the Review prominently featured its recreation in this issue: for instance, alligator hunting in Jefferson; spending a weekend at the perfect playground of Grand Isle; the quiet pleasure of fishing in Barataria Bay from the boat and under the guidance of one of Grand Isle's professional fishermen; or the thrilling excitement of fighting the battling tarpon out in the Gulf, especially during the Grand Isle Tarpon Rodeo. And in this issue the Review introduced author Robert Tallant in an intriguing article on Voodoo.

START OF THE BIG RACE

Held on an elliptical 4 mile course on Bayou Barataria for which the Bayou of the Geese that flows into it is both the start and finish, the annual Pi-rogue Races for both men and women each Spring is one of Jefferson's most popular sporting events, attracting dozens of entrants and thousands of visitors to one of America's most unique races.



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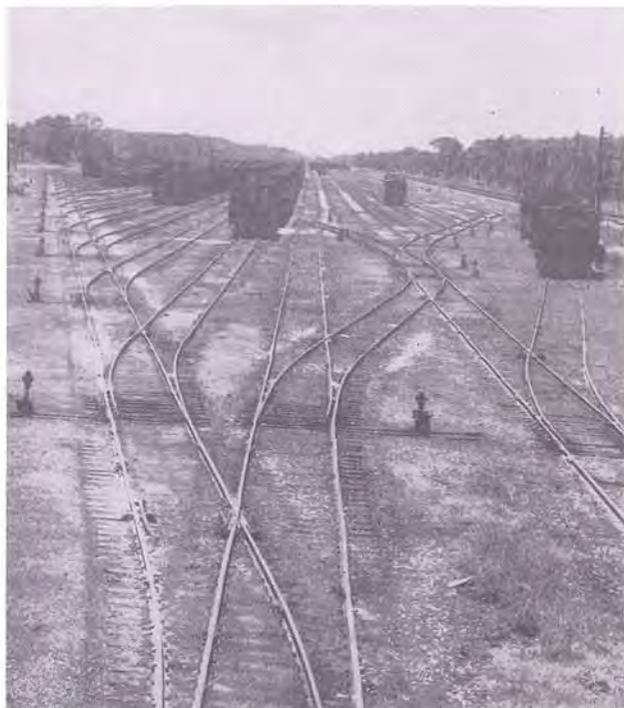
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1947 — JEFFERSON: WHERE OIL AND WATER MIX

The REVIEW proudly reported that during the 30 month period since the war both private enterprise and public interests had spent an average of \$2 million a month in Jefferson . . . that the parish now boasted over 70 major industries . . . that Avondale Marine Ways in spite of war's end had expanded its boat building and repair facilities . . . that Johns-Manville Products Corporation had practically doubled its plant capacity in preparation for the new homes America needed so badly . . . that over 200 new deep sea shrimp trawlers were headquartered in calm Barataria Bay . . . that completed was the Mays Yard of the Illinois Central back of wartime Camp Plauche with 21 switching tracks each capable of handling 100 cars . . . that the oil industry had spent millions in parish new wells and exploration and that Harvey was already known as the Little Houston of Louisiana . . . that Jefferson had witnessed the erection of 1700 new homes . . . that over a million dollars worth of public utility improvements had been made . . . and that the state had authorized the expenditure of a half million dollars on new roads and bridges in Jefferson . . . and in this issue of the REVIEW the state's chief biologist Dr. Gowanloch proves to the satisfaction of the oyster fishermen that the oil industry and the seafood industry can live and prosper side by side in Jefferson's coastal waters.



The efficient Mays Yard of the Illinois Central at Harahan, in the nearby busy industrial area of which there are still 1200 acres available for new manufacturing plants. It consists of 21 classification tracks ranging in capacity from 70 to 120 cars. It has a 65 car track scale, three car repair tracks and locomotive facilities consisting of machine shop, locomotive crane, cinder pit, inspection pit, engine laundry and modern sanding facilities. This Yard was originally planned so effectively that it has never needed revision.



In Barataria Bay, noted in seafood circles for the delicious flavor of its oysters, this boat is on its way to plant seed oysters in the beds of the bay that have provided a living for generations of Jefferson Parish oyster men and have put it on the gourmet's map. The Barataria Bay harvested oysters are nearly all served on the half shell or brought to the packing plants at Westwego and Harvey, the latter community boasting the largest canner of oysters in the world, the Southern Shell Fish Company.

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1948 — BLACK GOLD AND WHITE GOLD

This year Jefferson Parish was pushing 100,000 population with the amazing fact, concealed in this figure, that 95% of its newcomers were permanent home owning citizens. Actually 2500 new homes in Jefferson went on the tax rolls this year. It was estimated that under the land and water of Jefferson Parish was an oil reserve of 200 million barrels . . . and this year was highlighted by the introduction of offshore drilling in Jefferson by Humble Oil and Refining Company, operating with a special offshore rig in water 50 feet deep about 8 miles off Grand Isle. Besides Jefferson's wealth in the black gold of oil, the fishing fleet of Jefferson supplied a great part of Louisiana's 70% of the nation's annual catch of 100,000,000 pounds of the white gold of jumbo shrimp. The REVIEW also noted that the new hard surface road to Grand Isle was bringing, in addition to the oil workers seeking black gold, the weekenders and vacationers seeking a golden tan on one of the safest beaches in America and among the ten top fishing spots of the world.



SHRIMP BOATS IN PORT

Whether in snug harbor at Bayou Rigaud on Grand Isle or tied up along one of the many bayous, the shrimp boats of Jefferson are a romantic reminder that for generations upon generations shrimp fishing has been a picturesque and prosperous part of the parish and one of its oldest industries.

GOLDEN SANDS OF GRAND ISLE

At this Pleasure Island of the parish generation upon generation of Jeffersonians and island visitors have enjoyed the warm sun, the rolling surf and the safe swimming of its over eight-mile-long beach, protected by three outlying sandbars and therefore free from dangerous undertow.



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1949 — MORE POWER FOR JEFFERSON

Going up! The count this year was 80 diversified industries in Jefferson Parish! Ten thousand new residents had moved into the parish and the number of new homes built had hit an all time high. To serve its rapidly mounting list of industrial, residential and commercial users the Louisiana Power and Light Company selected Westwego as the site of four new generating plants totaling \$36 million, with work on the first \$9 million unit already started. There were in this year of 1949 ten producing oil fields in Jefferson with 165 wells pumping their allowable of 28,547 barrels a day. There were 372 shrimp trawlers licensed in Jefferson to bring in their share of the multi-million dollar seafood harvest, and there were seven shrimp canning plants in Westwego alone, not counting the world's largest shrimp and oyster canner, The Southern Shell Fish Company, located on the Harvey Canal. Articles by Thomas Dabney on the needed West Bank Seaway, by Andre Cajun on historic Jefferson steamboats, by Robert Tallant on the West Bank Mardi Gras and Arthur Van Pelt on Jefferson's fabulous fishing portrayed a few of the many intriguing phases of Jefferson Parish.



Frederick William Brown of Metairie who reigned as King Zeus in the second annual parade and ball of the Metairie Carnival Club's Krewe of Zeus with its theme of "The Land of Make Believe" on the Sunday night before the 1959 Mardi Gras. The Krewe of Zeus provides the only night carnival parade on the East Bank of Jefferson.

The Louisiana Power and Light Company's Nine Mile Point Steam Electric Generating Station, which has a capability of 319,000 kilowatts, is located on the Mississippi River near Westwego. The company also has eight major 115,000 volt substations in Jefferson Parish and two others under construction. It has ten 115,000 volt transmission lines in the parish with another nearly completed.





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Other branches are Gretna, Bridgedale, Grand Isle, Jefferson Plaza, Kenner, Marrero, Metairie, Webster (colored), Westwego, Lafitte and Harlem (colored), with the Library Headquarters at Gretna. In the first 3 months of this year 284,781 books were circulated.



1950 — JEFFERSON PASSES 100,000 POPULATION MARK

In April of this red letter year the long awaited realization of the bridge across the Mississippi came closer with the State Highway Department asking the U. S. Engineers to pick the location for the 3,000 foot span. This year Jefferson joined the ranks of 30 other Louisiana parishes to enjoy parish wide library service, the program extending even to Grand Isle. And to finance enlarged and improved and urgently needed educational facilities the voters of Jefferson had approved in November of 1949 a School Board Bond Issue of \$5½ million, of which the greatest item of construction would be two new

consolidated high schools, each capable of handling 1500 students, one on the West Bank and one on the East Bank of Jefferson. And in March of this year of 1950 the East Jefferson Waterworks District No. 1 drove the first piling in the construction of new facilities for increasing its production of potable water to 10,000,000 gallon a day. And biologist Dr. Nelson Gowanloch, in an article on Jefferson's seafood industry, pointed out the great future potential of the yellow fin tuna recently found in commercial quantities in the Gulf of Mexico.

Panoramic view of the plant and office of East Jefferson Waterworks District No. 1 which serves the East Bank of Jefferson Parish. Every day its huge intake pipes suck into the plant 20 million gallons of Mississippi River water to be properly purified, stored, and distributed for household, business and industrial use and for fire protection.





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Under the shady trees of Jefferson Playground District No. 5 a group of little girls practice square dancing in the Sunbeam Program. This playground covers 21 acres and is equipped with a large gym, combination meeting rooms, an air-conditioned canteen, 8 tennis courts, a concrete roller skating area, a football field, a baseball diamond, the little boys' baseball field, a picnic area with barbecue pits and a horse riding area.

1951 — JEFFERSON LAUNCHED PLAYGROUND PROGRAM

During this year of its Hundredth Anniversary the Illinois Central Railway spent \$7 million in Jefferson expanding its 21 track Mays Yard. The Moisant International Airport in Kenner, with 130 scheduled and unscheduled flights a day, was completing a million and a half dollar development program. In the advanced planning stage were both the New Mississippi River Bridge, the proposed Lake Pontchartrain Causeway and the proposed West Bank Super Highway with a tun-

nel under the Harvey Canal. In late 1950 a \$900,000 Bond Issue had been approved for the construction of Playground District No. 5 which included two large community centers. The REVIEW gave the actual 1950 census count as 102,691 people in Jefferson Parish, which growth was indicated by 2,000 new homes being built on the East Bank alone in 1950. And with 12,000 children attending public school in the parish and increasing about 10% a year, the School Board hastened on its \$5½ million construction program.

This is the Metairie Playground District No. 4 site where was held the baseball playoff of the Little Boys Program including 12 leagues and 90 teams. On this 45 acre playground center are an enormous gym, auditorium, meeting rooms, locker rooms, ceramics rooms, 6 lighted ball diamonds, softball diamond and football field, cinder track and picnic area with barbecue pits.



1952 — JEFFERSON MAPPED ITS FUTURE

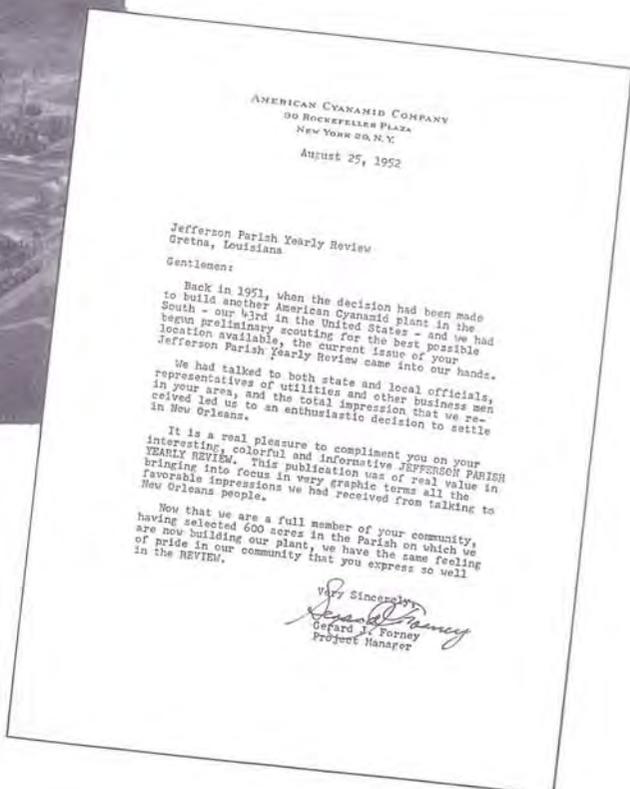


The Public Welfare Program in Jefferson Parish is now in its 25th year of service and has been a unit of the state since 1936, giving assistance to the aged, the needy blind, dependent children and handling many other services that go hand in hand with financial assistance. The picture here shows two workers in a simulated Child Welfare interview for solving childhood problems. The children shown are staff members' children who posed for this photograph.

Progress no longer moved in Jefferson — it jumped and leaped. Population this year of 1952 had increased to 115,000 and the parish possessed over 110 industrial plants. Back in the 1935 first issue of the Review it reported Jefferson Parish as having then only a \$30 million property assessment. At the end of 1951 there were over 35,000 pieces of property on the assessment rolls with 19,778 home owners granted tax exemption of from \$2,000 to \$5,000. (There is no personal property tax in Jefferson). In this 1952 issue the Review presented a double page map of future major projects of Jefferson Parish, all of which are now accomplished facts with the exception of the Tidewater Ship Canal and Industrial Harbor (see Congressman Hale Boggs' article in this 1959 issue on that.) Indicative of Jefferson's pulsing prosperity and progress was the fact, cited by the Review, that although Jefferson was the fourth largest Louisiana parish in population it had the least need for welfare aid and received from the state the lowest welfare grants per capita. (That is still true in this year of 1959).



This is an air view of the Jefferson Parish Fortier plant of the American Cyanamid Company, sixth largest chemical company in the U.S. Back in 1951 this company chose Jefferson Parish for a plant location because of abundant natural gas and water. In 1958 it completed a multi million dollar expansion program doubling its production capacity of acrylonitrile. The enlarged plant now employs about 820 people with an annual payroll of \$4 million. Cyanamid's total investment in Jefferson is around \$95 million.



Part of the Industrial West Bank in the Harvey-Marrero area, presenting from the foreground back the Swift and Company Refinery, Swift and Company Plant Food, Commercial Solvents Corporation, Stauffer Chemical Company, Penick and Ford, Continental Can Company, Mayronne Lumber & Supply, Texaco Tank Farm, Hess Terminal Corporation, Clark Oil Refining, Johns-Manville Products Corporation and Celotex faintly in the distance.



1953 — TWO MANUFACTURING PLANTS FOR EVERY MILE OF JEFFERSON'S LENGTH

On this, the Sesquicentennial Celebration Year of the Louisiana Purchase, the Review proudly proclaimed that Jefferson Parish now possessed an average of two manufacturing plants for every one of its 60 miles in length, including five of the largest of their kind in the world, and having added this year the new huge now \$100 million American Cyanamid Company. It pointed to the parish steadily increasing population of 135,000. And it noted that Jefferson Parish was served by five great trunk line railroads, contained in its midst the huge Moisant International Airport, escorted through its heart the vital inland waterway sys-

tem from Florida to Mexico that handled 36 million tons of cargo the preceding year of '52, and is joined with the rest of the nation by three national highways. Engineering had already started on the outer network of super highways which will speed through traffic and fast local traffic around this concentrated industrial area. Concerning this industrial West Gate of the No. 2 Port of the nation the Review repeated its earlier prediction—that Jefferson Parish with each passing month looms larger and larger as the logical location for the Ship Channel to the Sea and an Inner Industrial Harbor.

HARVEY CANAL TUNNEL

This entirely automatic vehicular tunnel under the Harvey Canal is protected by two seven foot high control panels in the state highway department district office at Marrero. If there is any slight mechanical or electrical failure in the tunnel a bell starts ringing, a red light flashes the location and nature of the failure and men are dispatched immediately for the proper repairs.





METAIRIE
COUNTRY CLUB

A sky rider's view of its beautiful 136 acre expanse, comprising its famous 18 hole golf course, club house and grounds, swimming pool and tennis courts, with adjoining residential Metairie Club Gardens. This scenic setting was created from a cow pasture back in 1922.

1954 — JEFFERSON'S PAST REVIEWED AND ITS FUTURE FORECASTED

In this 1954 edition, supported by a pictorial map of Jefferson Parish and Grand Isle, the Review published the fascinating history of the parish during that little over a half century march of progress that transferred it from an almost total agricultural parish to the most highly industrialized section of the Deep South . . . telling the story of each of its concentrated chain of communities, its bayouland and its Pleasure Island. And then, the Review blueprinted the fabulous parish plans for the future—the millions to be spent in the elimination of grade crossings and traffic bottlenecks with new highways,

overpasses and a tunnel under the Harvey Canal — and for the first time reported Jefferson's plans for its own parish financed, parish constructed Tidewater Channel to the Sea and Industrial Harbor. The Review, in this issue, conducted its readers inside some of the beautiful homes of Metairie, that area of Jefferson Parish long recognized as the finest residential area of Greater New Orleans. Last but not least in this year of transition was the vote decision of the people to streamline the government of the parish with a Commission Council to replace the Police Jury System in 1956.



INSIDE
METAIRIE

Metairie, Jefferson's 3240 acre community of beautiful homes only 15 minutes drive from the business center of New Orleans, has long been recognized as the outstanding residential area of the entire Jefferson-New Orleans area. The dining room of the L. P. Smith home, which we re-present from the 1954 Review, is symbolic of the spirit of gracious living you'll find Inside Metairie.

OCHSNER FOUNDATION HOSPITAL

This modern 250 bed hospital in Jefferson Parish is a highly specialized and superbly equipped institution serving patients throughout the U.S. and the world. Its extensive scientific investigation was expanded in April of 1959 on completion of the new research building. Two new floors adding 136 beds are now under construction.



1955 — JEFFERSON'S ASTOUNDING STATISTICS

Look at these fabulous figures, invited the REVIEW: Dun and Bradstreet rated Jefferson Parish, with a 42.3 percent increase in business listings in 1954, the greatest gain in the state; Jefferson assessment roll records showed an increase of 105.3 percent in the last eight years, which did not include nearly \$60 million worth of industrial properties which will be added to the assessment rolls of Jefferson as their 10 year tax exemption periods expire; Jefferson led Louisiana and Greater New Orleans in new home building, practically all constructed to take care of new residents of which 97% owned their own homes; during the seven year period between 1946 and 1953 Jefferson Parish showed a 719 percent increase in sales tax revenue, more than twice as much increase as

the City of New Orleans; and during the last two years of 1953 and 1954 Jefferson chalked up an industrial expansion (new plants and additions to existing plants) of nearly \$110 million. To the man in the street, the man with the job, these figures were pleasing to hear; that in the income group making less than \$2500 per year Jefferson's percentage was 24.1, which was 6.2 percent lower than the national average; and in the top bracket of \$7,000 a year or more Jefferson showed a percentage of 13.0 — higher than both the state and national percentage. As a final proof of Jefferson's surging growth the Review reported that the enrollment of school children had increased 105 percent between 1946 and 1953, the largest increase in the state, over 5 times the increase of neighboring New Orleans.

Scheduled to be completed late in 1959 is the new air conditioned 150 bed West Jefferson General Hospital on Barataria Boulevard on a 20 acre site. The total construction cost is \$2,265,000. It will have four floors, employ 300 people and is built for a future 50 bed expansion. It will have a chapel for the use of patients and visitors and television will be provided for each patient's room. Unobstructed view for patients through wall to wall windows.



1956 — JEFFERSON'S WATER WEALTH

In this edition the Review featured the almost unbelievable water wealth of Jefferson Parish, which not only possesses every type of water known to man (the Gulf of Mexico, the mighty Mississippi, lakes, bays, canals, deep and shallow wells, fishing ponds and bayous), but has more available water for its own use than is required for all purposes by the entire rest of the United States. For example, 40 million gallons of water a minute are available to new industries locating in Jefferson Parish. This issue also featured the opening of

the two new Jefferson Parish Consolidated High Schools, each costing around \$2 million. Construction was under way on the \$64 million Mississippi River Bridge and the new \$51 million Lake Pontchartrain Causeway, the longest vehicular bridge in the world with one end in Jefferson, was completed. All in all this year the people of the parish were supervising the expenditure of \$135 million in new public projects for the greater prosperity and progress of this parish now numbering 170,000 people.



LAKE PONTCHARTRAIN CAUSEWAY

The world's largest bridge spanning 24 miles of open water with 4 miles of approaches—costing \$51 million when completed to be paid off by tolls—connecting St. Tammany Parish on the north with Jefferson Parish which adjoins New Orleans, on the south. Opened August 30, 1956 four months ahead of schedule.



WEST JEFFERSON HIGH

This \$2 million Consolidated High School at Harvey covering approximately 20 acres of ground was opened in the Fall of 1955 with a capacity of 1500 students. Complete with classrooms, business office, library, science departments, cafeteria, home economics department, industrial arts section, gymnasium, band rooms, auditorium and athletic field.

1957 — NEW PARISH GOVERNMENT AND BUILDINGS

When the Commission Council was technically found illegal in 1956 the state legislature created a Charter Commission to draft a new form of Government for Jefferson and in the Fall of this year of 1957 the voters approved the now existing President-Council administration. This year saw the partial completion of the Veterans Memorial Highway and virtual completion of approximately half of the West Bank Expressway including the Harvey Canal tunnel. In this year were constructed the modern parish prison addition, the new courthouse at Gretna and the new parish office building in Metairie. Industry continued to expand at the rate of almost \$50 million a year and the population pushed up to 175,000. The parish tapped a new source of prosperity and progress in the increased activity in the marketing of Jefferson's natural gas reserves, and watched alertly to see if the sulphur dome discovered off Grand Isle, in which Freeport Sulphur Company invested \$30 million, would be ruled under Federal or State jurisdiction.



MINING SULPHUR OFF GRAND ISLE

The Freeport Sulphur mining operation 7 miles off Grand Isle, the third largest sulphur deposit in the United States. The initial phase of construction will be completed and production started early in 1960. The estimated cost of the project is \$30 million. Depth of water at location is approximately 50 feet and orebody embraces several hundred acres.



JEFFERSON PARISH COURT HOUSE

This nine floor new government building at the parish seat of Gretna is the first all glass structure in the southern part of the U. S. and the tallest building on the West Bank of the Mississippi south of St. Louis. Built at a cost of \$1,750,000 of reinforced concrete monolithic construction on a foundation of 135 foot long pilings.





A fascinating night view of the Greater New Orleans Bridge that joins the hearts of Jefferson and Orleans parishes, over which in the period between April, 1958 when it opened and August 1959, vehicles have paid tolls of over \$2½ million.

1958 — NEW MISSISSIPPI RIVER BRIDGE OPENED

The new President-Council Administration took office in March . . . and in April the new Mississippi River Bridge opened for limited traffic, six months ahead of schedule. The Jefferson Parish Industrial Seaway Commission, newly created, conferred with legal, financial and engineering experts on the master plan to finance the Jefferson Parish Seaway and Industrial Harbor by revenue bonds . . . Palmer and Eaker, Parish Engineers, predicted a population of 290,000 for Jefferson by 1975 . . . the Continental Grain announced its plans for constructing a 2,500,000 bushel

grain elevator in Jefferson . . . the concentrated Harvey Canal industrial area with over 165 business concerns lining its bank (it was estimated) was responsible for adding over \$50 million annual payroll to Jefferson . . . the public school enrollment jumped to 29,032 total registered at the beginning of the 1958-59 school year . . . and the Jefferson Parish Yearly Review began planning the Silver Anniversary Edition (which you are now reading) of its service to and association with the builders of Jefferson's progress and prosperity, whose name is Legion.

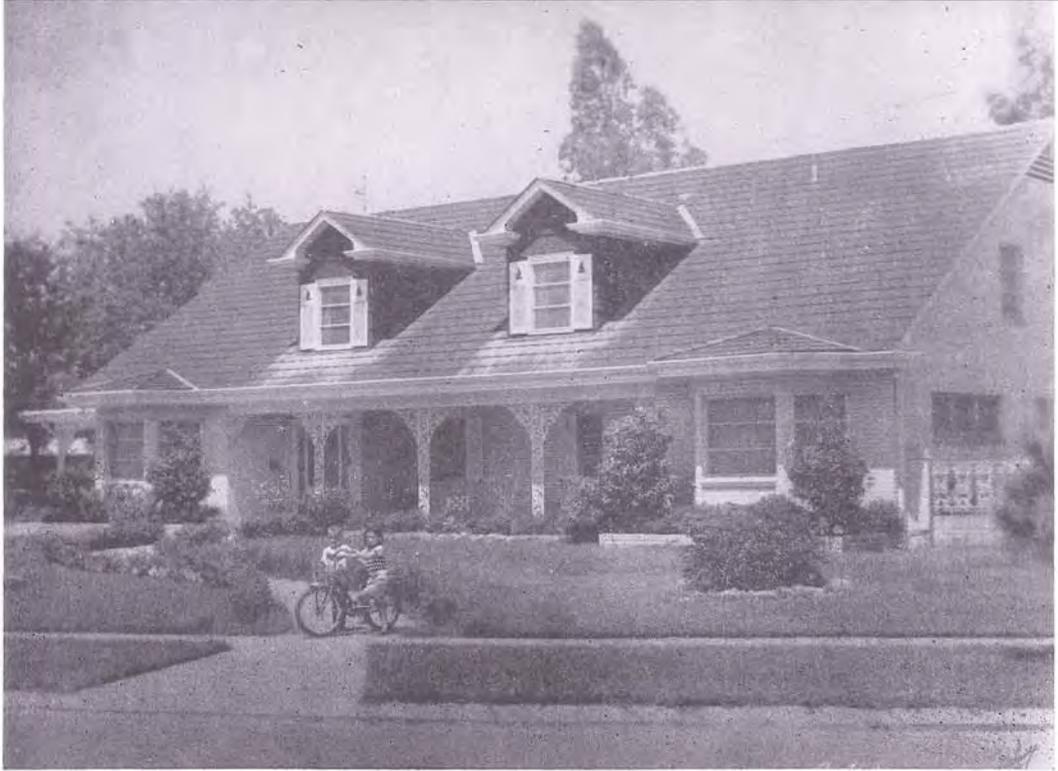


"Now We're Both 25 Years Old"



It was the privilege of the Review in the frontispiece of its 10th Anniversary Edition in 1944 to present Mrs. Raymond Waguespack of 712 Barbe Drive, Westwego, when she was also 10 years old (see picture at left). In closing this resume of 25 years we consider it appropriate to again present the little girl who, now married and with children of her own, is still, like the Review, a happy resident of Jefferson Parish 15 years later.



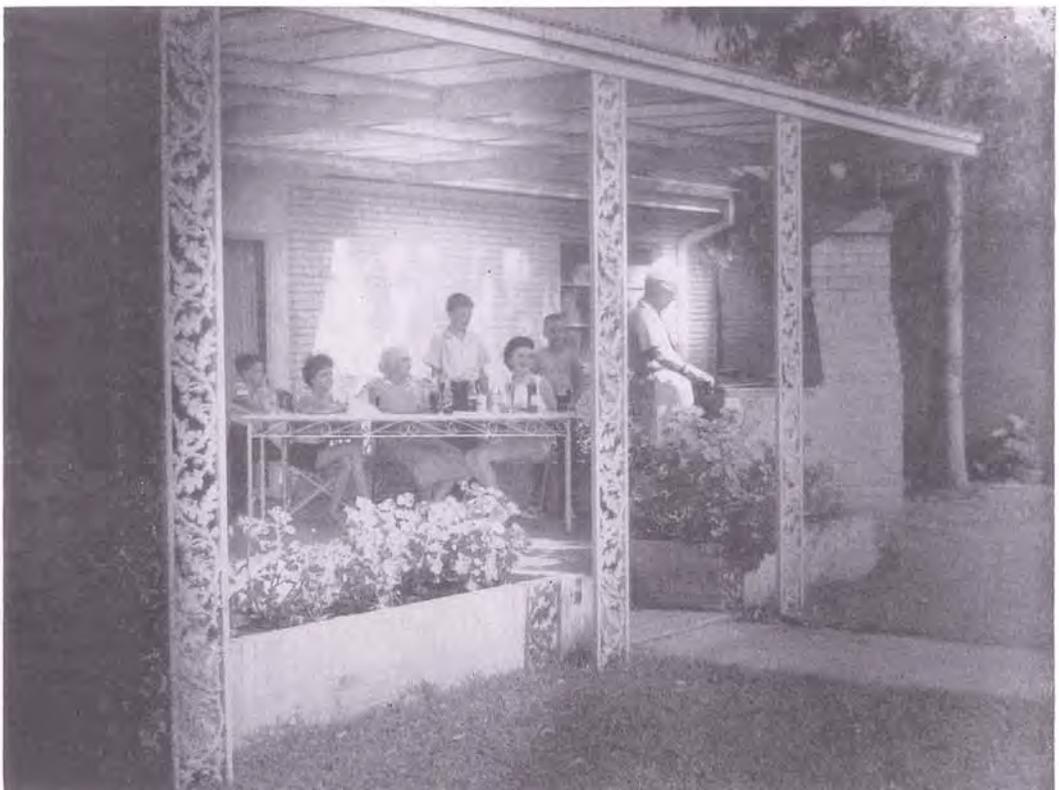


The spacious lawn and shrubbery surrounding French Provincial home of Mr. and Mrs. William F. Surgi, Sr., at Elaine Avenue and the East Bank River Road. Built around 1954 the downstairs comprises parlor, dining room, kitchen and dinette, 2 bedrooms, powder room and a large den. Upstairs are 4 bedrooms, a large playroom and bath.

MORE RESIDENTIAL JEFFERSON

Home and Patio (Continued from Page 43)

And back of the Surgi home is the always popular tile floored and roofed patio and permanent barbecue pit where the family and friends enjoy many an informal evening and many a charcoal broiled steak. Mr. Surgi in the above photograph is officiating as both host and chef and the group hungrily awaits his culinary artistry.





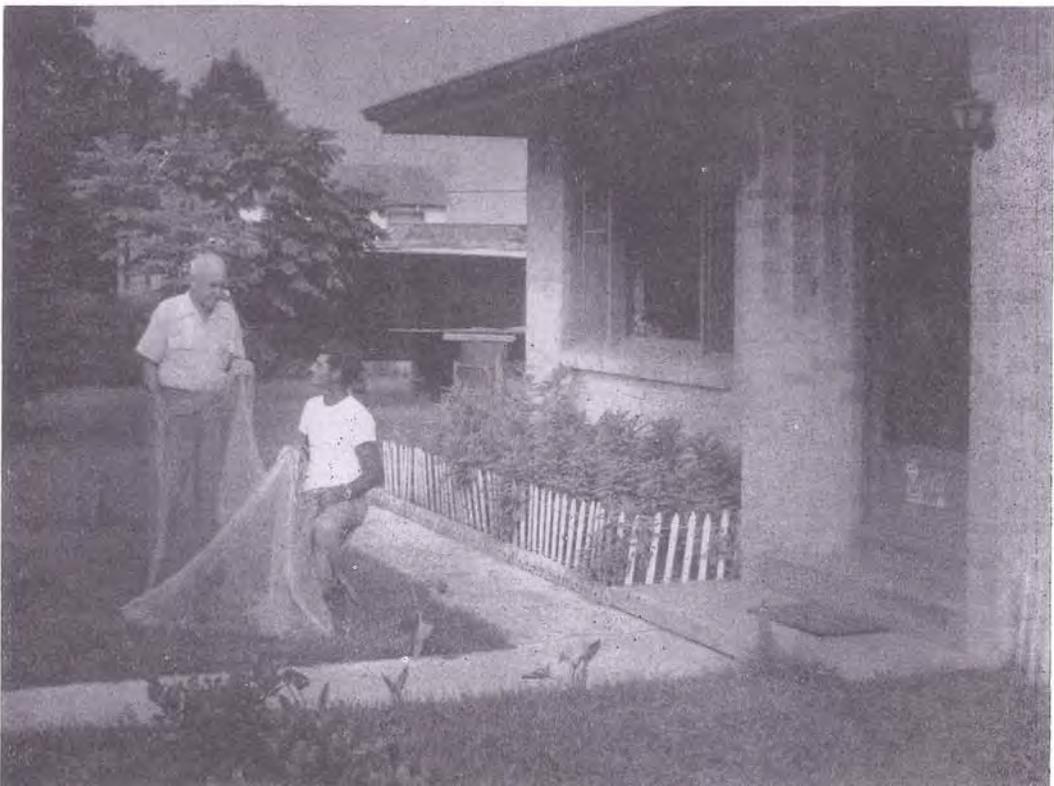
This El Dorado model split level home of Mr. and Mrs. James B. Grobman at 10040 Joel Avenue in Paradise Manor, Kenner, was built about 1½ years ago. On the intermediate level are the living room, dining area and kitchen. On the lower level are utility room, den, half bath and garage. Three bedrooms and a full bath occupy the top level.

MORE RESIDENTIAL JEFFERSON



Paradise Manor and Lake Shore

This cozy home of part time fisherman and electrician Ernest Bowers and his wife at 402 Live Oaks in East End on Lake Pontchartrain is representative of a modern fisherman's house. Ernest is explaining the way he knit a cast net to Captain "Uncle Johnny" Bruning, the benefactor and friend of Jefferson fishermen all his adult life.





The historic heart and still the business heart of Gretna. The Memorial Arch and the Old Jefferson Parish Courthouse stand on the site of the original Destrehan tract that became the village of Mechanickham which later, with McDonoghville, blended into the one community finally called Gretna.

GRETNA

THE GATEWAY TO GREATER JEFFERSON

By Wm. J. White
Mayor of Gretna

Gretna — the oldest city in Jefferson, its capital, the center of its banking and business activities and the closest in the parish to the Mississippi River Bridge and to downtown New Orleans — had two anniversaries it could have celebrated this year. Both of which, however, busy Gretna took in its stride.

This year of 1959 marks the 75th anniversary of Gretna's existence as the continuous seat of parish government, for it was 1884 when the administration of parish wide public affairs was finally and permanently moved from historic Harvey Castle to the Wm.

Tell Hall in Gretna. Although it cannot be called an official celebration, this year that marked its three quarter century service as parish seat was dramatized by the occupancy of its new, big and beautiful Court House, to which from the Old Court House the move had been made smoothly, without confusion, without interruption of parish business and without the loss of a single record or piece of equipment.

The other anniversary was the first birthday on April 14 of the new \$65 million Mississippi River Bridge, with 2000 feet of its western approach in the

City of Gretna. Over this new bridge in that first year had passed more than 5 million vehicles, with the experts predicting 7½ million at the end of the second year of operation. This was quite an important anniversary, for the year old bridge had tremendously increased Gretna's retail business, had boosted its property valuation at least ten percent and was the stimulation behind at least six separate housing developments in and around Gretna.

Gretna, in this year of 1959, proudly reports a certified census of 20,641, an increase of 49.1 percent over its census of 1950 which showed a population of 13,841 people. And, its rapidly rising normal annual population increase has been suddenly and sharply accelerated this year by the opening of the new bridge, the completion of the Expressway and the development of new sub-

divisions.

Gretna, however, is not only growing in size—it is growing in service. In March of 1958 the property owner voters of Gretna approved a \$646,000 Bond Issue, to be liquidated with ad valorem taxes, for the extension of sewerage throughout the whole city, a program that was completed in July of 1959 and which makes Gretna the only incorporated community in Jefferson Parish with a complete modern sanitary sewerage system.

Fifteen miles of lateral and trunk sewers were constructed, plus two miles of force mains. Gretna has seven sewerage pumping stations.

With this sewerage program Gretna catches up with its long obligation to its long faithful residents, and has created a sewerage service that should remain city wide, even with the calculated

A PARTIAL AIRVIEW OF INDUSTRIAL GRETNA



In the foreground of this aerial photo of industrial Gretna is the historic Southern Cotton Oil Company (today Wesson Oil and Snowdrift Company). This pioneer manufacturing plant, that is the largest producer of cottonseed oil products in the U. S., was established in 1890, only six years after Gretna became the parish seat. It was in this plant in 1899 that Dr. Wesson discovered the exclusive process of shooting steam through the cottonseed oil under vacuum, deodorizing it and making it appetizingly acceptable by the American housewife as a cooking and salad oil.



Mayor Wm. J. White of Gretna and W. Richard White, President of The First National Bank of Jefferson Parish are shown presenting the cups to Miss Lorainne Pfeiffer of Gretna (left) who was chosen "Miss Westside of 1959" and her two closest contestants Miss Viola Bouquet of Algiers and Miss Barbara Di Pascal of Marrero.

enormous growth already on the planning boards of architects and real estate developers. For it will be the obligation of all future subdividers opening up new residential areas to provide sewers, paved streets, water lines and subsurface drainage.

In November of 1958 the people also enthusiastically voted a 5 mill tax to finance improved and embellished street lighting.

By the end of 1959 the Louisiana Power and Light Company will have completed a \$125,000 street lighting improvement program in Gretna. There

will be 273 of the 400 watt color improved 20,000 lumen mercury vapor street lights installed on company poles located on Huey P. Long Avenue, Lafayette Avenue, Fourth and Fifth Streets and Franklin Avenue.

Also, the entire lighting system on the other streets in the city of Gretna will be vastly improved by the installation of larger street lights with enclosed globes, mounted on mast arms.

Coincident with this Louisiana Power and Light Company investment in Gretna's bright future — to make it, if you'll excuse a pun, still brighter — the

This new home on Willow Drive in Gretna Park is one of the hundreds of new houses just built or being built in expanding residential Gretna.



Southern Bell Telephone and Telegraph Company is spending \$1½ million on the expansion of its Forest Exchange, a program which will by December of 1959 begin to provide over 7000 additional phones on the West Bank.

In this year of 1959 Gretna also extended its water mains all through the city. As in the case of the sewerage, all subdivision operators opening up new residential areas will be obligated to provide the water distribution lines to tie in with the city's system.

*IT IS NOT ALL WORK AND NO
PLAY IN GRETNA*

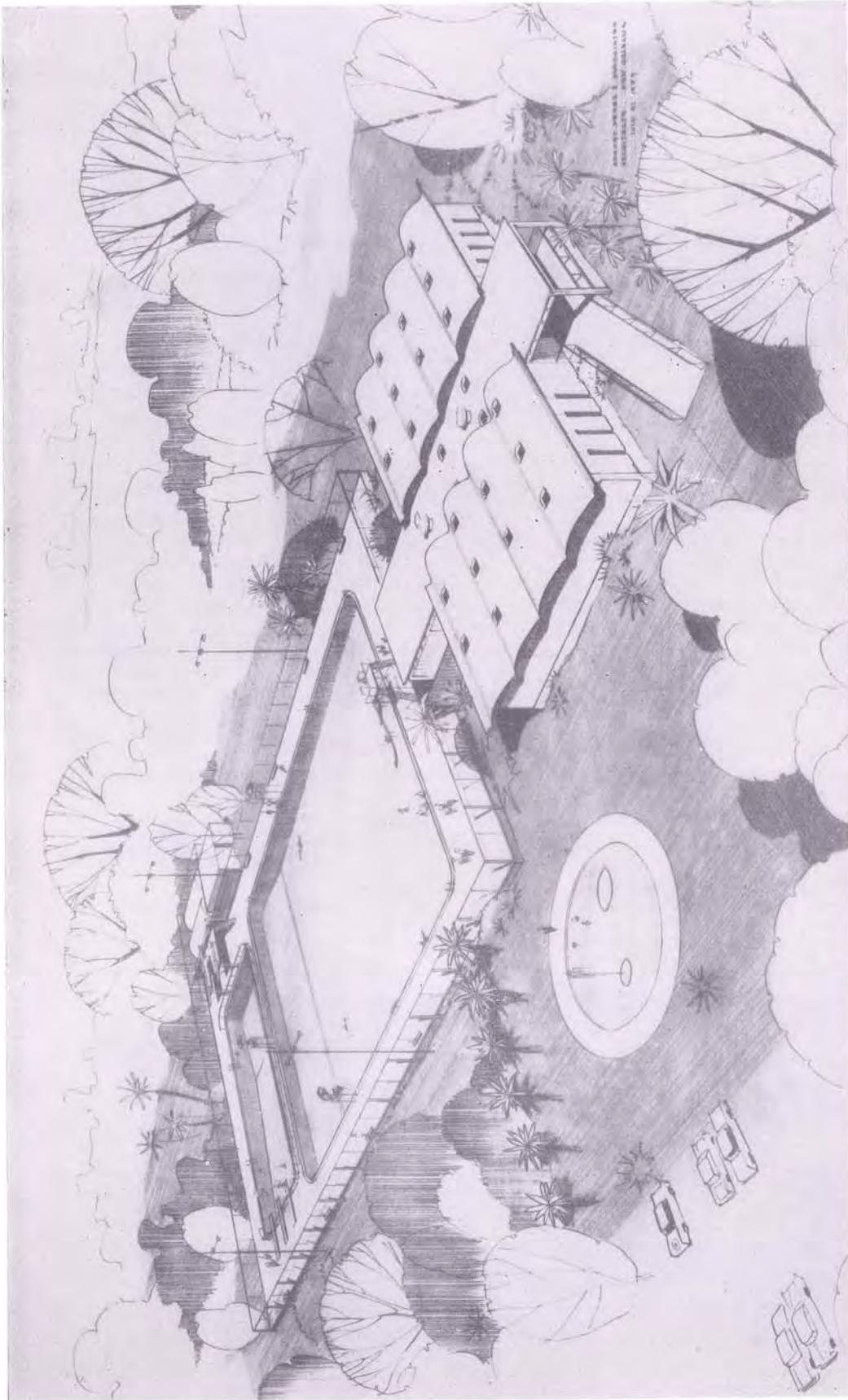
Proud of their already existing recre-

ational and playground facilities the people of Gretna also voted in November of 1958 a sum of \$300,000 for the construction of two natatoriums or city swimming pools — one for white and one for colored use. The city also made an investment of \$2329 for a playground service truck. Plans are now in the making for a 23 acre park site on the Belle Chasse highway. And — as a tribute to a native son of Gretna who was also one of baseball's all time greats — the Mayor and board of aldermen in April adopted a resolution

THE NEWLY NAMED MEL OTT PARK



Mel Ott, in whose honor Gretna City Park was recently renamed, is included in Baseball's Hall of Fame and holds the all time record for home runs in the National League. Mel was born in Gretna, was a catcher for Gretna High School and played semi-pro baseball in Patterson, Louisiana, for Frank Williams who was a personal friend of John McGraw, then manager of New York Giants. Williams persuaded McGraw to give young Ott a chance who, at 16 years old and before he finished High School, went to the Giants as a catcher. McGraw converted him into an outfielder and he played right field for years. Later he managed the Giants and was killed in 1958 in an automobile accident near Bay St. Louis, Mississippi.



Gretna has approved \$300,000 for two new city swimming pools, one for white and one for colored. The architects' drawing of the white pool is reproduced above. It will accommodate 900 swimmers, divided into swimming and diving areas. A half million gallons of water will be circulated and purified through sand and gravel taking 8 hours per complete cycle. Pool will have underwater lights. Bath house will have adequate dressing rooms, showers and toilets with first aid station for pool area. It will be the fourth largest natatorium in the greater New Orleans area. The pool for colored will be slightly smaller, with a capacity of 400 swimmers, but general characteristics will be the same.

Gretna has approved \$300,000 for two new city swimming pools, one for white and one for colored. The architects' drawing of the white pool is reproduced above. It will accommodate 900 swimmers, divided into swimming and diving areas. A half million gallons of water will be circulated and purified through



Part of the May 1959 Firemen's Parade in Gretna, when the David Crockett Fire Company No. 1, the oldest still functioning volunteer fire company in America, celebrated its 118th birthday with the participation of all Jefferson Parish fire companies and many other visiting firemen throughout south Louisiana.

changing the name of popular Gretna City Park to Mel Ott Park. Relative to baseball, the city of Gretna this year spent \$18,000 on a fixed baseball diamond as part of its popular recreational program.

GRETNA'S STREET IMPROVEMENT PROGRESS

Realizing that the prosperity, the progressive spirit and also the civic pride of a city are all reflected in the condition of its streets Gretna is meeting its rapid growth with a paving program that in the last year has accom-

plished the following:

At the end of 1958 the city completed 2.3 miles of paved streets and subdivision developers at the end of March 1959 had completed 2.1 miles. Three and three quarters miles of proposed paved streets paid for by property owners proceeded as soon as sewerage was completed.

NEW HOMES IN GRETNA

Gretna's Department of Regulatory Inspections report on the new building permits granted in 1958 shows that Gretna built 110 homes of all types last

The old steam fire engine "Iona Iver," which has been in use since 1884 and is in good condition today, had an honored place in the parade. Seated on the engine was petite Ysonde Gomez, great-great-granddaughter of Mrs. Iona Iver Carroll after whom the engine was named. Throughout the four generations of Mrs. Carroll's family practically every male member has served in this David Crockett Fire Company.





Aerial view of the massive \$32 million West-Side Shopping Center, conceived by the late Dr. John F. Stumpf and now operated by Senator Alvin T. Stumpf and his brother Archie C. Stumpf, builders and civic leaders in Gretna for half a century.

year to the total value of over a million and a half dollars. On the basis of 5 working days to the week Gretna last year completed a new home every 60 hours.

In addition to these homes Gretna last year built the new \$125,000 Gretna Presbyterian Church and the \$60,000 addition to the Jefferson Parish Trade School was completed May 1959.

FOR PROTECTION OF LIFE AND PROPERTY

To give 24 hour protective patrol of its expanding property valuation and

its increasing population Gretna this year expended \$6,000 on two new police cars equipped with two way radio.

Gretna is already famous for its fire fighters, being the proud possessor of the oldest volunteer fire company in continuous service in the United States, the David Crockett Fire Company No. 1 which celebrated its 118th birthday in May and which today has three fire stations and five modern fire fighting engines all owned by the company. In addition, the Gould Volunteer Fire Department has two stations and three modern pumps.

A view of the attractive Mall of the West-Side Shopping Center, decorated with thousands of dollars worth of rare plants and shrubs including palms from India as shown in the photograph. The covered walkways permit shoppers to go from store to store without getting wet when it is raining.



*THE LARGEST SHOPPING CENTER
ON EITHER SIDE OF THE RIVER*

When Stumpf's West Side Shopping Center, in the flow of the West Bank Expressway and Bridge traffic, was opened on January 1958, it made easily and immediately available to the whole West Bank the facilities of the largest shopping center in the entire New Orleans and Jefferson Parish area, including 21 separate and distinct stores, one of which was and is historic Maison Blanche, which this year is celebrating its Fiftieth Anniversary.

This Shopping Center concentrates its 21 stores within a great and four-way accessible parking area. This \$32 million investment in Gretna is already planning to expand with an office building and a crescent shaped arc of more retail stores.

It has brought business and taxes to both Gretna and Jefferson. It has created a flow of business westward via the bridge that is already reflected in the prosperity of the entire parish and area.

Gretna's huge suburban shopping center and newly developed outlying residential sections, its busy and bustling downtown business district, its expanding industrial strip and its parish government centered around the new Court House — all now linked together with new improved streets and an expressway — have combined in the last year to suddenly transform Gretna from a small riverside city to a sprawling metropolitan area. Gretna is the flourishing and welcoming western gateway to a growing greater Jefferson.

OFFICIALS OF THE CITY OF GRETNA



Seated left to right are: John R. Ridge, Alderman; Eugene Gehring, Alderman and Mayor Pro-tem; William J. White, Mayor of Gretna; Anthony P. Markase, Alderman; G. Ashton Cox, Alderman; and Edward L. Hodge, Alderman.

Standing left to right are: Andrew H. Thalheim, City Attorney; Alvin E. Hotard, City Engineer; Beauregard Miller, City Marshal and Chief of the Police Department; and Julius F. Hotard, City Clerk.

KENNER

COMMUNITY COOPERATION TEAMED WITH CONSTRUCTIVE PLANNING

By Mayor Joseph S. Maggiore, Sr.

Kenner again confirmed its long recognized status as the fastest growing city in Louisiana with its recent certified census showing a 1958 population of 13,926, nearly three times its size only 8 years ago in 1950 — which figure, incidentally, increased its annual tobacco tax revenue from \$24,000 to \$55,702.

Part of this husky population increase is due to the tremendous growth of the entire parish, but a great deal of it is due to the initiative and vision of the people of Kenner itself — dramatically illustrated by what is going on right now as this is being written.

In its own building next to Kenner's new City Hall, the recently organized Kenner Board of Regulatory Inspections is setting up a new electrical and building code and building inspection program which will go into effect January 1, 1960.

Kenner has completed a city wide sewerage survey, now in the process of being accepted by the Federal Housing

and Home Finance Agency, preliminary to going to the voters for approval of a Sewerage Construction Bond Issue of over \$3 million.

Also, with money advanced by the Federal Housing and Home Finance Agency, a survey is being made for a city wide paving and sub surface drainage program. Kenner's street naming and house numbering project in conjunction with the Master Plan of the Planning and Zoning Commission has been completed.

Within this last year, for the expanding city's police and fire protection and beautification, an emergency unit has been added to the 64 man volunteer fire department, with its fire fighting equipment already rated the most modern in Louisiana; a new patrol car, together with an additional policeman, have been added to the police department which now gives Kenner 24 hour round the clock police patrol protection of both city and airport; and additional equipment has been pur-

Kenner's new United States Postoffice (dedicated May 1959) was financed by private enterprise, built with local labor and materials and leased to the government on which it will pay local taxes.



Alongside this old faithful site the Merchants Trust and Savings Bank is constructing its new \$100,000 bank and office building to be completed late in the Fall — to which it will immediately move and sub-lease this building.





Opposite Moisant Airport on Airline Highway is this new 310 room multi-million-dollar two-level Hilton Inn, with every modern hotel feature, bar and shops, convention hall, swimming pools and a private club for local residents.

chased for the maintenance department, including weed cutters for the beautification of the neutral grounds.

Proud of its six civic playgrounds, Kenner has expanded its popular summer planned recreational program to a year round basis — with all activities under the supervision of a Citizens Recreational Playground Board to be appointed by the Mayor.

The most recent demonstration of community cooperation for community betterment was the appointment by the Mayor on May 25, 1959, of the new Kenner Housing Authority Board, composed of five carefully selected citizens, an architect and an attorney. It is this Board's province to study, plan and make recommendations for the elimination of blighted areas and sub standard dwellings and the procurement of modern low rental units. In July this Board's program was officially approved by the Public Housing Authority in Washington, which approval is the preliminary step to Federal financial assistance.

Probably the most significant measurement of Kenner's pulsing progress is the cold, statistical report of the Department of Regulatory Inspections which show that in 1958 there were 402 new homes built in Kenner to the total valuation of \$4,652,075—averaging well

over a new home completed every 24 hours within Kenner's city limits. And 1959 continued to hold the pace with 160 new homes built up to May 20. Also, in that same period of 1959 up to May 20, Kenner had issued building permits for 15 new commercial buildings.

Other spectacular indications of Kenner's growth in all directions are the new Kenner Postoffice dedicated in May, the first public building in Kenner designed exclusively for federal use; the construction of the \$100,000 new Merchants Trust and Savings Bank building and offices; the new West Gate public school and the addition to the St. Lawrence Parochial School, both recently constructed to accommodate Kenner's increasing school age citizens; the addition of 5 new motels in 1958, including the 310 room new \$3 million Hilton Inn. Not to be overlooked is the \$6 million expansion program taking place at Kenner's Moisant International Airport.

Straddling the busy, booming Airline Highway and sprawling in that recently opened, recently developed lake area toward which Jefferson is expanding, Kenner is just now beginning to grow. That 13,000 will be 30,000 faster than you think — but not faster than Kenner is planning.

OFFICIALS OF THE CITY OF KENNER

From left seated: Philomene Paasch, Sec.-Treas.; Michael J. Damiano, Mayor Pro-tem and Alderman; Joseph S. Maggiore, Sr., Mayor; Fred Roth, Marshal; Thomas LeBlanc, Alderman. Standing left: Paul Ragyom, Associate of the City Attorney; Michael Mancuso, Plumbing Inspector; Lorraine West, Asst. Sec.-Treas.; Betty Celestin, Tax Collector; E. G. Roessle, City Engineer; Wm. R. Mancuso, Fire Chief and Alderman; James A. Hollingsworth, Building and Electrical Inspector; Edward J. Stoulig, City Attorney; Ray S. Dupepe, Alderman; and Edward J. D'Gerolamo, Alderman.



WESTWEGO

Seafood Capital of Jefferson, Growing Center of Diversified Industries and Gateway to the Planned Jefferson Parish Industrial Harbor and Seaway

By Roy C. Keller, Mayor

Ever since its beginning as a fishing village nearly 75 years ago Westwego has maintained its parish seafood leadership, its present seven seafood concerns employing over 500 people and its brand names of canned shrimp and oysters, stuffed crabs and breaded shrimp soundly established.

Without relinquishing any of its seafood status Westwego has also grown industrially along with the parish, its rail and river facilities and available plant sites attracting a growing list of diversified industrial concerns, the most recent being the million dollar annual payroll National Gypsum Company. In the near future will be completed the new Continental Grain Elevator outside the city limits for which Westwego will supply the water.

And . . . its strategic position on the bank of the Mississippi and at the head of the Jefferson bayou country has long destined it to be the northern gateway to the proposed inner harbor industrial area and tide water channel shortcut through the heart of Jefferson to the Gulf of Mexico.

Although its population has only recently topped 10,000, Westwego's aggressive and united citizenry are in the habit of trail blazing. In 1956 Westwego pioneered the 10 o'clock curfew ordinance for children under 17. Strongly supported by both parents and children this simple solution has effectively prevented juvenile delinquency in Westwego. It is still in effect and faithfully observed.

The most recent demonstration of Westwego's willingness to lead was the

One of Westwego's Modern Homes . . .

As this story went to press the government had just approved a loan for the construction of 100 new low rent homes in Westwego's slum elimination program.



City employee Miss Gomes demonstrates how easily and quickly a fire alarm can now be turned in almost anywhere at Westwego, with these boxes available at sixty public points all over the town. Seconds saved is property saved, and sometimes lives.

first full scale Civil Defense Test Evacuation in the entire New Orleans and Jefferson area. At 2 p.m. on September 20, 1958 when the siren sounded the entire population of Westwego was removed in 350 cars and five large boats in one hour and fifteen minutes. Under the supervision of the city co-ordinator and assisted by the Westwego Volunteer Firemen, together with City and State Police and members of the Sheriffs' forces of the Parishes of Jefferson and St. Charles, the boats were loaded in 10 minutes and sent to their pre-





OFFICIALS OF THE CITY OF WESTWEGO

From left: Calvin W. Shewmake, Alderman; Charles G. Muller, Alderman; L. J. Bernard Jr., Alderman; Antoine Alario, Alderman; Clarence A. LaBauve, Alderman and Mayor Pro-tem; Roy C. Keller, Mayor; and Mrs. Adeline Martinez, Office Manager.

determined point of safety at the mouth of Bayou Villars, and the convoy of cars was out of the city headed for Luling when the "all clear" sounded. Three Civil Air Patrol planes kept close watch over the operation and the evacuation itself was controlled by the Communications center set up in the Westwego City Hall. This remarkably smooth and swift test evacuation of the whole city was under the supervision of Civil Defense Director Mayor Roy C. Keller, Co-ordinator Alcine Lacour and Assistant Co-ordinator Thomas L. Boggan.

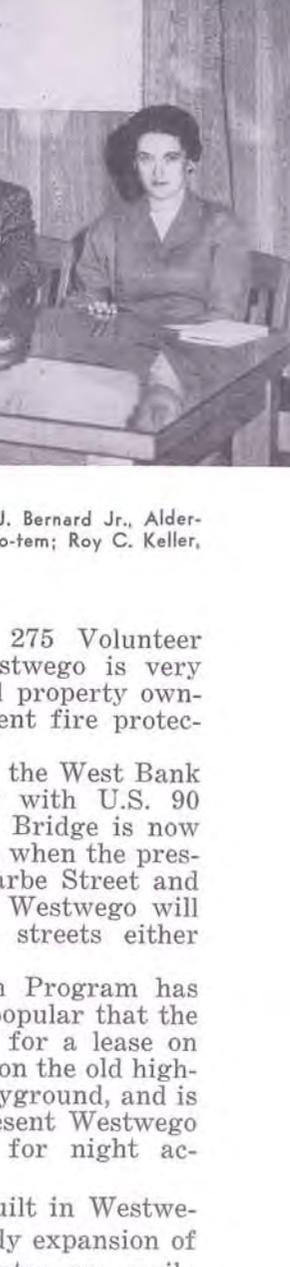
To be completed before the end of 1959 is Westwego's new Fire Alarm System consisting of 60 alarm boxes located at strategic points throughout the city. The equipment is supplied by the city and the installation and wiring connection with Central Fire Station is being handled by the efficient Westwego Volunteer Fire Department under the direction of the officers of the Fire Company. This fire alarm box program, together with Westwego's five fully equipped fire trucks complete with

walkie-talkies and its 275 Volunteer Firemen of which Westwego is very proud, give citizens and property owners excellent and efficient fire protection.

The Westwego end of the West Bank Expressway connecting with U.S. 90 near the Huey P. Long Bridge is now under construction. And when the present black topping of Barbe Street and Avenue B is completed Westwego will have 95% of its city streets either paved or blacktopped.

The Westwego Youth Program has been so successful and popular that the city is now negotiating for a lease on another piece of ground on the old highway for another city playground, and is adding lights to the present Westwego Park and Playground for night activities and athletics.

The 61 new homes built in Westwego in 1958 and the steady expansion of the Wego Shopping Center are easily noted tangible indication of the healthy growth of this future Gateway to the Seaway.



One of the operations in the packing of breaded shrimp at the Ed Martin Seafood Company in Westwego. The shelled raw shrimp are dipped in batter and then bread crumbs, placed in cardboard containers, wrapped, sealed and immediately sent to the quick freeze plant across the street by conveyor. This firm also packs deviled crabs and fresh crab meat and cans shrimp.

WHAT IS HAPPENING IN HARAHAN ...Jefferson's City of Homes

By Mayor T. F. Donelon

Harahan, only 5 automobile miles and 13 cents bus fare in tokens from New Orleans, has tripled its population in the last nine years to its present recent census figure of 8485.

Partly due to the surge to suburbia of people in the entire surrounding metropolitan area, seeking yard room to raise their children (over 45% of Harahan's population are under 18 years old) . . . and partly due to the new plants being constantly added to the booming industrial area that flanks Harahan's city limits, many of whose workers have established their homes and invested their future in handy, hospitable Harahan.

Among the many established Harahan industrial plants are Freiberg Mahogany Company (the world's largest manufacturer of mahogany lumber and veneer), Zansler Brothers Sheet Metal Specialists, United States Steel Products, Underwood Glass, Atlas Lubricant Corporation, Louisiana Transit Company, W. A. Ransom Lumber Company, Robert H. Moore, Southern Ford Tractor, Nutrition Products Inc., A

Mark and Sons Co., Inc., Jahnce Service, Inc., Joslyn Manufacturing and Supply Company, Hill-Behan Lumber Company, Kieckhefer-Eddy Division Weyerhaeuser Timber Company, Petroleum Distributing Company, Wholesale Market, Hyde Sales Co., General Services Administration Harahan Depot Defense Material Service (two warehouses owned by government), and several mud and sand concerns on the bature. Harahan's recently added industrial neighbors are the Winn-Dixie Divisional Warehouse, Lay's Potato Chips plant, Chevrolet's Southern District Parts Warehouse, and the King Cotton meat products plant. Also, Anheuser-Busch has re-opened its negotiations for a nearby Budweiser Beer brewery site in the South.

This year of 1959 has brought to Harahan a new stimulus that will jet propel its present population increase — easier accessibility. In addition to the comparatively recent two lane asphalted Hickory Avenue shortcut to the Airline Highway, the parish and state officially opened on lucky Friday, March 13th the two lane black topped

Proposed Harahan \$454,000 Trickling Filter Plant for treating sewage, designed to serve 12,000 population. The process includes a primary degritting chamber where sand settles and scum floats to top and is carried to digester. Gravity flow carries remaining liquid through trickling filter over rocks. There is a final chlorine treatment through tanks before being discharged as clear water into Soniat Canal. Scum and sludge are treated under heat in digester, placed in drying beds and finally sold as odor free fertilizer for flower gardens.

This modern Lay's Potato Chips plant is one of the several manufacturing concerns that have recently located in the expanding Harahan Industrial Area.





This attractive residential neighborhood in the 6700 block of West Magnolia Boulevard is indicative of the comfortable suburban living, just a few minutes from the metropolitan area, that has transformed Harahan into a growing city of homes.

extension of the River Road from the Huey P. Long Bridge to Harahan's Oak Street. And, to be finished by the end of the year is the federal and state project of four-laning Jefferson Highway through Harahan.

In a planned program to keep pace with its rapid progress and increasing population Harahan's city officials have begun the several year project of covering its open ditches as rapidly as the money is available. This was preceded by a combined Harahan and Parish Public Health citywide rat eradication campaign that was executed in two phases — one in January and one in February — and the Clean Up, Fix Up, Paint Up Campaign of April.

Harahan is negotiating with the U.S. Postoffice Department for a combination postoffice, city hall and fire station which the city will build and in which the postoffice space will be leased to the government. It is also investigating the near future possibility of installing mercury vapor lights for the city streets, and is working on an acceptable and feasible city sewerage Bond Issue

program which can be submitted to the people.

A Parks and Playground Committee of leading citizens has been appointed which will have complete control of Harahan's civic recreational program to be financed half by the city and half by money raised by this Committee. It will augment the activities of Harahan's popular 16 acre Park with planned athletic events, a dancing school and a program of arts and crafts.

This year of 1959 Harahan for the first time has round the clock police patrol car protection; three new trucks have been added to the city's maintenance department and 6 new men have been added to the city payroll to handle the increasing civic responsibilities of this growing community. As the revenues are available the Harahan Planning Board and city officials will prepare for the pulsing progress of this almost completely residential city, in which during 1958 one hundred and fifty new homes were constructed, practically a new home every second working day.

OFFICIALS OF THE CITY OF HARAHAAN

From left: John Coutrado, Marshal and Fire Chief; Clinton J. Cressionne, Alderman; James Alexis, Alderman; Roy Geoghegan, Alderman and Mayor Pro-tem; Thomas F. Donelon, Mayor; Mrs. Lillian Bourg, Tax Collector and City Clerk; Lloyd B. Marshall, Alderman; B. E. Galloway, Engineer; and J. Hugh Martin, Attorney. E. Landry Murphy, Alderman, was absent.





From CANE to Cobalt

THE LAST HUNDRED YEARS OF THE HUNDRED MILE LONG PLAQUEMINES PARISH

By Leander H. Perez, District Attorney
Plaquemines and St. Bernard Parishes

Historically the dramatic story of picturesque Plaquemines Parish, which follows both banks of the Mississippi River from just below New Orleans to the state's gulfward boundary, three leagues from the coast in the Gulf, began nearly three centuries ago. It was the first spot occupied, settled and fortified in what is now the state of Louisiana.

On the bank of the lower river in 1682, in what later became Plaquemines Parish, the explorer LaSalle planted the flag of France and took possession of the million square miles drained by the Mississippi and its tributaries, naming this new colonial empire Louisiana in honor of his King, Louis XIV. This was the vast territory which the young United States purchased a little over a century later for \$15 million and which is now the huge Mississippi Valley.



The always fascinating loading operation of the six Seatrain vessels that maintain weekly service between this dock at Belle Chasse in Plaquemines and the Port of New York. Each vessel will hold 100 fully loaded railway cars. The cars are lifted aboard on cradles by the 125 ton car lifting crane and lowered to any one of the four decks, each of which is four tracks wide. There is a total trackage of one mile on each vessel.

When the French returned in 1699 to colonize Louisiana, it was on the upper river at English Turn in Plaquemines (recently re-christened Port Nickel) that Bienville's colossal pretense of possessing more force than he had turned back an English man-o-war bent on the same errand of settling this New World empire — a fantastic bluff that saved Louisiana for the French and, as it turned out, for us.

Following this incident Bienville, as a precautionary measure, immediately established near the present Plaquemines community of Phoenix the first fort and white settlement in what is today the state of Louisiana.

Although bound up with the beginnings of Louisiana and especially New Orleans, Plaquemines' own early story was primarily the simple tale of its few fishermen, vegetable farmers and fur trappers, and the citrus trees planted by the Jesuit Fathers on their plantation at Jesuit Bend, which laid the foundation of Plaquemines' future and famous Orange industry.

It was sugar that pulled Plaquemines Parish out of its lower river anonymity, first gave it fame and propelled it into that long period of sugar planter prosperity when Plaquemines was known as the Empire Parish. This period started with DeBore's successful crystallization of sugar in 1793, continued through the South's Golden Age of the Forties and Fifties, suffered its first reverses with the secession of the South and the following desperate years of Reconstruction, and finally ended when the economic centralization of the sugar mills destroyed the prestige and profits of the individual sugar plantations.



The prize winning Citrus Growers Booth of the December 1958 Plaquemines Parish Fair and Orange Festival at Buras. The winners of the Citrus Booth Trophy, donated by Judge Perez, were Mr. and Mrs. George Pivach of Triumph. At the reader's right of Mrs. Pivach, holding the trophy, is Joseph P. Sendker, President of the Plaquemines Parish Fair and Orange Festival and editor and publisher of the Plaquemines Gazette. Nestling among the beautiful golden fruit can be seen several bottles of the delicious Pivach Orange Wine.



The year round good grazing of Plaquemines lush land, plus the reclamation of hundreds of rich acres from the marshes, have encouraged Plaquemines farmers to raise and breed fine cattle. Scenes like this healthy herd on the Chalin Perez farm on the East Bank are becoming more and more frequent.

History still recounts stories of that fabulous sugar planter period. Old timers still talk about the splendor of Magnolia Plantation, once owned by Louisiana Governor Henry Clay Warmoth who, as the story goes, built a railroad 60 miles long from New Orleans to Buras because his wife did not enjoy making the trip to town by steamboat. At Magnolia was written the scholarly treatise by Spencer on sugar cane and refining.

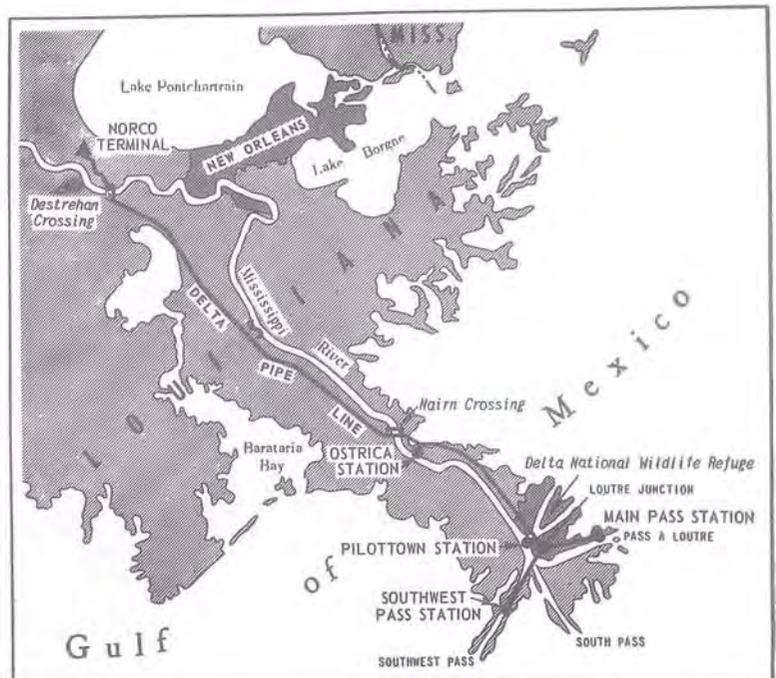
After the collapse of the planter period — with nothing to fall back upon except its fishing, its farming, its trapping, its mouth of the river "Providence" rice crops and its orange trees— Plaquemines lapsed into the lowest ebb of its history, a period of struggle high-spotted by the violent storm of 1893 that virtually destroyed its orange groves, a period that lasted nearly a

half century during which Plaquemines was the poorest parish in the state. As late as 1924 the parish police jury budget for public administration and schools was only \$25,000 a year.

Then, by a strange quirk of destiny, just as the rest of the country was heading into the nationwide Depression Thirties, Plaquemines was catapulted into its present period of permanent prosperity by the almost simultaneous discoveries of oil and sulphur in the parish.

In June, 1930 Plaquemines' first oil well began flowing at Lake Washington, or Grand Ecaille. Hardly had this momentous news subsided when the Freeport Sulphur Company, after years and millions of dollars patiently spent in experimentation, began in December 1933 to successfully mine sulphur in this same Lake Washington area.

This map of Plaquemines Parish and vicinity shows the new 120 mile long Shell Pipe Line completed in February of 1959 from the mouth of the Mississippi River to Shell's Norco Refinery. It permits continued shipment of crude oil from the Mississippi's mouth to the Shell Refinery despite adverse weather conditions or fog. Shell's production from Block 24 at the mouth of the River, Louisiana's largest oil field, and Block 27 field is approximately 36,000 barrels of oil daily, plus 28 million cubic feet of gas.





Proud winner of the Best Poultry Trophy donated by Dewey Cognevich, at the December 1958 Plaquemines Parish Fair and Orange Festival at Buras was John J. Vogt, Jr., of Port Sulphur. His entry obtained 204 out of 210 possible points.

Today, less than three decades later, Plaquemines is the largest producer of oil and sulphur in Louisiana. As of July 1959 its 1451 inshore oil wells produced a total daily allowable of 117,783 barrels and its 1122 offshore oil wells produced a daily allowable of 103,909 barrels of oil, making a total daily production of 221,692 barrels or 80,917,580 barrels for the twelve month period.

Its gas wells inshore produced a daily allowable of 149,259 MCF and its offshore gas wells produced a daily allowable of 189,279 MCF, making a total daily gas production of 338,538 MCF, or a total of 123,556,370,000 cubic feet for the year. Freeport Sulphur Company produced 1,601,230 long tons of sulphur in Plaquemines in 1958, and 783,103 long tons in the first 6 months of 1959 at its Garden Island Bay and Grand Ecaille sulphur mines in this Parish.

Today Plaquemines is considered one of the richest in natural resources of any area its size in the nation, having begun also in the early Fifties to pipe its abundant natural gas, which formerly had been burned as waste, from its several fields to its residents and its own and nearby industries, including the mammoth Kaiser Aluminum Plant. This natural gas service is handled by Delta Power and Gas Company.

A lot has happened in the last three decades. To Plaquemines has come not only prosperity, but diversity. Plaquemines today is noted for its shrimp, oysters, fur and menhaden; is famous for its sweet and juicy oranges, the only parish in Louisiana producing citrus fruits commercially; is proud of its growing production of vegetables and its recently introduced cattle raising;



At the annual Plaquemines Parish Experiment Station Field Day ceremonies held on May 23, 1959, Judge Leander H. Perez presents the beautiful trophy to Vincent DeCarlo of Braithwaite, Louisiana, Champion Tomato Grower of Plaquemines Parish in 1959. The Creole Tomato is one of Plaquemines featured farm products.



This huge stockpile of sulphur (the technical name is Vat) at Plaquemines' Freeport operation in Port Sulphur, Louisiana, measures 266 feet by 200 feet in area and normally contains about 70,000 tons of the vital element, the consumption of which is 75 pounds per capita per year in the U. S. From this vat the sulphur is loaded into cargo ships, freight cars and barges for shipment.

boasts a 60,000 acre hunter's paradise at Pass a l'Outre and a 45,000 acre migratory bird refuge; hit the headlines a few years ago with the first underwater tunnel in the state (the Belle Chasse Tunnel under the Intracoastal Canal Link); and this summer, when its new \$119 million Freeport nickel plant begins operation in the expanding industrial area at the upper end of the parish, Plaquemines will become the largest producer of nickel in the United States and the largest producer of cobalt in the Western Hemisphere, both vital elements in the nation's program of defense.

HOW PLAQUEMINES HAS HANDLED ITS PROSPERITY

In the early 1930's Plaquemines Parish, after nearly seven decades of penny pinching and poverty, found itself with sufficient and constantly increasing severance revenue to plan and finance the public improvements it had long so sorely needed. This story from now on is a recountal from that period up to the pulsing present — a recountal of not only what has been accomplished but how it has been made easier and done faster through the perfect teamwork between the citizens of the parish

and their elected public officials.

One of the first moves of the parish, and the one upon which the sensational progress of the parish during the last quarter century has been based, was to concentrate its responsibilities and taxing powers under the one elected governing body of the parish so that its long range plan of public improvements could be efficiently, economically and expeditiously handled without overlapping authorities or overheads and without imposing any tax burden on the people.

This was done by a constitutional amendment and enabling acts, drafted by me as District Attorney and sponsored in the state legislature by our parish Representative and Senator, permitting Plaquemines (and any other Louisiana parish so minded) to assume the outstanding indebtedness of all its various local taxing bodies and consolidate them under the parish governing body to reduce the overall tax burden. By this means the parish taxes supporting outstanding bonded indebtedness of the School Districts, Levee Districts, Drainage Districts and Road Districts were reduced from as much as 25 mills to 3 mills.



Three grammar graders of the new \$2 million Belle Chasse Consolidated High and Elementary School pause to let the Review photographer take their picture. They are Barbara Cockrill, Pamela Jean Braud and Walter Sisung. This beautiful, functional, modern school, the most recent in the parish \$9¾ million school building program, covers 13 acres and is equipped with the latest advanced educational facilities and is under the veteran direction of L. M. Tinsley, who has been the Belle Chasse principal for 21 years.

When this streamlined parish administration program was put into effect in the early Thirties, Plaquemines reduced its total tax rate from 37½ mills to 15¾ mills — a drastic cut of 60% — and ever since **THE PEOPLE OF PLAQUEMINES HAVE ENJOYED THE LOWEST TAX RATE OF ANY PARISH IN LOUISIANA** with no interruption in the steady program of tax free public improvements involving multiple millions of dollars that have been planned and completed in the intervening years.

PLAQUEMINES PUBLIC SCHOOLS ITS PROUDEST ACCOMPLISHMENT

Strangers who visit the unique Parish of Plaquemines, that boasts no cities

and a total permanent population of only 22,000 people, are amazed at the excellent laboratories, libraries, auditoriums, athletic facilities and new modern school buildings of the Plaquemines public school system for both white and colored.

At the beginning of the 1958-59 school year Plaquemines Parish had a total registration of 4844 pupils of which 1508 were colored. To serve this enrollment, which has increased 20% just since 1955, Plaquemines has been moving steadily forward on a \$9-¾ million school building program since 1950, completely tax free and bond free, financed entirely out of surplus parish funds, following the plan which I initiated in 1932, with the help of a united parish administration.



The Buras Consolidated High and Elementary School and Gymnasium built at an original cost of \$1,535,000. Since the completion of this handsome two-story brick and stone structure additions have been made to provide more room for the ever increasing enrollment which is near 1200. In the background is the Auditorium where every December is staged the Plaquemines Parish Fair and Orange Festival.

Just this last May the new \$2 million Belle Chasse white Consolidated High and Elementary School was dedicated. Others previously built were the white Consolidated High and Elementary Schools at Buras, Woodlawn and Port Sulphur and the three new Negro Consolidated Schools, costing \$2½ million, at Sunrise, Phoenix and Scottsville. On the agenda right now is another planned million dollar school in the Boothville-Venice area.

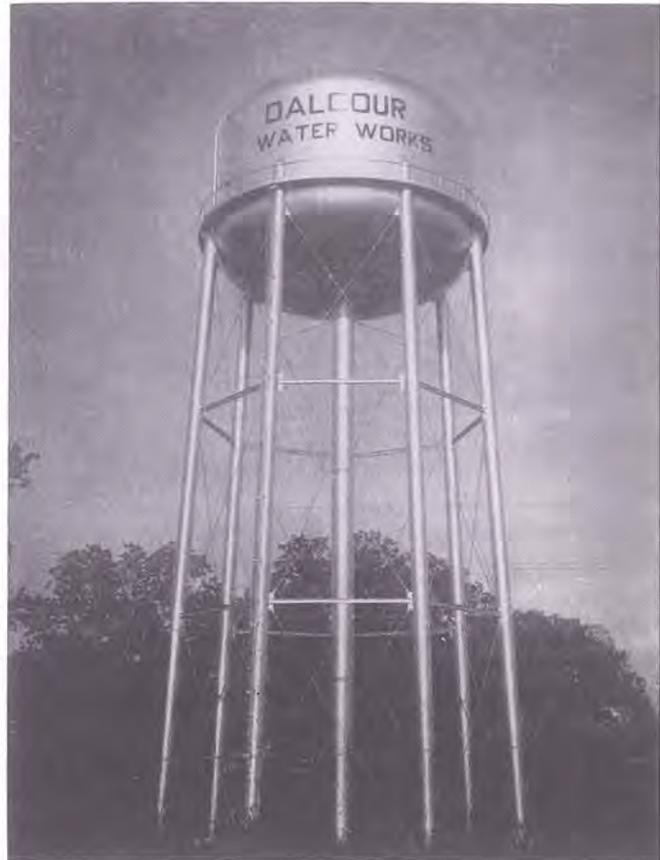
Under the administration of School Superintendent S. A. Moncla, the Plaquemines public school system is one of the most efficient, modern and forward looking in the state. All High Schools are fully accredited, active members of the Southern Association of Colleges and Secondary Schools. The system is noted for the excellence of its school lunches and for the wide range of its curriculum — to which has been added this year a course in driver education, comprising both school room and road training. I have discussed plans with Superintendent Moncla to lay special stress on teaching science in our High Schools by the employment of trained science teachers.

WATER BOTH A PROBLEM AND AN ASSET

In spite of the fact that Plaquemines Parish is flanked by water — with the encroaching marshes in the back and the Mississippi in front — providing potable water for drinking and household purposes, and for fire protection, has long been a parish project just now approaching complete parish coverage.

With the \$850,000 Dalcour Water Works Plant and System dedicated on May 15th and the Boothville Water Works Plant and System near completion at a cost of \$1,100,000, practically the entire parish now has the advantages of water purification plants and distribution systems—pure water from the faucet rather than from the traditional cistern.

This Dalcour Water System just completed, in conjunction with the 1/2 million gallon capacity elevated water tower on the Freeport Nickel property, will pump 1/2 million gallons a day through 16 miles of pipe line from the upper parish line. The Boothville Venice Water System has a 1 million gallons a day capacity, 25 miles of pipe line and a half million gallon elevated water tower.



This half million gallon elevated tank, on Freeport Nickel property, of the new Dalcour Water System, was completed just in time to serve the increased population that will gravitate to the Braithwaite area when the Freeport Nickel plant begins operations this summer.



The recently renovated Plaquemines Volunteer Fire Station at Venice, which serves Fire District No. 5 which is Ward 5 on the West Bank. Shown in the picture is its 500 gpm Mack Pumper. Plaquemines has five fire districts all tied together for mutual aid by an emergency fire radio system. At least one piece of equipment in each district is radio equipped.



The Free Ostrica Locks, completed in 1953, connecting water traffic on the east and west of the river. It, and its counterpart, the free Empire Locks, represent thousands of miles and thousands of dollars saved every year by the Plaquemines fishing fleet and by the increasing number of small boats that are necessary in the development of Plaquemines natural resources. Both locks were constructed from funds provided by the Police Jury of Plaquemines and the State Legislature by special appropriations sponsored by the Parish Representatives.

The parish wide availability of water and water pressure, not only for consumption but for fire protection, is reflected in the fact that Plaquemines Parish now has invested a quarter of a million dollars in fire fighting facilities including nine pieces of modern equipment for its 500 volunteer firemen. The latest development in parish fire fighting efficiency was the \$8000 repairing and renovation this Spring, without cost to the property taxpayers, of the Boothville-Venice Volunteer Fire Station with its 90 men under Paul Bernard, Fire Chief.

For years the parish master plan of public improvements and construction has been working on another facet of the water problem—the encroaching marshes in the back. Up to this time

over 25,000 acres of rich alluvial land have been reclaimed, by ingenious parish financed storm protection levees, drainage canals and modern pump stations, for the Plaquemines farmers and home owners and business places, and the increasing number of cattle raisers. Last year a half million dollars of parish funds were spent on levee protection and drainage throughout the parish. There are now in Plaquemines seven artificial drainage districts. Another 3/4 million dollars is on the planning board for the pumping station between Port Sulphur and Empire.

Throughout these years of progress since the early Thirties the parish has never forgotten the shrimp and oyster fishermen and trappers who were its first faithful citizens . . . and who, in



The completely equipped new ambulance and emergency unit of the Port Sulphur Volunteer Fire Department, which will serve the new 50 Bed Hospital. At the wheel for this picture was Deputy Earl Johnson of the Plaquemines Sheriff Patrol. This and the other parish emergency units is another free service of Plaquemines to its citizens.



The King and Queen of the 1958 Plaquemines Parish Fair and Orange Festival parade before their subjects for a day. The Queen was Miss Linda Marie Sullivan of Buras and the King was W. Harold Childress, a native and citrus grower of Buras and the first president of the Fair and Festival celebrating its ninth year.

spite of the influx of oil and sulphur and natural gas, still produce 200,000 barrels of oysters a year, still operate around 186 boats for shrimp trawling and still catch a million dollars worth of fur annually.

For these water borne citizens there has been a constant construction of canals and free repair ways. For them and the steadily increasing boat traffic of the oil fields the Free Empire Locks were constructed in 1950 and the Free Ostrica Locks in 1953—the completion of which saved all types of boats the long hazardous and expensive hundred mile trip around the mouth of the Mississippi.

Right now, for the benefit of the parish oystermen, the parish is financing the setting back and repairing of the lower levee on the East Bank from Fort St. Phillip to Baptiste Collette Gap.

THE PLAQUEMINES FIELD DAY AND ORANGE FESTIVAL

All year long Plaquemines County Agent Murphy W. McEachern, Home Demonstration Agent Mrs. Mildred Ezell and Ralph T. Brown, Superintendent of the Plaquemines Agricultural Experiment Station, together with their staffs, work with the farmers, cattle and poultry raisers, and citrus growers on their problems.

Then in the Spring, on Experiment Station Field Day, the farmers dramatically demonstrate what they have learned by exhibiting and competing for awards on their farm products, livestock and poultry . . . and in December the citrus growers have their big two



To the beautiful pageantry and theme of Winter Wonderland the 1958 Orange Festival Queen, Miss Linda Marie Sullivan, was escorted to her throne at the Coronation Ball by Judge Leander H. Perez.

day Plaquemines Parish Fair and Orange Festival.

These two annual events are steadily growing in popularity, are attracting more and more interested outside visitors and are effectively publicizing

Plaquemines farm and citrus industries.

The Field Day headliner this year was the magnificent Creole Tomato, one of Plaquemines most important vegetable crops, which is now being promoted by a merchandising and advertising program backed by parish growers.

THE ONLY ORANGE PRODUCING PARISH IN LOUISIANA

Long before its production of oil and sulphur carried the name of Plaquemines Parish into the busy marts of commerce, it had already attained widespread recognition for raising the nation's sweetest and juiciest oranges — the famous Louisiana Sweet and Washington Navel, which are still 50% of the citrus production of Plaquemines.

Its orange history however has been hectic. Twice the groves were virtually destroyed. Once in the previously mentioned storm of 1893. Recovery from that blow was extremely slow. It was

not until these same dramatic Nineteen Thirties we have been talking about, when the parish came to the aid of the growers by providing spraying equipment, that the comeback of the orange industry really started. It was again soundly established when the first Orange Festival was celebrated in 1947.

Then came the bitter freeze of 1951 that again hit the Plaquemines Orange groves a devastating blow, and it looked as if the orange industry would not recover. But with the determination of the growers and the cooperation of the Experiment Station and the County Agent's office, production was again back up to 215,000 cases in 1955. And today 4600 acres of citrus (including the famous Louisiana Sweets, navels, mandarins, tangerines, satsumas, kumquats and grapefruit) are mainly concentrated in the Buras, Boothville and Venice area, representing the operations of around 450 small and large growers . . . plus the two families of Pivach and Lulich licensed to produce the delicious Plaquemines Orange Wine.



The following, proudly grouped around a display of Plaquemines Creole Tomatoes and Red LeSoda Potatoes during the May 1959 Field Day festivities, are left to right: Sidney McCrory, State Commissioner of Agriculture; Murphy McEachern, County Agent; Judge Alexander H. Perez; Ralph T. Brown, Superintendent, Plaquemines Experiment Station; Ralph Lally, President, American Fresh Vegetable Growers Association, and Dr. J. C. Miller, Head of Horticultural Research, L. S. U.



At the 1959 Field Day ceremonies Mrs. Mary Kenner presented a trophy to this Boothville girl group who were selected as the outstanding entertainers in the talent show which was part of the extensive program.

THE PACE OF PROGRESS HAS BEEN ACCELERATED

In the last few years of Plaquemines' progress innovations and improvements have occurred with such rapidity that the list becomes staggering.

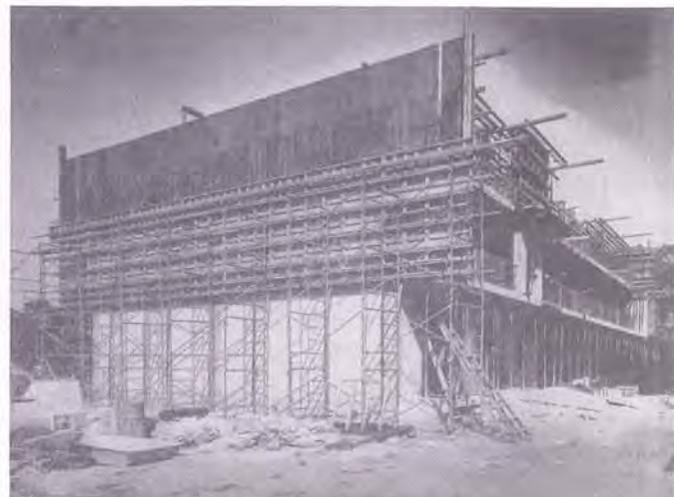
Reflecting its faith in the future of Plaquemines the Southern Bell Telephone Company has recently spent \$300,000 on a dial exchange and system at Venice to service Venice, Port Sulphur and Buras.

A new library system, comprising two locations and a bookmobile, were added this year to Plaquemines increasing facilities for its citizens. The main library is at Nairn on the West Bank and the East Bank branch is housed in the basement of the Parish School Board building at Pointe a la Hache renovated for that purpose. There are now 8000 books in the system, with 100,000 more available through the State Library, which established this Plaquemines system, aided by a parish

appropriation of \$2500 and expenditures for temporary library housing.

At Pointe a la Hache the new Parish Jail and addition to the Court House are under construction at a cost of \$480,000—again without taxation. The long faithful old jail will be retained to store records and house an auxiliary power plant.

At Port Sulphur the new 50 bed modern, air conditioned Hospital is approaching completion on 7 acres of parish land conveyed to the Hospital Board. Its cost of \$1,057,000 was financed through the subscriptions of parish individuals and industries, a \$480,000 grant through the Hill Burton Fund, and \$150,000 grant by the Parish Police Jury. This plan was adopted by the Parish Administration with the cooperation of industry and small business and other local interests to avoid a more expensive tax supported bond issue to finance the Hospital construction.



Construction work on the new \$480,000 Plaquemines Parish Jail and Court House Addition, joined by covered walkway. The new security proof jail will be composed of three concrete floors. The first floor will be mostly parking. The second floor will house Booking and Records, the Sheriff's office, Interrogation Rooms, Coroner's Office, Morgue, Jailer's Quarters, Kitchen and Laundry, Toilets and Mechanical Equipment plus an Overnight Lockup. The third floor will have cell blocks for 70 prisoners—separate for white, colored, juveniles, women, insane and isolation. The old jail, lacking one year of three quarters of a century of faithful service, will be used for the storing of records and auxiliary power equipment.

Interior of the new trim and attractive Branch Library at Point a la Hache with Branch Librarian Mrs. Estelle Serignet at far right. It is located in the reconverted basement of the School Board Building donated for that purpose. John Uhler is Head Librarian with headquarters at the Main Library at Nairn on the West Bank. The Parish Bookmobile which made its first trip March 31, 1959, is operated by Mrs. K. Stone.





Section of Freeport Nickel Company refining plant at Port Nickel nearing completion. This new Plaquemines industry, when production begins this summer on a 24 hour basis, will employ 600 people with an expected annual payroll of \$3 million. It will refine from ore transported by ship from Cuba around 50 million pounds of nickel and 4.4 million pounds of cobalt a year, both vital in modern defense. This plant will make Plaquemines Parish the largest producer of these two elements in the U. S.



The front entrance of the Plaquemines Parish new air conditioned 50 Bed Hospital for both white and colored at Port Sulphur, nearing completion when this picture was taken. It will have two operating rooms, two delivery rooms, a laboratory and X-ray equipment. There will be no multiple bed wards. Because of the unusual terrain of Plaquemines the hospital will have a landing space for oil field helicopters and a landing ramp for amphibian planes.

Now in operation is the West Bank road project, widening its 18 foot paved roads to 24 feet and blacktopping them.

Already famous for its long efficient Free Ferry at Pointe a la Hache on the lower river, Plaquemines is putting into operation another Free Ferry between Belle Chasse and Scarsdale to accommodate the upper river residents and the employees of the new Freeport Nickel plant. The old Third District Ferry Boat "New Orleans" was purchased for \$90,000 and will be converted from coal to diesel, and the parish is investing (again without taxes) \$213,660 in the construction of the ferry approaches and ramps.

The Louisiana Power and Light Company has laid a 115,000 volt power line under the Mississippi (the most powerful ever to cross the river) to serve the Freeport Nickel Company at Port Nickel and the Belle Chasse area.

PLAQUEMINES GROWING INDUSTRIAL IMPORTANCE

Attracted by the availability of industrial water and natural gas and the cooperation of parish officials, a growing number of new industries have gathered around the upper New Orleans end of Plaquemines over the last few years. The most recent in operation was the Belle Chasse plant of TIMCOAT Corporation of Houston, Texas. This company's product "Timcoat" is a combined corrosive protection and weight coating for underwater pipe lines. It is obvious with Plaquemines' other activities involving pipe that the Belle Chasse location is a strategic one.

And then — this summer — will start the operation at Port Nickel of the Freeport Nickel Company, a wholly owned subsidiary of Freeport Sulphur Company, which will refine nickel and cobalt from ores mined and partly processed in Oriente Province, Cuba. It is

This construction picture symbolizes the \$2 million in road improvements that have been either completed or are in progress throughout Plaquemines Parish, all out of the Plaquemines Parish Royalty Road Fund, all without taxation on the people of Plaquemines. This picture represents work being done on Highway 23 on the West Bank, widening the original 18 feet to a safer 24 feet and blacktopping.



expected this plant will produce 50 million pounds of nickel and 4.4 million pounds of cobalt a year. This plant will employ 600 people.

THE BIGGEST PARISH PROJECT OF 1959

To be financed out of the Plaquemines Parish Royalty Road Fund is the new tax free and bond free 56 mile Braithwaite to Ostrica Highway on the East Bank — to be started this summer and completed in five stages. Engineering plans for stages One and Two are completed and advertisement for bids for construction should be published in August.

Stage One costing \$7½ million is the 16 mile stretch of storm-flood proof highway from Lower Bohemia to Poverty Point near Phoenix. Stage Two costing \$600,000 is the 3.3 miles from Braithwaite to Scarsdale.

This will be a two lane all weather

paved highway, 44 feet wide with ten foot shoulders, to be constructed on an embankment (or levee) twelve feet above mean Gulf level. The highest flood water ever reached on the East Bank was 10.2 feet. Since the embankment will be higher than the highest tidewater flood mark, this will not only be a new modern highway but a protection to the East Bank towns against tidewater flood and storm damage. The entire five stages of the project will take several years for completion.

And so Plaquemines marches steadily forward on its highways and waterways — its resources being matched by the resourcefulness of its people and elected leaders — a parish that is constantly planning or completing some new tax free improvement for the comfort, health, safety, convenience or better way of life of its population, both permanent and transient.

OFFICIALS OF PLAQUEMINES PARISH

Left to right: Joseph P. Hingle, police juror, tenth ward; George A. Hero, Jr., police juror, sixth ward; John Friedman, police juror, fifth ward; Heard Ansardi, police juror, third ward; Judge Leander H. Perez, district attorney of the 25th judicial district and legal adviser; E. C. Marshall, president and police juror, ninth ward; Mrs. E. LaFrance, secretary; Clyde Kennair, police juror, seventh ward; John Trumbaturi, police juror, first ward; Joseph Antonio, police juror, second ward; and Chester Wooten, sheriff. Not present, Joseph Jurjevich, police juror, fourth ward.





At Harvey in Jefferson Parish, the Little Houston of Louisiana—looking down on the Harvey Canal with the locks and the Mississippi River in the background—a view of some of the around two hundred business concerns that line both banks of the canal, all but two or three of them directly or indirectly serving the oil industry.

(Continued from Page 59)

supplying it. The young oil industry had given the world a new fuel cheap enough to brightly illuminate the meanest hovel. Gasoline, in that first forty-year period, was an undesirable and dangerous by-product to be disposed of as waste.

And then, with the advent of the 20th century the introduction of gas and electric lights slowly and inexorably destroyed the kerosene market the oil industry had created and built up — BUT — sturdily and steadily taking its place was a new greater market—the fuel and lubricants needed for the Machine Age — the era of the automobile, truck, tractor, plane and diesel engine.

LOUISIANA DISCOVERED OIL JUST AS THE CENTURY TURNED

In 1901, just as they did with the former railroad conductor in Titusville forty-two years before, the local skeptics smiled and tapped their craniums with a knowing leer when Scott Heyward, a former unsuccessful gold miner from Alaska, said that black gold lay waiting beneath the lush soil of his native Louisiana and began drilling.

But they wiped off the smile and climbed on the bandwagon when in that same year of 1901 — the same year as Spindletop, Texas — the beautiful black viscous liquid poured forth at harvest

time and inundated a rice field at Jennings, Louisiana.

Today, Louisiana is the second largest oil producing state in the nation, with more than one new field a week discovered in 1958, with 24 new fields discovered the first 5 months of 1959, and with only 5 of its 64 parishes not producing oil.

JEFFERSON BRINGS IN NATION'S DEEPEST WELL

It was 34 years after oil was discovered in Louisiana that Jefferson took its place among the state's oil producing parishes — but when it did in 1935 it dramatically brought in the world's deepest well. The story of Jefferson's oil development up to the discovery well is intensely interesting.

The first inhabitants of Jefferson's almost 60 mile long liquid labyrinth of bayous and bays were Indians, the Chetimachas and Houmas. Their moccasins tracks were overlapped when Louisiana was a French and Spanish colony by the fur trappers and the fishermen. Then came between the Louisiana Purchase and the Battle of New Orleans the era of Lafitte the Pirate, whose men used this bayou water wilderness as their smuggling route between the Gulf of Mexico and New Orleans, losing and laughing at the customs patrols in its intricate twists and



Typical of the crew boats which transport oil field workers to and from drilling sites in the tidelands is "Citation" above, photographed on a trial run on Lake Salvador in Jefferson Parish. She is an all-steel twin screw 48 footer powered by symmetrically matched turbo charged General Motors diesel engines. George Engine Company of Harvey, world's largest distributor of GM marine diesel engines, powered this speedcraft which has a top speed of almost 35 mph.

turns. Always it has been the haunt of the heron and the muskrat — and until oil was discovered its annual production was limited to furs and seafood — nothing else.

The first actual organized exploration of Jefferson's beautiful Barataria country was around the turn of the century when a man named Edward Wisner owned a million acres in the heart of it and was known as the Reclamation King. His aim was to drain its lush acres and bring in trainloads of farmer settlers. For years his faithful surveyor, James Webb, tramped the Jefferson swamps and paddled his pirogue through its waterways on the gigantic job of charting it into understandable acreage.

Nothing came of Wisner's dream, although a few Yankee investors around 1912 did organize the Louisiana Meadows Company, did buy land around a new Drainage District No. 3 around the village of Barataria which they renamed "Lafitte," and did sell lots and farms to settlers. But that boom busted when the Drainage District went out of business and the salt marshes began claiming their own again.

Although neither Webb nor Wisner realized it, they were laying the groundwork for Jefferson's coming oil production. It was Jim Webb, because of his first hand knowledge of the area, who helped assemble the Louisiana Land and Exploration Company's acreage on which Jefferson's discovery well was drilled by The Texas Company (now TEXACO Inc.)

TEXACO'S LONG PREPARATION FOR JEFFERSON'S DRILLING PROBLEMS

Texaco was among the first oil companies to tackle under water drilling in South Louisiana and devoted much time and money in working out practical methods in the tricky marshlands. It is still today the largest operator throughout South Louisiana's stretch of bayous, swamps, bays and lakes.

From 1928 until 1932 Texaco had drilled by erecting derricks on foundations constructed by driving pilings into the lakes and swamps — effective but adding considerably to drilling costs.

Finally in the early Thirties, Texaco acquired exclusive patent rights to a new practical and economical method of under water drilling — the oil industry's first submersible drilling barge — invented by a retired sea captain named Louis Giliasso and designed to be submerged during drilling and to be re-floated after the completion of the well and moved by water to the next location. In 1932 and 1933 — just two years before oil was discovered in Jefferson — two were built for Texaco, with equipment layout supervised by the company's Petroleum Engineer T. I. McBride, and appropriately named "McBride" and "Giliasso."

By the time the block that is now the Lafitte Oil Field in Jefferson was scheduled for drilling in 1935, Texaco had both the experience and the equipment to do the job. As it so happened



Louisiana Gas Service Company of Harvey lowering four 10 inch pipelines under the Mississippi River at Nine Mile Point carrying natural gas between the East and West Banks of Jefferson Parish.

the discovery well did not require the submersible barge. It was drilled from a mat foundation. However, Texaco's preparations were based on the overall problems of Jefferson's trembling prairie, not a single well. This was well borne out, because after the first two tests the submersible barge was used for all the rest of the wells at Lafitte.

There are now, of course, many barges of this type in operation in Southern Louisiana, and its big brothers are being used in offshore drilling. But it was Jefferson's oil bearing bayouland where the submersible barge first proved its economy and efficiency.

Texaco had sent its geophysical crews into Jefferson in 1928 and 1929 for refraction seismic shooting and again in 1933 and 1934. And then on January 16, 1935, a Texaco crew began rigging up at a spot just about the center of Jefferson Parish, approximately 40 miles below Harvey in an open expanse of muskrat marshland just off the Dupre Cut from which to the well site Texaco had dredged a 1200 foot canal.

The Drilling Foreman was B. L. Bundy who just died in July of 1959 — and it is an interesting sidelight that one of the drillers on that discovery well was W. H. McNeese, who has been Drilling Foreman of the Lafitte Field since 1940. Three of this original 1935 drilling crew are still actively with Texaco and a fourth just retired from active company service in December of 1955.

Although this was Texaco's first try at an oil well in Jefferson — an unusual sight which brought the bayouland's curious pirogue paddlers for miles around — the attempt was nothing new

or novel to this professional Texaco crew. In spite of the fact that they had picked one of the coldest winters the bayou country had ever experienced, the drilling went along smoothly with only the normal amount of problems encountered on every job.

They completed the well, without even a lost time injury, on May 13, 1935 — bringing in at 9572 feet not only Jefferson's first well but the deepest in the nation at the time. This pioneer oil well of the now famous Texaco Lafitte Field — which covers about 14 square miles and in which Texaco has drilled 160 wells of which 110 are now producing — is still flowing. It started out as a 1,000 barrel a day well and still continues twenty-five years later to produce the maximum daily allowable permitted by the Louisiana Department of Conservation. This same Lafitte Field named after the pirate smuggler who once roamed and ruled this Jefferson bayou country, but who never dreamed of the treasure of black gold that lay waiting in its depths for its cue in history — today, in addition to oil, also furnishes a production of about 12 million cubic feet of gas daily.

Jefferson's discovery well has had two official names — Bayou St. Denis No. 1 and Lafitte No. 1. When originally discovered the field was known as the Bayou St. Denis field, and the first two wells were named L.L.E. Bayou St. Denis No. 1 and No. 2. But when the third well was completed later in August the name of the field was changed to the Lafitte Field and the first two wells were renamed accordingly. Later on certain sections of the field were



TEXACO WORKERS' HOME AWAY FROM HOME

At the upper left is a panoramic view of the clean, cozy, comfortable Texaco Camp at Lafitte. To the right of it is one of the most popular spots in the camp, the "kitchen door" beyond which expert cooks constantly concoct and generously dispense steaks, fried chicken, fresh vegetables, wonderful salads, red beans and rice, homemade ice cream, bacon and eggs, ham and hot biscuit, pancakes, ad infinitum—and, oh yes, the kind of pies that Mother would like to make shown in the photograph below fresh from the never idle oven of Cook George Pesce.



unitized and the unit which included L.L.E. Lafitte No. 1 well was named the Land Company Unit. Because of this the Louisiana Land and Exploration Lafitte No. 1 well is often unofficially referred to as the "Land Company No. 1 well."

THE WITNESSES OF THE BIRTH OF JEFFERSON'S NEW INDUSTRY

When Jefferson's discovery well came pouring in that May morning, it was seen and saluted by R. C. Stewart, Division Manager of Texaco; Paul T. Seashore, Vice President of the Louisiana Land and Exploration Company; O. B. Trotter, Superintendent of the Houma District of Texaco; James C. Webb, Civil Engineer and President of the Madison Realty Company; Clem Perrin, a bayou resident and descendant of one of Lafitte's original band of privateers; and the jubilant drilling crew.

By 1936 Texaco had completed a pipeline through the marsh to its tank farm at Marrero. By 1938 the Lafitte

Field had 26 producing wells, and by 1939, the year The California Company also moved to Jefferson and opened the Barataria Field, the Lafitte Field had 49 producing wells from 8,000 to 12,000 feet deep. Jefferson was solidly and permanently in the oil business.

TEXACO IN JEFFERSON A QUARTER CENTURY LATER

During the intervening years since that May day in 1935 Texaco has drilled a total of 237 wells in Jefferson Parish. Of these 175 were completed as oil producers, 8 were completed as gas wells and 54 were dry and non-productive.

Texaco is now producing in Jefferson approximately 11,000 barrels of oil per day from 141 oil wells and also considerable quantities of natural gas from 8 gas wells.

Texaco is still very active in the Parish and on September 1, 1959, Texaco had 3 drilling rigs running and 242 employes working in Jefferson Parish.

HARRY X. BAY

CONTINUE NEXT PAGE FOR ADDENDA
ON THE OIL INDUSTRY IN JEFFERSON

HOW OIL AND WATER MIXED IN THE PARISH

In the early 1920's the U. S. government built a cut-off canal, called the Dupre Cut, for a distance of 9 miles between Bayou Cutler and Bayou Dupont in Jefferson Parish as a vitally needed navigational boon to the oystermen and shrimpers. Over this Dupre Cut they were able to bring their catches all the way to market from Grand Isle through the bayou country, without miring down in the mud during low water periods.

To secure this Dupre Cut for its fishermen the Jefferson Parish Police Jury agreed to buy the 400 foot wide right-of-way out of parish funds and turn it over to the government.

Fortunately the government accepted the use of this right of way but did not take title. So, when oil was discovered in Jefferson, this right-of-way through the Lafitte Field became the source of a regular annual revenue to the parish treasury from oil royalties amounting to around \$135,000 a year — money which is invested in the development of the parish.

Also — just two years before oil was discovered in Jefferson the magnificent \$1,700,000 modern locks of the Harvey Canal, able to handle a towboat and five barges at a single locking and connecting the Mississippi River inland waterways traffic with the Intracoastal Waterway, was completed. It was officially accepted by the government in 1934.

This Harvey Canal, without a doubt Jefferson's oldest landmark, was started as a private drainage ditch a hundred years before Jefferson became a parish. Its first crude but ingenious locks were constructed about 1902. But

it was not until the early 1930's, when the U. S. purchased it as the Mississippi River Link, in the new Louisiana-Texas section of the Intracoastal Waterway that now stretches 1116 miles from Apalachicola Bay, Florida to Brownsville, Texas on the Mexican Border, that this waterway became a vital transportation asset to the parish.

It was all ready and waiting to welcome Jefferson's new oil industry, to provide a liquid highway to the marshland for its equipment and from the marshland for its products.

Today around two hundred concerns line both banks of the Harvey Canal directly or indirectly serving the oil industry. From them to the fields go tools, mud and equipment. From the oil fields come petroleum and petroleum products by barge.

There are no rails and few roads serving the oil bearing bayouland of Jefferson — but its combination of natural and man made inland waterway has greatly assisted the development of the oil industry in the parish. Over two thirds of the tonnage that goes through the Harvey Locks comes from the oil industry of South Louisiana and Texas. No wonder Harvey, Louisiana, is known as the Little Houston of Louisiana.

CALIFORNIA JOINED TEXACO IN 1939

Four years after oil was discovered in Jefferson the California Company opened up the Baratavia Field, the closest oil operation to the business heart of the parish.

California's "Adam Rutley" discovery well was drilled with a whipstock, the bottom of the well being 200 feet away from the dredge in the middle of

When oil was discovered in Jefferson in 1935 the firm of Charles E. Spahr was already distributing gasoline and oil products on the bank of the Harvey Canal—one of the oldest firms allied with the oil industry in Jefferson Parish.



the bayou. This first Barataria Field well tested 936 barrels of oil and 879,000 cubic feet of gas per day.

Since that first well California Company has produced some 32 million barrels of oil and 47½ billion cubic feet of gas from this Barataria Field in Jefferson (including the satellite fields of West Barataria and South Barataria). Now, 20 years later, Calco's production of oil and gas in the Barataria Field is still substantial — producing over 2,000 barrels of oil and nearly 10 million cubic feet of gas per day.

While Calco's Barataria Field activity is perhaps the most important company operation in Jefferson Parish, Calco also operates the Bayou de Fleur, Bayou Perot and Marrero Fields. Altogether Calco's production in Jefferson Parish for a single representative month — taking the month of January 1959 — is 3363 barrels of oil and 39,629,000 cubic feet of gas daily.

In recent years, California constructed an absorption plant at the Barataria Field. Although a comparatively small one, its cost materially increased California's already heavy investment in

THE CALIFORNIA DISCOVERY WELL



→
A dramatic photograph by Eugene Delcroix of the California Discovery Well in Jefferson, taken in 1939, the year the well came in.

The California Company's Absorber Plant at Barataria, just across the highway from the Barataria Field office, is said to be the most efficient plant of its type in the oil and gas industry.





Handling the production in the field requires complicated and scientific storage methods. This tank battery framed by moss covered trees is located in the California Company's Barataria Field in Jefferson Parish.

the complex equipment which assists Calco's Marketing Department in converting Barataria oil and gas into income.

AFTER THE WAR CAME HUMBLE

During the War, of course, the development of new oil fields in Jefferson, as elsewhere, came almost to a standstill while the nation's oil industry concentrated its efforts on expanding the production of existing wells.

But in 1949 another of the major oil companies — Humble Oil and Refining Company — also began operation in Jefferson Parish, bringing in its first land well on June 18, 1949, the Texas and New Orleans Railroad No. 1 in the Avondale field. However, Humble's most dramatic contribution to Jefferson's early oil history was its first offshore well — the pioneer Grand Isle No. 1.

By that year of 1949 thirty-five American oil companies had expanded their land search for oil into the offshore waters of Louisiana and Texas, and their combined efforts had by 1949 already spent one hundred million dollars seeking oil under the offshore waters overlying the continental shelf. The submerged lands of Grand Isle, Grand Terre and Cheniere Caminada represent Jefferson's part of the 18 million acres of this offshore oil potential. The

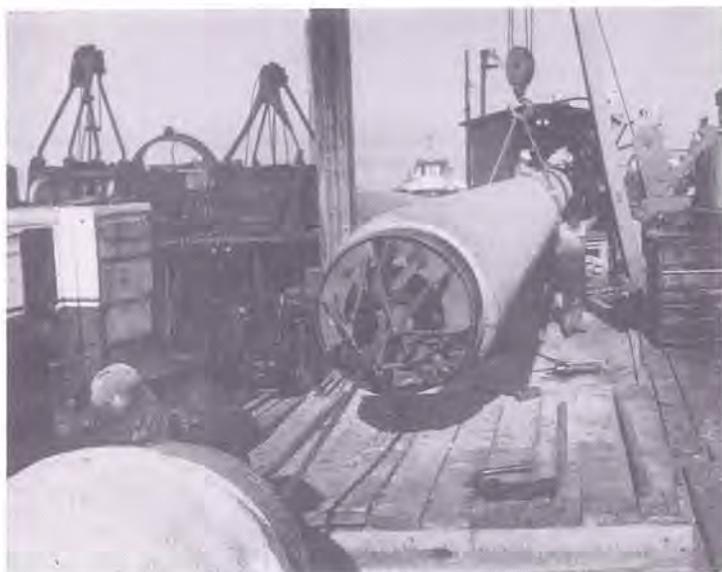
expensive offshore search still continues with production not yet sufficient to offset the millions already spent — but the oil reserves are there and the oil companies are the greatest investors in the future of any industry in the nation.

Humble's most recent development in Jefferson Parish is the planned headquarters in early 1960 of a new production district, when Humble Oil and Refining Company's eastern division in New Orleans combines its Port Sulphur and Paradis Districts. The new building will be in the 900 block of Maple Street in Harvey.

When completed this office in Harvey will house 67 employees, 52 of which will reside in Harvey or the neighboring residential area. Harvey was chosen as the centrally located district office of the new combination of districts because it is the concentration spot of general oil field facilities and is already used as an operating center by several oil companies. Its combination of road and waterway system provides efficient and economical transportation and communication.

OIL TODAY IS JEFFERSON'S LARGEST SINGLE INDUSTRY

There are now, beside the three pioneer companies already mentioned, other oil companies operating in Jeffer-



Part of the United Gas Pipe Line Company's 202 miles of 30-inch main from the gas fields of south Louisiana to Mobile, Alabama. The two views show operation of contractor O. R. Burton, laying the pipe under the Causeway over the 25 mile stretch of Lake Pontchartrain.



son—including Phillips Petroleum Company, American Petrofina Company of Texas, Aladdin Oil Company, Bateman Drilling Company, Tidewater Oil Company, Richardson and Bass, British American Oil Company, Pan-American Oil Company, Perrin and White and Rimrock Tideland, Inc.

As of July 1959 the allowable of Jefferson's 20 inland oil fields with their 292 producing oil wells was 27,304 barrels a day. At the fair average of \$3 per barrel Jefferson is producing about 2½ million dollars worth of crude oil every month.

In addition these 20 Jefferson oil fields, with their 23 producing gas wells, are producing around 46,800 million cubic feet of natural gas a day.

Grand Isle's three offshore blocks (Grand Isle Block 16 and 18 of the Humble Oil and Refining Company and Block 47 of Continental Oil Company) are producing approximately 21,477 barrels daily allowable.

But actually the oil production and value itself is only a small part of the parish business created by the oil industry. Already, as we have mentioned, around 200 concerns are concentrated along the two banks of the Harvey Canal, mostly to serve the expanding parish oil industry. And because of its

strategic position at the crossroads of the inland waterways system Jefferson Parish is the headquarters for tank terminals and tank storage.

The payrolls of the oil workers, among the highest paid of any industry in the country, find their way into the cash registers of many Jefferson Parish merchants.

And last but not least, industries such as the \$100 million American Cyanamid Company have chosen Jefferson Parish because of its wealth of natural gas, which used to be a by-product of the Jefferson oil industry wasted and burned in flares but which today, piped from the wells and profitably sold, has become in recent years a twin product of the Jefferson oil industry. And the Sherwood Refining Company, Division of the Continental Oil Company, at Harvey which was the first "petrochemical" plant in the parish and one of the first in the South and which chose Jefferson because of the nearness to the crude oil.

In saluting the Silver Anniversary of the Oil Industry in Jefferson simultaneously with the salute to the oil industry nationwide, the parish is paying deserved tribute to one of the largest contributing factors to its prosperity and progress.



Convenient dunes of sand along Grand Isle's more than 8 mile long beach afford ideal spots for sunbathing and the acquisition of a golden tan.

(Continued from Page 141)

Along this same road and near the same spot is held the annual Blessing of the Fleet, that colorful and ancient ceremony of fisher folk when the shrimpers of Lafitte, Crown Point and Barataria parade their decorated boats on a given Sunday each season, elect their Shrimp King and Queen, and invite the assembled visitors to join with them in the dancing and enjoy the boiled shrimp and the bayou cooking always present in impressive quantities.

This road is also the land entrance to the bayou country's varied hunting and fishing.

In the fresh waters of Big Bayou Barataria or the bayous and canals

running into it are perch, catfish, gaspergou, sac-a-lait, bream, striped bass and green trout, the Southern name for the big mouth bass. On down through the heart of the parish via Bayou Cutler the fresh water fishing merges into the saltwater with redfish, sheepshead, speckled trout, drum, channel mullet and white trout rewarding the persistent piscator.

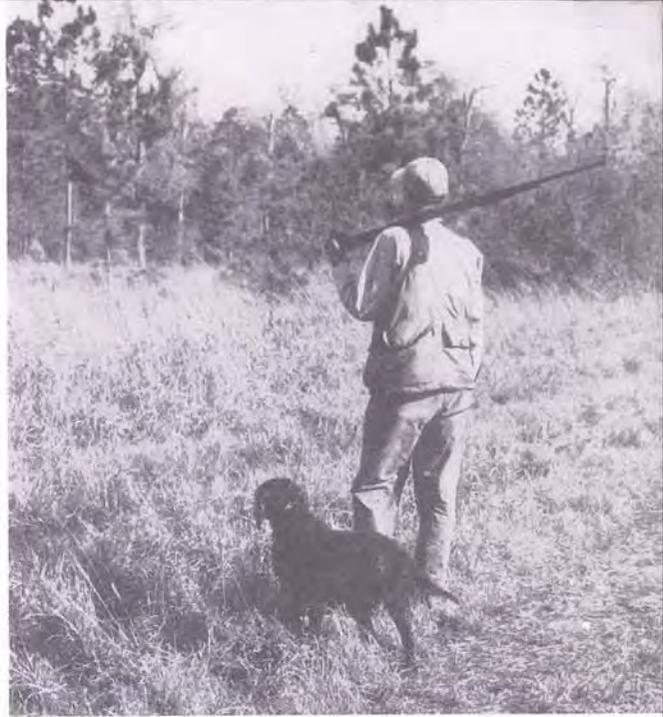
In Jefferson — from early Spring when the fresh water fish, especially the bass or green trout attract the angler, through Summer when tarpon, mackerel and jacks come up from the sea, into Fall when the redfish, drum and sheepshead are favorites — there is not a month without fishing enjoyment.



It's not the easiest form of fishing, as this pulchritudinous piscator making a gallant attempt at it will testify, but once you've mastered the art of the gather and the throw of the cast net, the catch will compensate for the hours of practice. And, incidentally, the surf at Grand Isle is okay for both the tyro and the expert cast netter.

In this bayou country from the first frosty night to the return of the flocks northward in the Spring the waters abound with the various species of waterfowl from the splendid green heads to the fast flying blue winged teal. The clapper rail and king rail or marsh hens are highly prized game birds which do not rise but run through the brackish marsh grass providing excellent sport for hunters with bird dogs. There is also the abundant Poule d'Eau or American coot which competes with the wild duck and Canadian and blue geese for the hunter's favor and for the natural food provided in the shallows of Jefferson's bayous and lakes.

This is great bird country with Grand Isle and lower Jefferson being the stopover for millions of migratory birds before and after their 500 mile non-stop flight across the Gulf of Mexico. Peter Stackpole, the staff photographer of Life Magazine on his Jefferson Parish picture shooting trip, completely lost his aplomb when thousands of nigger geese rose in front of him from the waters of Barataria Bay and silhouetted themselves against the sky.



Hunting woodcock above the airport in East Jefferson.

BIRD HUNTING IN JEFFERSON



At the left is Leonard Fultz, who lived at Little Farms in Jefferson Parish when this picture was taken, with the bag limit of coots, a favorite game of Jefferson hunters and very delicious in a stew. At the right is Mel Duffy with a brace of Jefferson Parish Blue Bills, locally known as "Dos Gris." Yes, siree, Jefferson is good bird country!



An eight point buck shot around Bridge City at the beginning of Jefferson's 60 day deer season.

On the higher ground of this bayou country are the abundant mourning doves and snipe, the occasional woodcock and the quail or Bob White which the Louisiana Department of Wildlife and Fisheries program is rapidly replenishing.

There are the plentiful rabbits — which have encouraged and developed a new form of sport in Louisiana — hunting the bunnies with specially trained beagles. The South Louisiana Beagle Club, an outgrowth of this sport, is domiciled in Jefferson Parish.

There are also the squirrels of which 90% of Jefferson's hunters shoot some every year — thousands of them in the trees along the previously mentioned road to Lafitte. In fact the statisticians say Louisiana has a population of from 5 to 8 million squirrels prepared to play hide and seek in season with its hunters.

But the red letter days on Jefferson's hunting calendar are those of deer season. The white tails have splendidly adapted themselves to the coastal lowlands and oak grove ridges for concealment, breeding and food. So well that deer hunting in Jefferson is quite different and more difficult than the same sport in the North, where the hunter personally stalks or awaits his own buck.

JEFFERSON'S HAPPY HUNTING GROUNDS

Jefferson's plentiful population of squirrel, of course, affords its hunters the pleasant day in the woods, the dismissal of business worries, the building up of a huge appetite and the libation at the end of the day that keeps a man young and fit and perpetuates hunting as one of the most popular sports of the parish.





About 100 miles of Grand Isle in the summer of 1956 John L. Lauricella, Sr., landed the first marlin ever caught with rod and reel off the coast of Louisiana. It was a white marlin, weighing 50 pounds and measuring 7½ feet long. Here is that famous fishing party: Jim Merriweather, Sr.; Paul Kalman, who landed the second marlin on the same trip; Robert Norman, who also caught the first officially identified yellow fin tuna in Louisiana waters on rod and reel; and Lauricella far right. In front of them are their prize catches.

But here the sport, staged in the wooded areas, requires the combined efforts of men and dogs, plus a lot of luck and a great deal of knowledge of the idiosyncracies of the deer itself. The standers are placed to block off the known deer paths and then the game is driven through the tangled thickets in their direction.

Getting your deer requires the keen eyesight to spot him at that critical split second when he breaks cover and the marksmanship to bring him down

before he disappears again. All of which makes deer hunting in Jefferson intensely exciting. The odds are all in favor of the white tail — which probably accounts for the fact that there are about 30,000 in the coastal lowlands right now.

The oldtimers of Jefferson still brag how they used to bag six bucks a night, but that was when Jefferson was wilder, the laws were laxer and the deer would often walk right up and invade the gardens of Gretna.

In a two day expedition this group, comprising members of three skin diving clubs training for the Scuba Divers International Tournament held at Grand Isle in August, speared 10 varieties of fish to the total of 1000 pounds. SCUBA diving which means (Self Contained Underwater Breathing Apparatus) has gained world wide popularity since World War II. Grand Isle was selected as site of the International Tournament because of ideal diving conditions and abundance of many fish species.





In the bayou country of Jefferson are many such quiet, scenic spots of restful beauty that are ideal for the Sunday afternoon or holiday family picnic.

LESSER SPORTS BUT NOT LESS FUN

There's hunting for coon — and for possum, which the original French called Rat de Bois (rat of the woods) and there are those that claim the Louisiana muskrat, when the sacs are removed, is as delicious as squirrel cooked with bacon.

There's soft shell crabbing, which is both an industry and a pastime in Jefferson. The finest soft shell crabs in the world come from Jefferson's Lake Salvador. It is extremely long, eight miles wide and ten to twelve feet deep—and the foliage lining its bank is a Heaven sent haven for crabs about to

shed their shell. Here in Jefferson is also the longest soft shell crabbing season in the world — from March until November.

It was soft shell crabbing back in the Depression Thirties that kept many a Jefferson family off relief during the moneyless gap between the trapping and shrimping seasons.

And don't overlook Jefferson's pleasant sport of crawfishing, with every road side ditch and swamp in Spring a potential place for your scoopnet or set net — the ultimate object perhaps being that epicure's delight, that delicious old Creole dish "bisque ecrevisse" or crawfish bisque.

Fifty years ago the red and orange sails of the fishing schooners dotted the bays, bayous and lakes of Jefferson, for sailing was then a business. But today sailing is one of Jefferson's many outdoor pleasures.



There's cat fishing in the Mississippi, an almost forgotten former parish pastime, and pole fishing in the barrow pits along the levee cooperatively and periodically restocked with fish by Ol' Man River's risings.

SAILBOATING IN JEFFERSON MEANS LAKE PONTCHARTRAIN

At its lower end Jefferson possesses Grand Isle, Louisiana's only saltwater resort on the Gulf. At its extreme upper end it shares with New Orleans one of the nation's largest lakes, forty mile long Lake Pontchartrain. Here Jefferson concentrates most of its sail boating and much of its power boating, enjoys more brackish water fishing (mainly speckled trout and croakers) and fishes frequently for lake shrimp with a cast net. In Lake Pontchartrain Jefferson also fishes for hard shell crabs.

LAST BUT NOT LEAST GOLFING AND SKEET SHOOTING

For its golf addicts, Jefferson provides two excellent courses on the East Bank and one on the West Bank. At the Metairie Country Club Golf Course every one of the holes was deliberately designed as a replica of one on some other famous course, including beloved St. Andrews in Scotland where golf was born.



Dr. John G. Pratt, prominent New Orleans surgeon, shown relaxing from professional tensions by enjoying skeet shooting at the Southern Louisiana Skeet Club on Jefferson's Old River Road.

Richard Boutall, the great grandson of Jefferson's historic Captain John C. Bruning, goes fishing at the same spot in the 17th Street Canal where the late Frank Swanson pulled in from a skiff the 169 pound tarpon known as Old Tiger, battling it for 45 minutes. For this unique exploit he received a gold medal and a citation from *Field and Stream*. Recognized as one of the best fishermen in the parish, Frank also established the record of catching 9 tarpon in 11 days in Lake Pontchartrain.



The Colonial Country Club course at Harahan was laid out on 200 acres of the historic Tchoupitoulas Plantation and its Club House was created from the ante bellum mansion that belonged to the sister of the wife of Louisiana's first Governor, William Charles Cole Claiborne.

On the West Bank the West Side Course is both public and popular.

Skeet shooting is represented and encouraged in Jefferson Parish by the Southern Louisiana Skeet Club on the old river road from the West End of the Huey P. Long Bridge which is open to the public except on those days on which inter-club skeet shoots are scheduled.

Jefferson oldtimers and long time residents smugly accept and fail to get excited that their parish possesses one of the ten top deep sea fishing spots in the world, one of the safest saltwater beaches in the nation and some of the finest hunting in the Deep South. But those who are moving to Jefferson from other areas, who have been attracted by its industries and are making their home here, are amazed and mightily pleased when they discover the many fascinating ways they can enjoy their leisure — every member of the family. Jefferson is not only the parish of remunerative jobs but the parish of recreational enjoyment.



From 200 acres of the historic old Tchoupitoulas Plantation which became the property of Chevalier Joseph Soniat Dufossat was laid out, in the early Twenties, the present day Colonial Golf and Country Club of Harahan and from the beautiful antebellum mansion of the family was created the Club House pictured here.



Panoramic drawing of the track, club house and facilities of Jefferson Downs Race Track —which opens for racing on the 25th of September, closing before Fair Grounds opens on Thanksgiving Day. And then, when Fair Grounds closes in March, Jefferson Downs presents racing again until May.

PHOTOGRAPHY, ART AND CREDITS

ARTWORK: Cover by Tilden Landry. For page 4 illustration, photograph was taken by Dan Leyrer and artwork produced by Dale Nichols. Drawing of Nez Coupé house on page 47 also prepared by Dale Nichols. Illustrations on pages 8 and 9, 24 and 25, page 36, pages 44 and 45 and pages 53, 60, 65 and 193 were produced by Tilden Landry Associates.

PHOTOGRAPHY: All photographs not otherwise credited below were taken especially for this 1959 Silver Anniversary Issue of the Review by Fulcran Randon.

All photographs for the articles RESIDENTIAL JEFFERSON beginning page 36, THE STORY OF MAGNOLIA LANE pages 60 to 63 inclusive, and MOODS OF NATURE pages 128 to 136 inclusive were created by Eugene Delcroix. He also supplied pictures on other pages as follows: pages 30, 127, 139, 163, bottom 181, 211, 212, 218, bottom 219 and top 220.

Jack Beech, Industrial Photography, supplied the following: pages 13, 23, 26, 33, 83, top 147, bottom 149, bottom 151, bottom 157, top 159, 169, top 171, top 172, bottom 174, 206 and 213.

Palmer and Baker Engineers furnished Globe Photo pictures on pages top 155, bottom 171 and top 174. Dan Leyrer took photos on bottom of page 172 and right bottom of 176. W. McFadden Duffy supplied photos on pages 215 and 216. The Plaquemines Gazette courteously loaned photographs on bottom of pages 198, 199 and 201 and top of pages 200 and 205. Freeport Sulphur Company supplied photographs on bottom of page 93, 175, 197 and top 204. Plaquemines Parish Experiment Station furnished pictures on bottom of page 196 and page 202. Federal Barge Lines supplied pictures on pages 123 and top of 149. Swigart and Evans, Inc., supplied Thornhill Studio photo on top of page 5 and Geer Studio photo on page 13. American Cyanamid Company provided photos on page 17 and bottom of page 170. Page 5 bottom, courtesy Texas & Pacific Railway Co. Page 6 top, Fairchild Aerial Surveys photo courtesy Wesson Oil and Snowdrift Co. Page 7 top, courtesy A. Miles Coe, Grand Isle Tarpon Rodeo, Inc., and page 7 bottom is official photograph Corps of Engineers, U.S. Army. Page 11, courtesy Rheem Manufacturing Company. Page 15 top, courtesy Kansas City Southern Lines and 15 bottom by F. A. McDaniels, courtesy Southern Shell Fish Company. Page 27, map courtesy Corps of Engineers, U.S. Army. Page 31, photo courtesy Ingalls Shipbuilding Corporation. Page 35, photo by Mona MacMurray, courtesy International House. Page 55, print from Bettmann Archives. Pages 57, 59 and 209, photos courtesy Texaco Inc. Page 77, photo by Sickles, courtesy Carrtone Laboratories, Inc. Page 85 top, courtesy Jefferson Parish Recreation Department, bottom, by C. F. Weber, courtesy Tharp-Sontheimer-Tharp Funeral Home. Page 87, courtesy Jefferson Parish Sanitation Department. Page 95, by Photo Mart, Morgan City, courtesy of J. Ray McDermott and Company. Page 120 and 121, map courtesy Associated Tidewater Engineers. Page 122, photo by Leon Trice, courtesy Southern Pacific Railroad. Page 138, photo at top by Manuel C. DeLerno, at bottom is official U.S. Navy photograph. Page 141 are official Pirogue Races photographs. Page 143 top, photo by Peter Stackpole, Courtesy Life Magazine. Page 145 top, photo by Jack Brett, courtesy Louisiana Wildlife and Fisheries Commission. Page 151 top, photo courtesy Jefferson Public Health Unit. Page 153, top photo courtesy Celotex Corporation, bottom photo by Charles L. Franck, courtesy Moisant International Airport. Page 155 bottom, Industrial Aerial Photo, courtesy Freiberg Mahogany Company. Page 161 top, photo courtesy Illinois Central Railroad. Page 165, bottom, courtesy Louisiana Power and Light Company and top, courtesy Frederick William Brown. Page 170 top, courtesy Jefferson Public Welfare Department. Page 173, top, by Frank Lotz Miller, courtesy Ochsner Foundation Hospital and bottom, drawing, courtesy L. F. Dufrechou, A.I.A. Page 176 top, by W. L. D'Aquin, courtesy Mississippi River Bridge Authority. Page 180, photo by Geer Studio. Page 183, architectural drawing courtesy August Perez & Associates. Page 191, drawing courtesy Roessle and Galloway, Engineers. Page 194 top, photo courtesy Seatrain Line, Inc. Page 195, map courtesy Shell Oil Company. Page 207, photo courtesy George Engine Company. Page 208, photo courtesy Louisiana Gas Service Co. Page 217 bottom, photo courtesy Roland L. Riviere, Jr., Scuba Divers International Inc. Page 220 bottom, photo courtesy Jefferson Downs.

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INDEX TO ADVERTISERS

A

American Creosote Works, Inc.....	76
American Cyanamid Co.....	22
American Liberty Tank Terminals, Ltd.....	112
American Printing Co., Ltd.....	74
Auto Painting & Repairing Co., Inc.....	114
Avondale Marine Ways, Inc.....	28-29
Ayers Materials Co., Inc.....	Inside Front Cover

B

Bacon Lumber Co.....	160
Beeson-Warner Insurance Agency, Inc.....	162
Betpouey, Clement, Jr., & Co.....	124
Bishop-Edell Machine Works, Inc.....	150
Blue Plate Foods, Inc.....	106
Bohn, Dick, Ford, Inc.....	108
Bonnable Bar & Restaurant.....	162
Borden Co., The.....	114
Broadmoor and Algiers Music Co.....	158
Brook Tarpaulin Co., Inc.....	150
Buring, Nat, Packing Co. of Louisiana.....	106
Burkens Realty Co., Inc.....	150

C

Campbell, S. W., & Son, Inc.....	84
Capri Cafe and Lounge.....	162
Carr & Lods Insurance Agency.....	146
Carrtone Laboratories, Inc.....	Inside Back Cover
Celcure Wood Preserving Corp. of Louisiana.....	154
Celotex Corp., The.....	32
Chamber of Commerce of the New Orleans Area.....	118
Clyde's Hardware, Sporting Goods, Package Liquors.....	162
Collins, J. C., Distributor.....	160
Colonial Hotel Courts.....	162
Commercial Solvents Corp.....	162
Continental Can Company, Inc., Robert Gair Paper Products Group.....	102
Continental Oil Co.....	102
Crescent City Engraving Co.....	104
Culotta, James J., General Contractor.....	124
Cutcher Canning Company, Inc.....	160

D

Delta Motor Line, Inc.....	142
Delta Petroleum Company, Inc.....	116
Deltide Fishing and Rental Tools, Inc.....	108
Dixie Carriers, Inc.....	102
Dixie Finance Co., Inc.....	160
Dixie Tourist Court.....	160
Do Drive In Theatre.....	48
Dryades Savings and Loan Association.....	148
Dutton and Vaughan.....	160

E

Earnest Homes, Inc.....	140
Ernst, T. Edward, C. E.....	146

F

Family Real Estate, Inc.....	42
First National Bank of Jefferson Parish, The.....	12
Fitzgerald's Seafoods.....	164
Fleming Canal Store.....	156
Foundation Plan, Inc.....	158
Freeport Sulphur Co.....	98
Freiberg Mahogany Co., The.....	144
French Jordan, Inc.....	58
Frey, L. A., & Sons.....	164
Fromherz Engineers.....	146

G

Garden of Memories.....	164
General Outdoor Advertising Co., Inc.....	116
Gennaro's.....	126
George Engine Co., Inc.....	56
Gerdie's Beauty Salon.....	158
Godchaux's.....	119
Gold Seal Creamery, Inc.....	86
Great Atlantic and Pacific Tea Co., The.....	144
Greater New Orleans Expressway Commission.....	46
Green-Walker Galvanizing Co., Inc.....	148
Gratna Sheet Metal Works, Inc.....	154
Gulf Oil Corp.....	126

H

Hall Electric.....	150
Harvey Canal Land & Improvement Co.....	16
Harvey Lumber & Supply Co.....	90
Harvey Oil Company.....	168
Hecker, C. A.....	168
Helmer Cleaners & Dyers Service.....	112
Holiday Inn Hotel.....	152
Holmes, D. H., Co., Ltd.....	84
Hotard, Alvin E., Consulting Engineer.....	150
House of Lee, The.....	86
Hyatt, Inc.....	156

I

Industrial Electric, Inc.....	148
Industry Services, Inc.....	154
Intracoastal Pipe Repair and Supply Co., Inc.....	54
Intracoastal Terminal, Inc.....	54

J

Jahncke Service, Inc.....	18
James, T. L., & Co., Inc.....	96
Jefferson Democrat.....	96
Jefferson Homestead Ass'n.....	158
Jefferson Motor Co.....	116
Jefferson Parish Times.....	90
Jefferson Plaza Shopping Center.....	162
Jefferson Stationers, Inc.....	148
Jones, Jesse R.....	146
Jones & Laughlin Steel Corp., Container Division.....	80

K

Keller Construction Corp.....	92
Klotz Cracker Factory, Ltd.....	158
Kopper Kitchen, Inc.....	160

INDEX TO ADVERTISERS

L

Lafitte Oil Distributing Co.....	168
Lattie Construction Co.....	40
Lauricella, John L., & Sons.....	160
Lawyers Title Insurance Corp.....	152
Lay, H. W., & Co., Inc.....	20
Lee Tractor Co.....	78
Leftwich Company, Inc.....	118
Locke, Charles M., General Merchandise.....	164
Louisiana Dept. of Commerce & Industry.....	137
Louisiana Gas Service Company.....	72
Louisiana Power & Light Co.....	52
Louisiana Transit Co., Inc.....	94

M

Maison Blanche Co.....	108
Malter Supply Company, Inc.....	104
Marrero Land & Improvement Ass'n, Ltd.....	140
Martin, Ed., Sea Food Co.....	126
Mason Smith Real Estate Co., The.....	118
Matthews, Geo. B., & Sons, Inc.....	106
Mayronne Drilling Mud and Chemical Co... ..	140
Mayronne Lumber & Supply Co., Inc.....	144
McDermott, J. Ray, & Co., Inc.....	100
Meraux, Phil.....	162
Merchants Trust & Savings Bank.....	144
Metairie Private Patrol.....	158
Metairie Ridge Nursery Co., Ltd.....	164
Metairie Savings Bank and Trust Co.....	142
Meyer's Specialty Shop.....	100
Miller Realty Co.....	126
Montaldo Insurance Agency, Inc.....	92
Mothe Life Insurance Co.....	156
Muhleisen, L. A., & Son.....	150

N

National Bank of Commerce in Jefferson Parish, The.....	114
Nicholson & Loup.....	164
Nutrition Products, Inc.....	154

O

Original Bruning's Restaurant.....	142
Original Felix's Rainbow Inn.....	106
Orleans Materials & Equipment Co., Inc.....	146

P

P. & L. Fence Co.....	112
Pat Gillen Bars.....	124
Patterson-Redmond Equipment, Inc.....	1
Penick & Ford, Ltd., Inc.....	154
Perrilliat-Rickey Construction Co., Inc.....	166
Pinnacle Oil Co., Inc.....	100
Pittsburgh Testing Laboratory.....	98
Plymouth Cordage Co.....	116

R

Ransom, W. A., Lumber Co.....	162
Rantz Ice Factory.....	164
Rathborne, Jos., Land and Lumber Co., Inc.....	148
Restaurant Sclafani.....	160
Rheem Manufacturing Co.....	88
Rocquin, E. L., Florist.....	162
Rodorho Wholesale Furniture, Inc.....	224
Roessle and Galloway.....	94
Rosson-Richards, Inc., of La.....	108
Roussel, A. J., Jr.....	164
Roussel's Triangle Service & Repair.....	158
Roy, A. K., Inc.....	64

S

Salathe Oil Co., Inc.....	156
Schayer & Badinger, Inc.....	20
Security Building & Loan Ass'n.....	104
Shippers Compress Warehouse.....	154
Smith's, Ed., Stencil Works.....	156
Southern Bell Tel. & Tel. Co.....	50
Southern Equipment & Tractor Co.....	14
Southern Shell Fish Co., Inc.....	148
Southern Solvents and Chemicals Corp.....	100
Southern States Equipment Co., Inc.....	142
Spahr, Charles E., Distributor.....	82
Spiro, Harry J., Inc.....	114
Standard Fur Co., Inc.....	140
Standard Supply & Hardware Co., Inc.....	118
Stauffer, Eshleman & Co., Ltd.....	156
Stratton-Baldwin Co., Inc.....	158
Stumpf's, Alvin T., West-Side Shopping Center.....	Back Cover
Stumpf's, John, Son.....	64
Supreme Service.....	158
Swanson's Sea Food Restaurant.....	124

T

Texaco, Inc.....	80
Tharp-Sontheimer-Tharp, Inc.....	34
Thompson Refrigeration.....	156

U

Union Finance of Jefferson, Inc.....	160
United Gas Pipe Line Co.....	70
United Services, Inc.....	154
United States Steel Products.....	154

W

Walker-Roemer Dairies, Inc.....	112
Weaver, Bert, Materials, Inc.....	144
Weigel, Elmer G.....	156
Weiner's Furniture Co.....	164
Wesson Oil & Snowdrift Co., Inc.....	88
West Side Oil Co.....	168
Wharves & Docks Co.....	152
Whitney National Bank of New Orleans.....	82
Williams-McWilliams Industrits, Inc.....	152

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President

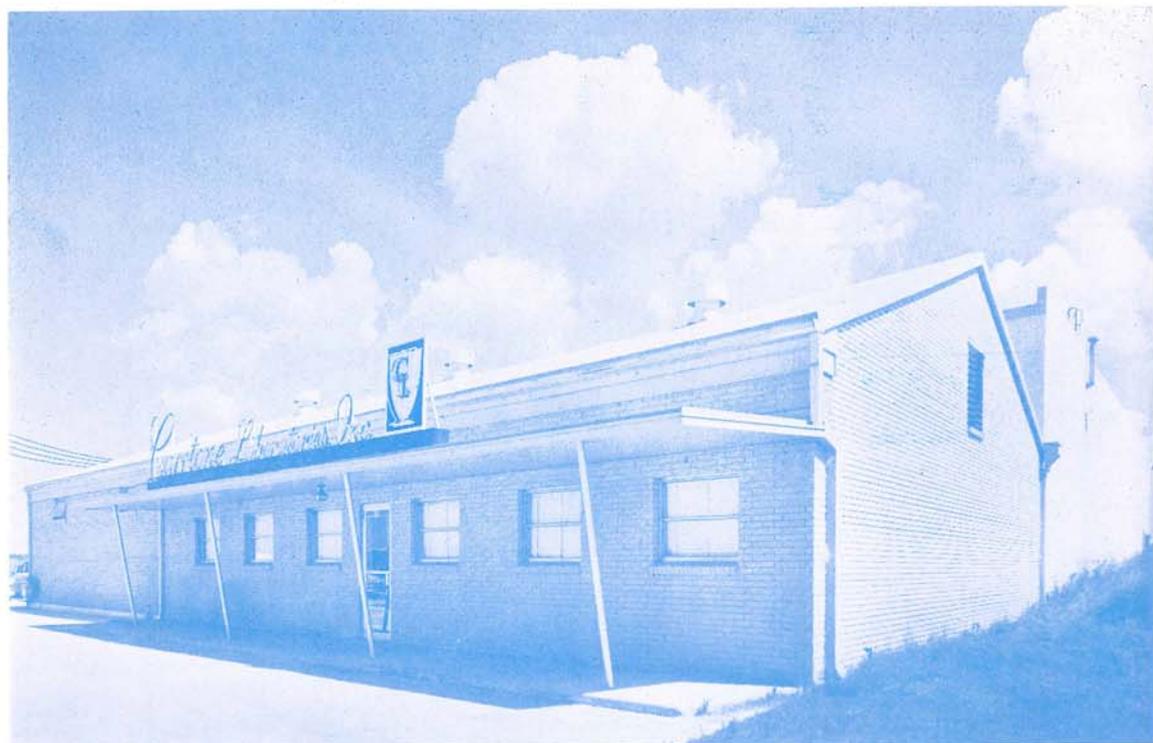
When you don't have what the customers want . . .

RODORHO WHOLESALE FURNITURE, INC.
will serve them . . . you get the profit!

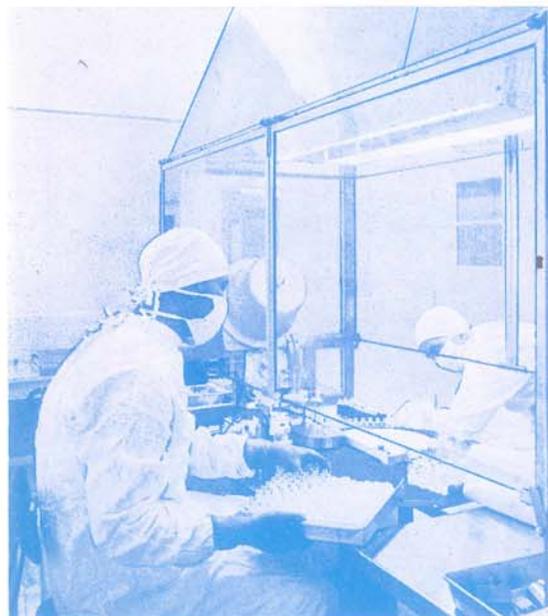
Approximately 125,000 sq. ft. of air conditioned display space for your customer's convenience.

WHOLESALE SHOW ROOMS OF NATIONALLY ADVERTISED BRANDS

Fine Pharmaceuticals . . . For Our Nation's Health



CARRTONE LABORATORIES, INC.



Completely automatic vial filling, stoppering and sealing under the latest innovation for aseptic conditions.

- Housed in spacious, ultra-modern facilities for manufacturing its diversified line of ethical pharmaceuticals, ever expanding Carrtone Laboratories has enjoyed phenomenal national growth in supplying prescription drugs to the medical profession . . . fulfilling a vital need in this rapidly growing medical community . . . and to the nation's health.

● International, too!

Our newest manufacturing facility in San Juan, Puerto Rico, will not only serve that area, but other Central and South American Countries.

Carrtone Laboratories, Inc.

4936 VETERANS MEMORIAL HIGHWAY
METAIRIE, LOUISIANA

ALVIN T. STUMPF'S WEST-SIDE SHOPPING CENTER

\$32 Million Improvement in Gretna



This "city within a city" at Gretna—bounded by Stumpf Boulevard, the West Bank Expressway and Garden Park Subdivision—was completed in January 1958. 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. Over 52 acres are to be developed in this concentrated area.



Senator Alvin T. Stumpf

The FOUNDERS and OWNERS: Senator Stumpf and Archie Stumpf have been business and civic leaders in Gretna for 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 and father the shopping center became a reality.



The late Dr. John F. Stumpf



Archie C. Stumpf, Ph.G.

BUSINESSES NOW OPERATING IN CENTER

A & G CAFETERIA
 BAKER'S SHOES
 DUANE SHOES
 FIRST NATIONAL BANK OF
 JEFFERSON PARISH
 GORDON'S QUALITY JEWELERS
 GULF OIL SERVICE STATION
 HALPERN'S FABRICS—SINGER
 SEWING MACHINES
 ILENBERGER'S GARDEN CENTER
 JEFFERSON INSURANCE
 AGENCY

SUTTON'S
 F. W. WOOLWORTH
 LABICHE'S
 LERNER'S SHOPS
 LORD'S
 MAISON BLANCHE
 THOM McAN SHOES
 McKENZIE'S BAKERY
 NATIONAL FOOD STORES
 STEIN'S
 STUMPF'S REXALL DRUGS
 WESTERN AUTO SUPPLY

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 83 YEARS IN BUSINESS