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LAFITTE, LOUISIANA

Jefferson's waterways were the compelling influence which evoked the intracoastal canal system. The United States government committed itself, in the Rivers and Harbors Act of March 3, 1925, to this plan to join the Gulf and Atlantic seaboard with waterways transportation through bayou and river and canal and protected coastal channels—more than 13,000 miles of inland waterways transportation to serve the needs of peace and maintain a free movement of supplies, without naval interference, in time of war.

More than any other man, Captain Harvey—he who finished the locks in 1907—was responsible for this; so the family which first saw the vision of the flowing road from the Mississippi to the Gulf of Mexico through Jefferson, in its fourth generation gave the nation one of its most majestic conceptions.

Early in this century he began to proclaim the economic value of such a development. For years, he was a voice crying in the wilderness of "It can't be done." But by 1905, his enthusiasm inspired others, and the Intracoastal Canal Association was formed, to carry the message to Garcia—the American Congress.

On March 10, 1924, the United States government bought the Harvey canal for \$500,000; enlarged and extended it, and other parts of the waterways on the route, until, at a cost of \$7,000,000, there was a channel a hundred feet wide by nine deep from the Mississippi river to Houston, Tex., some three hundred miles away; and built a lock, costing \$1,700,000, for a larger connection with the Mississippi.

That lock was dedicated March 26, 1934. Taking the place of Captain Harvey's brick and wooden lock, 165 by 30 by 7 feet, it is a steel and concrete structure 425 feet long, 75 wide and 12 deep, over the sill.

River transportation had, in the meantime, returned to the Mississippi on the federal barge line, with the arrival of the first down-stream cargo, St. Louis to New Orleans, October 10, 1918, and the departure of the first up-stream cargo, New Orleans to St. Louis, October 12; and New Orleans had realized a century-old dream in building the \$20,000,000 Industrial Canal (1918-21) from the Mississippi river to Lake Pontchartrain, another link in the intracoastal system, an extension of the port's harbor facilities, and the possible beginning of another route to the sea for ocean-borne commerce.

Both were the developments of World War No. 1, during which the United States learned that the largest railroad systems in the world could not expeditiously move the increasing production, and that the enormous tonnage capacity of the waterways must again be invoked. The next few years saw the extension of federal barge line and many other river services up the Mississippi to St. Paul, up the Illinois-Des Plaines to Chicago, and up the Missouri to Kansas City.

Captain Harvey had only four years to live after the dedication of the new lock, but they were years filled with the joy of a great work well done and one that had won for him the title of "father of the inland waterways." He not only saw the beginning of the water-borne commerce from the Mississippi system to Houston—the first barge tow, 1400 tons of steel from Pittsburgh passed through the Harvey lock August 1, 1934—but he also saw the traffic driving beyond the million tons a year which the Chief of Engineers, U. S. A., said might flow through the Jefferson waterways when transportation was adequate to production.



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JEFFERSON PARISH

Jefferson parish to-day is at one of the great crossroads of commerce—the north-and-south flow between the Great Lakes and the Gulf of Mexico, and the east-and-west flow from Texas to Massachusetts, a concentration increased by transcontinental railroad systems.

Jefferson's riverfront is busy with waterborne commerce and industry, and its man-made and nature-given water roads teem with activity—Harvey Canal, which leads into Bayou Barataria, with its oil field, at Mile 5; Bayou Dupont at Lafitte, Mile 22; the Dupré Cutoff two miles beyond this point, and another oil field; Cutlass bayou at Mile 31.8; Bayou St. Denis at Mile 35.3, only a few miles from Manila Village, where shrimp are sun-dried and packed into 225-pound barrels; and a little beyond this, Barataria Bay, a twelve by six mile inlet of the Gulf of Mexico, heart of the Louisiana shrimping country, supporting seven villages, inhabited by descendants of the Lafitte-men, so vividly remembered in the place-names of this section: a flowing road which carries an enormous movement of civilization, oil in barges moved by toiling tugboats, produce and general merchandise carried in swift motor boats, oysters, shrimp, fish and pelts carried in fat-bottomed luggers.

Now that the two sides of the river have been made one economic unit by the Huey P. Long railroad-automobile bridge, the industrial growth of Jefferson will be more rapid. The preparedness needs of this country will find new and larger uses for the waterways, in which Jefferson pioneered more than two centuries ago, and to which our government has returned so eagerly since the other World War.

• • • • •

The Intracoastal Canal. Linking Jefferson with Texas. Oil has brought the parish many new industries, and of these a great many have located on the Harvey Canal link of the Intracoastal waterway.





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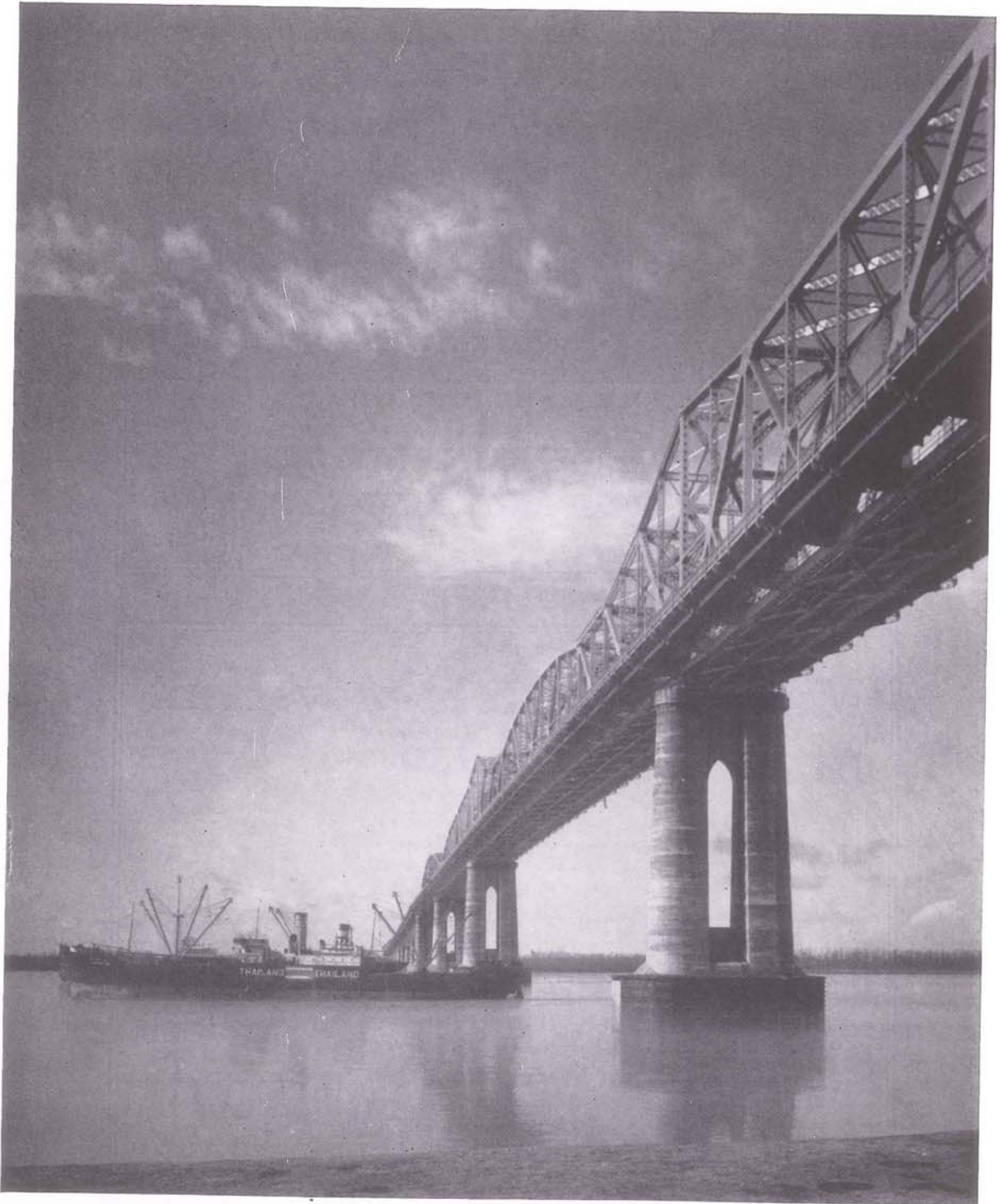
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FROM ANOTHER WORLD



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Little cotton seeds make big business. In the center is shown the plant of the Southern Cotton Oil Co., and left, that of Blue Plate Foods, Inc., on the west bank of the Mississippi River, in Jefferson.

COTTON OIL IN JEFFERSON

Like the cypress, deep-rooted in the earth and waters of our bayou lands . . . the Southern Cotton Oil Company, America's oldest and largest cottonseed oil manufacturer, is close to the land and the life of Jefferson Parish. There, for years, an ever-increasing bulk of cottonseed has been brought in from the fields of the South. There, men and machinery have refined from the fruitful seed a steady flow of vegetable oil for American and world markets.

To you, the Jefferson Parishioner, it is not necessary to review in detail the industrial value of the Company's operations to the Parish. Nor the intrinsic value of so advantageous and agreeable a working location. The harbor and highway and railway advantages are self-evident. The desirability of Jefferson Parish as a place—and as a people—also played their part in the establishment of this large and important branch of one of the major Southern industries.

The well-balanced growth of the Parish and the plant has substantiated this selection. Prosperity and progress have marked both alike through the years, together and inseparably. Perhaps it would be well to discuss here that broader picture into which Jefferson Parish fits so colorfully and closely.

Some years ago the cottonseed industry wrote into the handbook of American agriculture—"All cotton is divided into TWO PARTS . . . the fibre and the seed" . . . That seed, its oil and by-products, has returned to the South

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97

nearly five billion dollars in the last twenty-five years. Of that bulk, the Southern Cotton Oil Company has handled at least twenty per cent.

And—how do they handle it? Facilities are built close to the source. Gins are dotted through the Southern States—where the farmer can draw up in the shade and unload his haul. Nearby are crushing mills, where the fresh seed can be pressed. And, located at key cotton points are refineries where the finished products reach their marketable state.

Operating hard-by the farmer's elbow, the cottonseed oil industry leaves in his hand each year probably the greatest part of his cash income . . . since the smaller farmer's cotton crop is usually mortgaged or "spent" before the blossom ever makes the boll. Its business with the cotton grower has helped him—and the South—to a better balanced economic and every-day life. And—just as his whole investment of time and work and money is plunged into his land, so the whole stake of the Southern Cotton Oil Company is driven along side. It is wholly Southern—in tradition and character, in interest and economics, in means and management. And one of the oldest and more important of its plants is the one located in Jefferson Parish.

Perhaps you know something of the biography of the Southern Cotton Oil Company. It was started in 1887, the first large company of its kind in the nation.

In 1899, the Company's Dr. David Wesson discovered the process that turned the tide of U. S. cottonseed oil from foreign oil markets to American food-oil markets. The famous Wesson process (still theirs exclusively) is a means of shooting steam through cottonseed oil in a vacuum, deodorizing it and rendering it appetizingly acceptable as a salad oil. From then on, Southern Cotton Oil pioneered its way to the American dinner table, fast proving the salad oil development one of the most important factors in the advancement of the entire cottonseed oil industry.

Introducing vegetable-oil foods to the American table was not exactly as simple as saying—"Here, lady—**have** some! Isn't it great!" But—have some she did. And they were constantly busy developing more foods and products from the oil of the cotton kernel. The manufacture of Snowdrift Shortening and Wesson Oil go back many years.

In 1925, Southern Cotton Oil was acquired by a group of New Orleans business men and re-christened the Wesson Oil and Snowdrift Company. The executive offices of the Company were at that time moved to New Orleans. Rich already in years of steady progress and service, the Company strode forward to new gains and new functions.

And—looking outward from their home offices in New Orleans today . . . across the river to their plant in Jefferson Parish, you can see the whole story of this modern industry that has sprung from the cotton patch. The whole workings. From the cracking of the seed—to the sealing of containers that hold fine finished foods for the family in Portland, Oregon—and in Portland, Maine.

Besides Wesson Oil and Snowdrift, they make Scoco and Blue Plate Shortenings, a complete line of Blue Plate Salad Dressings and Sauces, and pack Blue Plate, Palm Brand and Gulf Kist Shrimp and Oysters.



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So, serving the American family with quality foods is their chief endeavor. And this important interest of "The Wesson Oil People," as they have come to be known, is illustrated by the operations that take place right in our Parish.

In addition to the home-office in New Orleans, divisional sales offices are located at Gretna, La., Savannah, Ga., Memphis, Tenn., Bayonne, New Jersey, Chicago, Ill., and San Francisco, Calif., covering all of the forty-eight States. In Jefferson Parish alone, their employees take home approximately a half million dollars yearly, in wages and salaries.

That, then, is the "picture" into which Jefferson Parish fits so capably and closely.

No one knows when curious minds will discover the final valuable uses for the cottonseed. With their discoveries and research, the Wesson Oil People have served the nation ably. And the phrase "The Wesson Oil People" has come to mean much in American life. It means taking a basic product and finding a multitude of uses for it. It means a tremendous buying power for the benefit of the South. It means a prideful and painstaking care in making goods the best way—not the easiest way. It means reputation for leadership and fair dealing, jealously guarded. And—it means constant research and a firm determination to **continue** to serve the nation well.

And, as the Company moves on to greater usefulness, so, too, will Jefferson Parish reap the rewards of that service. For the progress of one has been and will be reflected in the progress of the other.

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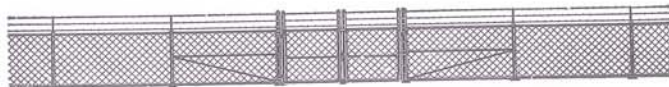
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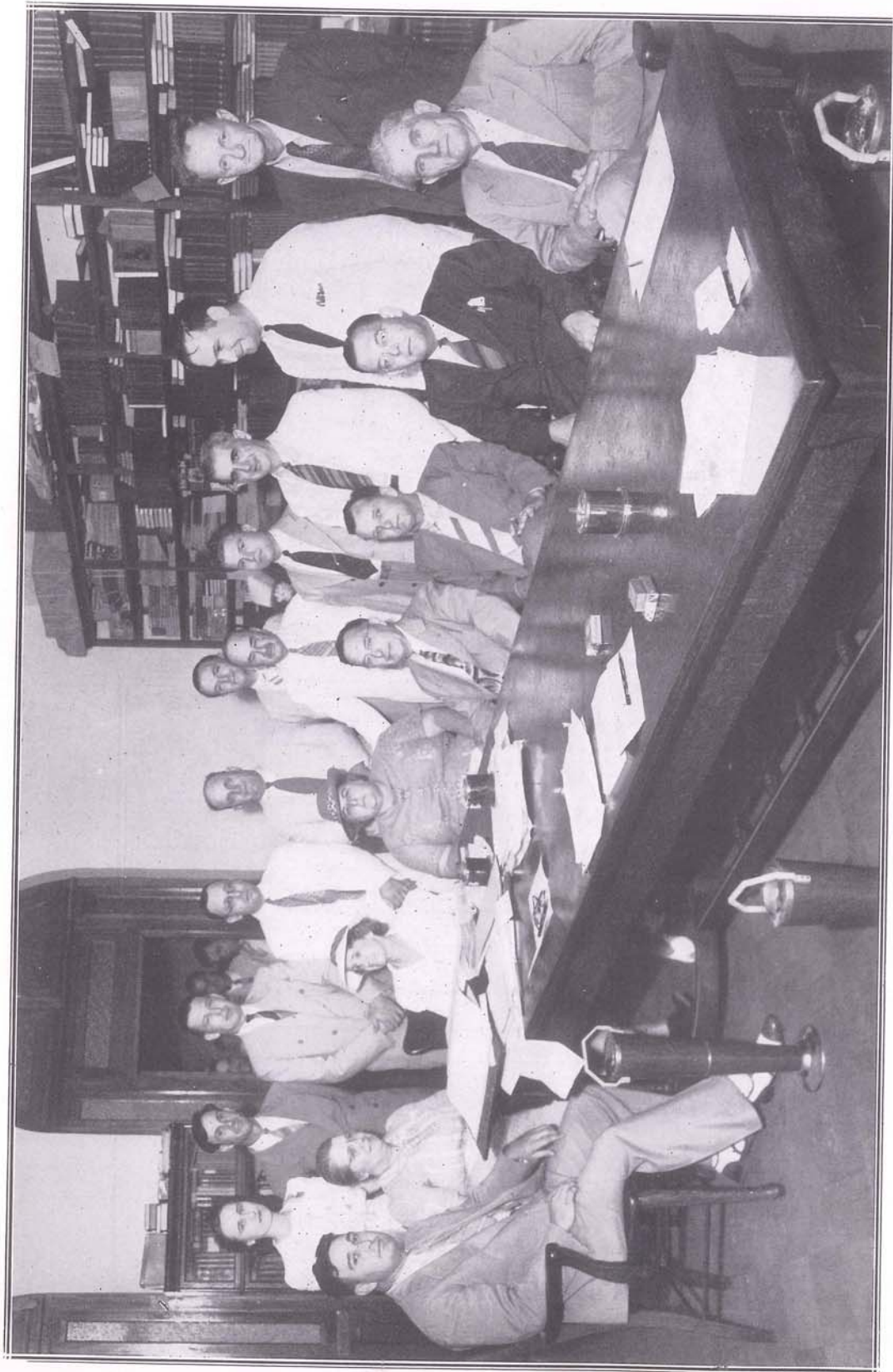
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Standing, left to right: Miss Ruth Pitre, Assistant Elementary Supervisor; G. P. Arnault, Ward 7, Labarre Heights; Alphonse Marmillion, Ward 4, Harvey; Julius F. Hotard, Vice-President, Ward 2, Gretna; Louis E. Breaux, Ward 8, Metairie; Walter Schneckenburger, Athletic Director; John C. Bruning, Ward 8, East End; Patrick Clancy, Office Clerk; John Calzada, Ward 3, Harvey; Loney J. Autin, Ward 1, Gretna (McDonoghville), and William Hughes, Ward 4, Marrero.



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GRETN, LA.

SCHOOL SYSTEM KEEPS STEP WITH THE PARISH OF PROGRESS

STELLA E. WORLEY
Principal, Westwego High School

(Editor's Note: Miss Worley has been a teacher in Jefferson Parish schools for the past forty-one years.)

Jefferson Parish led all other parishes in the State of Louisiana by four years when, on January 4, 1842, the first really free public school opened its doors. And it was just one hundred years ago that leaders of the parish went about the serious and difficult business of obtaining the necessary funds with which to establish this first public school.

It was opened in the city of Lafayette, now a part of New Orleans, and marked the beginning of the school system of the parish. In a short time other schools were established in Lafayette and these were soon followed by still others on the east bank in the cities of Jefferson and Carrollton, both now parts of New Orleans. An informal but efficient organization was developed during successive decades and, until the War between the States and the turbulent days of the Reconstruction which followed, the schools of Jefferson Parish were rated among the best in Louisiana.

Few, however, survived the ravages of war and its after effects. The system, itself, was rendered inoperative and by the end of the Reconstruction period it became necessary to start all over again. Indeed, with the absorption of Lafayette, Jefferson and Carrollton into the municipality of New Orleans a few years later, schools in those towns were lost to Jefferson and the old semi-private Gretna Academy, originally built by the community of Gretna, and a survivor of the war, became the center of parish education.

Progress in developing educational facilities was slow during the late 1800's and the early years of this century. A few schools were established in the smaller centers, some through the posthumous generosity of John McDonogh, one the result of calamitous necessity, and one or two sponsored by wealthy land-owners. The two built by the administrators of the McDonogh fund were McDonogh 26, succeeded by the new, modern brick structure bearing the same name, and the McDonogh 27 school for negro children which served McDonoghville. Born of tragedy was the small school built at the mouth of the Company Canal, in Westwego, to serve survivors of families driven from their homes on Cheniere Caminada and Grand Terre by the terrible Gulf hurricane of 1893. Another one-room temple of the three R's was among the oaks of Bonnabel plantation, where the largest school of Jefferson Parish, Metairie High, stands today. Marrero High School now replaces the old Ames school, another "plantation" school-house.

The pace of progress in public education in the Parish of Jefferson quick-ended in 1908. During that year J. C. Ellis was named superintendent of public schools for the parish. Mr. Ellis' tenure of office from 1908 until his retirement

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Marrero High School. Completed in 1940, this is the most modern and completely equipped school in the parish.

in 1940 is convincing evidence of educational achievement in the parish during those years. In the beginning there was little to work with and it was hard to get at. When the superintendent visited the school near Ama, for instance, he traveled to Kenner by train and there hired a skiff in which he crossed the Mississippi. Once on the other side of the river he had to walk two miles to the school. His return followed the same methods of transportation, in reverse.

The Jefferson Parish school system at the time Mr. Ellis took office consisted of one high school, McDonogh-Jefferson, 13 elementary schools for white children and three grade schools for negro children. The school board owned McDonogh 26, a four-room building in McDonoghville, the high school, and schools at East End, Southport, Westwego and near Ama. Additionally it operated schools at Harahan, Kenner, Metairie, Hanson City, Gretna, Harvey, Grand Isle, Waggaman and Lafitte. These were the white schools. Operated by the board for negroes were McDonogh 27 in McDonoghville, a single room in a negro church in the seventh ward, and a school in Kenner.

Of the white schools, the ones in East End and Southport were one-room affairs. Harahan was a one-room shack. Kenner's employed only two teachers.

Nor was the Jefferson parish school board much better off in finances those days than it was in physical equipment. Mr. Ellis ruefully cites the budget for 1910 as a typical example. During that year the board's resources amounted to \$38,390.00. Its expenses aggregated \$42,650.00, with the deficit to be made up in whatever manner possible. The 1910 pay-roll totaled \$2,195.00 per month, on a nine month basis, when and if the money was available. On the pay-roll were five high school teachers, 42 elementary teachers and six negro teachers.

All of this is in marked contrast to equipment and figures during the 1940-41 session. In the first place, teachers are paid on a 10-month basis, and the teaching corps consists of 280 white and 43 negro teachers. The list of

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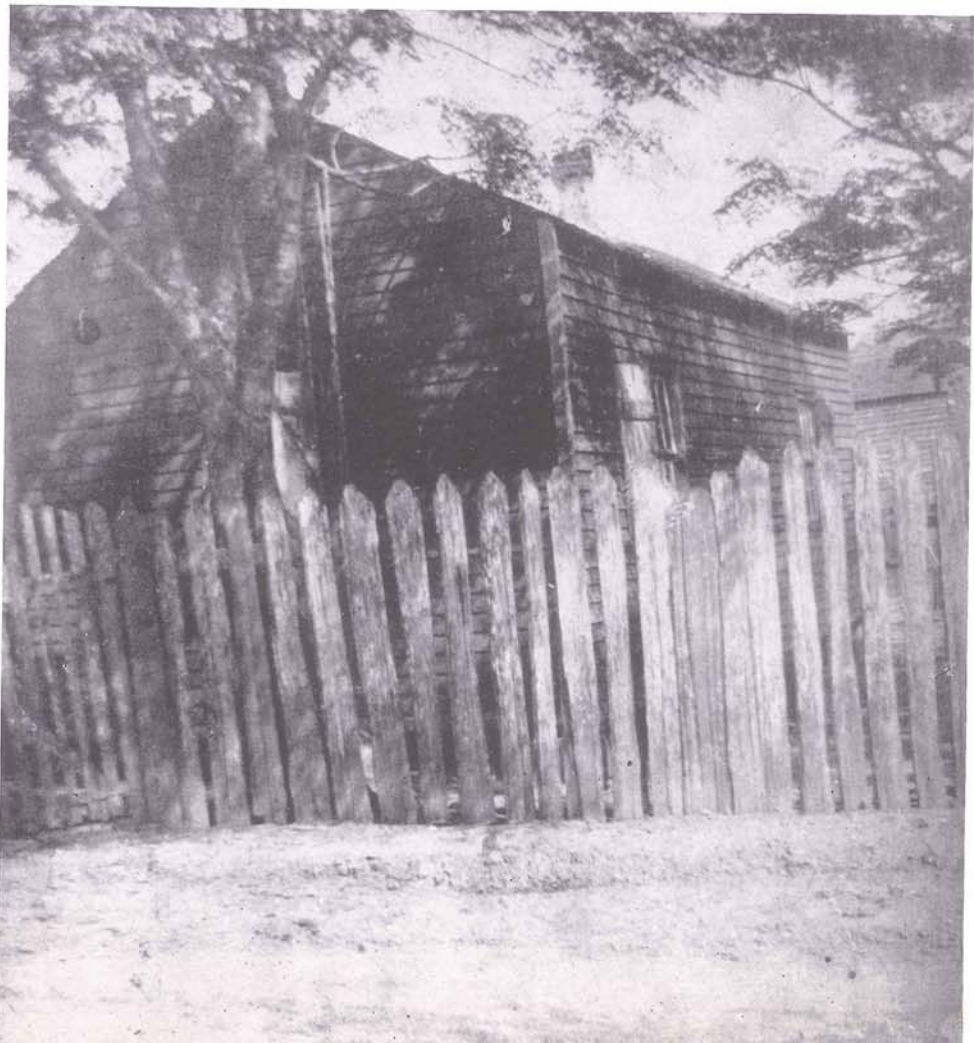
white schools includes two senior high schools, four high schools with elementary grades provided in connection with each, and 22 elementary schools in seven of which there are kindergartens. For negroes, there are two high schools each with elementary grades, in addition, and eight elementary schools.

The 1940-41 budget for the school board of Jefferson Parish totaled \$531,289.77, more than 12 times the 1910 budget. The pay-roll for the session of 1940-41 amounted to \$41,789.00 per month, almost 20 times the aggregate outlay in salaries during 1910. And the teachers were paid for 10 months last session.

Teaching standards and school ratings in the parish have improved tremendously in the past 30 years. The days of the "little red school house" are gone, of course, but not so long ago that their reminder of the difficulties of that era are dimmed. As in everything else, Jefferson, the Parish of Progress, has maintained its position in the field of education with the leaders of the state.

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The Little Red Schoolhouse—1894. This old Company's Canal school at Westwego was one of the best in Jefferson less than 50 years ago.



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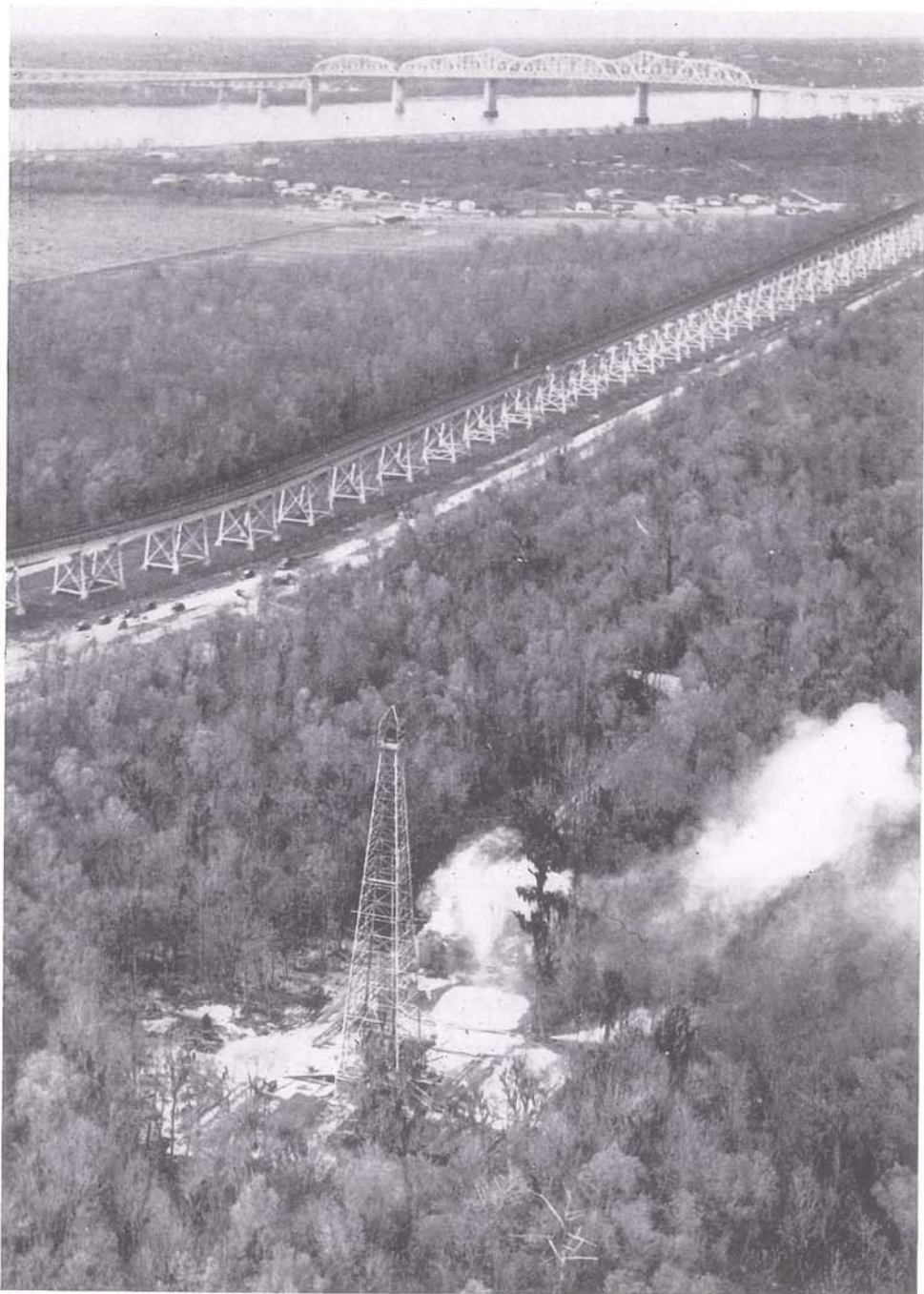
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The California Co. drills from barges in the Barataria field. This canal was dug especially to give access to the proposed drill site, as water transport is more feasible than land travel through the marshes. The rig is on a barge, sunk in the canal to give a solid foundation for drilling operations.

FOUND--IN JEFFERSON

Oil, they tell you these days, is where you find it. Production experts, themselves, no longer lay down hard and fast rules concerning the location of Nature's store-rooms of this, her most remarkable gift to man. It is true enough that, once production is started at any given place on the globe man sees to it that Nature is cut out of the game and science and skill sit in instead. So the game is no longer the great gamble it was only a few short years ago, and this is because science has become the boss man.

Jefferson Parish saw little or no wildcatting and no boom town has mushroomed into existence in the parish with a roar like that of a gasser gone out of control. To say that Jefferson farmers, merchants, trappers, fishermen and others have become wealthy overnight may be true, but the drama is only relative. Yet the Parish of Progress is truly rich in oil. How rich only the next few years will tell.

Oil production today in Jefferson, as in all other places, is Big Business. It is American Big Business and, therefore, never humdrum. And it is such a new thing in Jefferson that the thrill has not yet gone from it. Jefferson Parish saw its first producing well in May, 1935, brought in by The Texas Company in the Lafitte Field. In that field today there are 52 producing wells; two wells working over to restore production; one well drilling and two locations staked. The June, 1941, production allowable for Lafitte was 12,580 barrels a day.

AVONDALE MARINE WAYS,

INCORPORATED

RIVER FRONT—JEFFERSON PARISH

AVONDALE, LOUISIANA

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WAlnut 8970



No dry hole here. The drilling crew relaxes with happy smiles as Reese Carter No. 1 begins to flow.

This was reduced for July of this year by 1,710 barrels daily, to 10,870. The history of this field reveals only two dry holes.

The second oldest field in Jefferson is the Barataria field, discovered by The California Company on Big Bayou Barataria in November, 1939, on a block of leases totaling 13,000 acres. There are now 18 producing wells at Barataria, with an allowable production of 2,800 barrels of oil a day. Eleven of these wells are wholly owned and operated by The California Company. Seven of them are jointly owned and operated by The California Company and certain other operators, namely, Danciger Oil & Refineries, Inc., Carter, Perrin & Brian

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and Gulf Refining Company. Production is being obtained from three sands located at approximately 7,600, 8,200 and 8,700 feet.

At the present time The California Company is drilling at three new locations.

Both Jefferson and Orleans parishes have shared directly in the benefits of the operations of this company. It has recently erected a field office at Harvey in Jefferson and several of its employees have made their homes nearby. Headquarters has been established in the Canal building in New Orleans, and approximately 50 employees, many of them with families, have been brought to south Louisiana to aid in carrying on The California Company's exploration and development program in this vicinity.

September, 1940, was a banner month for The Texas Company—and for Jefferson Parish. On the eighteenth, the company brought in its discovery well in the Lake Salvador field with an initial production of 840 barrels of oil a day through a quarter-inch choke. Development of this field has been fast and successful. There have been seven wells completed, producing from depths between 9,645 and 10,134 feet.

On September 29 last year The Texas Company opened another new field in Jefferson Parish, Delta Farms field, with the completion of its discovery well. Initial production was 747 barrels a day on a quarter-inch choke. While only two producing wells have been completed in the Delta Farms field, it is important to note that no dry hole has been drilled either here or in the Lake Salvador field by The Texas Company. Score two for science.

(Continued on Page 120)

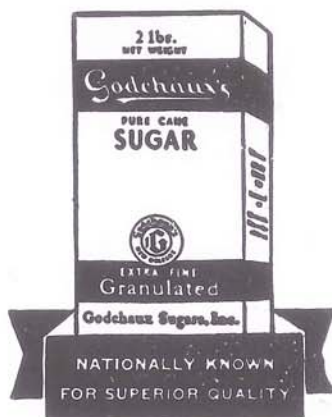
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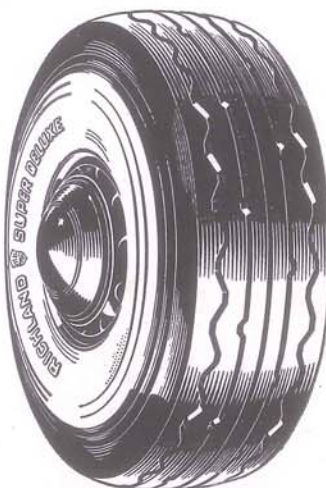
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Adam Billiot, former champion, and Herbert Crappel, 1941 winner, hold the trophy for the annual pirogue race held on Big Bayou Barataria.

A NEW CHAMPION

The "winnah, and new champion" of pirogue racing is young Herbert Crappel, 19-year-old fisherman-trapper from Lafitte, who on May 26 took first money and the Charles H. Ellis trophy in the seventh annual pirogue race held over the 4.7 mile course on Big Bayou Barataria in Jefferson Parish. The crown has been worn four times by Adam Billiot, last year's winner. Last year Herbert Crappel was second by 47 seconds. This year he set a new record for the course of 30 minutes and 10 seconds, 5 minutes and 10 seconds better than the previous time.

The event, held yearly, is now sponsored by the Louisiana Pirogue Racing Association, who award cash prizes amounting to \$375.00, and many gifts of merchandise in addition to the trophy. This year there were over forty entrants from all up and down the bayous, men who practically live in pirogues in their hunting and trapping activities, and rivalry runs high. Spectators come to view the event not only from the parishes, but in ever-increasing numbers from New Orleans, and the bayou is thickly lined with an excited crowd, each one cheering on his particular choice for the winning money. It is one of the most colorful and unusual events in the country, and the residents of Jefferson and the bayou country look forward to it eagerly from year to year.

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Even as you and I. Champions turn pirogues over too, and here we see Herbert Crappel just after his tricky craft landed him in the water. The race was held up long enough to give him an opportunity to climb back in and get set at the starting line.

FOUND --- IN JEFFERSON

(Continued from Page 116)

The newest and most exciting chapter in Jefferson Parish's oil saga was started just a few weeks ago with the development of "metropolitan" production by Reese Carter & Associates with a successful completion just 500 feet east of the west end of the Huey P. Long bridge across the Mississippi river. This well is a scant five miles from the business section of New Orleans and less than that from the center of Jefferson's busy parish seat, Gretna. Stanolind Oil & Gas Co., another operator in this area, is now drilling on a location 1,000 feet southeast of the Reese Carter well, and has reached oil sand.

So oil in Jefferson is really where you find it. Geologists may try, in an idle moment, to find some connection between the various oil fields of the Parish, but to the lay mind these discoveries seem to follow no definable pattern, any more than do the far-flung oil deposits that have been tapped throughout the state. Perhaps as the present activity continues and grows, a pattern may work itself out, but one thing is certain, Jefferson Parish has already proved itself rich in oil beyond anyone's dreams, and the end of development is not yet in sight.

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(Two of Mr. Saxon's works are "Lafitte the Pirate" and "Fabulous New Orleans". The setting for "Lafitte the Pirate" is Jefferson Parish. Mr. Saxon is also editor of "The New Orleans City Guide" and "Louisiana, a Guide to the State" recently published books of the Louisiana Writers' Project, W. P. A. Some of the material used here is from the "Louisiana Guide".)

Jefferson, because of its infinite variety, has always seemed one of Louisiana's most interesting parishes. As a child I was taken to Grand Isle and I have never forgotten how wonderful the island seemed to me. Many years later I went there for a vacation and found that it was as interesting as I had remembered it, and so I have been going back at intervals ever since. And because of these trips, I thought I knew the parish, but it was only when the members of the Louisiana Writers' Project were collecting material for the Louisiana Guide that I realized what a fabulous country it is.

Lying adjacent to the city of New Orleans, it is easily accessible to the tourist, and I can think of no more entertaining way to spend a day, or a week, than by taking several tours deep into Jefferson. Within a few miles of the city the traveler enters a primitive country of trappers and fishermen who live as simply as their grandfathers did. Here are communities of men and women who are descendents of Lafitte's smugglers, men in whose veins flows the blood

Two beauties. Miss Rita Mae Gegenheimer, on the beach at Grand Isle, displays a speckled trout just taken from the blue waters of the Gulf of Mexico.



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The Airline Highway streaks its way through Jefferson.

of many nations. The salt marshes conceal the homes of hundreds of muskrat trappers, for Louisiana is one of the richest fur producing states in the Union. Here, too, live the fishermen whose hauls of fish, shrimp, crabs and oysters supply the city of New Orleans and many other parts of the United States.

This is known as the Barataria section. It is a sea marsh stretching some sixty miles southward to the Gulf. And beyond lies a chain of tropical islands where few men live, and where both sea and sky are filled with seagulls, terns and pelicans, and where life goes on as it has done from beyond the memory of man.

But there are other aspects of Jefferson which are notable because of the contrast between the primitive and the urban way of life. Metairie, for example, a Jefferson suburb of New Orleans adjacent to the northwest corner of the city, occupies an alluvial ridge several feet higher than the surrounding area. It is a rapidly growing residential district, notable for its beautiful homes and gardens. One good way to see something of the extraordinary variety of the Jef-

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Harvey, La.

erson scenery is to ride through Metairie and up the Airline Highway to Kenner. Kenner was named after Minor Kenner, on whose plantation the town grew; its earliest name was Cannes Brulés (Fr., burnt canes). Kenner is the shipping center for a vegetable-growing community, and there are several small manufacturing plants.

Many of the inhabitants are Italian immigrants, but the sheriff of the parish, Frank J. Clancy, who was born and raised in Kenner, has his home painted in different shades of—yes, you guessed it—green.

On the Jefferson Highway about two miles East of Kenner is the Colonial Golf and Country Club.

The clubhouse was originally the Soniat home, built in 1820. It stands on what was once the 1,000-acre Tchoupitoulas Plantation and, in the early eighteenth century, the site of an Indian Village. The district derived its name from a small bayou called the "Chapitolas," or "Tchoupitoulas" by the French. The etymology of the name remains obscure because no one knows to what dialect it belongs. If of Choctaw origin it means "those who live at the river."

There is an interesting story connected with the early years of the Soniat at Tchoupitoulas. They bought smuggled goods from Lafitte, as many other planters did. One day, while Lafitte was displaying his wares, Governor Claiborne and his wife arrived unexpectedly. The Claibornes were frequent visitors at the plantation, as Mrs. Claiborne was a sister of Mrs. Soniat. Lafitte believing that he was about to be captured, fled.

After leaving the Colonial Club you come to Harahan. The village was named for W. J. Harahan, at one time president of the Illinois Central Railroad. The town grew around the yards and shops of the railroad, which have since been removed. The majority of the population is now engaged in farming and dairying. An annual "block" dance is held here in July. The concrete highway serves as the dance floor.

Less than a half mile east of Harahan is "Elmwood", an ante bellum mansion which was damaged by fire in February, 1940, and since has been re-

The sunset as seen across the bow of a schooner anchored in the Mississippi.



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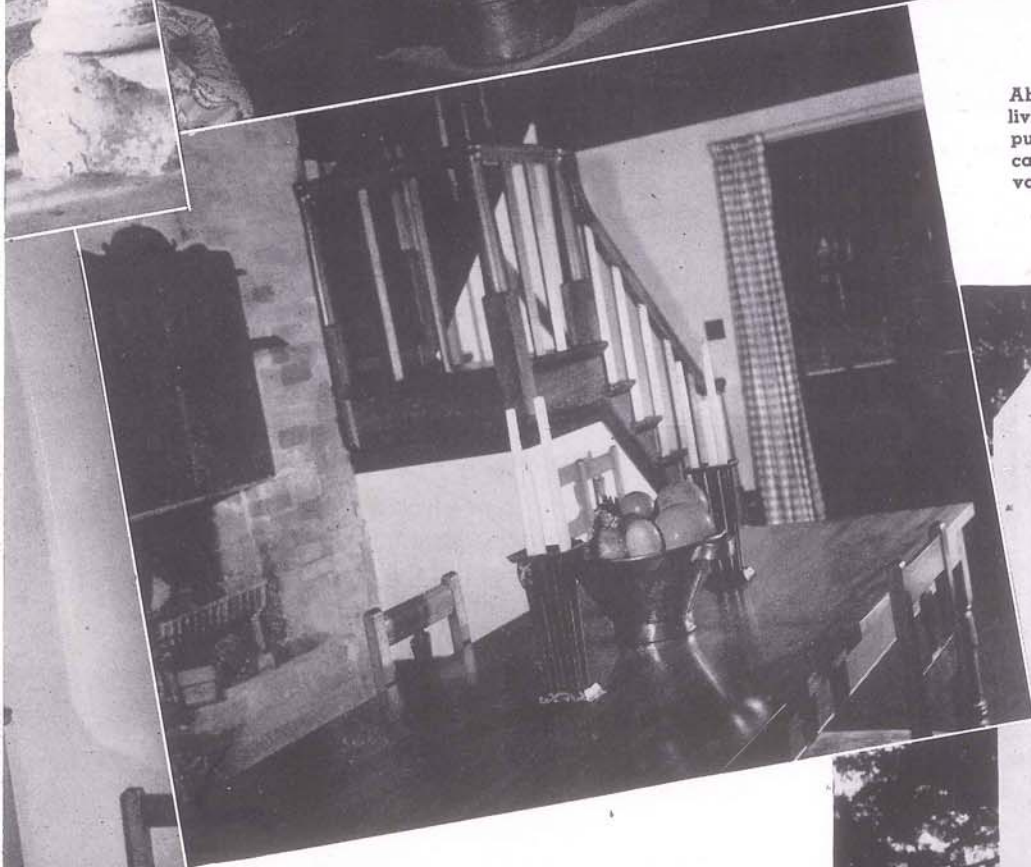


"Elmwood", reputedly the oldest and certainly among the most beautiful plantation houses in the Deep South. Built, it is said, by LaFreniere, lieutenant of Iberville and Bienville, on land under royal French grant, in 1728, the Elmwood house served its owner as both home and fortress. Gun ports may still be seen in two of its 22-inch walls of ancient hand made, sun-baked bricks. Elmwood was partially destroyed by fire in February, 1940, and was restored by Mr. and Mrs. Durel Black, whose home it is, as a one-storied structure, perfect in every detail as it originally stood. At the top-left, Elmwood's columns stand in serried rank. Left, below, the house framed by one of the 34 magnificent oaks which grow in hollow square formation, three rows deep. Top-center, the barn, itself of historical and architectural interest, as seen between two columns.

—Photos by Ray Samuel.

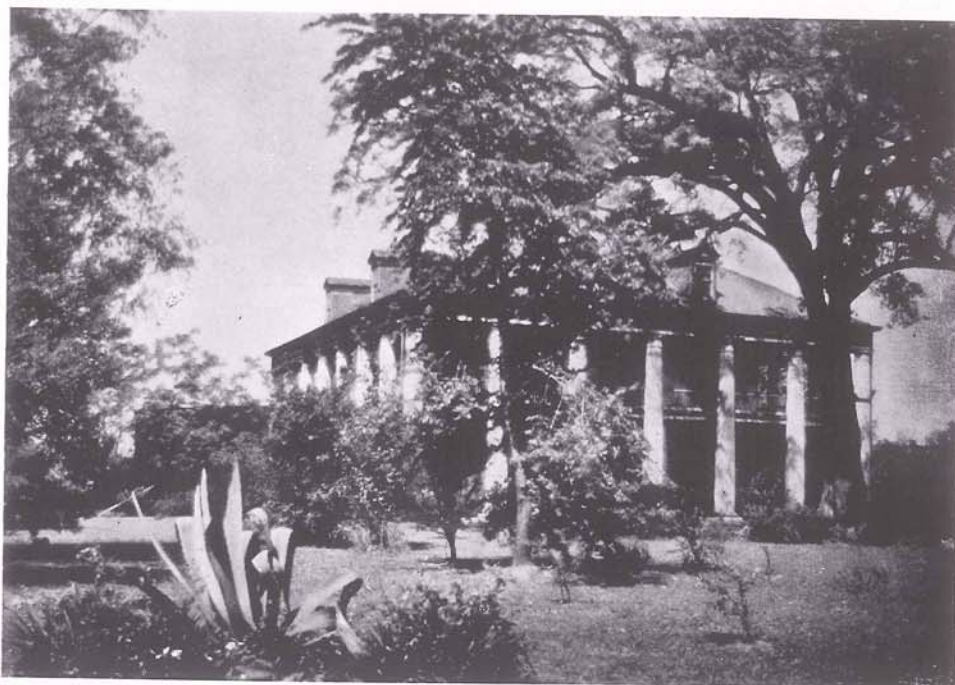


Above, Cast Iron mantle in living room; and below, Topsy pulls the bell which once called the slaves in from the vast fields of the plantation.



Left, Louis XIII Ducal Diamond Point Sideboard and Pewter Rack, a French Provincial piece from Gascony which adorns the dining room. Above, the dining room showing interesting Dutch Oven in wall at left, and stairway to attic.





"Seven Oaks", the former Zeringue home, above Westwego, a relic of ante-bellum days.

stored to its original design by its owners. There is not an elm on or near the plantation, but 32 magnificent oaks form a triple square around the mansion. Tradition links the name of Lafrénière with the early history of the plantation, and it is also asserted that Claiborne, the first American Governor of Louisiana, spent some years here.

Cross the Mississippi on the Huey P. Long bridge—which is in itself something to see—and enter the southern half of the parish in that way.

Quite near the bridge one finds "Seven Oaks" another fine example of the Louisiana plantation house. Despite the oil tanks which surround it, it still presents a pleasing aspect. It is an 18-room, plaster-covered, brick house surrounded by large columns. Galleries encircle the dwelling and the roof is crowned by a belvedere, or a "bellevue" as we call them in Louisiana. The house stands in the grove of oaks which gives it its name. The building was constructed in 1830 by the widow of Michael Zeringue and has been owned subsequently by several other prominent families of the parish. After looking at this house, the traveler turns his car towards Westwego and continues the tour. The highway, La. 30, crosses the Company Canal, which is used principally to bring crabs and shrimp to the pickers and canners. The canal runs southward to Lakes Salvador and Cataouatche, where there are fine hunting and fishing grounds not accessible by road.

You are now in the town of Westwego ("West we go!" the early travelers cried when they crossed the Mississippi at this point on their way to the gold fields of the West.) Until 1893 the community was a small village, but in that year the survivors of a hurricane that had desolated Chênière Caminada set-

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JEFFERSON PARISH

tled here. This influx marked the beginning of the town's prosperity and subsequent growth. Industry centers around several large alcohol manufacturing units and crab and shrimp-packing plants.

Westwego is the first of a succession of loosely built communities opposite New Orleans. Although some of them are incorporated and their boundaries established by law, it is difficult to tell where one town begins and another ends. Manufacturing, dairying and truck gardening are chiefly responsible for their existence.

A little further along, the tour passes the plant of the Celotex Corporation where great piles of pressed and dried bagasse stand stacked to resemble large barns. Wall-board and insulating material are made from this residue of sugar cane.

After leaving the Celotex plant the next town is Marrero. It was named for a prominent politician of the parish in the early part of this century. Its original name was Amesville, derived from the Ames plantation, a large sugar property that has since been divided into truck farms and industrial sites. Marrero is also accessible to New Orleans by a ferry. The Penick and Ford syrup plant may be visited. It is open on application and free guide service is offered. An interesting feature at Marrero is the group of squatters' cabins built on the batture—that land lying between the levee and the Mississippi. There squatters pay no taxes and live in houses which they have built themselves. In years when the water is unusually high the squatters may remain in their houses, each house an island, for they are built upon piling. Some of these cottages are very picturesque.

A most pleasant tour may be made from Marrero to Lafitte Village, a distance of twenty-one miles. The road is black-topped most of the way. There are restaurants at the lower end of the tour and tourist accommodations along the road.



Home and garden on the batture at Marrero. Communities of these humble and picturesque homes line the river as Uncle Sam's guests on rent free land.

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Grand Isle, La.



City folks hard-shell crab fishing in Big Bayou Barataria.

The first point of interest is Jefferson Parish's million-dollar Boys' Town, with its ten Spanish mission style buildings and two swimming pools, set back on both sides of the road in landscaped grounds. They are known as "Hope Haven," "Madonna Manor" and "St. Joseph's Deaf-Mute Institute" and house over two hundred orphaned boys from 5 to 16 and about six small deaf-mute girls. The children are under the care of priests and brothers of the Salesian Congregation and the Sisters of Notre Dame. All are under the watchful eye of Right Reverend Monsignor Peter M. H. Wynhoven, Jefferson Parish's own Father Flanagan. The outstanding feature of the place is that nowhere is an enclosing wall or fence to be seen.

Fifteen miles down the lovely road one finds Lafitte postoffice and the picnic grounds near the Fleming Canal Store. There are interesting Indian mounds to be seen. It is here that the yearly pirogue race is held.

Four miles further on, Bayou des Oies is crossed by a high arched bridge. In a cemetery beside the bayou is the legendary "grave of Jean Lafitte," where the famous pirate is said to be buried beside Napoleon and John Paul Jones.

Twenty-one miles from Marrero the tour ends at Lafitte Village, the site of the original pirate settlement and rendezvous of Lafitte and his band. It is today the home port of many commercial fishing and shrimping boats. There are several private fishing and hunting clubs. Louisiana Highway 30 terminates here on the bayou bank. Passenger boat service to Grand Isle is available via the "Chicago" which stops here on all trips.

The boat trip from Harvey to Grand Isle is delightful, but as most people travel by car nowadays, and as Grand Isle is accessible in that way, I shall

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write briefly of a tour to the island by motor. But before that I wish to continue the tour from Marrero to Gretna—a pleasant afternoon's trip.

Not more than half a mile from Marrero is Harvey, notable for the Harvey Locks which link the Mississippi River and the Intracoastal Waterway. Many people remember "Harvey's Castle" which until 1924 stood in a sad state of dilapidation on the site now occupied by the locks. Built in 1844 by Nicholas Noel Destréhan, whose daughter, Louise, married Joseph Hale Harvey, a Virginia sea captain, the three-story castle towered so completely above its surrounding structures that it came to be a landmark for river pilots. The Harvey family occupied the house until 1870. From 1874 until 1884, when the town of Harvey was the parish seat, the house served as the Jefferson Parish courthouse. The old landmark is gone now but the locks are well worth going to see. East of Harvey the highway (La. 31) traverses a section occupied by various manufacturing plants, the most important of which are the cottonseed oil refineries. The residents are principally industrial workers.

The next stop is Gretna where there are several points of interest: the Memorial Arch, the Jefferson Parish courthouse, the David Crockett Fire Company station, the St. Joseph's Catholic Church and the McDonoghville Cemetery.

But to return to the Grand Isle trip by automobile,—

From New Orleans the motorist takes U. S. 90, at Raceland, La., 78, and beyond Golden Meadow La. 620. The route traverses very interesting country. The distance is 109.7 miles over a hard-surfaced road, except for two sections of gravel and shell which total 37 miles. There are good hotel accommodations on the island.

Bird Island and Fort Livingston lighthouse, just off Grand Isle in the Gulf of Mexico.



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It is not my intention to describe the route until the tourist reaches Golden Meadow, for this article concerns only Jefferson Parish, and part of this tour to Grand Isle is through other parishes. From New Orleans drive to Raceland, to Lockport, to La Rose, to Cut-Off to Golden Meadow. Here one finds a thriving community of shrimp factories and packing sheds. A fleet of 300 fishing luggers bringing in shrimp, oysters, speckled trout, redfish and pompano, makes its headquarters here. Boats may be rented for fishing. Lately great prosperity has come to the town because of oil wells in the vicinity. The town is now booming.

South of Golden Meadow the farms come to an end. The tourist now takes highway La. 620, along Bayou Lafourche. Some eleven miles below Golden Meadow is the Leeville oil field, opened in 1931 and one of the largest in the Gulf area. Between Leesville and Grand Isle the highway passes through marshland in which, for miles at a stretch, there is no sign of human habitation.

On both sides of the approach to the three-quarter-mile-long bridge that connects it with Grand Isle is Chênière (Oak Ridge) Caminada named for Francisco Caminada, a New Orleans merchant who lived during the Spanish regime. Prior to the hurricane of 1893 there was a thriving settlement there, but damage by the storm was so severe that the town has never been rebuilt.

At the eastern end of the long bridge is our destination.

Grand Isle is one of a group of islands lying along the north shore of the Gulf of Mexico. It is seven miles long and only one and one-half miles wide. Its highest point is only three feet above sea level. It has a magnificent beach and fine surf bathing. From the shell road paralleling the beach a series of lanes lead back to the landward side of the island.

Once I was lucky enough to spend several weeks at Grand Isle. I was collecting material for a biography of Lafitte, and Edward Howard Suydam, the artist, was with me making illustrations. Suydam was fascinated with the island. He made many more drawings than necessary for sheer love of the place. Hour after hour he would stand with his drawing board working tirelessly, and I would watch him for awhile and then go for a walk.

It was pleasant to stroll down the leafy lanes and along those dimly marked trails that ran through acres of gnarled oak trees, trees twisted by gulf winds and scalded by the salt spray, trees all leaning away from the sea. There are other trees too, catalpa, pecan and walnut, and everywhere the tall palms rustling in the wind. In walking I would come to open stretches of sand, parched and dry, with sand flowers and shells. And beyond these little clearings were tangled bits of woodland, shady and filled with a lush undergrowth. There were thorn trees with birds' nests which seemed dark against the bright metallic blue of the afternoon sky.

At intervals stand the fishermen's houses, small, weather-beaten cottages set deep in groves of oleanders, hedges of those large shrubs planted as wind-breaks, and each hedge ablaze with crimson flowers rippling in the wind from the Gulf.

There are clumps of white alder flowers too, and fig trees heavy with purple figs. Pecan trees grow near the houses, and there are fences of old, lichen-covered, cypress split pickets, once white-washed, but now faded to grey and half buried in cascades of honeysuckle vines.



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At dusk. Trees grow with the wind. Grand Isle.

Peering through the thicket of oleanders, I could see the fishermen and their wives and babies sprawled upon the white-scrubbed boards of the gallery floors. There they drowsed through the long summer afternoons. The whole island seemed saturated with sleep, and I felt that I was the one man left awake in a sleeping world.

I would go on and on, past other houses where the tropical sun had changed the batten storm shutters from green to faded blue, and where children slept in hammocks under the trees. Old women drowsed in rocking chairs beside them, women in white wrappers, women who appeared to be sleeping except for the slow movements of their large palmetto fans.

Each house had its creaking weather vane on the roof and its barometer and thermometer on the porch. Each house had a large iron wash pot propped upon old blackened bricks or even sometimes upon andirons.

Nearly every house had a bell somewhere. Sometime they were mounted on posts or on the branches of trees. There were old church bells and there were ship bells tucked away under the houses, or half hidden in the tall grasses.

The bell of Our Lady of the Isle Church formerly belonged to the church at Chênrière Caminada. It is said to have been cast in Cincinnati in the last century from 700 pounds of silver, including the crested family plate of Father Espinosa, the pastor, heirlooms of the Baratarians, and pirate loot. After the hurricane the bell was stored at Westwego. In 1905, a westbank church obtained permission to use it. En route to its destination, the bell was taken from the ox team during the night, and for thirteen years its location was a mystery. In 1918, the Baratarians, who did not want their bell to ring for any



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GRETNA and NEW ORLEANS

other group of people, unearthed it from Westwego cemetery and sent it to the Grand Isle church.

Some of the houses stood open and the passerby could see the interiors. There were homemade four-post beds, each with its snowy mosquito-barre, and there were homemade rocking chairs. Occasionally I could see a holy picture or the statue of a saint on the mantel. The houses seemed bare enough, but they appeared comfortable and sturdy. The wide boards of the porch were always scrubbed white, and many nets were drying on fences or suspended between trees.

As the afternoon wore on the children would wake up and come outside to play. I could hear them shouting to each other behind the thickets of oleanders, and the air was filled with the musical sound of their French or Spanish nicknames as they called to each other.

Once I encountered a little girl and helped her disentangle a dragon-fly which had caught somehow in her black curly hair. She was shy, but she considered that I had done her a service, so she thanked me politely. And we talked a little. She was coming from school, she said, and was learning to read. "Mama can't read. I tease her about it."

"What does your mother say to that?"

"She says it makes no difference to her. She says she can pray good."

"Does she pray much?"

"Oh yes, sir, she prays every night, and on Sunday, and she prays right out loud when a storm's coming up and papa's out in his boat!"

And suddenly she was gone in pursuit of a yellow butterfly.

Sometimes I would talk with the fishermen. Our talk was mostly of the old days and I asked questions as to what their fathers had told them. Every man had a tale to tell of the great storm of 1893 which washed across the island and destroyed many of the houses and left many drowned men and women in its wake. Lauredon Gaspard Rigaud had a fine collection of letters and documents and maps that had once been the property of Jean Lafitte, they told me, but it was all washed away in the great storm. "That was the year that all our orange groves were destroyed too," they said.

* * *

That was ten years ago, but the island is much the same today. It is true that there are good hotels there, and a causeway now connects the island with the mainland. But the influx of tourists has not spoiled the charm. There are still old men who will tell you stories of the past, and the primitive quality remains.

It has always seemed to me that Grand Isle is haunted by the ghosts of the men who once lived there,—those strange and hot-blooded corsairs who were the followers of Jean Lafitte. And when I walk alone on the beach of the island it seems that there are men around me that I cannot see. They lurk there, almost visible from the corner of my eye; but when I turn, they are gone. I find myself looking for the prints of their bare feet in the wet sand, and listening for the voices of men long in their graves or drowned in the sea. They



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have been gone for more than a century, but here on the island a century seems as nothing, for the past lingers and seems as yesterday. The very wind that blows through the branches of the gnarled and twisted oak trees is filled with the cries of homesick sailors, forever lost and forever yearning for the island that they shall see no more.

Once, walking along the shore of Bayou Rigaud at twilight, I found myself in the island cemetery, and there, washed up by the sea, was an old boat that had come to rest against an ancient and vine covered tomb. The boat's engine lay some distance away, crushed and rusting in the reeds at the water's edge. And I found myself smiling wryly before the obvious symbolism: the broken engine was like the boat's lost heart, thrown away and forgotten as it lay in the whispering reeds of the lonely cemetery, with the wrecked boat beside the mouldering tomb, and with twilight closing in. The air was filled with the sound of the surf and the cries of the seagulls that whirled above me, dark against a darkening sky. I shall remember that moment as long as I remember anything.

• • • • •

Last resting place. An abandoned boat beside a grave on the edge of the old cemetery at Grand Isle.



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THE AIRPORT SITUATION TODAY

D. O. LANGSTAFF

Director of Aviation for New Orleans

With the ever increasing use of aircraft, both from national defense and commercial standpoints, the need for many additional airports is apparent.

The aircraft factories are working night and day with their facilities supplemented by many other factories. Hundreds of thousands of young men are being trained as pilots, mechanics, etc. There must be sufficient airports provided to take care of this tremendous increase in flying activities.

The Congress of the United States has seen fit to appropriate large sums of money to develop the airport facilities of our nation and among these appropriations to various Federal departments charged with aviation matters, the Civil Aeronautics Administration has been assigned the task of surveying the needs of commercial aviation and recommending the development of such commercial airports at this time that are deemed of military importance.

This brings us down to our local airport situation with respect to the New Orleans metropolitan area which includes Orleans, Jefferson, St. Bernard and Plaquemines Parishes. After much study the Civil Aeronautics Administration has decided this area needs three major-size airports.

One of these is the beautiful New Orleans Airport which is now and has been for some years the only airport of major importance in New Orleans.

Another is the Alvin Callender Airport located at Belle Chasse which is at present being enlarged to a size permitting the use of the largest types of aircraft.

These two, the New Orleans Airport and Alvin Callender Airport, are, we might say, actualities of today.

The third major airport for New Orleans should be located in Jefferson Parish somewhere on the Air-Line Highway and we should all do everything possible to make this third airport an actuality also. With this airport located in Jefferson Parish on the Air-line Highway the City of New Orleans and its metropolitan area will have airport facilities second to none in the United States and the three airports will form a triangle around this city which will make them most useful in the event of a national emergency. The Jefferson Airport has been approved by Washington authorities and is included in the allocation of funds for the development of airports. Details of its location and construction are expected to be announced in the very near future.

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Under the guidance of the home demonstration agent, women of Jefferson Parish have put surplus cotton furnished by the Government to good use in making new mattresses for low income families.

SURPLUS COTTON ADDS TO JEFFERSON COMFORT

MARJORIE B. ARBOUR

Acting Agricultural Editor, Louisiana State University

The most popular side show of the home demonstration carnival of activities in Jefferson parish during the past six months was the mattress-making program. While the regular performances of canning, sewing, gardening, home management, poultry and the like were going on in the main tent, the new mattress-making attraction drew large "audiences" and paid big economic dividends.

The circus analogy is used in this connection as home demonstration work might well be compared to a circus, a many-ringed circus, because the duties of the agent are so diverse and manifold that unless she is a good ring master, then the SHOW doesn't go off with the precision that such a performance needs must have.

In keeping with statewide and southwide activities, Jefferson parish set out under the guidance of the home demonstration agent, Mrs. Thelma Gray, to put into effect the mattress program drawn up by the United States Department of Agriculture. The program had for its primary aim the expansion of its surplus cotton distribution. Specifically, it stated that cotton would be furnished to low-income families for use in home mattress making.

Farm families with a total cash income for the calendar year of not more than \$400, and non-farm families with a gross income for the year of not more than \$500 were eligible to participate in the low-income mattress program. The material was allotted on the basis of 50 pounds of lint cotton and 10 yards of ticking for each mattress.

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Today Jefferson boasts of having made 600 of these mattresses and when the project closes it will have a grand total of 800 mattresses. These mattresses were made at three different centers in the parish; one being the Catholic Church Hall at Barataria; and the other two being established at old schools at Kenner and Marrero. There were two supervisors, Mrs. Paul Perrin of Barataria and Mrs. F. Perrone of Kenner, both working under the supervision of Mrs. Gray. The Police Jury furnished the very essential fluffing machine.

To toss these figures off lightly is to give too little consideration to a major activity. And major it was! Ask any home demonstration agent in the state, in fact any agent throughout the cotton south, if the program was easily executed, and she will tell you of the magnitude of the job. But most of the difficulties have been ironed out and today the low-income families are sleeping more comfortably as a result of the joint efforts of those persons charged with the responsibility of this program. The cooperating agencies were the Surplus Marketing Association which furnished the cotton and ticking, the Triple A, the organization that certified those eligible to participate in the program; and the Agricultural Extension Division, the agency that supervised instructional work in getting the mattresses made.

Possibly there is not a person in the parish whose life has not been touched in some way by this program. The 250 home demonstration club women who hold membership in some eight clubs in the parish have shown much interest in the program and they have visited the centers and cooperated in innumerable ways. At the bi-monthly Home Demonstration Council meetings, active discussion has centered on this subject. Travelers on the highways had their curiosity piqued when they saw these 800 mattresses being transported to the various homes during that six month period.

And so upon the consciousness of most of the people of the parish this "side attraction" of home demonstration has been stamped.

Improving the general health has further been aimed at by a nutrition program that Mrs. Gray placed before her people as part of national defense. An Achievement Day held down by Barataria at which many conserved products and sewing articles were displayed attested further to the broadness of the scope of the whole home demonstration program. As "intellectual fodder," the agent had two notable women to visit the parish and make talks. They were Mrs. Harriet Daggett of the L. S. U. Law School, who spoke on "Laws Pertaining to Women and Children" and Dr. Beryl Summerfield from the Tulane Child Guidance Clinic who spoke on "Problems of Childhood." These talks supplemented the regular monthly demonstration programs that home demonstration club women participated in.

The eight four-H clubs in the parish form another important phase of the home demonstration program. The home demonstration agent and the county agent work with boys and girls in an effort to teach farming and home making principles so that when the future citizens of Jefferson parish become the farm men and women of that section they will face their problems fortified with a knowledge and training that will be of inestimable aid in the pursuance of their duties.

All of this DOES form a veritable three-ringed circus. There is always plenty going on in the main tent and at the same time the Washington officials see to it that an attractive side show is usually in the offing.



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CITY OF GRETN

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Mayor

The first settlement on the site of Gretna was founded in the early nineteenth century by Nicholas Noel Destréhan, aristocratic landowner and son of John Baptiste Destréhan, builder of the Destréhan Canal, later Harvey Canal, and now a link of the Intracoastal Waterways System, who settled some German immigrants on a portion of his lands, calling the village Mechanickham. The Parish courthouse and Memorial Arch now stand on part of the original tract, which consisted of a village common with two streets on each side. About 1836 ownership was transferred to the then young Jefferson Parish. In 1839 the St. Mary Market Ferry Company was authorized to lay out a much larger adjoining area in streets and city squares.

A few years later another wealthy landowner, John McDonogh, established a village a mile or so east of Mechanickham and called it McDonoghville. At his death McDonogh left his entire fortune to the free schools of Baltimore, New Orleans and Jefferson Parish.

Among the earlier settlers of Mechanickham was a justice of the peace



OFFICIALS OF THE CITY OF GRETN

Inset: Dr. Charles F. Gelbke, Mayor.

Seated, left to right: Henry F. Bender, Mayor Pro-Tem.; Frank Bessler, Alderman; Eugene Gehring, Alderman; John Ray, Alderman, and John T. Gegenheimer, Alderman.

Standing, left to right: J. E. Gehring, Municipal Democratic Committeeman; Andrew H. Thalheim, Attorney; William E. Strehle, Tax Collector and Superintendent of Waterworks; Andrew Kraus, Treasurer, and Beauregard Miller, Town Marshal.

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who not only issued marriage licenses and performed marriage ceremonies by day, but cheerfully accommodated elopers, largely from New Orleans, at any hour of the night. As the years passed the name of the town gave way to "Gretna", after the famous Gretna Green, in Scotland, near the English border, for centuries a haven for run-away lovers. When the two villages of Mechanickham and McDonoghville were incorporated in 1913, the town retained the name of Gretna.

Gretna is the largest city on the west bank of the Mississippi River south of St. Louis. Opposite New Orleans, it is also the largest city in Jefferson Parish and has been the seat of parish government since 1884. The town sprawls along the river, its numerous industrial plants and dockside-shipping terminals dominating the scene. Railroad switch tracks and spurs crisscross in all directions. The Texas & Pacific Railroad has its terminal yards here. Hundreds of thousands of barrels of molasses are annually converted into commercial alcohol at a local plant. Other manufactures include cottonseed oil products, fertilizer, petroleum products, barrels, exterminators and insecticides. The city has grown through the years and today Gretna is a progressive, thriving community offering unlimited opportunities.

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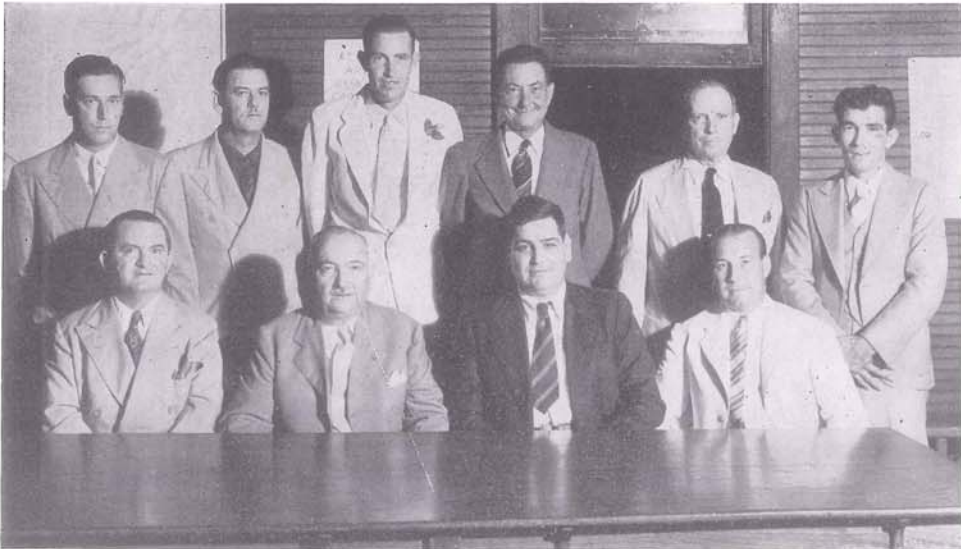
MORRIS ROSENSTOCK, Mayor

Located on the west bank of the Mississippi River is the town of Westwego, one of Jefferson Parish's fastest growing communities. From a settlement of refugees from the storm torn island of Grand Terre and Cheniere Caminada, Westwego has grown into a city of 4,992 inhabitants. The population has increased 25% in the last decade.

1938, 1939 and 1940 were years of home building in Westwego. More than a hundred new homes were built during that period.

New industries have located here. A new alcohol plant has been established and another has been renovated and reopened. Two new crab and shrimp packing plants have settled on Company's Canal. A company selling Butane gas has located within our city. Altogether numerous new jobs were created for the people of Westwego.

1940 saw the completion of a modern elementary school. This school was built by our parish school board to relieve the crowded condition that existed in the Westwego High School. The Parochial Elementary School has been



OFFICIALS OF THE TOWN OF WESTWEGO

Seated, left to right: Ed. Martin, Alderman; Morris Rosenstock, Mayor; Charles Taylor, Town Marshal, and Sidney Pertuit, Alderman. Standing, left to right: Clement Klause, Alderman; T. A. Adams, Alderman; E. E. Dawson, Alderman; Eugene Wildblood, Municipal Democratic Committeeman; William Stehle, Municipal Democratic Committeeman and Hendrick Bourgeois, Municipal Democratic Committeeman.

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moved back so as to make way for the new brick high school that will be built in the very near future, costing approximately \$50,000.

Our water plant has been overhauled and is now in first class condition. Westwego ranks as a first-class city in fire risk, our basic rate being forty cents per hundred dollars.

Work has been completed to relieve a condition that existed in Westwego since the closing of the lock at the mouth of Company's Canal. This new administration installed a water pump that has completely remedied the former unpleasant condition and will do everything in its power to interest the United States Government in making Company's Canal a link in the Intra-coastal waterways system.

The Westwego firemen have renovated their hall, inside and out. The hall is used as a civic recreation center where dances, parties and meetings are held.

Just recently, a very civic minded citizen constructed the finest motion picture theatre in the entire parish.

To those who would build a home or establish a business, we say: Come to Westwego and meet our people and look at what we have to offer. We welcome you and we know you will be pleased and satisfied.

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JEFFERSON PARISH

EAST JEFFERSON WATERWORKS DISTRICT NUMBER ONE

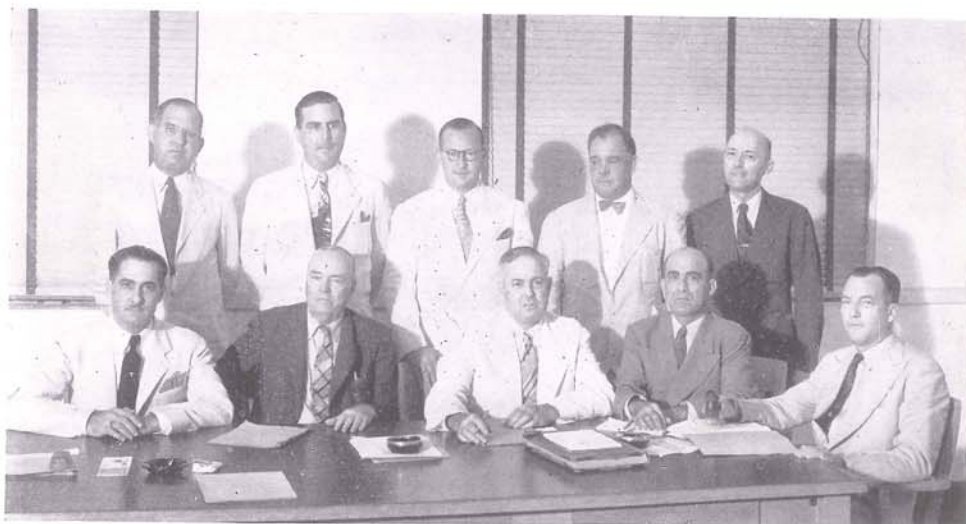
JOHN W. HODGSON
President and General Manager

The East Jefferson Waterworks serves the entire East bank of the Parish of Jefferson and is equipped to provide for such service.

The Mississippi River is its source of supply and while its water shows no great amount of pollution, it is slightly hard, and contains a large amount of suspended matter. Therefore, to assure pure, clean water treatment is necessary.

The water is pumped from the river into the plant from the intake house, which is located on the river batture. Its first step towards purification takes place in the grit chamber, where part of the suspended matter is settled. The water is then ready to be passed to the mixing chambers where treatment is begun. Hydrated lime and sugar sulphate of iron are fed from mechanical dry feed machines. These two chemicals cause a flock to form, which in turn causes the suspended matter and impurities to settle as the water passes through the coagulating basins. Following the process in the coagulating basins, the water then enters the filters, where it is filtered at a low rate, then

(Continued on Page 164)



COMMISSIONERS OF EAST JEFFERSON WATERWORKS DISTRICT No. 1

Seated, left to right: Blaise Camel, Commissioner; Eugene J. Bender, Commissioner; Chas. A. Boutall, Vice-President; Paul D'Geralamo, Commissioner and Purchasing Agent, and John W. Hodgson, President and General Manager.

Standing, left to right: Edward A. Miller, Plant Superintendent; M. R. Tucker, Maintenance Superintendent; F. V. Draube, Secretary; Leo W. McCune, Attorney, and E. George Lorio, Treasurer.

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TOWN OF KENNER

VIC D'GEROLAMO

Mayor

Kenner, as a Town, offers the home owner all the facilities of the big city and still maintains the small town hospitality and country living.

With a population of 2,440 persons there is still available space for home builders wanting large plots of ground on which to build their country estates.

Two splendid concrete highways connect Kenner with New Orleans' shopping district, U. S. 90 and U. S. 51, which is a matter of only fifteen minutes. Several railroads as well as two bus lines serve Kenner.

Churches for all creeds, good public and parochial schools, parks, swimming pool, recreation centers, drug store, grocery and meat markets, beauty parlor, service stations and many other facilities which go to make up the comforts of a Town are part of the Town of Kenner.

For protection against fire, an American LaFrance pumper is part of the Town's equipment, serviced with high pressure water mains.

Kenner enjoys cheap electricity, gas, water and telephone service.

Anyone interested in gardening or chicken raising will find splendid conditions prevailing. At present there is one chicken raising concern that has



OFFICIALS OF THE TOWN OF KENNER

Seated, left to right: Wm. J. White, Town Attorney; Philomene Paasch, Secretary-Treasurer; Vic D'Gerolamo, Mayor; Marie Neidhardt, Tax Collector, and Martin Clancy, Alderman. Standing, left to right: Dr. Louis Genella, Board of Health; Pierre Larroux, Alderman; John Maggione, Alderman; Joseph Viola, Alderman; Henry Polito, Fire Department; Vic J. Carona, Town Marshal, and Frank Peronne, Alderman.

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increased its business in the last few years. Fresh vegetables are grown year round and have a ready market in New Orleans as well as being shipped to markets in the East and North, and dairying is also one of the major items.

The U. S. Government contemplates creating a triangle of air bases in this area, using the New Orleans Airport as one point, the Callender airfield as another point, and a site in the Town of Kenner as the third point, which has the Airline Highway, U. S. 90, as a direct route into New Orleans.

Information regarding the Town of Kenner will be gladly furnished by the writer.

EAST JEFFERSON WATER WORKS

(Continued from Page 160)

delivered to the clear water reservoirs. It is then ready to be pumped into the mains after necessary chlorine has been added. Chlorine is added to insure pure water.

Although the plant has its own laboratory and chemist, samples of the water are analyzed, quite frequently, by the State Board of Health.

The East Jefferson Waterworks has two elevated tanks; one of 500,000 gallon capacity situated in the rear of the plant; the other of 100,000 gallon capacity located in Kenner. These tanks float on the distribution system, thereby maintaining a pressure of from 55 to 60 pounds continually.

At the end of the year 1939, the East Jefferson Waterworks District No. 1, had in its distribution system 122 miles of pipe, varying in size from 20 inches to a small amount of 2 inches. Our records show that on the same date, we had approximately 3,300 consumers.

Due to the great advantages offered by Jefferson Parish, we have made rapid strides. At the close of June 30th, 1941 we had approximately 150 miles of pipe in the system and 4,379 consumers—an increase in pipe lines of 28 miles, and an increase in consumers of 1,079.

A recent survey of the waterworks plants throughout the state, made by the writer, discloses the fact that water rates of East Jefferson Waterworks are considerably lower than in any of these plants other than the City of New Orleans.

The office of the East Jefferson Waterworks is located on the Jefferson Highway and Arnoult Road, with hours from 8:30 A. M. to 4:30 P. M. daily, and from 8:30 A. M. to 12:30 P. M. on Saturday.

The plant is manned day and night.

The members of the Board of Commissioners are: J. W. Hodgson, Chas. A. Boutall, Eugene J. Bender, Paul D'Gerolamo and Blaise Camel.

The officers are as follows: John W. Hodgson, President and General Manager; Chas. A. Boutall, Vice-President; Blaise Camel, Chairman of the Finance Committee; Frank V. Draube, Secretary, and E. Geo. Lorio, Treasurer, with E. A. Miller, as plant superintendent and M. R. Tucker as outside superintendent.

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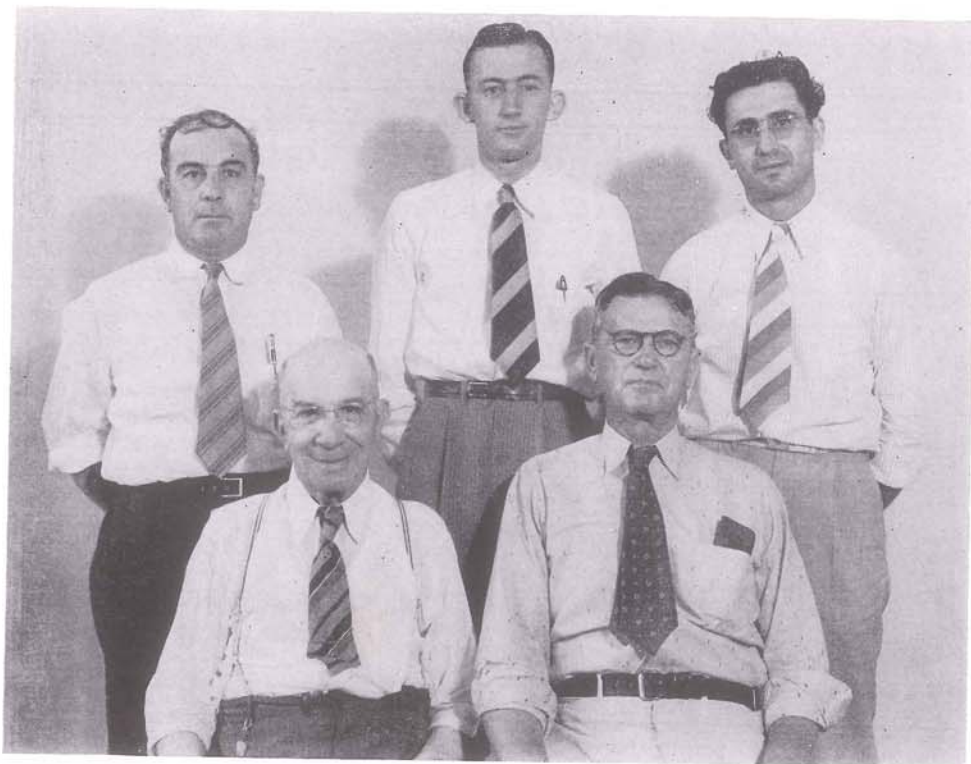
JEFFERSON PARISH WATERWORKS DISTRICT No. 2

ED. E. FEITEL, President

Jefferson Parish Waterworks District No. 2 which takes in the territory from the upper limits of the City of Gretna to the lower limits of the City of Westwego, was created by the Police Jury in accordance with an Act of the Legislature.

The plant was built in 1931 by the taxpayers of the district after a bond election had been held. The plant is modern in all respects with a capacity of 1,500,000 pure potable water per 24 hours. The plant furnishes water to nearly all the large corporations in the district as well as most of the residences. While the plant was built with the idea of taking care of the developments in our district for 10 years it became necessary two years ago to increase the capacity by 300,000 gallons per day.

At present the plant is running almost at its full capacity. The waterworks is run by a board of five commissioners, who are Ed. E. Feitel, president and general manager; Louis C. Fos, vice-president; Chas. Boyd, commissioner; Jacob Giardina, commissioner, and Anthony Peperone, commissioner; J. Donner Nolan, is secretary-treasurer.



COMMISSIONERS OF THE JEFFERSON PARISH WATERWORKS DISTRICT No. 2
Seated, left to right: Ed. E. Feitel, President, and Louis C. Fos, Vice-President.
Standing, left to right: Jacob Giardina, Commissioner; J. Donner Nolan, Secretary-Treasurer, and
Anthony Peperone, Commissioner.
Not in picture, Charles E. Boyd, Commissioner.

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VILLAGE OF HARAHAN

FRANK H. MAYO

Mayor

Approximately one mile above Jefferson Parish's most outstanding landmark, the Huey P. Long Bridge, on the east bank of the Mississippi River, lies the Village of Harahan.

In this small village one truly finds an air of simplicity, cooperation and friendship. Indeed, it is a place where everyone knows and respects the other; where southern hospitality is extended to the utmost.

But this is not all. To the sportsman it offers a variety of attractions. For instance, the beautiful and most modern Colonial Golf and Country Club; rabbits, o'possum and squirrel to be hunted in the wooded sections; perch to be caught from the drainage canals, sac-a-lait and green trout from the well known "mill pond", from which was caught the green trout that won the Sears-Feibleman's trout contest of last year.

Then, too, there are the many acres which are available for industrial sites, and which are located near and are served by the I. C. R. R. and the various highway truck lines.



OFFICIALS OF THE VILLAGE OF HARAHAHAN

Left to right: Joseph Crochet, Alderman; John Contrado, Marshall and Chief of Volunteer Fire Department; Frank H. Mayo, Mayor; Ernest Barron, Alderman, and Philip Boudreaux, Alderman.

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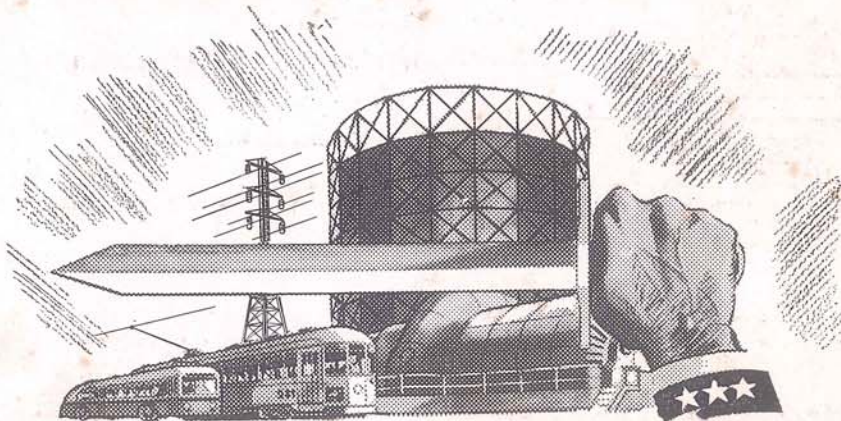
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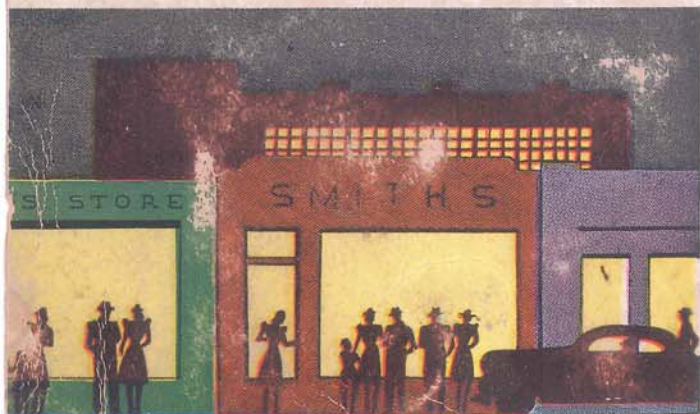
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