

# JEFFERSON PARISH YEARLY REVIEW 1937



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1937

Jefferson Parish

# Yearly Review

(Official Publication of the Police Jury)

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## DEDICATION

There is something hopeful about a Parish where exists reasonable expectation of completing what you commence. When programs are announced with trumpets then never heard of more, when promises are broken, something deep within us is hurt. We need to see at least a few things become full circle; it helps us to believe that those larger circles, the ends and beginnings of which are hidden from us, will find their completion too. Jefferson Parish finishes what it begins. That is the policy we have always held and we will continue to adhere to it in the future.

+ + +

JUSTIN F. BORDENAVE

*Editor and Publisher*

WEAVER R. TOLEDANO

*President of the Police Jury*

JOSEPH H. MONIE

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*Somnolent Bayou Coquille, bedecked with purple water hyacinth, shaded by moss-draped oaks, is an example of the dreamy beauty for which this region is famed.*



# FOREWORD

+ + +

The Police Jury of Jefferson Parish has a deep interest and confidence in American principles, the original and yet-to-be fully realized American ideal of a sound social life.

We of Jefferson Parish are a plain people, we love our work, our play, our homes, our families, our schools and our friendships. The gate to Jefferson Parish is unlatched, and the Parish welcomes all those who are seeking new opportunities for industry, manufacturing, agricultural activities, homes or recreation.

Jefferson Parish creates its own aristocracy—not necessarily those whose names are most prominent socially, but people who lead, who do, who see. You will find expressions from all of them in the pages of this yearbook. Consider Jefferson Parish thirty years ago, with its few outlets for energy. Consider how many more outlets it has today—how many more men it needs today compared with then. Its integral strength is this: Jefferson Parish rears its own men and women, who know what to do, able servants of the local need. The way to knowledge is kept open in Jefferson Parish. Under our system no one can monopolize it; no one can close it.

This edition of the Yearly Review will carry Jefferson Parish's message to wider fields than ever before. Copies will be read in universities, schools and libraries throughout the country.

In the name of the Police Jury of Jefferson Parish, the official family, our residents and friends, we extend thanks to all who have aided in making this edition what it is, and we look forward with the keenest pleasure to the fullest co-operation of all our residents as Jefferson Parish continues to progress.

THE EDITOR.





JEFFERSON PARISH POLICE JURY—MEMBERS AND OFFICERS

Seated, left to right: Leon Gendron, Ward 3, Harvey; G. H. Thoele, Ward 3, Gretna; E. E. Feitel, Ward 4, Harvey; Clem Perrin, Ward 6, Lafitte; Wm. E. Strehle, Ward 2, Gretna; Weaver R. Toledano, President, Ward 9, Kenner; Clifford Dumestre, Assistant Secretary; Wm. Hepiting, Secretary; Albert Cantrelle, Ward 4, Marrero; Joseph Petit, Ward 5, Waggaman; Edward M. Gordon, Ward 4, Westwego, and Robert Ottermann, Ward 7, Southport.

Standing, left to right: Russell Ledoux, Eastbank Road Superintendent; Hirsch Meyer, Ward 4, Marrero; Alvin Hotard, Engineer; D. H. Roussel, Westbank Road Superintendent; Ernest M. Conzelmann, Assistant District Attorney; Ernest Riviere, Ward 8, Metairie; John J. Holtgreve, Ward 8, Metairie, and Clyde V. Bourgeois, Treasurer. Absent member—Harold Heard, Ward 1, Gretna (McDonoghville).



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## The Eden That Lies Over the Line

W. R. TOLEDANO

*Pres., Jefferson Parish Police Jury*

A prominent New Orleans writer once wrote for a newspaper an article entitled "Over the Line Lies Eden". It can be stated without fear of contradiction that Jefferson Parish is the Eden that lies over the line.

The Parish of Jefferson was created by the legislature in the year 1825. Geographically speaking, it occupies a position such as to make it one of the most attractive spots in the state of Louisiana. It possesses shore lines on the Mississippi River, which divides the parish; its southern boundary is washed by the salty waters of the Gulf of Mexico; the warm zephyrs of the Gulf prevent the more rigorous winters experienced by more northerly parishes and furthermore, it is the western gateway to the City of New Orleans, the greatest metropolis of the south.

Because of its proximity to New Orleans and because of its geographic outline, it has developed into one of the largest industrial and manufacturing parishes of the state. The West Bank boasts such large enterprises as: The Celotex Corporation, Continental Can Co., Johns-Manville Products Corporation, Southern Cotton Oil and Wesson Oil Co., Penick & Ford, Chickasaw Wood Products Co., American Molasses Co., American Distilling Co., Seaboard Refining Co., Southern Shell Fish Co., Davison-Pick Fertilizers, Dunbar-Dukate Co., Swift & Co. Refinery & Fertilizer Works, John Stumpf's Son, Commercial Solvents Corporation, North American Trading & Import Co.,



*An aerial view of the plants of the Gulf & Valley Cotton Oil Co., Southern Cotton Oil Co., and Gulf Refining Co., three of the leading industries in Jefferson Parish. The curving circle of water is the Mississippi River*



*Cars*



*Trucks*



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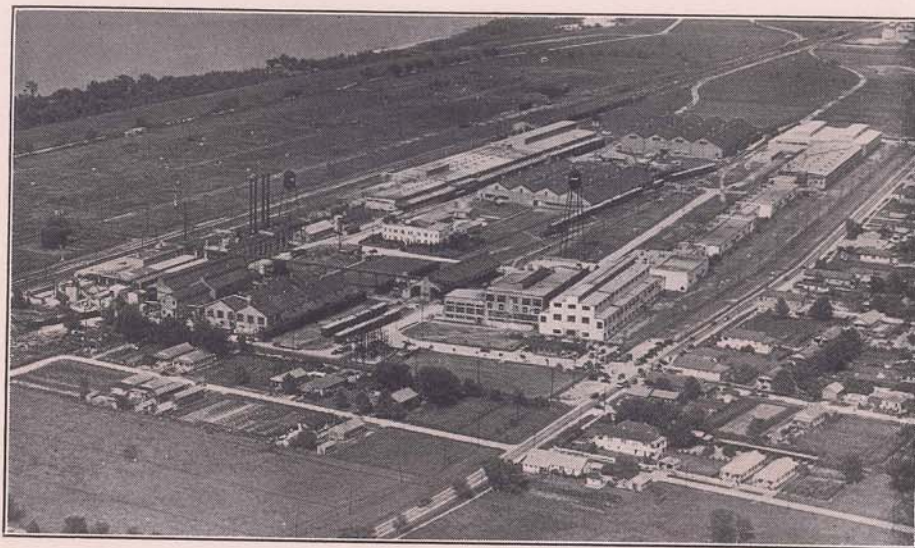
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*The Celotex Corporation, on the west bank of the river, in Jefferson Parish, is the largest producer of rigid insulation in the world, with a production of 400,000,000 sq. ft. per year. Covering an acreage of approximately 150 acres, the plant in Marrero employs an average of 1,600 workers, not including employees at the numerous baling plants throughout the state, nor the sales forces throughout the United States and foreign countries, nor those employed in the Chicago office.*

General American Tank Storage and Terminal Co., Douglas Public Service Corporation, U. S. Industrial Alcohol Co., Blue Plate Foods, Hercules Powder Company—Paper Makers Chemical Division, Robinson Canning Company, Ed. Martin Sea Food Company and Quong Sun Company. Four of the larger oil companies, the Gulf Refining Company, The Texas Company, the Sinclair Refining Company and the Southport Petroleum Company, have established plants on the west bank.

On the East Bank we have such corporations as: American Creosote Works, Concrete Products Co., Freiberg Mahogany Co., Great Southern Box Co., International Lubricant Corporation, Mancuso Cooperage Co., Armour Fertilizer Works, American Frog Canning Co., Shipper Compress & Warehouse Co., Louisiana Box Co., Pullman Standard Car Manufacturing Co., Squire Dingee Co, and New Orleans Compress Company.

We invite all industries to build in our parish, offering new industries ten years' exemption from taxes.

Jefferson Parish was selected by the United States Government, through the War Department, as a terminus of the Intracoastal Canal, which begins at the Mississippi River, in Harvey, and winds through southwest Louisiana into Galveston, Texas. In the near future, this canal will continue from Galveston to the Mexican border.

Jefferson Parish is the home of many noteworthy truck and dairy farms, which by reason of their proximity to the city of New Orleans readily dispose of their fresh vegetables and dairy products, yielding handsome returns to the farmers.

The parish stands out as a state leader in the production of seafoods, shrimp, crabs, oysters and fish. Its shrimp industry has gained



## Parents of High School Seniors

... Your sons and daughters will soon be leaving high school to begin their careers. Fortunately for them, the world offers far greater opportunities now than it has for the past six years.

... You owe it to them to take the utmost advantage of your opportunities to develop their special abilities to the highest possible degree. Whatever field they may decide to enter, they will inevitably find that the trained man is best fitted to achieve success.

... More than 12,000 Louisiana boys and girls are completing their high school courses this year. Each boy and girl possesses capabilities which must be developed to the utmost if he is to succeed in the withering competition of today.

... You owe it to yourself and to them to investigate the opportunities which your State University is prepared to place before them. Possibly you have never realized how vital special training is. Very likely you have considered a college education beyond your reach.

... Your State University endeavors first to offer the youth of Louisiana educational opportunities second to none. Second, it attempts to offer its services at the lowest possible cost—a cost so low that no boy or girl need feel that he cannot afford to attend college.

... Beautifully located, its grounds a lovely complement to carefully designed, impressive buildings, with facilities for wholesome work and healthful recreation, a faculty which embodies the cultural ideals with those of practical training, and expenses to suit the moderate income, your State University represents to the wise a chance for thrifty investment in opportunity.

... Write to the Registrar today for a catalog outlining the courses open to you. If there are any special questions you want answered, include them in your letter. Men and women who have devoted a lifetime to helping boys and girls develop their abilities will take pleasure in helping you.

+ + +

# Louisiana State University

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world recognition, its dried and packed shrimp sent to the four corners of the earth.

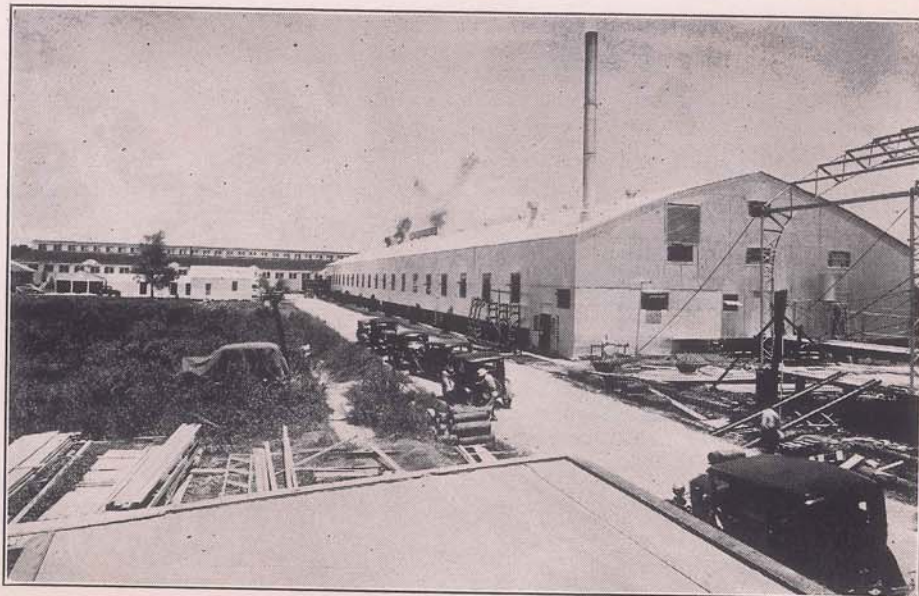
Recently one of the largest oil fields in the state has been developed in this parish. Yet in its infancy, this field is producing more than twelve thousand barrels of the finest grade oil to be found in the state. The deepest commercial oil wells in the state, indeed in the whole Gulf Coast, are located here. The possibilities of this field have hardly been scratched, and we believe that before long it will stand out as the greatest oil producing section in the state of Louisiana.

The transportation facilities of Jefferson Parish are excellent. The Mississippi River and Intracoastal Canal furnish unsurpassed waterways, offering cheap transportation to the entire Mississippi Valley and the huge state of Texas. Numerous railroads make for efficient service to industries and for speedy distribution of produce throughout the continent. Fleets of motor trucks speed over the well-kept highways, two of the most important of which are the Jefferson Highway, New Orleans to Winnipeg, and the Old Spanish Trail, St. Augustine to San Diego. The neighboring port of New Orleans affords shipment to all the ports of the world.

Jefferson Parish offers tourist, vacationist and sportsman real thrills: the best and safest surf bathing in America; deer, duck and small game to be bagged; the huge game tarpons for sport; the keen gustatory enjoyment of delicious seafood, ranging from the succulent oyster to the delectable pompano; the unique beauty of the pirate haunts of the romantic figure of Jean Lafitte and his men.

Its residential sections are among its outstanding features. Here may be found the home to suit both taste and pocketbook, from simple cottage to imposing mansion. Many prefer to build in Jefferson, where one may enjoy all the comforts and pleasures of the city without its discomforts.

It cannot be denied that "Over the Line Lies Eden."



*Great Southern Box Co., located in Southport, on the east bank of the River in Jefferson Parish, manufactures boxes of all kinds.*



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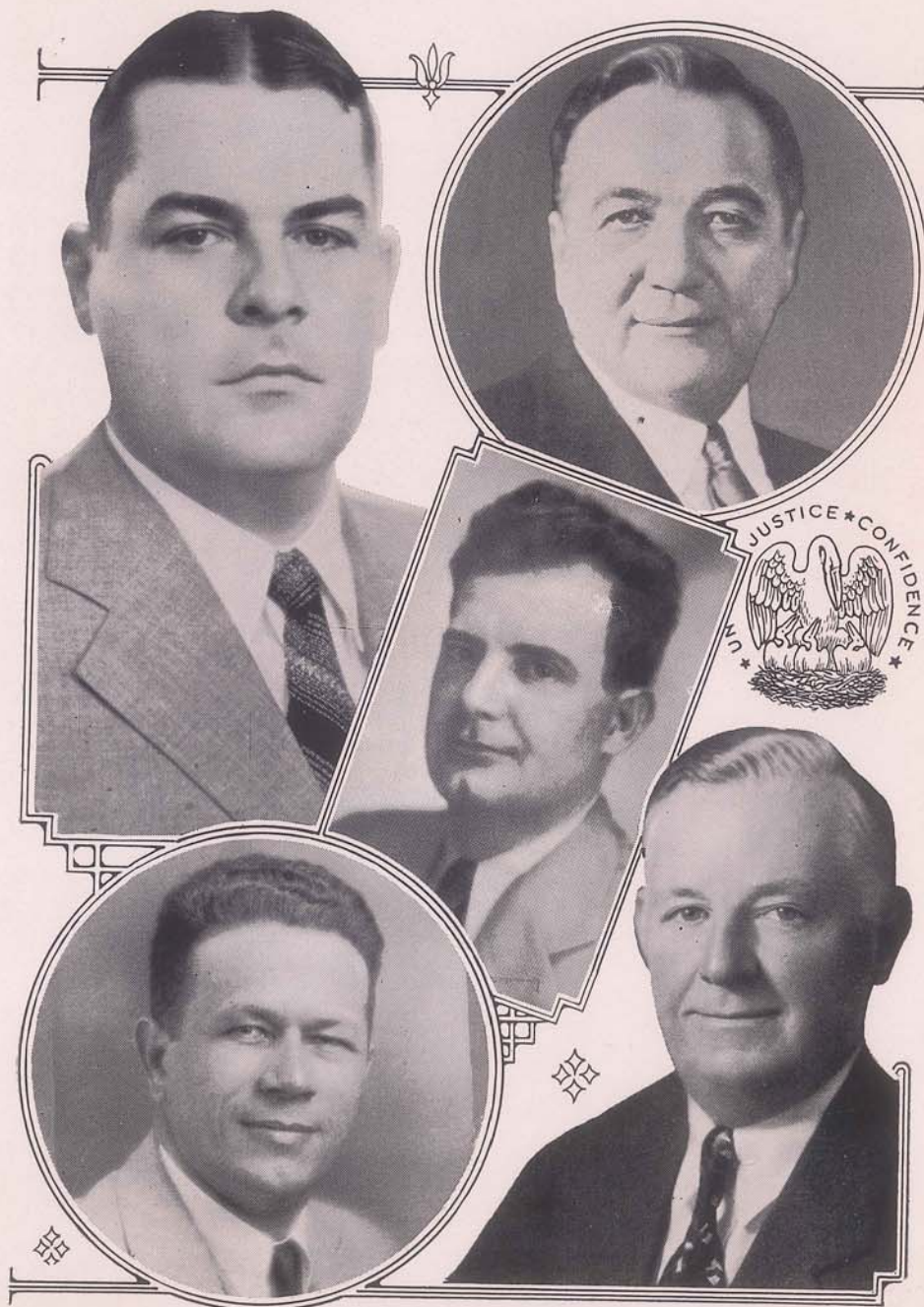


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***Texaco or Havoline***



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Left top—Hon. Richard Webster Leche of Jefferson Parish, Governor of the State of Louisiana. Right top—Hon. John H. Overton, United States Senator. Center—Hon. Earl K. Long, Lieut. Governor, State of Louisiana. Lower left—Hon. Allen Ellender, United States Senator. Lower right—Hon. Paul H. Maloney, Member of Congress.



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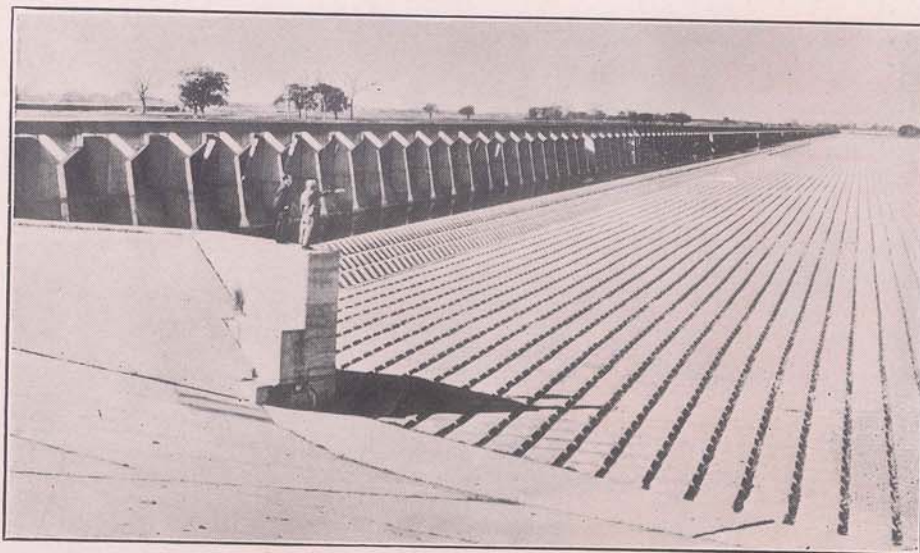


## What the Opening of the Bonnet Carre Spillway Did to Relieve the Highwater Situation on the Mississippi Below the Spillway, Especially in Jefferson Parish

MAJOR GENERAL E. M. MARKHAM  
*Chief of Engineers, U. S. Army*

In the latter part of January this year, reports from the Ohio River Valley indicated that its inhabitants were experiencing a record flood. The damages ran into hundreds of millions of dollars. In the lower Mississippi Valley, fears were expressed that added flows from the Missouri and Arkansas might produce a situation dangerous to life and property in the vicinity of New Orleans. Reports of discharge and flood heights continued to pour in, indicating that the Mississippi River immediately below the mouth of the Ohio was carrying a greater flow than ever before.

The flood of 1937 on the Mississippi River above the mouth of the Arkansas was greater than any flood on record. South of the Arkansas the flow was in the main leveed channel. Below Old River predictions indicated that the discharges in the main leveed channel would be about as great as they had ever been in any flood. However, it was apparent to the engineers familiar with the protective works built since 1928 that the use of the Bonnet Carre Floodway would hold main river stages below 20 on the Carrollton Gauge. Without the use of the Bonnet Carre Spillway, the 1937 flow would



*Bonnet Carre Spillway before opening. The oak trees in the background are on the river side of the weir. The concrete blocking on the inner side prevents erosion when the spillway is in operation.*



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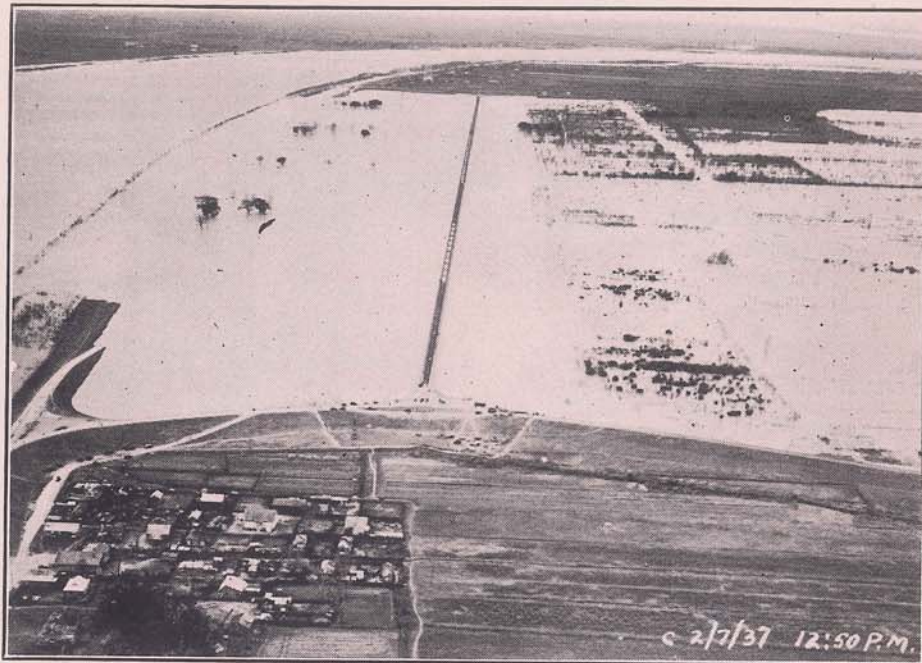
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**GRETN, LA.**





*An air view of the spillway in operation, looking upstream along the line of the weir structure from the vicinity of Norco, Louisiana. The Mississippi River appears in the left and upper background, its bank line indicated by the fringe of trees to the left of the picture. The clear spaces along the weir structure indicates closed bays. Approximate discharge at the time of this picture was 80,000 c.f.s.*

have caused higher and perhaps menacing stages at New Orleans. While such stages probably could be successfully fought and held along the City front, they would cause disruption to numerous activities along the wharves and the railroad terminals along the river front. The flood control plan of 1928 was designed to prevent this disruption and the Bonnet Carre Floodway was of course put into operation for this purpose. In spite of the engineering facts in the case, publicity about the approaching high waters naturally caused acute apprehension among the people of the City of New Orleans and even brought about suggestions of evacuation of a considerable part of the population. Unfortunately, apprehension threatened to paralyze the tourist industry at the height of the Mardi Gras season.

By the end of January, stage and discharge data from the upper river had clearly indicated that a flood of unusual proportions would be felt on the lower river, but that it would be controlled and passed by New Orleans without serious trouble. The Bonnet Carre Spillway was designed to prevent the New Orleans gauge at Carrollton Avenue from rising above twenty feet. It was plainly evident that this gauge would exceed twenty feet unless the spillway was used and it was also evident that the use of the spillway would preclude any real danger in the vicinity of New Orleans. On Saturday, January 30, 1937, the spillway was put into operation by opening 220 of its 350 bays. The

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

Roy J. Martin.....Pres.  
H. F. Owsley.....Vice-Pres.  
Wesley D. Baker.....Secty.  
Geo. E. Martin.....Treas.

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Carrollton gauge at that time was 15.0 ft. m.g.l. Additional bays were opened as the river continued to rise, until, on February 18th, 285 bays had been opened. The number of open bays in the spillway remained unchanged until March 7th, when closure was commenced. Complete closure of the spillway was effected on March 16th.

As the discharge through the spillway increased, the beneficial effect on stages both above and below the spillway became more and more apparent, with the result that the gauge at Carrollton was held in the neighborhood of 19.0 ft. m.g.l. for a period of approximately two weeks, until the crest of the flood had definitely passed. The spillway operations caused a reduction of stages at and near New Orleans of about three feet by reason of the diversion of 210,000 c.f.s. through the spillway.

During the period of the operation of the spillway, Mississippi River flood water was diverted at the average rate of 131,000 c.f.s. per day. This water passed over the spillway weir, through the floodway between the guide levees and through Lake Pontchartrain and Mississippi Sound into the Gulf of Mexico. The maximum observed flow, as measured on several discharge ranges within the floodway, was approximately 210,000 c.f.s. For nine days the flow exceeded 200,000 c.f.s., and for twenty-five days during the operation more than 150,000 c.f.s. were diverted.

Laymen had expressed fears that diversion of excess flood water from the Mississippi River would cause excessively high stages in Lake Pontchartrain. When preparing the 1928 plan it was computed that the maximum discharge through the spillway would raise Lake Pontchartrain about two feet, which is much less than the height to which the level of the lake is often raised by storm winds in the summer and fall. The office of the Second New Orleans Engineer District established, in 1931, gauges located around the shores of the lake.



*Huey P. Long railroad and vehicular bridge, spanning the Mississippi in Jefferson Parish.*



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Among these 31 Celotex Products are ideal materials for sound-conditioning anything from a small office to a theatre or railroad station—for interior decoration of small homes or monumental public buildings—and for shutting out heat and cold and saving fuel in every kind of structure.

Because of the completeness of the Celotex line, and the inherent efficiency and economy of Celotex Products, you can find them wherever today's accelerated building activity is in progress—on the farm, in city homes, in hospitals, schools, industry, and in commercial buildings of every kind.

+ + +

### THE CELOTEX CORPORATION

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These gauges had been read continuously since they were established. A comparison with the seasonal average of the past five years with the gauge record during the operation of the floodway indicates that the mean height of lake level was approximately  $\frac{3}{4}$  ft. above its normal seasonal level. During the time when the flow through the spillway exceeded 200,000 c.f.s., the mean height of lake level was about one foot above the seasonal level for the corresponding period during the past five years.

In spite of the scientific facts in the case, and on account of the fears of the people in Jefferson Parish that damage to life and property might result from the operation of the spillway, a temporary protection levee was built as a W.P.A. project from the City limits along Lake Pontchartrain to the Parish line, and thence southward to tie in to high land adjacent to the main river levee. This emergency levee was built to an elevation of approximately  $5\frac{1}{2}$  ft. m.g.l., but since the highest average lake level recorded during the operation of the spillway was approximately  $2\frac{1}{4}$  ft. m.g.l., this temporary levee did not come into use, although its psychological value was considerable.

The most important relief afforded by the operation of the spillway consisted in the provision of additional freeboard on the levees from considerable distances above the spillway to the Passes, amounting to more than three feet in certain localities. This additional freeboard gave to the people living behind the levees a feeling of security impossible to evaluate in terms of dollars and cents, and resulted in the full use of all wharves, permitting traffic and commodities to move into and out of the City of New Orleans and vicinity without delay or hindrance. Moreover, the lowering effect caused by the operation of the Bonnet Carre Spillway enabled the government to dispense with miles of temporary wave wash protection, and with a considerable amount of levee topping which would otherwise have been required on the levees below New Orleans. Wave wash is a most important destructive agent to levees below the City, and the lowering of stages which was effective to the downstream ends of the levees meant the difference in many places between a feeling of security and an emergency high water fight.

Undoubtedly the feeling of safety engendered by the use of the Bonnet Carre Spillway was worth a great deal to the City of New Orleans and its environs. The disruption of trade was avoided, the fears of the people were allayed, and the seasonal flow of tourists to the City was not stopped as it might have been had flood heights materially greater than those previously experienced occurred.

After the passage of the Flood Control Act of 1928 the Bonnet Carre Spillway project for diverting from the main river flow in excess of its capacity was vigorously prosecuted and completed. This spillway, built under the direction of the Corps of Engineers, successfully functioned for the purpose for which it was designed, providing safety from Mississippi River floods for the City of New Orleans and the vicinity.



# Heebe's Bakery

GEO. HEEBE, Owner

• • •

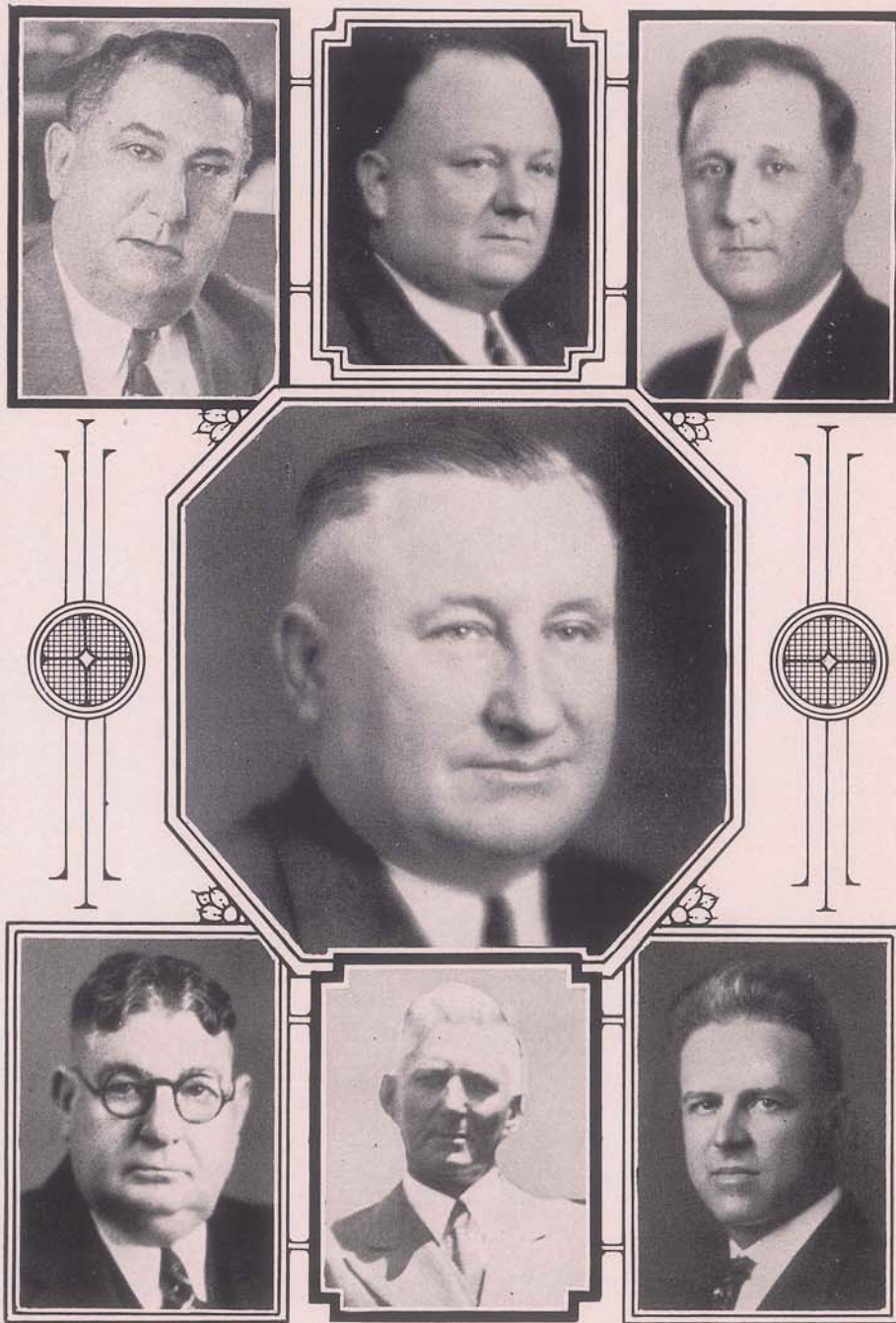
*ONLY THE BEST MATERIALS OBTAINABLE GO  
IN THE BREAD THAT IS BAKED IN THIS  
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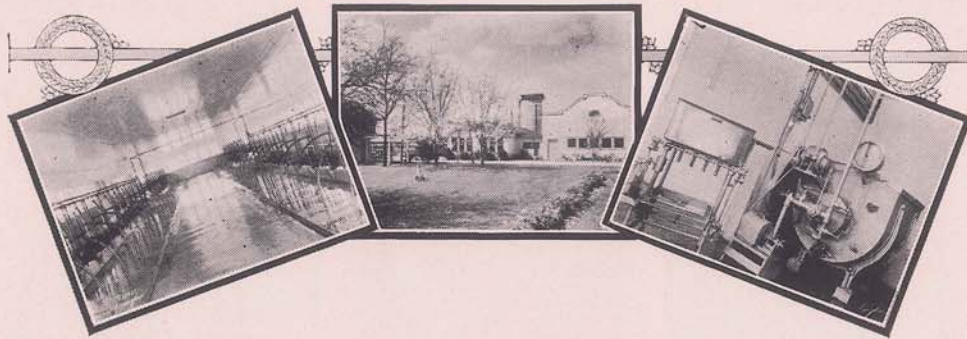
501 LAFAYETTE AVENUE

GRETN, LA.





*Left Top—Hon. Jules G. Fisher, State Senator. Center top—Hon. George Heebe, Jr., Assessor. Right top—Hon. Alvin T. Stumpf, State Representative. Center—Hon. Frank J. Clancy, Sheriff and Tax Collector. Lower left—Hon. Weaver R. Toledano, President, Police Jury. Lower Center—Hon. Albert Cantrelle, President Pro. Tem., Police Jury. Lower Right—Dr. M. M. Odom, Coroner.*



## NORWOOD FARMS

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## Jefferson Parish, Louisiana; Sportsman's Paradise

---

MEIGS O. FROST

*International Writer*

---

Weaver Toledano, President of the Jefferson Parish Police Jury, asked that I write for the Jefferson Parish Yearly Review the story of the Sportsman's Paradise that is contained within the boundaries of the Parish of Jefferson, Louisiana. It is a pleasure and an easy task. For while many a spot on this earth's surface lays claim to the title of "Sportsman's Paradise", Jefferson Parish doesn't have to claim that title any more than Jack Dempsey had to claim he was heavyweight



*The late Governor Oscar K. Allen also enjoyed hunting in Jefferson Parish. He is shown here on the right, with two of the five deer killed in one day in Jefferson.*

WHEN IN  
**Metairie**  
V I S I T

**Louis E. Gruber**

+ + +

WHERE EVERYBODY  
MEETS EVERYBODY



champion of the world while he wore that crown. The world knew it. The difference between Jack Dempsey and Jefferson Parish is that nobody has shown up with a chance to take the title away from Jefferson Parish. The Free State of Jefferson holds its title without any argument. Anybody who ever fished, hunted, boated, swam, ate and drank there knows it. And I've been an unofficial citizen of the Free State of Jefferson now for twenty-two years.

New Orleans is the greatest city in the South. Jefferson Parish is divided from New Orleans only by the Mississippi River and an imaginary parish line. I do not know of any spot in the world as close to a city so great, where a sportsman gets more than he gets in Jefferson Parish, whether he is a bare-legged boy with a sapling fishing pole or a single-shot, one-barrel shotgun, whether he is master of a one-lunged flivver or a home-made skiff with or without a shoestring outboard motor, or whether he is a millionaire with a \$15,000 custom-built automobile hauling a trailer like a private Pullman, and possessor of a \$1,000,000 sea-going steam yacht. From the bare-legged boy through the citizen of moderate means to the millionaire, Jefferson Parish takes them in if they are sportsmen seeking sport, and gives them the stuff they dream.

Now there are spots on this earth I have not yet visited. But in the past thirty years my newspaper work has carried me into forty-three of the forty-eight states of the United States of America; into Alaska and Canada, into Cuba and Mexico, British Honduras, Guatemala, El Salvador, Spanish Honduras, Nicaragua, Costa Rica, Panama and the Hawaiian Islands. That work has carried me some 60,000 miles by airplane, and I don't know how many miles by railroad and automobile and boats of various kinds, from a fourteen-foot pirogue to a 22,000 ton Pacific Ocean liner. What I mean is that I've seen a little of what makes maps. And I keep coming back to Jefferson Parish. I know its people and I like them and I hope some of them like me. We've had our fights, and we've kissed and made up. We've had our frolics and come back for more. We've fished and hunted and boated and swum and eaten and drunk and shot craps and played poker together, and I've worn their pajamas and they've worn mine and I've come back for more and they've made a party of it when I came back, and that ought to mean something. Today I'd rather see Hugh Wilkinson's annual Pirogue Race between the stores of Clarence Kammer and Felix Favalora on Big Barataria Bayou than see the Kentucky Derby, and I've seen both.

Take a look at the fishing alone, and we know our fishing down here in Dixie.

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Suppose a man in New Orleans wants to fish, and all he's got is a one-lung flivver and a fishing pole, or some line and a crab net. He crosses the Mississippi River either by ferry or free bridge. He goes rolling down Barataria Boulevard from Marrero. He can drive that flivver as far as Lafitte. From the Big Barataria Bayou bank or in the canals that run back from it, he can catch crabs and perch and catfish and striped bass and the green trout that is our Southern name for the big-mouthed bass.

But let's suppose our sportsman owns or rents a small motor-boat; even a stout skiff with an outboard motor. From the Lafitte section, that through Bayou Villars opens on Lake Salvador if he wants to go that way, he can also go farther toward the Gulf of Mexico down Cutler's Bayou and Bayou St. Denis way. There, in saltier waters, he can catch redfish, sheeps-head, speckled trout, drum, flounder, channel mullet and white trout.

Or let's take the sportsman who owns or hires a gasoline cruiser or lugger. He can head down across Barataria Bay for Grande Terre and Grand Isle. Around the lighthouse near Fort Livingston on Grande Terre, where once the famous buccaneer and privateer Jean Lafitte made his headquarters, the sportsman can catch bull redfish

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that weigh from forty to fifty pounds apiece, and they'll give him a fight he'll remember when he hooks 'em. Around "The Rocks" as men call the ruined masses of stone and brick masonry of old Fort Livingston, are sheepshead in thousands, and speckled trout enough to drive you crazy when they feel like biting. And if your motor boat is good enough to nose out through Barataria Pass between Grand Terre and Grand Isle into the Gulf of Mexico, there waiting for you are king mackerel and the finest tarpon fishing grounds in the world. The world's record for the number of tarpon caught by one man in a specified limit of time was set right here by Leo Marrero.

All this has nothing to do with the tons of shrimp and of oysters and the squid that come out of the waters of Jefferson Parish, for that is more a commerce than a sport. But epicures in China and other nations of the Orient eat the salt-water-boiled and sun-dried shrimp that Jefferson Parish's shrimp platforms ship to them in great cargoes every year, and the best oysters New Orleans epicures know come from the waters of Jefferson Parish, and the squid from those Jefferson Parish waters, hauled in with shrimp trawl or seine, are a gourmet's delicacy anywhere.

I have eaten dinner on a great globe-girdling steamship of the Osaka Shoshen Kaisha line of Japan, and have been served curried shrimp that come around the world from Japan, but on inquiry I learned that they had gone around the world from Jefferson Parish to Japan first, before they started back for their native Louisiana.

I have eaten oysters hauled off a Jefferson Parish oyster reef in salt water in mid-summer, when there hadn't been an "R" in the calendar for two months and wouldn't be for two months more, and they were delicious.

That ought to give some little idea of the fishing of Jefferson Parish for the sportsman, though it's only part of the fishing story, at that.

But let's turn to the hunting. Again, it offers something from the bare-legged boy with a single-shot gun and no dogs, to the millionaire sportsman with all the outfit and equipment his money can buy. Rabbit and squirrel and deer are there, and are shot there every hunting season. The wild-cat we call the bob-cat in the South is there if you want to hunt something equipped to fight back when he gets mad.

And when it comes to bird-shooting! Every variety of wild duck a sportsman wants to shoot is found in Jefferson Parish. Canvas-back, mallard, blue-winged teal, green-winged teal, pin-tail—the whole family answers the Jefferson Parish roll-call. Big wild geese from Canada are seen and shot there, though usually they follow the river.

And if you love to hunt quail and snipe, wood-cock and doves,

*Karger*  
*and*  
*Kerner*

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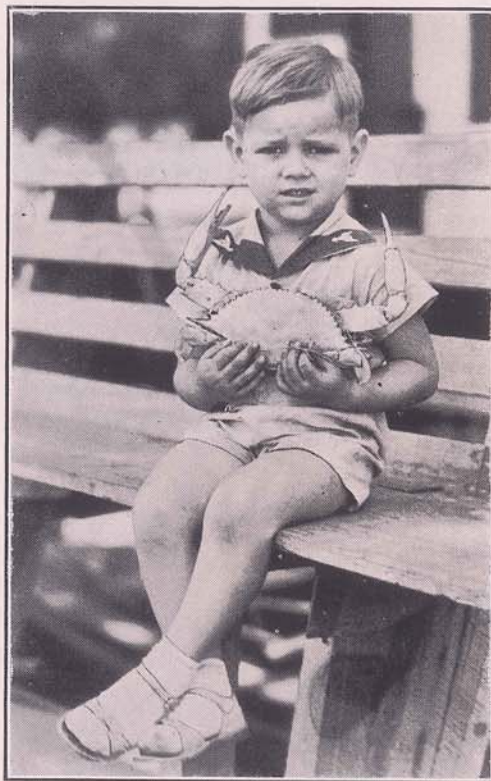
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PROTECTION LEVEE

and

OAK STREET





*Little Felix Favalora, displaying a specimen of Jefferson Parish hard shell crab.*

there they are, waiting for you in Jefferson Parish the minute the hunting is legal.

Trapping musk-rat for their pelts is of course a business more than a sport. But the muskrat are there, and "rat" is a poor name for them. They're not rodents. With the musk-sac removed, they're delicious as squirrel when broiled with bacon. And if you yearn to tell the folks back home you've brought in an opossum or racoon (we call 'em simply 'possum and 'coon in Dixie), or if you want to trap an otter or a mink, or kill an alligator for its hide, Jefferson Parish yearly supplies shipments of them.

Also, if you love fishing waist-deep in the surf, or love surf-bathing, the beach at Grand Isle in Jefferson Parish, which you now can reach by automobile from Raceland down Bayou Lafourche, has a clean sweep of surf that asks no odds of the world-famous beach at Waikiki in Honolulu, and I've swum at both beaches.

I don't know why Weaver Toledano, president of the Police Jury of Jefferson Parish, didn't write this story himself. He knows. He has a camp in Jefferson Parish where you can catch fish and shrimp, dig oysters off the reef, shoot a deer in the back yard, shoot wildfowl from the front steps, and live like a king on kingly delicacies the Parish of Jefferson sends to his front door.

Sportsman's Paradise? Jefferson Parish invented it!



# Jefferson Democrat

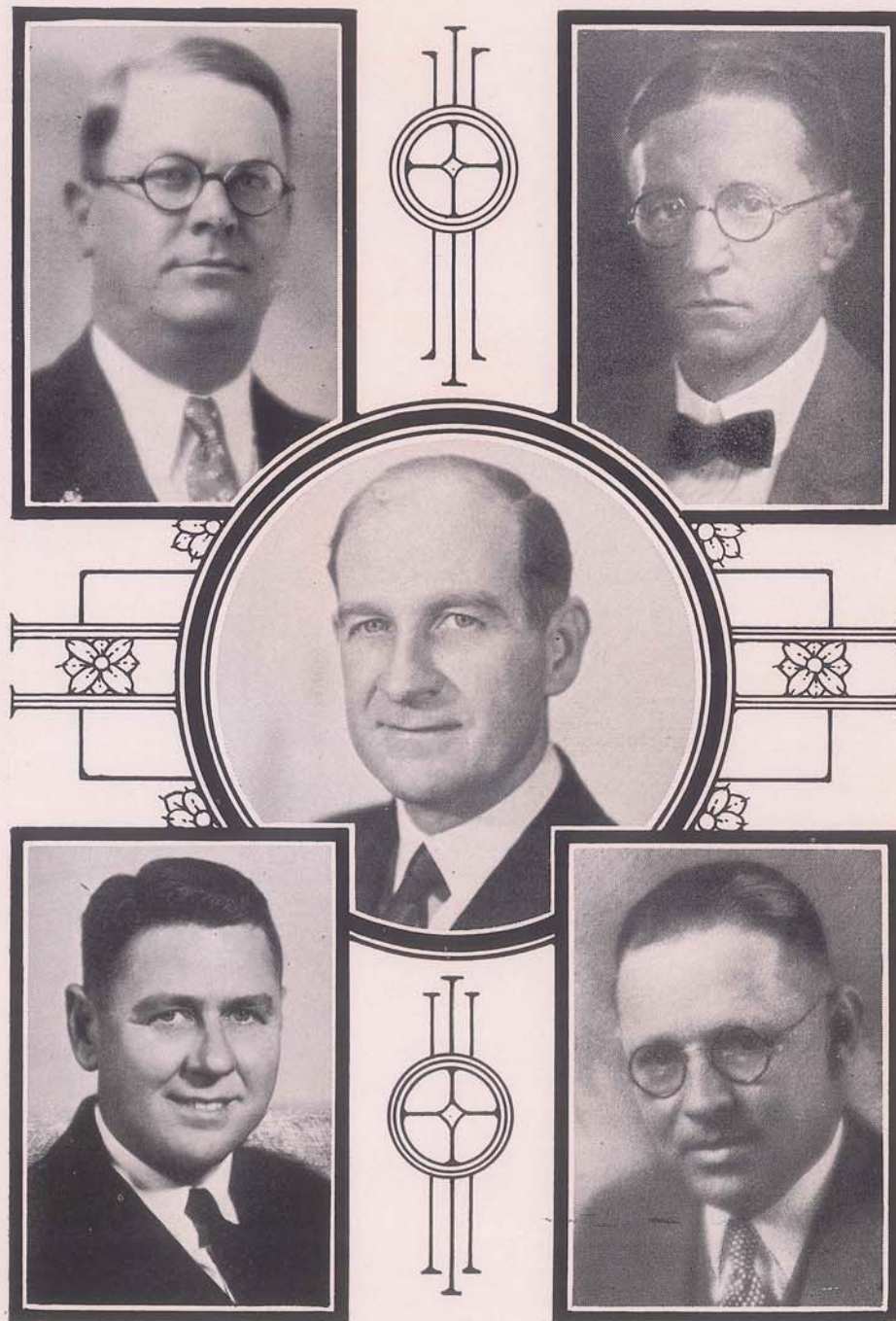
*Official Journal  
of the  
Parish of Jefferson*

GRETNA

LOUISIANA







Left Top—Hon. John E. Fleury, District Attorney. Right top—Hon. L. Robert Rivarde, Judge, 24th Judicial District Court. Center—Hon. A. T. Higgins, of Jefferson Parish, Judge of the Louisiana Supreme Court. Lower left—Hon. E. Howard McCaleb of Jefferson Parish, Judge of the Court of Appeals. Lower right—Hon. Ernest M. Conzelmann, Assistant District Attorney.

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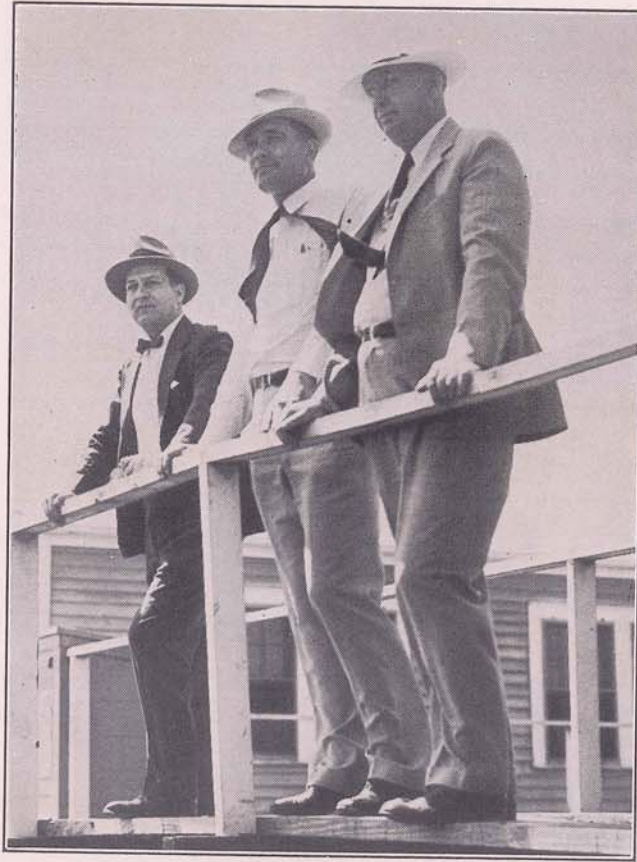
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*Three officials of the Texas Company, engaged in oil production on Lafitte Dome, are, left to right—R. Ogarrio, New York, Vice-President of the Company; O. B. Trotter, Superintendent of the Houma District, and R. C. Stewart, Shreveport, division manager of the Louisiana-Arkansas Division.*

## Lafitte Oil Field

R. C. STEWART

*Manager, Louisiana Division, Producing Dept.  
The Texas Company*

The Lafitte Oil Field was discovered in the latter part of 1933 by a geophysical crew of the Texas Company, working with reflection seismograph instruments.

Preparations for drilling were begun in November, 1934, and in January, 1935, the actual drilling began, and was carried on continuously until May, when at a depth of 9,572 feet, a good oil sand was found. A test was made, resulting in the bringing in of an oil well with an initial production of 1,000 barrels per day.

The new field was originally named Bayou St. Dennis, but this name was later changed to Lafitte Dome, taking its name from the nearby village of Lafitte.

The producing horizon of the Lafitte Dome is thought to be Middle

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Miocene in age. Since it is believed that this formation is the upper part of the Middle Miocene horizon, there is a strong possibility that further production may be obtained from underlying formation.

A pipe line from Lafitte Dome to Marrero, La., was laid by the Texas Pipe Line Co. in the latter part of 1935.

By September, 1936, there were eight producing wells in the field, averaging a total of 8,150 barrels daily.

Since that time, four additional wells have been completed, and two more are being drilled at the present time. It might be of interest to note that two of the above completed wells are producing at a greater depth than 10,000 feet, one 10,040 feet, the other 10,244 feet; these being the deepest commercial oil wells in the state of Louisiana and the entire Gulf Coast.

There has also been built an eight-inch pipe line, approximately twenty-six miles long, running from this dome to Grande Ecaille, for the transportation of casinghead gas separated from the oil. This gas is used as fuel by the Freeport Sulphur Company in their operations at Grande Ecaille for the production of sulphur. This makes possible the saving and conservation of this gas, which in a good many instances is burned or blown into the air.

There is also under construction on this dome a modern gasoline plant which will have a daily capacity of around 10,000,000 cubic feet.

The daily allowable as set by the Conservation Commission, State of Louisiana, for the month of April on this dome is 11,500 barrels.



*Section of field operation on Lafitte Dome, showing storage tanks in the foreground.*

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are so fortunate that we have a surplus laid aside for the adversities of life, which frequently come out of a clear sky.

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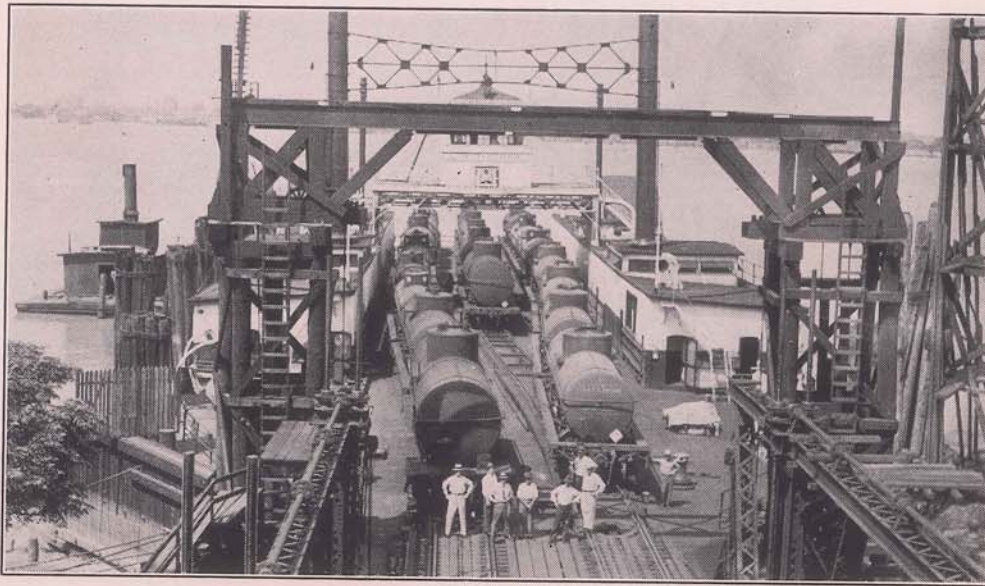
## The Molasses Industry in Jefferson Parish

MAUNSEL W. HICKEY

*In collaboration with E. S. Pennebaker, Manager  
TP-MP Terminal RR. of New Orleans*

The movement of molasses through Jefferson Parish has undergone a noticeable increase during the past five years. The industry as a whole, comprising those firms who receive, process, store or ship molasses of all types, is one of major importance to this parish. This fact is true in spite of the necessity for decreasing the capitalization of some concerns in this industry just as in many other in the past years. Arising from the depths of the depression and moving upward at increasing speed, the industry has evidenced remarkable recuperative powers and further possibilities. And that type of molasses which has been the subject of the major part of the business is that which was thrown away as useless less than thirty years ago—blackstrap.

Molasses is a by-product of the sugar industry, which has been the object of much discussion and fluctation over a long period of years and especially at present. At the beginning of the century, when the last usable sugar content had been removed from the cane juice, the residue was dumped into the ditch for want of further use. Today, as mentioned previously, this final molasses constitutes an important raw material for further production, as well as serving other major purposes.



*Transfer-boat L. S. Thorne at landing on west bank, Jefferson Parish. The tank cars pictured contain molasses.*

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Molasses is a thick, sticky syrup of a yellowish or dark brown color a by-product of the manufacture of sugar. Production of beet sugar produces a molasses, but this is not edible and is of no importance in this section. The World Book Encyclopedia gives the following definition:

"Molasses is the liquid which, in the process of manufacturing sugar, is separated from the mass containing the sugar crystals, this crystallization being brought about by two methods—the 'open kettle' and the vacuum pan."

The latter method is the one used most generally in the large sugar factories to-day. By this method the massecuite, or stiff mass of syrup and crystals, is obtained through a series of boilings in vacuum pans. It is then conveyed to a mixer, where it is thoroughly stirred, the sugar and crystals being kept from separating by a set of revolving paddles. Following this stirring, the massecuite is placed in a cylindrical vessel, known as a centrifugal, having walls of copper gauze sufficiently fine in texture to prevent the crystals from passing out through the mesh. Each vessel contains a shaft which performs about one thousand revolutions per minute. In the course of this rapid motion, the molasses is separated from the the sugar crystals and forced out through the perforations in the gauze.

The molasses thus obtained contains about 55% sugar content and is usually reboiled and made to undergo the above process several times, each producing a lower grade of sugar and molasses, until all the crystalline sugar desired has been received. The first reboiling produces "second sugar" and "second molasses", the second reboiling, "third sugar" and "third molasses", and so on. Usually there are only three or perhaps four of these boilings. The refuse, or final molasses obtained after the several extractions, is called "blackstrap", which is the grade most broadly used and dealt in currently.

The various types of molasses produced from this process are of different grades and have numerous uses. First, of course, is the pure cane syrup, from which there has been no boiling or extraction whatsoever. This syrup varies in grade and quality, though all may be used for edible purposes. Much of it is mixed with glucose to form corn syrup, which is also used as table syrup. Many housewives and chefs use cane syrup in the manufacture of candy and for baking purposes, as in the preparation of baked beans.

First molasses, which is obtained after the primary boiling and sugar extraction, is also used for edible purposes. In some sections it is preferred to syrup because of the tang or bite of the latter. It is employed extensively for baking purposes, and in the manufacture of high grade cakes, cookies and macaroons. This grade is recognized as a cheap sweetener, as against the use of pure sugar, with the added benefits of acting as a binder for dough, of imparting a delicate flavor to the cake, and of giving a slight color to the finished product.

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The succeeding grades of molasses are of less sugar content and correspondingly of somewhat less value for the extraction of sugar. Second molasses is also used in the manufacture of cakes and candies, but chiefly in that of ginger snaps and breads. In addition, it serves for cooking purposes. Third molasses is also mixed with glucose to make a table syrup. All the edible grades of molasses are used chiefly for making various blends with other grades and with maple and other syrups. Practically any number of blends may be secured and different ones are preferred in various sections of the country.

The final molasses of sugar manufacturers may vary according to the type of cane used and the amount of sugar extracted from the cane juice, among other factors. In some instances it is edible, being mixed with other grades to produce table and cooking blends. The majority of this "blackstrap" molasses, however, is non-edible and serves a variety of purposes. The greater portion of molasses activity through this port deals with this type because of its importance and various uses.

The two most important of the many uses are for the distillation of alcohol and for stock feed. These two may vary in importance because of several possible influencing factors. As a result of the present employment of numerous chemical by-products as a substitute for alcohol in certain purposes, there has been a falling off in the market for this product. This decrease has caused, in turn, a decline in the amount of molasses used for obtaining alcohol. It is chiefly as a solvent and for use in liquors that alcohol is distilled from molasses today.

Blackstrap is used in stock feed as a substitute for corn and other grains as well as along with them to secure more complete consumption by the stock. It is said that the amount of blackstrap used for feed purposes varies almost directly with the price of corn—an increase in market when corn is high and a decrease when it falls off.

There are several other important uses of final molasses. It is the chief raw material from which yeast is made, and these manufacturers offer a large market. In like manner, it is used in the production of vinegar. In addition to the distillation of alcohol in the pure state, liquor, gin and especially rum may also be manufactured from this product. The following chemicals may be derived from various processes on blackstrap.

1. Ethyl alcohol.
2. Acetone and Butonal.
3. Acetic acid.
4. Citric acid.
5. Lactic acid.
6. Gluconic acid.

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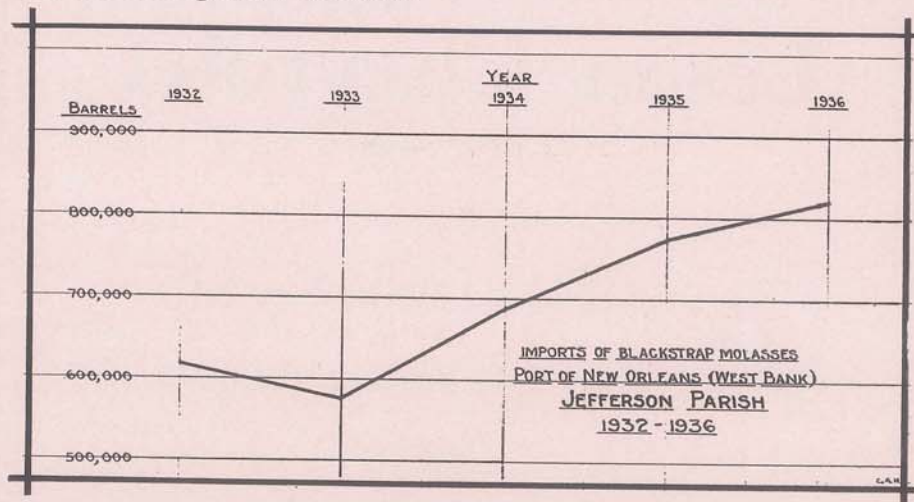
Molasses makes a good fertilizer and is even used in the construction of roads, as may be seen from the following excerpt from a recent newspaper:

*"Molasses Highway . . . . Mixed with surface soil and water, molasses has been found an excellent highway stabilizer on roads of the Mysore Province in India. The molasses, taken as waste from sugar factories, is mixed with water and spread out over the road to be surfaced. After being allowed to soak into the road for about half an hour, it is covered with coarse sand. A 50-mile stretch is now in use."*

Little wonder then with all these possible uses that the movement of molasses has taken on major proportions in the last few decades. A large quantity is imported every year. The following table shows the amount and value of imported molasses through this port during the past few years:

Year	1932	1933	1934	1935
Barrels	930,000	801,769	1,040,882	1,164,971
Value	\$1,319,761	1,022,559	1,504,280	2,263,032

The total number of barrels imported over these four years was 3,937,622. These figures show an increase in the imports during this period save for a slight slump in 1933, and while figures are as yet unavailable for the year 1936, indications are that they will show an even greater increase.



(Import Graph)

The chief sources of supply, in addition to the State of Louisiana are Cuba, which is the major foreign source, are Puerto Rico, the Philippines, Hawaii, the Virgin Islands, Haiti, Java, Santo Domingo and other islands. A good portion also comes from different sections of South America, and a small amount from Africa. Much of the supply, of course, is produced in our own state, but this amount is



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*Type of tanker used for conveying molasses and oil.*

insufficient to meet the demand. When one realizes that only some ten percent of our country's consumption of sugar is produced in Louisiana, it is easy to understand the need for importation of molasses as well.

Exports of molasses are negligible, as most molasses imported, as well as that raised in our own state, is used for internal consumption. The unnatural figure shown below for 1933 is probably due to some tariff fluctuation or prohibitive competitive produce movement in that year. The following table presents the exports from this port over the past year:

Year	1932	1933	1934	1935
Barrels	8	22,730	8	12
Value	\$146	\$45,715	\$90	\$384

The next table, showing coastwise and internal shipments and receipts, also gives evidence of the movement of molasses through New Orleans (in tons):

Year	1932	1933	1934	1935
Coastwise Receipts	219	335	653	568
Internal Receipts	8,821	1,603	3,268	607
Coastwise Shipments	37,816	25,983	21,508	14,204
Internal Shipments	3,365	1,091	818	14,801

The possible causes for fluctuation are too numerous and varied to treat here but the data serves to show activity.

In comparison to the increase in movement of molasses through the Port of New Orleans, the movement through Jefferson Parish has shown a much greater growth. To this section the industry is one of major importance from the standpoint of capital invested and

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labor utilized, as well as activity of business. The accompanying table indicates the total assessed value of the several firms in this parish:

1932	1933	1934	1935	1936
\$1,887,360	\$2,169,910	\$2,176,380	\$2,258,668	\$2,303,360

As may be observed, there has been a steady increase in the aggregate capitalization over these years. The recent decline in the alcohol market due to the competition of various substitutes and the nationwide tendency to reduce capitalization of plants in order to reduce taxation are major causes for any decrease which might have occurred in capitalization value of particular firms. In addition, there is a possibility of fluctuation in assessment of value.

Penick and Ford, the largest firm connected with the industry in this section, is interested chiefly in the blending of syrups and molasses for purposes of resale to retail and wholesale markets. The Commercial Solvents Company, operating two plants in the Parish, manufactures alcohol to be used as a solvent in connection with other chemicals. The United States Industrial Alcohol Company, the American Distilling Company and the North American Trading and Import Company are primarily engaged in the distillation of alcohol in addition to the storing and shipping of molasses.

The most apparent and practical indicator of growth over the past five years is the amount of molasses shipped into and out of Jefferson Parish. Indeed, these figures show the true activity of the industry and its increase in the Parish. The following data on molasses shipped into the west bank, exclusive of that produced in Louisiana, was provided by Mr. Solberg of the North American Trading and Import Company:

Year	1932	1933	1934	1935	1936
Barrels	600,414	579,885	689,255	777,436	827,155

The total importation for the four years from 1932 through 1935 was 2,646,990 barrels. Compared to the previously given total for the same period for the Port of New Orleans as a whole, this figure shows that some 67.2% was received in Jefferson Parish.

The outgoing shipments offer an even truer presentation of the growth of activity. The accompanying figures and graph show the amount of molasses which is shipped from Jefferson Parish by four of the five possible outlets—four railroad lines, The Texas and Pacific Railway, Missouri Pacific Railroad, Texas Pacific-Missouri Pacific Terminal Railroad, and Texas and New Orleans Railroad (Southern

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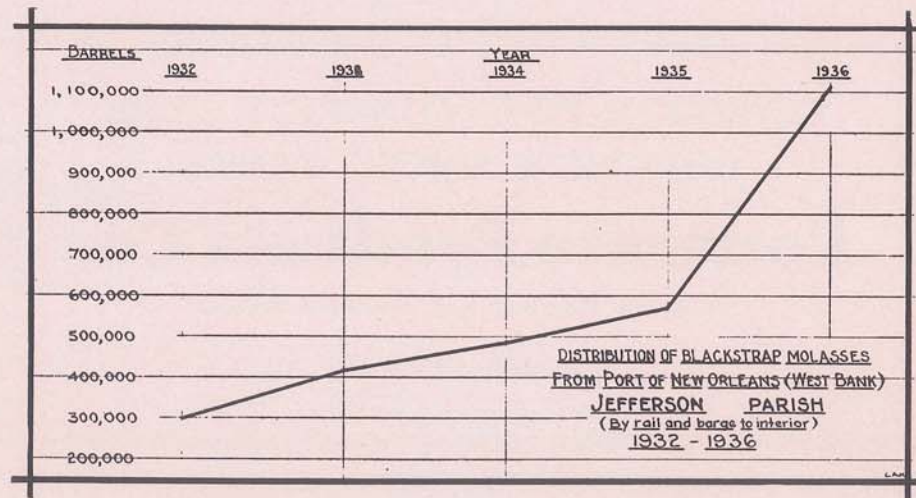
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Pacific Lines) and the Mississippi River barge lines, which latter first transported molasses in 1936.

Year	1932	1933	1934	1935	1936
Carloads	1,845	2,598	3,029	3,548	6,879



(Graph—Shipments from West Bank)

With this final and most noticeable evidence of the importance and upward swing of the molasses industry, one may see a true picture of the situation as it stands today and has developed during the past few years.

In the last thirty years blackstrap molasses has been transformed from an unusable nuisance to a by-product of no little value. Plantations no longer seek to rid themselves of it as economically as possible but look about for the best market. Many industries thrive on its use as a raw material and the total value of all firms connected with it in every way throughout the country would be well into the billions.

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of importance, has been repeatedly mentioned, and especially is this true of Jefferson Parish. In addition to this significance, the facilities for storage of blackstrap are extensive, with aggregate space now available for approximately 2,500,000 barrels in the Parish.

But greater than either of these phases of the industry in significance to Jefferson Parish is the commerce connected with the product, and its growth over the past half decade.

Freeing itself from the thrall of the depression, this comparatively new industry has definitely evidenced its importance to the Parish and its great possibilities for the future.

The writer desires to express appreciation for information and assistance kindly afforded him by the following:

Mr. Solberg—North American Trading and Import Co.

Mr. Scully—Delgado & Co.

Mr. Mayer—Mayer Sugar and Molasses Co.

Mr. Nelson—Penick & Ford.

Mr. Dykers—American Sugar Cane League of U. S. A., Inc.

Mr. Dinwiddie—Association of Commerce.

Mr. Jackson—Bureau of Foreign and Domestic Commerce.

Mr. James—Department of Agriculture.

Miss Felicie Jung—Tulane University, School of Commerce and  
Business Administration.

Mr. E. Richmond—Tulane University, School of Commerce and  
Business Administration.

EDITOR'S NOTE: Up through the first four months of 1937, almost as much molasses has been shipped through this port as during the entire twelve months previous.

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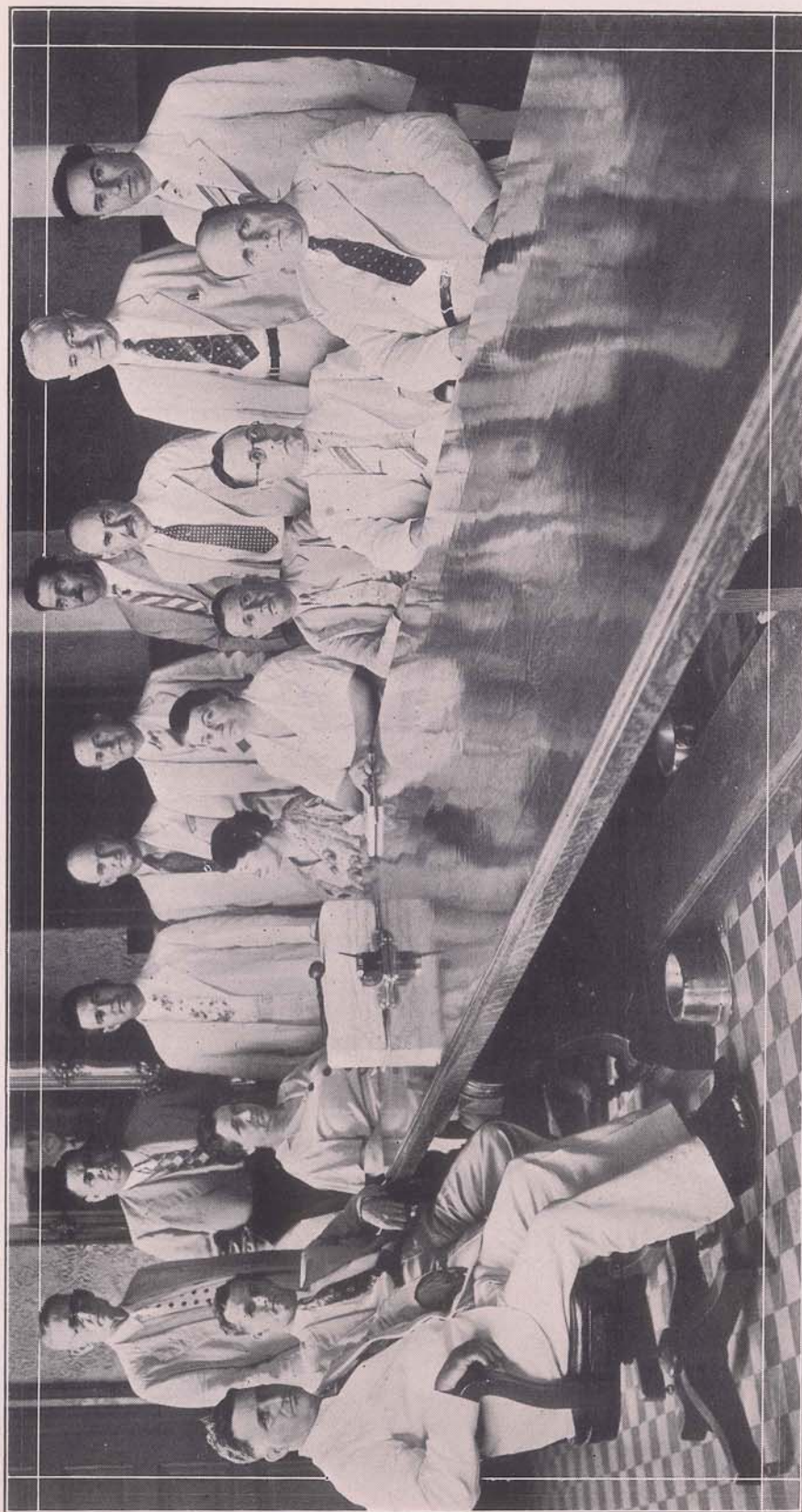
WESTWEGO

NEW ORLEANS

Manufacturers of

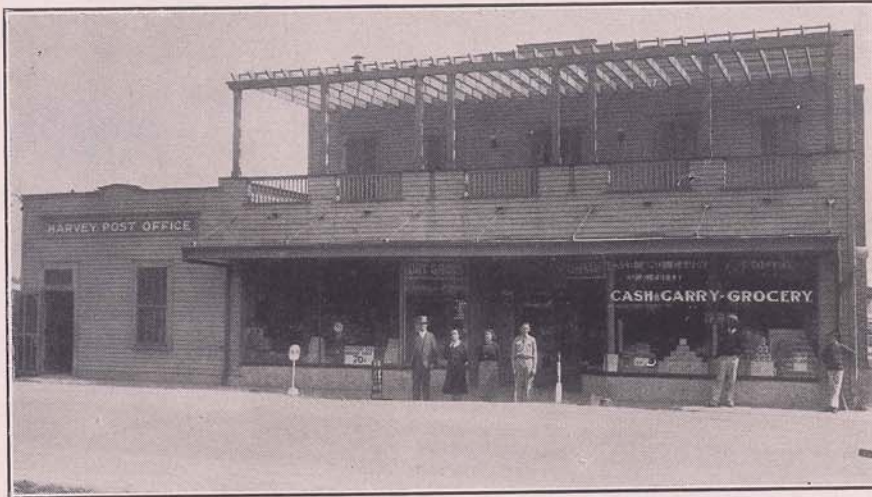
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#### JEFFERSON PARISH SCHOOL BOARD MEMBERS AND OFFICERS

Seated, left to right: Ursin Roux, Ward 5, Waggaman; Everett R. Schieffler, Ward 6, Lafitte; Mrs. Marion B. Odom, President, Ward 3, Harvey; Mrs. A. C. Alexander, Vice-President, Ward 9, Kenner; Mrs. Julia Reynaud, Office Secretary; Edward M. Comiskey, Ward 7, Suburban Acres; Julius F. Hotard, Ward 2, Gretna; and Louis E. Breaux, Ward 8, Metairie.  
 Standing, left to right: J. C. Ellis, Superintendent of Schools; Robert Farrington, Ward 4, Marrero; Lem Higgins, Assistant Superintendent of Schools; Alvin F. Higgins, Ward 1, Gretna (McDonoghville); C. J. Coulton, Ward 4, Westwego; Leon Dufour, Ward 4, Marrero; John C. Brunning, Ward 8, East End; Charles Rawle, Ward 3, Gretna; and Frank Desatvo, Ward 4, Harvey.



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## The Annual Pirogue Race

HUGH M. WILKINSON

*General Chairman of Race*

Jefferson Parish possesses in the Pirogue Race, which is held each spring on the waters of Big Bayou Barataria, an event attracting nation-wide interest.

In tribute to the skill of the men of the bayous in the building and handling of these little craft, and to perpetuate the traditions surrounding this most typical of the state's modes of water-travel, a group of prominent Louisiana sportsmen conduct this race at Lafitte on the first Saturday in May.

The contest, while staged in the Parish of Jefferson, is world-wide, being open to any bona fide pirogue paddler living anywhere.

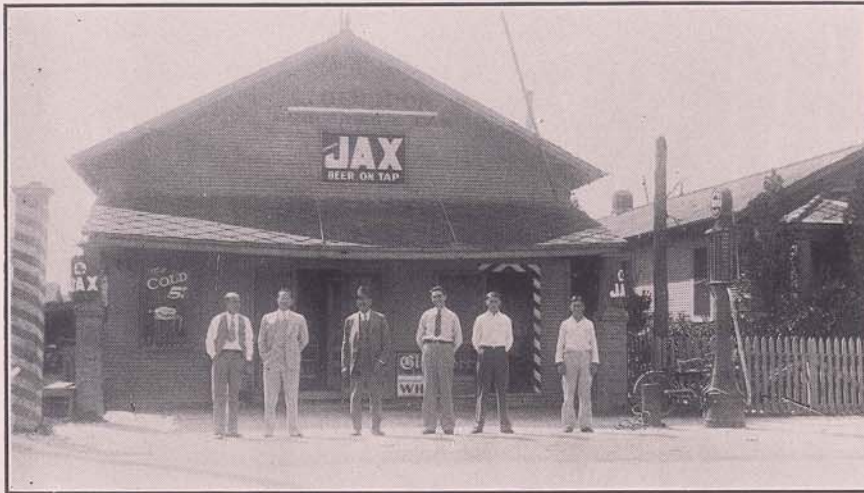
The present world's champion in the art of pirogue-paddling, however, is a citizen of Jefferson Parish, having been developed in the person of young Adam Vincent Billiot, for two years in succession the winner of the race, and today the undisputed king of pirogue-land.

In 1936 young Billiot, then seventeen years of age, paddled away from a field of forty-nine other capable pirogue users and finished the four-mile race well in the lead. Many attributed his victory to some degree of luck, and it was freely predicted that this year Adam would have a desperate fight to hold his championship, and might be beaten.

But when the starting flag dropped in 1937, Adam Vincent Billiot shot away from sixty-eight rivals with the first half-dozen strokes of his paddle, led every inch of the four miles, and finished nearly a quarter-mile in the lead, decisively demonstrating that his 1936 triumph had been no fluke, and that he is a real champion whom Jefferson Parish need not fear to measure against the pirogue-paddlers of any other section of Louisiana, or the world.

By his 1936 and 1937 victories, young Billiot has two legs on the handsome silver "Mel Washburn Trophy", presented by the well known local newspaper columnist as the symbol of the world's championship in pirogue-paddling. It belongs to the pirogue-man who wins it three times in succession, so unless a contender can be found to beat Adam in 1938, it looks as though he will retire the cup.

This year Adam also won the \$200.00 cash prize which went with the Washburn Trophy, and will have a small part acting at Hollywood in Cecil DeMille's great moving-picture, "The Buccaneer", based on the life of that picturesque figure in Jefferson Parish's history, Jean Lafitte, and which is now in the making.



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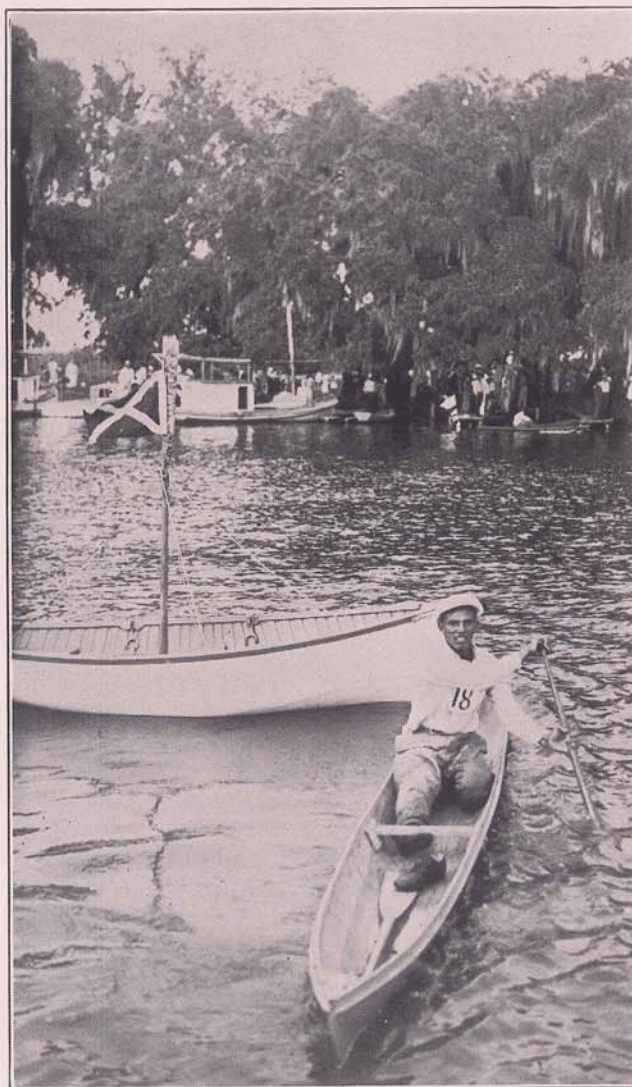
**HARVEY, LOUISIANA**



**APPRAISALS, DELINEATION AND**  
**CONSTRUCTION**

UPtown 1586





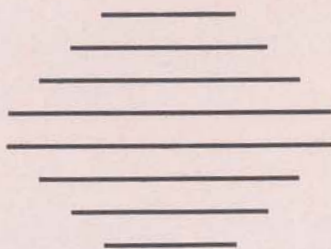
*Young Adam Vincent Billiot, eighteen years old, twice winner of the Annual Pirogue Race at Lafitte.*

Next in interest to Adam Vincent Billiot among the pirogue-paddlers of Louisiana is his father, Etienne Billiot, 53 years old, who built Adam's winning pirogue, and who himself finished third in the race in 1936 and fourth in 1937.

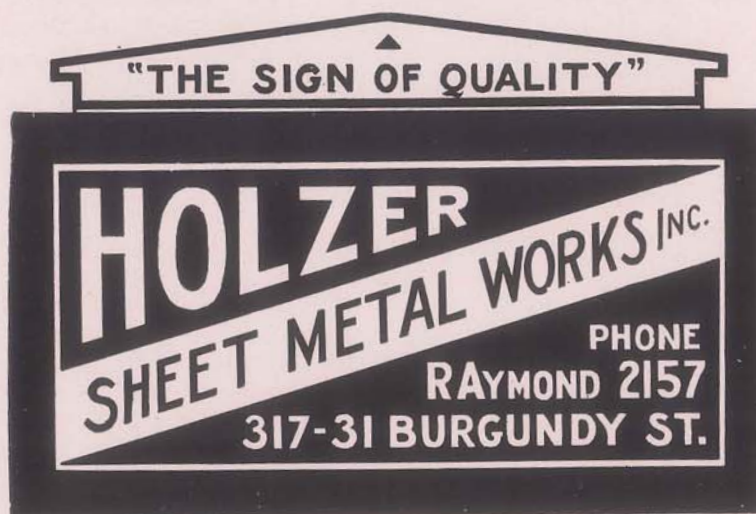
The Billiots really stand today as the "royal family" in pirogue-paddling, and the public is wondering what the Creppels, the Dardars, and all the other Cajun tribes of pirogue-paddlers are going to do about it next year.

The nearest man to measure paddles successfully thus far with the Billiots has been Lucien Soulet, aged 30, also from Lafitte. He finished second in 1936, but this year Benoit Autin beat Lucien for second place, Lucien taking third. Second prize money this year was \$100.00, and \$50.00 for third place. In addition, about fifty valuable merchandise prizes were distributed this year through the generosity of business men and firms interested in Jefferson's welfare, and nearly every contestant in the race took home something for his efforts.

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*Contestants in the Annual Pirogue Race, waiting for the starting gun.*

Elsewhere, great interest is being manifested in this race. There were entries from Westwego, Bayou Blue in Lafourche, Golden Meadows, New Orleans, and another Billiot came all the way from Houma, and placed thirteenth for a good prize. It is expected that next year there will be entries from every parish in South Louisiana.

Leading newsreel moving-picture companies sent camera crews to the race, and radio station WWL of Loyola University in New Orleans, through the cooperation of Rev. Father O. L. Abell and Promotional Director A. S. Foster, broadcast the event. Rev. Father Edwin Gubler, the parish priest, blessed the race before it started. The United States Coast Guard detailed one of its boats to patrol the course, and the State Highway Department had a squad on hand to control land traffic. The race started at the store of Clarence A. Kammer and finished at the store of Felix Favallora, both of these citizens of Jefferson giving splendid aid in staging the race.

A colorful feature of the 1937 event was the participation of the large uniformed brass band from the Celotex Company's plant, under the leadership of Joseph Picone, which gave a fine concert under the huge oaks of Fleming Park, where the race ended. There was a large crowd on hand, among the distinguished visitors being Attorney-General Gaston L. Porterie and other officials from the State Capitol.

Other committee chairmen directing the day's program were: Hugh M. Wilkinson, General Arrangements; William J. Leppert, Secretary; Col. A. L. Wiener, Treasurer; Urban C. Wilkinson, Finish Judge; John C. Donovan, Captain of Course patrol; P. A. Davis, Starter and Fire-Works; Gus. G. Jaquet, Clerk of Course; Frank A. Von Der Haar, Supervisor Fire and Navigation Equipment; Miller Gordon, Transportation; Felix J. Tranchina, Luncheon; John T. Gough, Refreshments; Judge Fred W. Oser, Children's Refreshments; A. Miles Coe, Ladies' Entertainment; George P. Blaise, Parking; W. G. Miller, Public Address System; and Lee Eddy, Lost Articles.

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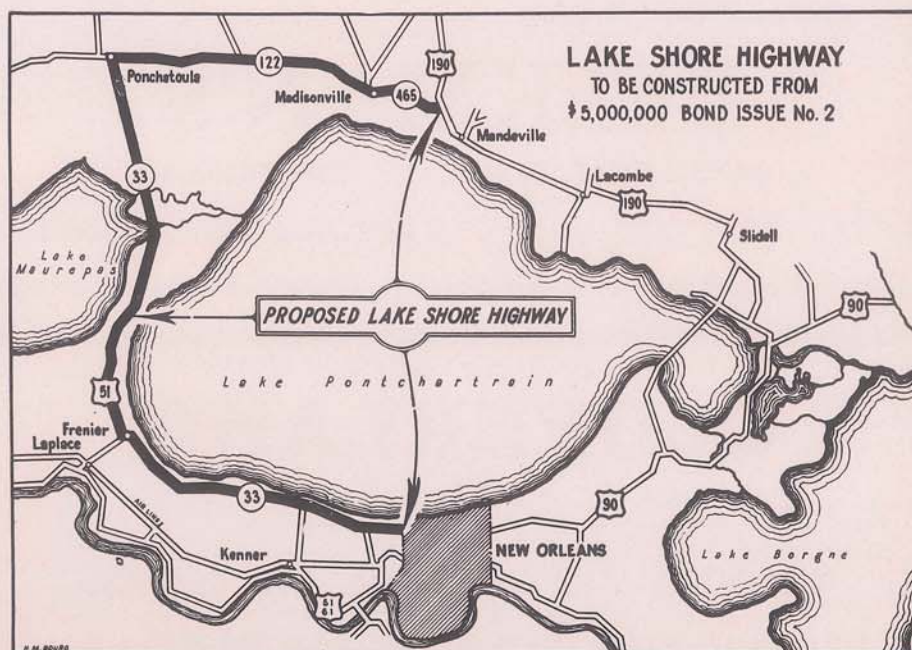
## Proposed Lakeshore Hard-Surfaced Highway and Sea-Wall

HARRY B. HENDERLITE

*Chief Engineer, Louisiana Highway Commission*

Act 71, adopted at the Regular Session of the Legislature of Louisiana for the year 1936 and approved in subsequent referendum as an Amendment to the Constitution, provides for a bond issue of \$5,000,000 to be used for the purchase of the Pontchartrain Bridge and approaches, not to exceed the sum of \$600,000, and for the construction and completion of hard surfaced highway and necessary bridges on the west side of Lake Pontchartrain between Mandeville and the City of New Orleans.

That portion of the Lakeshore Highway located in Jefferson Parish will be planned to consist of a concrete pavement having two twenty-foot concrete roadways separated by a neutral ground. This will extend from the City of New Orleans at least as far as Williams Boulevard where it intersects with the Lakeshore Highway. From Williams Boulevard to the Jefferson Parish line no definite plan has been adopted, but the pavement will be of the same general type of construction, or will consist of an asphaltic type pavement thirty feet in width.



Map showing proposed Lake Shore Highway.

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Where the Lakeshore Highway crosses the canals through which the water from the several pumping stations is discharged into Lake Pontchartrain, the existing bridges will be abandoned, and in place of them it is planned to extend the discharge pen stock from the pumps down to and through the highway embankment to discharge in Lake Pontchartrain.

The opening of the Bonnet Carre Spillway in conjunction with wind tides in Lake Pontchartrain emphasizes the necessity for shore protection to prevent both erosion of the highway embankment and probable flooding of adjacent lands. As a temporary preventive the Louisiana Highway Commission has expended about \$15,000 to sand bag and rip-rap the Lakeshore Highway embankment from New Orleans for about eight miles along the Lakeshore toward the Bonnet Carre Spillway. For protection when the Bonnet Carre Spillway is again opened, it is important that a permanent sea wall be constructed from the lower guide levee of the Bonnet Carre Spillway to the City of New Orleans. This sea wall should be constructed of interlocking concrete sheet piling driven about twenty-five or thirty feet into the ground and extending above mean gulf level approximately to elevation ten.

Representations have been made to the Corps of Engineers, U. S. War Department, for financial assistance in the construction of such a sea wall, since the funds available to the Commission under Act 71 are not sufficient to provide for such permanent protection. It is to be hoped that the War Department will be able to assist in the construction of this sea wall from funds made available by the Overton Flood Control Act or other Federal Flood Control Acts.

Since the construction of a permanent sea wall would influence the design and location of the work on the Lakeshore Highway to be done by the Highway Commission, no definite plans have been made nor can be made until it is learned whether the War Department by its assistance will make possible the construction of permanent protection. However, Governor Leche has recently written General Markham, Chief of Engineers, U. S. War Department, upon this subject and it is expected that a reply will be available in the near future.

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## Grand Isle—"The Island of Perennial Sunshine and Romance"

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ALFRED D. DANZIGER  
*Lawyer and Civic Leader*

---

Within fifty miles of New Orleans, in the neighboring parish of Jefferson, lies Grand Isle, a narrow strip of land eight miles in length and with an average width of less than a mile between the rolling breakers of the Gulf of Mexico and the placid waters of Bayou Rigaud.

Easily accessible by either automobile or boat, this island possesses such a multitude of charms that it draws to its hospitable shores thousands of visitors, who having once viewed its unique beauty and limitless possibilities for pleasure, return again and again.

Through its waving grasses and beautiful oaks gently sigh the balm-laden trade-winds, and on its golden sands the warm, blue-green surf weaves itself into patterns of indescribable lacy beauty, while a kindly sun gently gilds the whole, so that all blend into a symphony of green and gold and blue and fleece-white cloud.

The island lures the sportsman with the glorious music of the singing line. There's the breathless moment of the tarpon's leap, when



*A bit of the lush, tropical growth which forms a garden on Grand Isle.*

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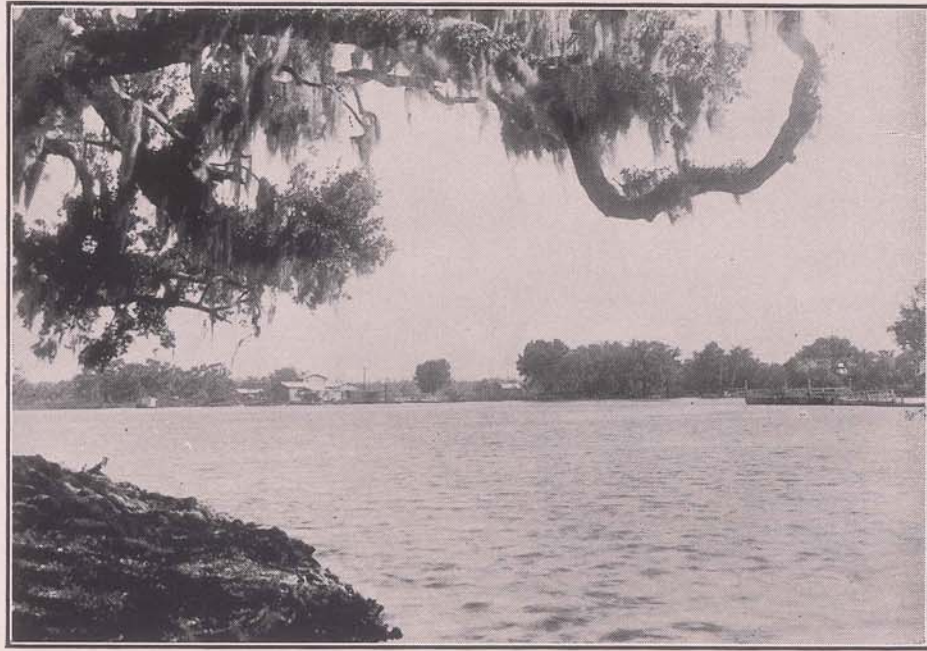
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*Where the three bayous meet. Big Bayou Barataria, left; Little Bayou Barataria, right; Bayou Villars just around the ferry. To go to Grand Isle you go through Big Bayou Barataria.*

that mighty silver giant flings his challenge to brawn and skill; the less violent thrill of the small boat in the placid Bay; and the toothsome goodness of the catch slowly browning in the skillet.

To those who love acuquatics, the island is a mecca. Placid Bayou Rigaud forms a calm, safe anchorage for the scores of pleasure boats which throng to the island. There is no better bathing in America than on Grand Isle. The temperature of the water in winter approximates that of the Atlantic Coast resorts in July. Nowhere is there a safer surf, for its undulating, firm-packed sands slope gently far out into the Gulf. The presence of three sand bars eliminates all danger of undertow. The smooth sandy bottom is completely free of shells and stones, and eight miles of perfect beach precludes any possibility of overcrowding.

The safety of Grand Isle can best be shown by pointing to the fact that no known loss of life has ever occurred on Grand Isle as the result of storms, despite an impression which is widely held due to carelessly circulated reports of destructive storms many years ago along the coast west of Grand Isle at points not so well protected. Grand Isle's elevation and great quantities of oaks and other trees insure it against losses suffered by other more exposed and less favored coasts.

To the lover of historic lore, the island teems with interest, the records going back to the ancient days of the French and Spanish occupations. The buccaneering Henry Morgan, later to become Lieutenant-Governor of Jamaica, knew Grand Isle as a haven in his years of

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roving. Here the dashing, swashbuckling Jean Lafitte, King of Smugglers, ruled his pirate band, with his faithful Dominique You and Nez Coupe. Cecil B. de Mille is now producing a feature motion picture with the romance of Lafitte and his men as the central theme. It will be styled "The Buccaneer".

To this day, many of the hearty, bronzed natives live in the very cabins their forefathers occupied in those turbulent days of over a century ago. The slender pirogues pulled up out of the water before the cabins, the nets and seines drying in the sun, the oyster tongs standing against the walls, all are emblems of the trade by which generations of these folk have lived.

Flowers bloom here all the year round, and the air is sweet with the exotic odor of the moonflowers and the more delicate fragrance of the brilliant oleanders,—pink, rose, red, white and peach,—which line the lanes of the island. Here, too, are moss-hung avenues of oak and cedar, the colorful crepe myrtle and vivid scarlet of hibiscus, the stately palm, the jagged mass of Spanish bayonet, the delicate tracery of fern and wild orchid.

Grand Isle indeed holds many attractions—a walk along the moon-silvered beach, the breakers, laden with incandescent bubbles, lapping at your feet—the warm-hearted, picturesque natives with their quaint patois—the boats setting out to fish in the cool freshness of a turquoise and flame sunrise—the inland bays begemmed with lush green islets—a breathless plunge into tangy, salty surf—gay dances with orchestra of guitar, accordion and triangle—the atmosphere of complete and carefree informality—all these weave a never to be forgotten spell.

But any effort to transfer the charm of this unique island to paper must prove futile. You must see for yourself all the pictorial charms, feel for yourself the bracing zest of clean, salt air and experience the delight of this carefree existence. You, too, will fall victim to the lure of Grand Isle.



*The green and gold surf at Grand Isle, where the breakers roll in from the far-off West Indies.*

Eug. J. Bender, President

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Left top—J. C. Ellis, Superintendent of Schools. Top center—Mrs. A. C. Alexander, Vice-President of the School Board. Top right—Lem Higgins, Asst. Superintendent of Schools. Center—Mrs. Marion B. Odom, President of the School Board. Lower left—Dr. A. J. K. Genella, Parish Health Officer. Lower center—Hon. Robert Farrington, Chairman Finance Committee, School Board. Lower right—Elias B. Fisher, Registrar of Voters.

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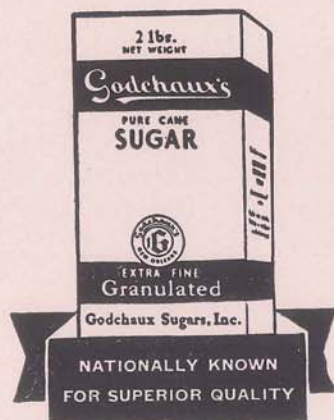
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## Progress in Education

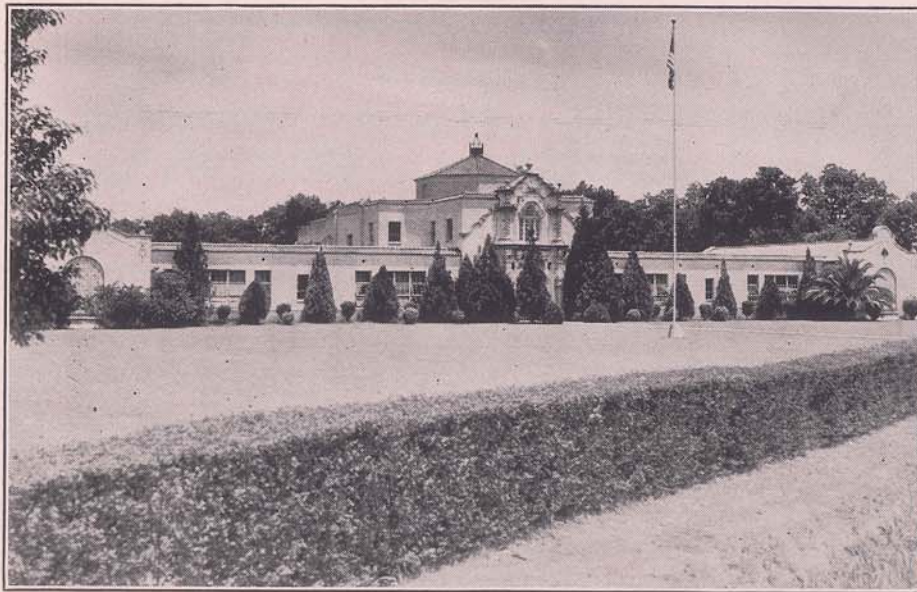
LEM HIGGINS, B. A.

*Asst. Superintendent of Schools*

It is a pleasure for the Jefferson Parish Public School System to have an opportunity to acquaint its many friends and well wishers with its accomplishments in the past and its dreams for the future. Although the period of depression laid its heavy hand on our schools, under the capable administration of Mr. J. C. Ellis, Superintendent, our schools have been able to forge ahead and take their proper place in the great state of Louisiana.

A deep debt of gratitude is owed to the fourteen members of our school board. These men and women have given unstintedly of their time and advice to aid the cause of the public schools. When it will be remembered that no monetary remuneration comes their way, and that their only recompense is the knowledge that they have developed a school system worthy of the people whose representatives they are, we can truly acknowledge our gratitude to them.

It has always been the policy of the Parish of Jefferson to carry out a rather extensive building program. In the past thirteen years one million dollars has been spent for school buildings. At present there are six senior high schools, five of which have elementary departments; one junior high school and nineteen elementary schools. Eleven colored schools have been constructed. With modest pride we state that all of our schools have met and in some cases surpassed the standards set by the Southern Association of Colleges and High Schools and that they are approved by the Louisiana State Board of Education.



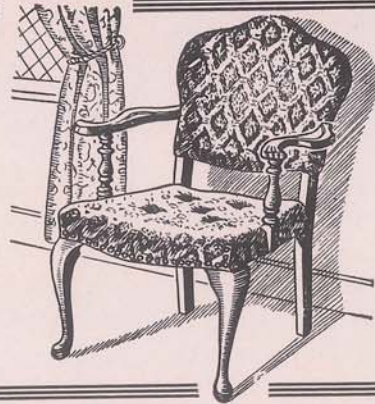
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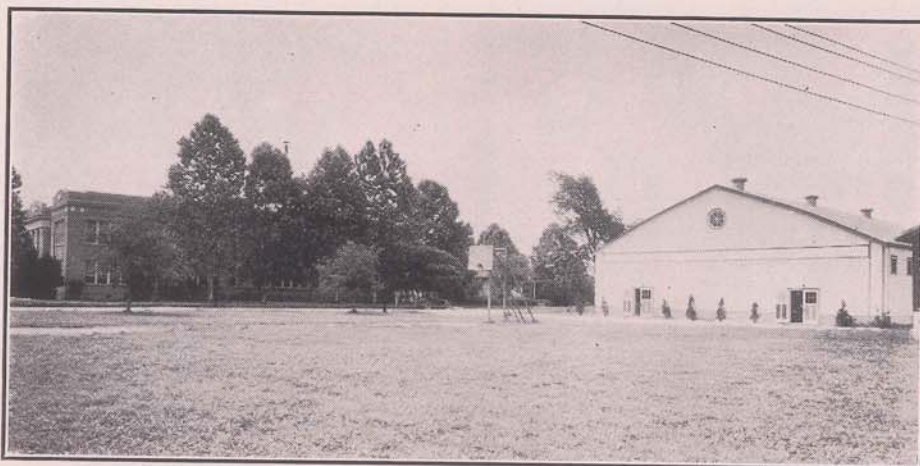
424 CAMP ST., NEW ORLEANS, LA.

MAIN 3548

ENGRAVING CO.

*Chris Eichhorn, Mgr.*





*Kenner High School. The white building on the right of the picture is the Frank J. Clancy Gymnasium.*

Due to the public's consciousness of the necessity of more education and training, and due to the effect of the depression, the School Board has felt deep need for expansion. With overcrowded classrooms, underpaid teachers and principals, the present conditions do not adequately meet the problems of the communities. New buildings and more teachers are definitely in demand.

The Parish School Board has conservatively estimated its need at a million and a half dollars. In order to keep up with the increasing demands upon it, the school system must grow. It is the intention of the board to give every educable child the complete education he merits.

The curriculum of the schools has been deepened and broadened so as to include every necessary subject. A home economics course is offered in three of the high schools—Gretna, Westwego and Kenner—and a commercial course has been placed in the high schools of Metairie, Gretna and Kenner. For the past two years, Dr. Edwards, an extremely capable musician, has been in charge of our music department. He has organized bands in all the high schools and is confi-



*The town of Westwego has much to be proud of in this modern high school.*

# SOUTHERN SHELL FISH COMPANY

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# Chas. Perrin

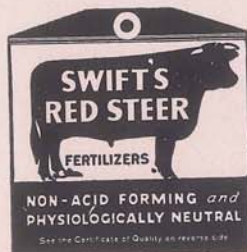
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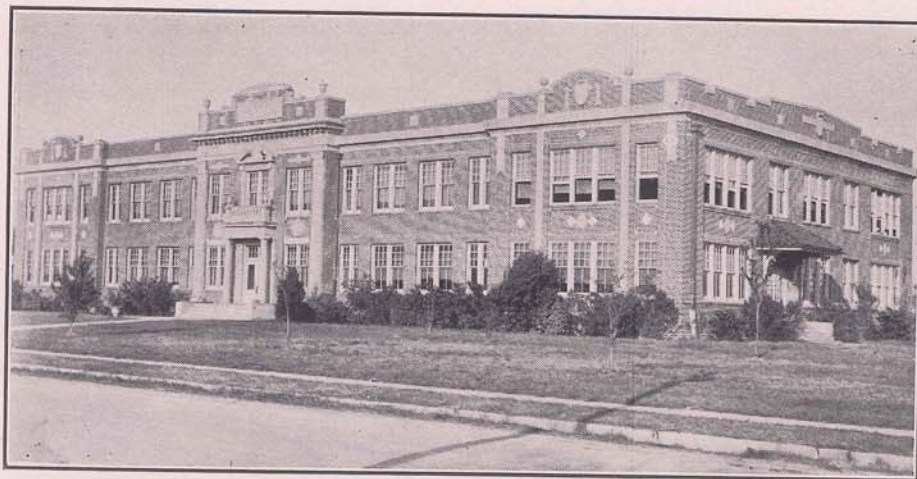


*Jefferson High School, located in the Seventh Ward, one of the six high schools in the parish.*

dently looking forward to the time when every school will possess an orchestra. Athletics have been greatly encouraged, since the value derived from them is far reaching. Our high school at Kenner has produced a number of class B Prep League champions during the last three years. This league comprises schools from Jefferson, Orleans and St. Bernard Parishes. School Director Edward M. Comiskey was elected president of the newly organized Jefferson Parish Athletic League. The program of supervised play, begun last year in the grammar schools, succeeded so well that it will be broadened out to embrace all parish schools.

A word about our superintendent will not be amiss here. He came to Jefferson Parish twenty-nine years ago, when the school system owned five small school houses and was leasing the other buildings in use. At that time the monthly payroll was \$2235.00. Today it is \$27,600.00, and the teachers receive a ten months' salary. This improvement is due in no small way to his capable administration.

It goes without saying that we are proud of the accomplishments of our school system. But we have dreams for the future that will make what we have already accomplished as naught. We earnestly solicit the aid and constructive criticism of our fellow citizens in order to make our dream come true.



*McDonogh No. 26 School, located in McDonoghville, a subdivision of the city of Gretna, one of the elementary schools of the parish.*

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## Destrehan-Harvey-Intracoastal Canal

CAPT. HORACE H. HARVEY  
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CAPT. HARVEY

It is said that necessity is the mother of invention. In 1737, thirty-nine years before the signing of the Declaration of Independence, John Baptiste Destrehan, my great-grandfather, needed a canal to drain his plantation. He also needed a means of getting wood from the swamps south of his lands. With true pioneer practicability, he decided to combine the two. Having once determined this, his next step was to find the means of digging this canal. He contracted with a number of German settlers living in the village of Mechanickham (now the city of Gretna) to dig for him a canal extending from the Mississippi River levee through the settlement of Cosmopolitan (the present-day Harvey), to little Bayou Barataria; a distance of over five miles. In return for small farm lands located in the settlement in which they lived, those hardy German settlers preformed that difficult task, using not modern implements and machinery, but wooden spades.

In the year 1741, three and a half years after the first spade of earth was dug, the canal was completed, and was named Destrehan Canal, in honor of the man who had conceived it.

After the War Between the States, the canal's name was changed to Harvey Canal. By that time its uses had increased considerably. It not only afforded transportation for the wood for Destrehan Plantation, but carried sea foods, furs, moss, freight and passengers to the city of New Orleans and adjacent territory.

It was not until the year 1860, however, that a boat could be transferred from the canal to the Mississippi River. In that year the "submarine railroad" came into being. To transfer a boat from canal to river, over the levee, was a difficult task. Looking back, we are able to smile at that fantastic invention. First a car of great weight, constructed of cypress wood and railroad iron, was lowered on tracks, by a chain, into the canal. This chain was connected to the front and rear ends of the car, and the opposite end of the chain was connected to a large steel drum, around which it wound when a small steam engine supplying the power to lift the car and its load started it revolving. After the car was lowered on its tracks into the canal, the boat to be transferred from the canal to the river was floated into place for its

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*Editor's Note: Not only did Captain Harvey work for the Intracoastal Canal, but he deserves much credit for the Dupre Cut being dug, when the Rigolettes began to fill up and hinder boat traffic to Grand Isle. Also praise is due the Captain for playing a large part in getting the United States life saving station for Grand Isle.*

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**Wm. H. MURPHY,**  
Editor, Owner



upward journey. It was necessary to chock the craft many times to hold it upright on its conveyance. The boat secured, the transfer was begun. The car was pulled up and rolled over the levee top, the chain unwound, and the car and its load permitted to slowly sink into the river.

In the year 1880, this was rendered unnecessary, for in that year we were granted the right to build the first lock and cut the levee so that a boat could pass through the canal and out into the Mississippi.

Spurred on by this progress, for thirty years I dreamed and planned an inland waterway from Harvey to a point deep in the state of Texas; a canal which would flow from east to west, permitting the people along the numerous intersecting rivers and bayous to ship their raw products into the Port of New Orleans, and in return to receive supplies and manufactured articles from that city and the numerous factories in Jefferson Parish. Today that dream is a reality in the form of the Intracoastal Canal, running from Harvey to the cities of Galveston and Houston, Texas, 272.2 miles in Louisiana and 90.8 miles in Texas, making navigable over a thousand miles of rivers and bayous.

In order to secure a \$16,000,000.00 United States government appropriation, the various routes along the canal had to guarantee certain freight tonnages each year. The Lower Harvey Route's quota was 500,000 tons. During the calendar year 1936, 828,931 tons of freight, valued at \$27,318,797.00, passed through the Harvey Lock. These figures do not include such freight as does not pass through



*The towboat Magnolia going down old Harvey Canal, before the United States Government bought the canal and widened it to a width of 100 feet as part of the Intracoastal Canal.*

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*Looking up Intracoastal Canal toward river. Jules G. Fisher Bridge, railroad bridge and lock in background.*

the lock, but is unloaded at Harvey for the many industries of the West Bank.

The Jefferson Parish Police Jury aided this project materially, furnishing the government with \$30,000.00 rights-of-way (three hundred feet wide) free of charge. Although no such amount had been budgeted or arranged for, the Police Jury went ahead and endeavored to meet all government demands out of the general fund, without asking the people to vote a bond issue to cover the cost of these rights-of-way.

In connection with the new Intracoastal Canal, a new lock was installed. This double-gated lock is 425 feet long, 75 feet wide, and has a sill clearance of twelve feet at low water stage. A towboat and five barges can be transferred from the canal to the river, or vice-versa, in about twenty minutes, where before the installation of the new lock it required approximately six hours for transfer to take place. During the time of the old lock, the towboat first went into the lock alone, and was transferred. Then the separate barges, by means of ropes tied to their bows, were one by one pulled into the lock and transferred.

It has taken many years to effect the change from the old Destrehan Canal, dug for drainage purposes, to the present government-owned Intracoastal Canal, but those years were well spent. Where once the five-mile drainage canal saw an occasional boat-load of wood intended for Destrehan Plantation, hundreds of boats and barges, carrying all manner of commodities, raw produce and manufactured goods, pass on their way to Galveston and New Orleans. Today, the shippers and buyers of South Louisiana and South Texas enjoy extremely low freight rates. The boatmen using the Lower Harvey Route save over \$50,000.00 annually in canal fees.

I feel that Jefferson Parish has in the Intracoastal Canal a great instrument of progress. It brings the raw produce of the fertile delta region directly to such distributing centers as New Orleans, Houma, Lake Charles, Orange, Beaumont, Port Arthur, Galveston, Texas City, Freeport, Houston and Corpus Christi, and at such low rates that no one can afford to ignore its importance in the future of the parish and the state.

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