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Gretna on January 5, 1943, and by the Jefferson Parish Police Jury on January 13, point out that direct benefits of the bridge would be:

"Quick and safe means of crossing the Mississippi river, saving two-thirds of the time now consumed in making the crossing by ferry;

"Enlarging the industrial and trade area of New Orleans and vicinity, particularly the west bank of the Mississippi river, where large industries are presently located;

"The development, industrial and commercial, would bring increased population resulting in home construction and increased taxation for the benefit of the cities, parishes and state.

"The provision of such a bridge would supply a public convenience and necessity;

"Such a bridge would be of great military advantage during the present emergency, and/or any other that may arise.

"This bridge would afford direct access to and from the heart of New Orleans for all traffic moving on the west bank of the Mississippi River between points South, West and North, over peace and war highways, connecting with Highways 30 and 90 via Alexandria, Shreveport, St. Louis and Kansas City; and over Highway 30 and 31 to Belle Chasse, Buras and the direct proposed extension to Grand Isle."

A suvey of manufacturers shows a great number of manufacturing establishments in Jefferson parish, principally in the area that would be served by the bridge. Some of these rank with the largest producers in this area, even under forced-draft conditions of wartime. After the war, they will probably employ more workers, pay more wages, and create more wealth. They certainly will, if the bridge is built.

The ferry has just docked on the New Orleans side of the river. These are New Orleans Public Belt Railroad tracks on which the automobiles are parked, used constantly, not only by the Belt, but also by all trains, passenger and freight, of the Texas and Pacific and Missouri Pacific rail lines.





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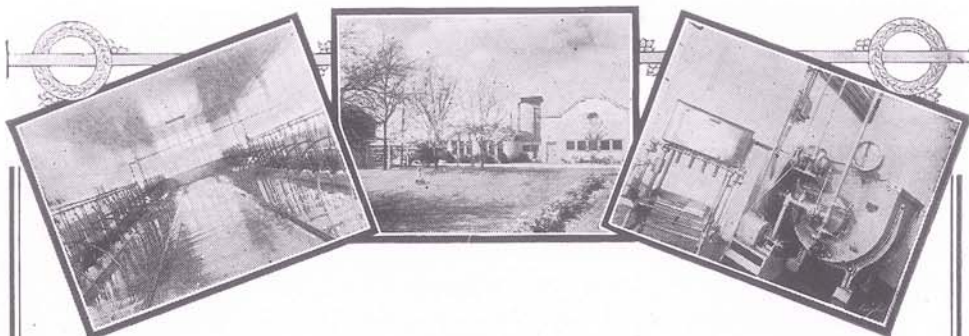
New Orleans, too, will benefit. When it was founded, it was on the right side of the river for economic conditions that existed then. Now it is on the wrong side, for the big market of New Orleans no longer lies to the east, where competition puts it at a disadvantage, but to the west and the south, where the opportunities are enormous. It can better cash in with west-bank development than with east-bank.

There is a possibility that some day the west bank will exceed the east bank; but that does not matter. Call it New Orleans or Gretna or Westwego or whatever you wish—it will still be the same community, this large and increasingly important part of Louisiana which should be one instead of two.

• • • • •

The blond beauty of Willie Mae Richoux of Gretna is enhanced by the fragile loveliness of white oleanders, with their pink centers.





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CHANGING TIMES ALONG THE BAYOU

LOIS LENSKI

Nationally-Known Children's Book Author-and-Illustrator

(Author of *Indian Captive*, *Blueberry Corners*, *Phebe Fairchild Her Book*, *The Little Auto* series, and other juveniles. Her new book, based on material gathered in Barataria, will be published by Frederick A. Stokes Company, New York, in September, 1943 and will be entitled: *BAYOU SUZETTE*)

What a wonderful country ours is! Wherever you go, you can always find new scenes, people with new customs and habits, and different ways of making a living from those which you have seen in other regions.

To the Northerner, Louisiana is a never-ending delight, not only glamorous New Orleans, whose praises have been sung so often in literature, whose many relics of the past are a constant invitation to the passing tourist—but Louisiana itself. It seems incredible that within twenty-five miles of this bustling, modern, sophisticated city, a simple life is being lived by simple people of French descent in much the same way as it was lived in little villages in France, before war came. It seems incredible, and yet it is true, that here French is still spoken in the homes—all the older people using it continually, many speaking no English at all or only a broken French-English mixture. We wonder why. Why has this section of Louisiana **not** changed along with the rest of the country?

It **is** changing, and it is changing fast. The automobile is responsible for rapidly changing the customs, habits, speech and ways of thinking of these people—mostly French, but with also a sprinkling of other nationalities. Forty years ago, no, even twenty years ago, Barataria was a remote country, reached from New Orleans only by boat. One of the earliest automobiles to try the first road to Isle Bonne, opposite Berthaut's Cemetery, did so in 1915, and the ride was reported a particularly bumpy one!

Before the World War, the Baratarians **did** sell produce in New Orleans, they had store-keepers, and peddlers who traveled in skiffs, who took their fish, furs and hides in trade for city products—food, clothing and other necessities of life. But to most of them, especially to the women and children, a trip to New Orleans by boat was an exciting adventure—an event to be long remembered, for fifty years perhaps! Even those who went did not go oftener than once a year.

And so the Barataria country was kept isolated from the rest of the world. The people spoke French and kept their French customs, handing them down from father to son—happy, secure, undisturbed.

As an artist, I have often taken sketching trips along the New England and Nova Scotia seacoasts, drawing and painting in the picturesque villages



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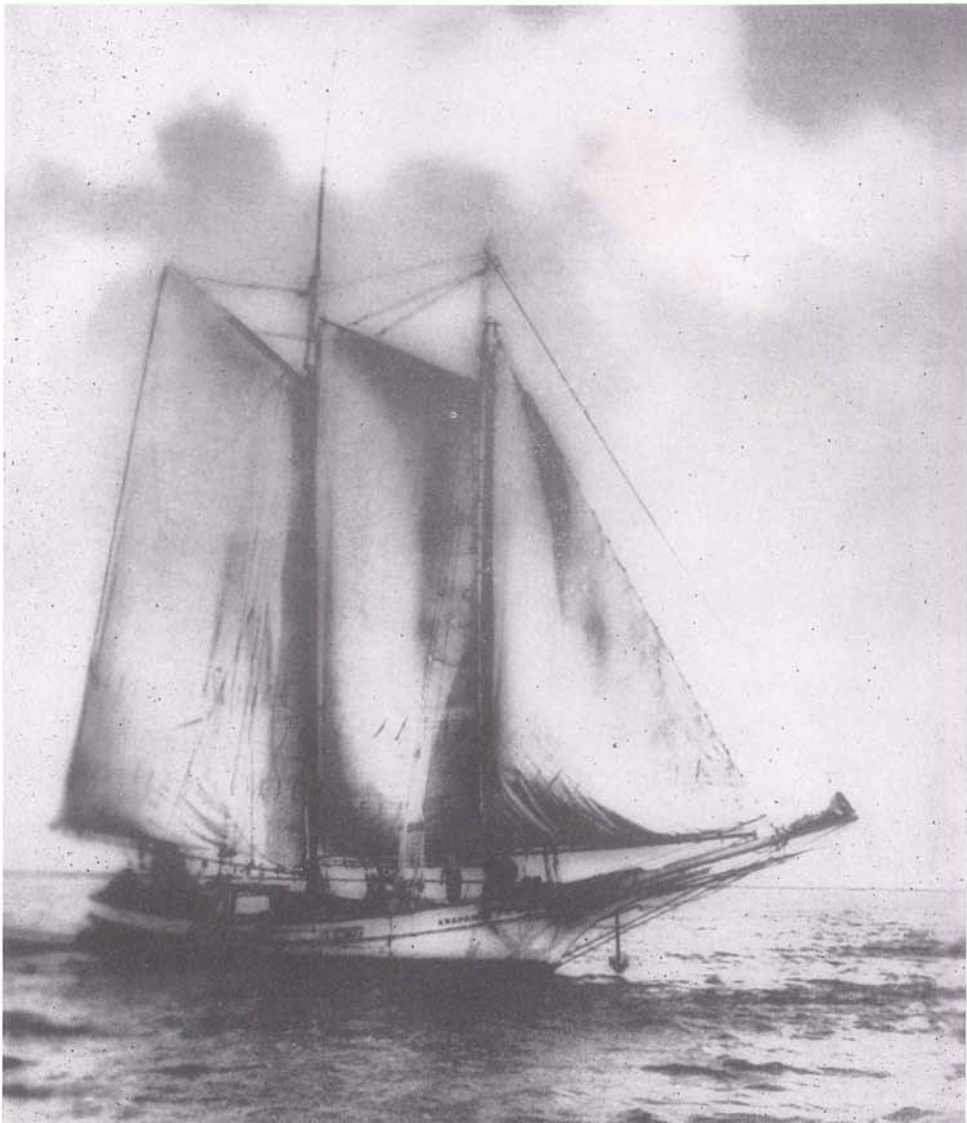
AIRLINE HIGHWAY

Kenner, La.

there. But nowhere have I had quite the same thrill over genuine beauty of location as I have had in the fishing villages of Barataria. Lured there first by the fascinating Lafitte legends, which these plain fisher-folk have refused to let die, I stayed on because I wanted to learn all I could about the place and the people. And so I began to get acquainted, study their sturdy means of earning a livelihood, also their ideas and ideals, listen to their humor and their sorrows, really get to know them—and the experience has been vastly rich and rewarding.

During repeated visits to this section, I was happy to run across a number of relics, still existing, of that simpler life, before the days of the automobile, which is already vanishing. Our modern life, controlled by machinery, is cold, harsh and un-beautiful, if not downright ugly. So we look back with nostalgic longing, with pity and even sorrow over the relentlessness of change, which wipes out these simpler ways, when more things were done by hand instead of machinery. It was for these things that I looked—things which I felt were worthy of being recorded before they disappear entirely.

One of the old fishing fleet, now gone from the bayous, this picture of an oyster lugger was made in 1912 by Major Frank T. Payne, who was then chief surveyor of the Louisiana Commission for the Protection of Birds, Game and Fish—now the Conservation Department.





Some will "hitch old Dobbin to the shay", others will use the thumb, BUT everybody WILL get to PIGGLY WIGGLY because they know it's FUN to shop HERE!

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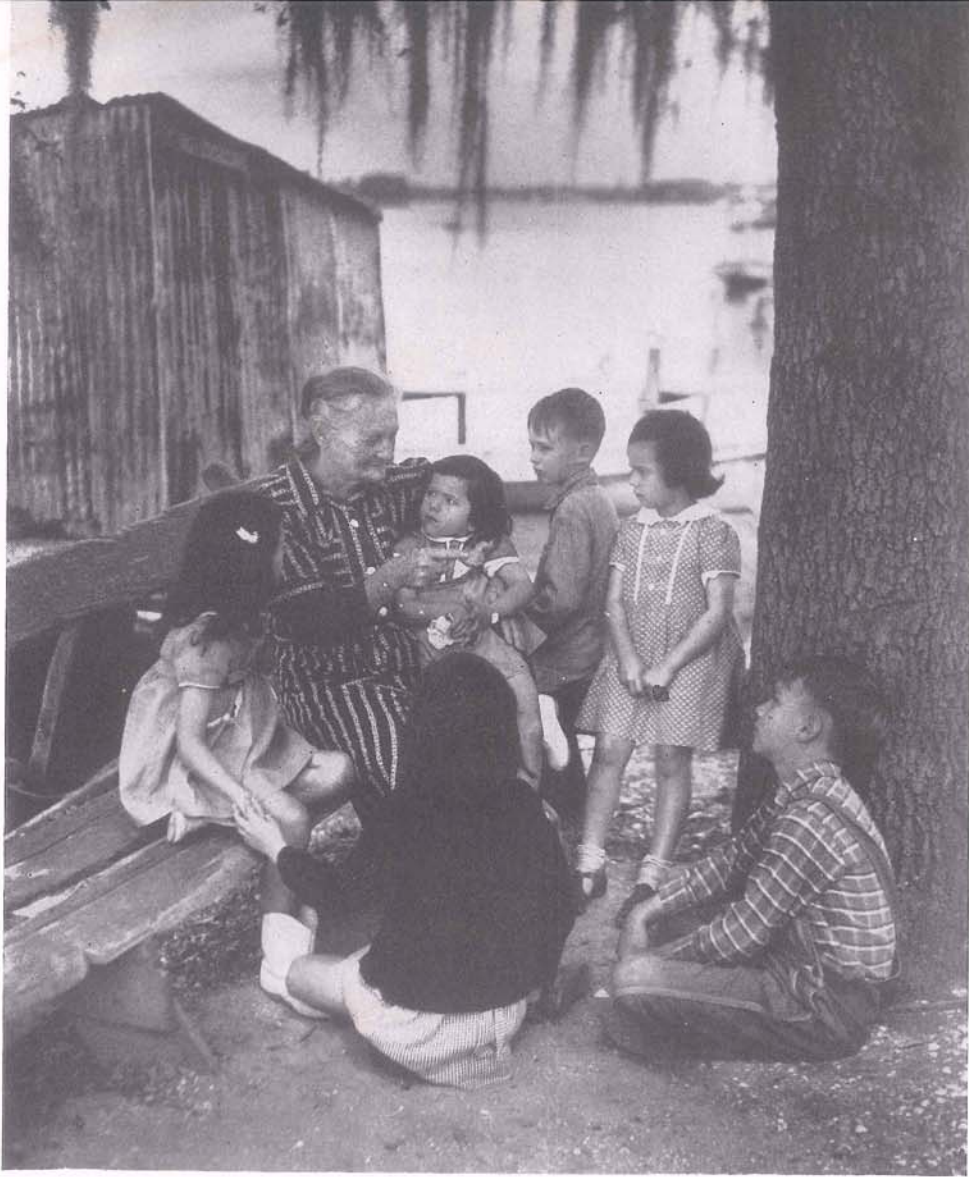
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GRETNA, LA.



Grandmere sits on her bayou "front porch" and tells of the days of her youth. Bayou children carry on the Old World tradition of respecting their elders.

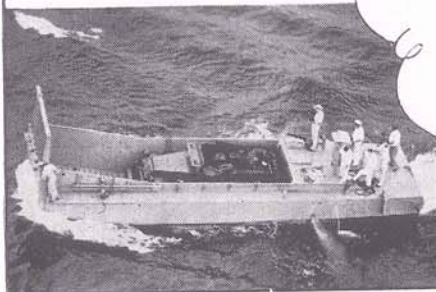
Along Bayou Barataria, the village now called Lafitte has all its houses facing the bayou, because at the time they were built, the bayou furnished the people their means of livelihood, it furnished their transportation, their communication with each other—it was their very life. The modern highway has crept up behind the houses unaware, but let us ignore it. On top of the low, winding levee runs a foot-path, only a narrow foot-path, for human feet, dogs, cats and cows. There is no room for any vehicle except a bicycle. The people still sit on the old home-made bayou benches, nailed to crooked chinaberry trees on top of the levee, which separates their dooryards from the water-front, and protects them from high water. Some of the houses have front galleries it is true, but the bayou benches are the real front porches for these people.

Here the women sit in the mornings to shell their beans and darn their stockings, the men to mend their nets and bait their lines. Here the children

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stop to rest after chasing each other breathless down the bayou path—and poke at the tiny red lizard with a twig, calling out dire threats! Here Grand-mère comes, feeble and tottering, leaning on the arm of her young grandson. She sits on the bayou bench and all the children crowd round and listen with respect, while she tells of the past. A smudge fire burns closely by to keep the mosquitoes off. No one, not even the rough-hurly burly, half-grown boys, would dare to interrupt with a giggle or a sound out of place.

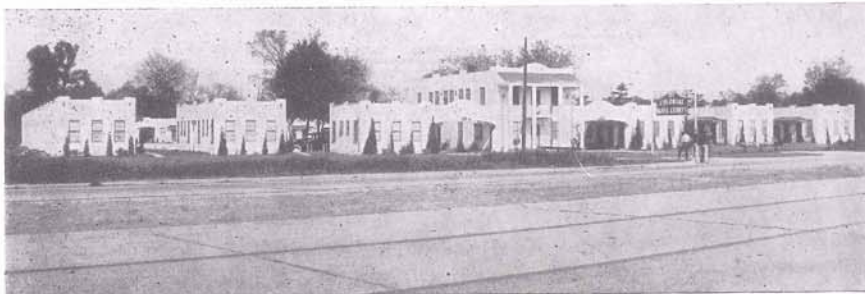
Such respect for their elders is not often seen among American children, but here, kept intact in "Little France," it still thrives and is beautiful to witness. One little girl said to me: "That boy, he don't listen to his Grandmère and his Maman. Me, I always listen to my Grandmère and do what she says." I was glad to have it put so plainly to me, by one so young.

I had heard about the **Tablettes a chaudiere**, and I wanted to find one if I could. On all our drives through the countryside, I constantly craned my neck out of the car window, especially toward the oldest houses. I was rewarded by seeing and photographing not one but three of these old-fashioned "dish-washing shelves," two in Barataria and one on Grand Isle. (But it was not on the modern highway that I found them!)

Before window sash and glass and window screens came into fashion down along the bayous, the windows were (and still are, many of them) closed by wooden shutters. Below the sill a sloping shelf projected outward, large enough to hold a stout dishpan. Here Maman could wash her dishes in the open air and splash the suds as much as she pleased, with no danger of splattering her spotless kitchen floor. If any water spilled, it rolled off the shelf and fell to the ground. But the really important advantage of this open-air dish washing (perhaps the real reason for its invention) was to give Maman the chance to keep her eye on everything that was going on—and I rather suspect she did not miss much!

Dish-washing shelves are no longer used, I am sorry to say, though one old lady **did** pose for me, as she pretended to use hers. I saw a dish-pan still standing on another, but the shutter was closed and locked, and the house itself deserted. But even though Maman does her dish-washing indoors, behind glass windows, perhaps in a modern porcelain sink, somehow she still manages to keep her eye on everything going on in the neighborhood. Unseen Mamans still call out through open window or door and scold their children and husbands. Nor does Maman miss out on local gossip. Many a spicy bit is wafted from one house to another still—it would seem that modern sash windows serve as well as the old shuttered ones for these universal purposes of woman-kind.

French families are usually large. One of the first questions I asked when I had seen the inside of a bayou French kitchen was, "How can you cook for so many on so small a stove?" (The common type of wood stove still in general use has only a four-hole top. Usually there is no chimney,



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GRETNA, LA.

so the stove-pipe goes out through the window.) It was by asking that question that I heard about the old-fashioned outdoor oven.

So I went on a search—and I found two, still standing, though alas, not in use—one in Barataria and one on Grand Isle. The former was the true, very ancient bee-hive shape, the latter, barrel-shaped, having been molded over a barrel, both made of moss and mud plastered together and fired until baked into brick. In these could be baked **Pain chaud**, twelve to fifteen loaves at a time, as against the mere three or four which was all the small wood stove could hold—not even a smattering for the ten or dozen children in the family. "It was the best bread you ever ate," an old man told me, "much better than this store bread we eat now. It had some **taste** to it!"

Since the Barataria country is a network of waterways the people from time immemorial have made their living by fishing, trapping and hunting, and still do. Of all kinds of wild-life, of fish, oysters, crabs and shrimp, there was, before the days of the automobile, a super-abundance, with no restriction on what a man might take, as this was before the days of conservation by the government. Apparently there was never any thought that this state of abundance might some day end and that many species of wild life might be in danger of becoming extinct.

All the older men talk about "the good old days of their youth." They said like this: "You used to catch perch, not 'so many dozen', but 'so many till you got tired.'" "There were so many deer, you could take six in one

"The best bread you ever ate" was baked in these outdoor ovens, according to the old folks, who remember when every bayou home had one of them in the yard. This oven is one of the few remaining.





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night." "We used to kill sixty or seventy bucks a day." "When I was a young man, two men would kill 30 alligators in one night." "We used to catch minks and coons right here, close to the house. Wild-cats, too. One was comin' to jump on my uncle's back. They shot it just in time."

These people are completely at home on the water, being dependent on what the sea and the bayous give. As I was being taken on a motor-boat tour of the network of waterways through only a small section of Barataria, I marveled, for the expanse of water seemed greater than that of land, the wet prairies where these people go and live with their families for three months to trap muskrats in the winter, seemed endless, and it was often difficult to tell where the water ended and the land began, the land was so water-soaked. There is practically no farming done, and little vegetable gardening because of the wetness of the soil. It is from the water and not the land, that they get their living. So they live in, and are at home in, this water world.

And yet,—I was surprised to learn how few of the children can swim. They play freely on the rickety wharves stretching out, one before each house, and they spend plenty of time fishing, but they can't swim. I asked why. One said her mother was afraid the gar-fish would bite her; another said she was afraid she might drown. One little girl gave me a graphic description of her little sister's drowning. There is a great prevalent fear of drowning. I heard mothers repeatedly calling to children "to stay away from the by'a", or telling older ones to keep younger ones away. "Johnny ain't used to the by'a" one mother said, as she locked her front gate to keep him penned in the yard. Yes, people who live close to the sea live also close to death. Children have been drowned in the bayou, so mothers are afraid. Small blame to them, when their very dooryard is the bayou.

But the greatest modern change that has come to the bayou is to the fishing luggers, all now run by motor instead of sail. What a sight it must have been along about 1910 seeing the shrimping fleet moving out to the Gulf, all the luggers with orange or red sails! The beautiful gliding movement of a sailing ship can never be equalled.

But they have gone and gone for good.

What a loss! Something of great beauty went out of bayou life when the last orange-colored sail dropped down—when there were only pirogues and skiffs—no tugs, no barges, none of the chug-chug-chugging of motors to disrupt the silence—life must indeed have been quiet, peaceful and beautiful along the bayou.

• • • • •

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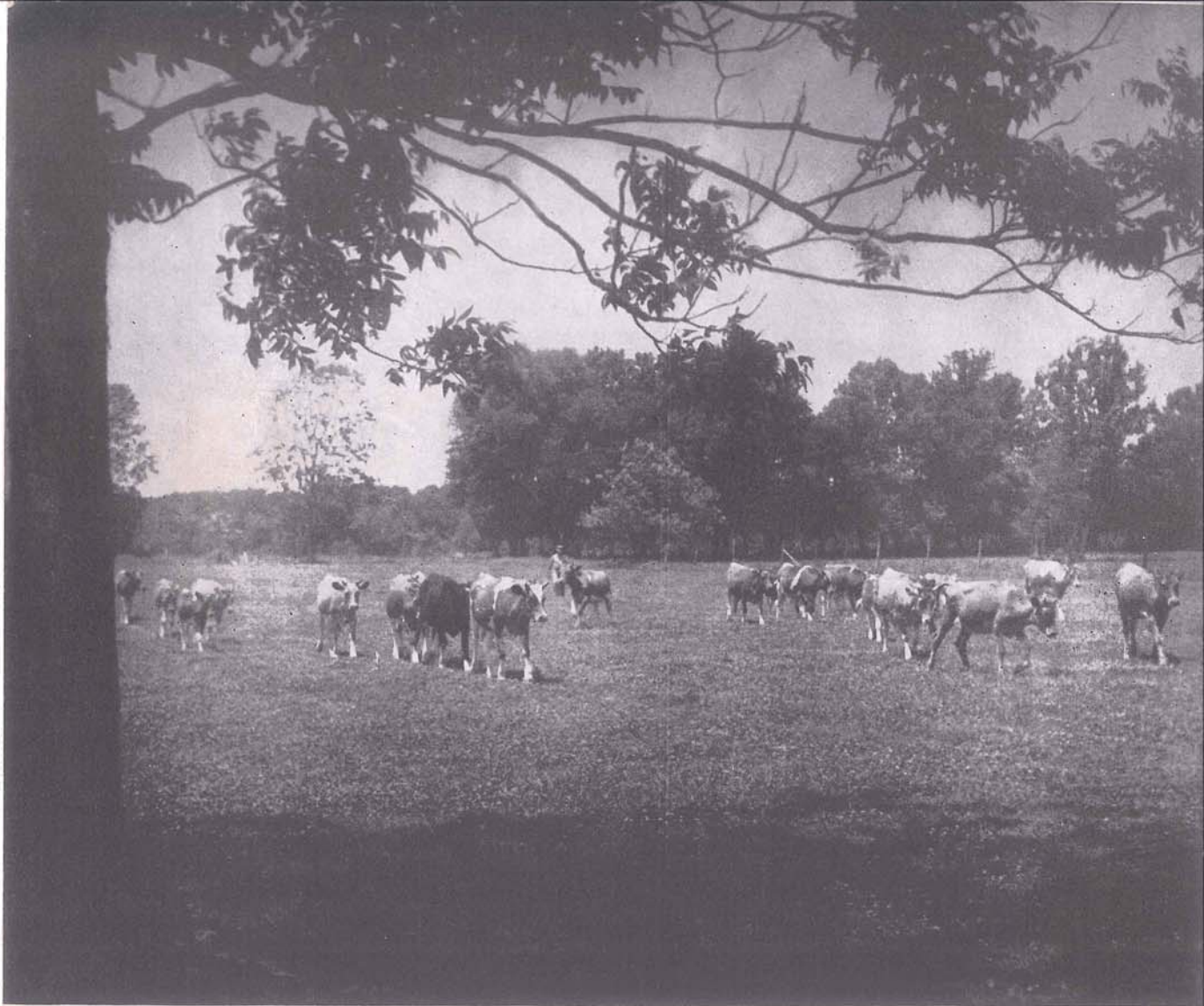
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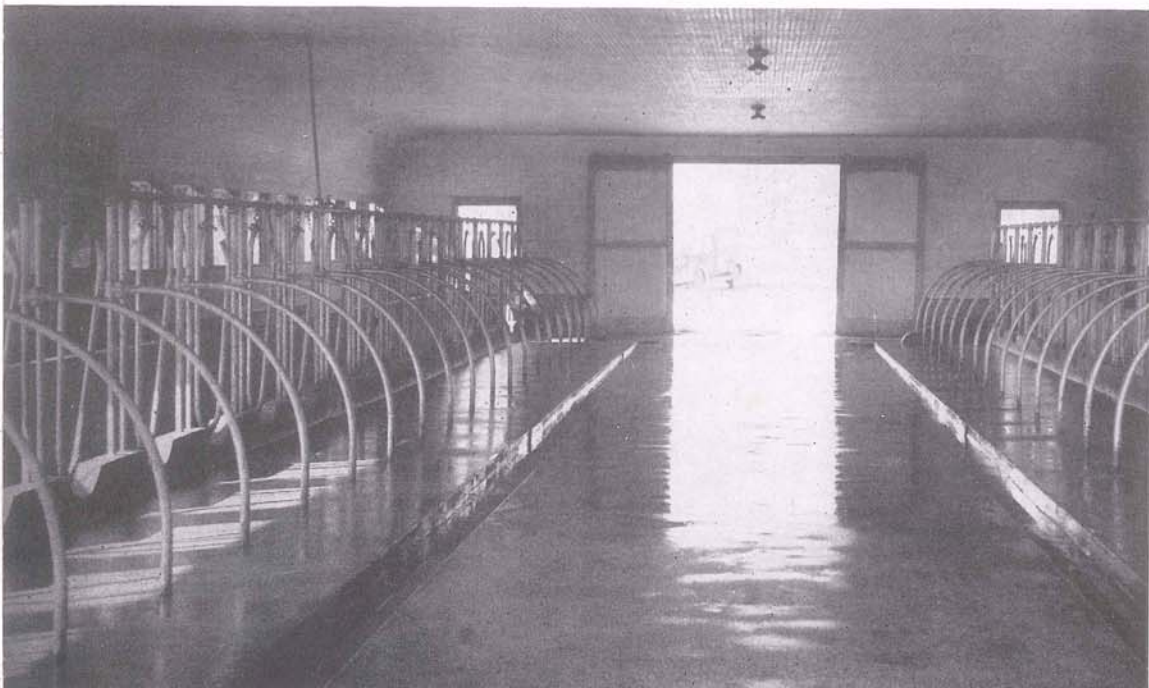
Parish dairies supply a large portion of the dairy products used in the metropolitan area of New Orleans. Jefferson poultrymen supply a considerable portion of the area's chickens and a large amount of eggs. There is scarcely any period from Sunday morning when the farmers' section opens at New Orleans' famous French Market until it closes Friday night that you won't find Jefferson men there merchandising the products of their truck farms. Shippers send Jefferson Parish farm produce to all the metropolitan markets in the eastern half of the United States.

After you have visited the Jefferson Parish farmers and are trying to find a good word to describe the food production scene, all you can think of is "Fabulous".

First you are whisked along a beautiful highway in a modern suburban metropolitan setting, you are turned into a beautifully landscaped yard where a trim, artistically designed business building stands before you. A sign near the door gives the name of the dairy or poultry farm. A girl at the information desk directs you down the hall so many doors to the office of the manager where a secretary interviews you to see if your visit is of sufficient importance to justify taking the manager's time. It is like calling at the office of a railroad or metropolitan bank president.

Next you are driven along a lonely swamp road. Almost whipping you in the face is the fleecy looking moss swinging from the limbs of picturesque oaks that overhang the road. Amid a scene of wild, sub-tropical beauty on a gentle rise you come upon an almost hidden but trim, single-storied barn. To one accustomed to the rural districts of America there is nothing to suggest a farm about the place, and no road leading away to possible farm lands except the one on which you have approached and there didn't seem to be any farm land back that way.

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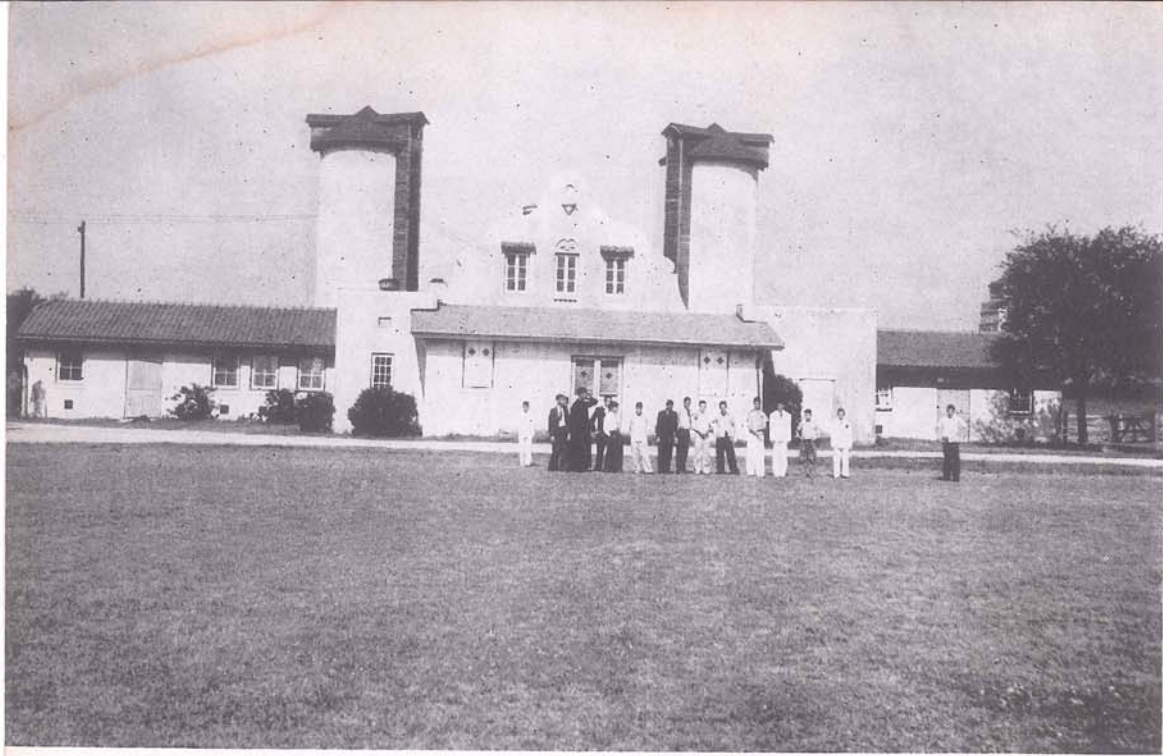
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"They haul it out here each day in the trucks in which they deliver their milk to the market. These are business people and their business happens to be dairying. They could just as well have built their dairy on Canal street except that the cost would have been prohibitive and the neighbors would have complained of the bawling of the cows. They live out there because they like the freedom of doing as they please as all American farmers do. While the beauty of the sub-tropical swamp scene may not appeal to everyone, they like it and it is their own affair."

You have to agree that the swamp scenery has its points and they certainly do have real freedom out there. Mosquitoes do not fly far and mosquito abatement for the immediate area is simple. When you get inside the barn, you could easily forget that you are not in Wisconsin with a massive barn loft overhead and well-tilled farm-lands outside. And even in Wisconsin, the "Certified Milk," sold at a premium for being of extra high quality, is produced in single storied barns with the feed hauled in daily.

In the Jefferson parish dairies you see the Jamesway, Star and Loudon stanchions, modern pasteurizing units and other barn equipment and layouts of a strictly modern dairy of the best type that would pass inspection for sanitation and cleanliness anywhere.

Many of the dairies are of course in typical picturesque farm settings with huge barn loft and farm lands on which they grow much of their own feed,

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NEW ORLEANS, L A.

but arable farm land is scarce hereabout. Only 2.9 per cent of the Jefferson Parish area is available for farming purposes. Much of the parish area is in water that is rich in fisheries. Other sections are swampy and too low to be drained, produce frogs, furs and moss, and are really valuable properties. Quite a lot of the area is taken up by city residential districts and much by industrial establishments.

Jefferson Parish is adjacent to a large city with a big appetite. Dairymen could move away to arable farm lands and make some gains on the purchase of their feed, but it would all be lost in the daily cost of hauling the milk to market. They are doing an excellent job of dairying and helping to make the parish one of the largest producers of food per acre available for farming of any in America and probably of any in the world.

But not all Jefferson Parish dairies buy cattle feed. The Norwood Dairy has large acreage in dairy cattle feed crops and many other dairies produce at least a part of their feed. Hope Haven, the million dollar Boys Town of the south, has one of the finest dairies in the world.

The hog feeders in Jefferson Parish also have a wide range of types. High quality, blooded hogs live and feed on the grounds of the old Jefferson Park race track where the sport of kings used to give the horse lovers of America a thrill. Pedigreed porkers are now growing them some bacon and ham.

Other hog feeders take their swine to lonely places in the swamp where suitable feeding stalls have been built. Daily they haul feed out to their growing crop of pigs and watch them grow up into profitable producers of pork products. Only a small part of the hog feeders grow any feed at all, but there are a number of industries in the area that have by-products that make first class hog feed. Since it is quite a distance from here to the major hograising areas, the local swinekeepers have a market advantage and the hog business in Jefferson is rated among the very prosperous businesses of the area.

Poultry is grown on most farms as a family convenience. It is a lot nicer merely to walk out to your poultry house and pick up the eggs for tomorrow morning's breakfast than it is to stand in line to get them at the grocery.

But aside from this normal convenience of living on a farm, the poultry business of Jefferson Parish is something of a modern, fair sized industry. One of the largest is Jill's near Kenner. Jill's is strictly an inside production house. Although his floor space would run into acres, E. J. Morris, Jr., the proprietor-manager, speaks of how many square feet of floor space he has. Battery brooders, running so high that the attendant has to get on a ladder to feed the chicks in the top battery, cover the entire floor except for walking areas around them for attendants and the dressing section where the broilers are dressed for the market. Here you will find all of the modern machinery gadgets that are known to the broiler chick trade and handwork is reduced

The map of Jefferson Parish on pages 114 and 115 show the location of the various food producing industries which are found throughout the length and breadth of the parish.

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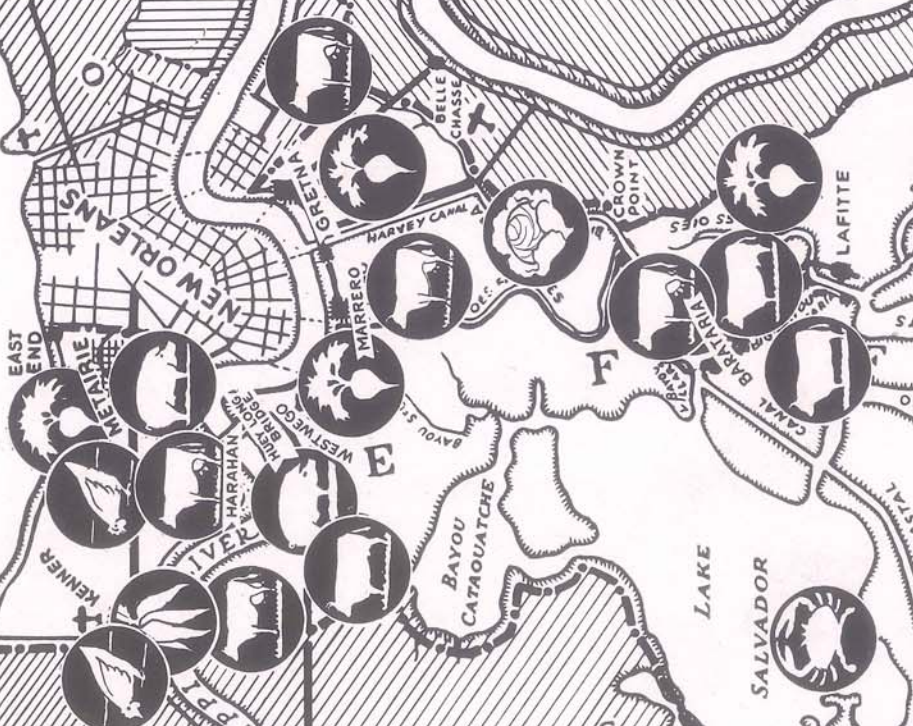
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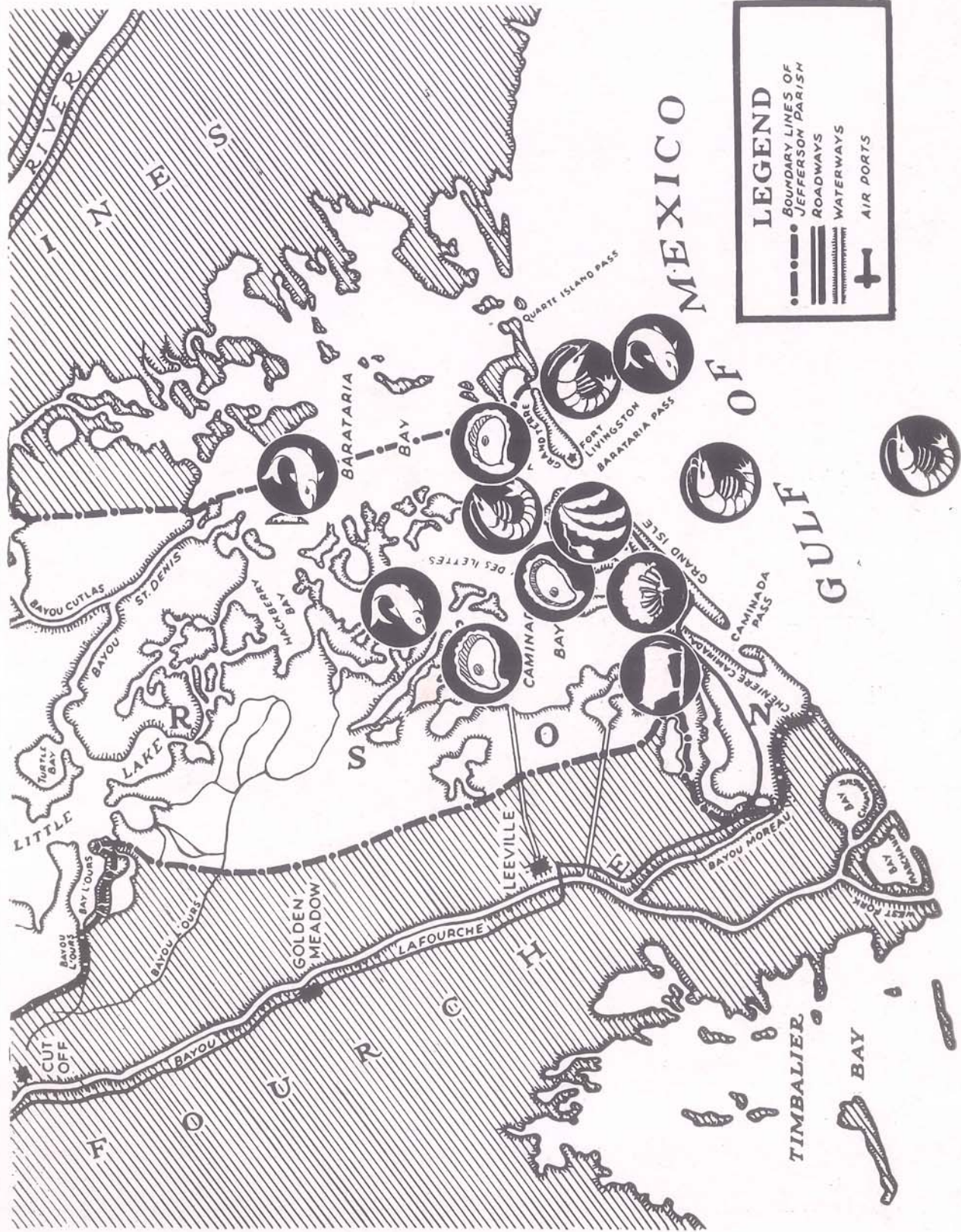
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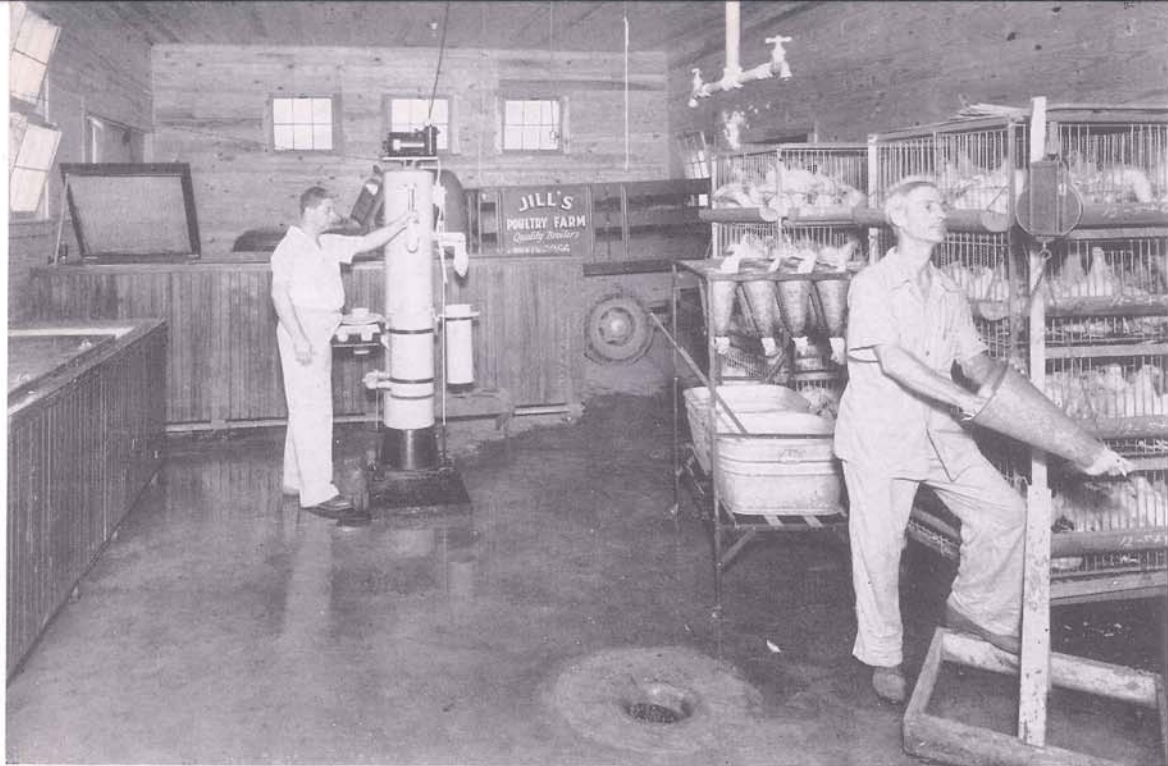
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LEGEND

- BOUNDARY LINES OF JEFFERSON PARISH
- == ROADWAYS
- WATERWAYS
- + AIR PORTS



Jill's Poultry Farm in Kenner is strictly an inside production house. Here, with modern equipment, it is one minute from the walking bird to the neatly dressed broiler.

to a minimum. With expert operators, it is just one minute of actual operating time from the walking bird to the neatly dressed broiler. When that broiler is properly chilled, it will be ready for your dinner table. The poultry men seem to prefer to live in the attractive suburban areas to either the city proper or the lowlands that have attracted some of the dairymen and hog men. It is a sound, solid business, of great service to the community, and brings prosperity to the owners and the area.

Dairying, poultry and hog raising with their vital health problems of live creatures require so much training that it is virtually impossible for untrained men or women to carry on the work, but in truck farming there are many jobs at which an untrained person can be of great value under proper supervision. Thus it is in the truck farming industry that the Jefferson Parish farm women have had an opportunity to show their metal and the fine edge of their patriotism.

On many Jefferson Parish truck farms when a son was taken or enlisted in the armed services and the head of the family was not able to hire someone in his place, the girls in the family have come through in splendid style. Also, under the direction of Mrs. Thelma S. Gray, Home Demonstration Agent, the wives of the parish farmers are doing a splendid job of assistance to their husbands in particular and all Americans in general in the diligent handling of their homemaking activities, their canning and general economical management of their homes.

Trucking is a year 'round business in this climate. As soon as one crop is harvested another is planted and the land is in use for 12 months of the

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year. There are more than 30 items grown on the Jefferson parish truck farms and many varieties of most of the items.

Mr. Geiger gave me a list of 33 items grown in volume by the Jefferson Parish truck growers and the first Jefferson Parish farmer I met down at the French market was selling out a truck load of parsley which was not on Mr. Geiger's list at all. As this is the only list that has ever been compiled of the Jefferson Parish farm products, this is just another item for Mr. Geiger to put into his book. Some farmer may add still another item tomorrow.

Mr. Geiger's list includes California Wonder and World Beater bell pepper, Crosby Egyptian and Detroit dark red beets, broccoli, Louisiana Sweet and Georgia collards, all of the popular varieties of cabbages and of carrots, Louisiana Sweet (strains I and II) and Truckers Favorite sweet corn, many varieties of cucumbers, endive, escarole, Creole and Telephone English peas, New York and Black Beauty eggplant, many varieties of field peas, Certified Triumph or Katahdin Irish potatoes, Henderson (bush) lima beans, several pole varieties of lima beans, mehrlitons, mustard, New York Improved and Big Boston head lettuce, Grand Rapids leaf lettuce, Creole and Bermuda onions, green velvet and white velvet okra, many varieties of both bush and pole snap beans, Yellow Crookneck and White Patty Pan squash, Lucullus and Green Rib Swiss chard, Bloomsdale and Broadleaf Flanders spinach, several species of red and white radishes, Imported White shallots, Unit I sweet potatoes, a wide range of varieties of tomatoes and of turnips and some very fine types of cauliflower.

The truckers constitute the largest number of Jefferson Parish farmers and are second only to the dairies in volume of income. It is impossible to get anything like an accurate estimate of the total volume of their income, but a good guess would run between two and three million dollars annually. They are largely of strong and industrious Italian stock who came to America to enjoy the liberty and freedom that ancient Greek and Roman philosophers

Joseph Balestra, his grand-daughter, daughter and daughter-in-law, carry on on the farm in the face of a man-power shortage.



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Vegetables, they grow big on Grand Isle, yes! With its almost tropical climate (freezes are rare and calamitous events) the island produces earlier crops than any other section of the state, and vegetables are remarkable for their size.

said was essential to any worthwhile living. They found that liberty and freedom more readily on the farm than elsewhere and have continued for generations on these Jefferson parish farms. They are good church going people and have made top quality American citizens. The marketing end of their business requires a merchandising sense as well as farming sense. One member of most family units takes a truck load of their products to the farmers' section in the old French Market of New Orleans each week and remains there until the load is sold out.

Through long experience they have come to know the many difficulties facing the man in the market and are content to sell exclusively wholesale, leaving the retailing to those in the retailing business.

As indicated on the map on pages 114 and 115, the trucking lands are on the higher ground along the river, the Barataria ridge, and down on Grand Isle.

There is also a thriving beef cattle business in the area around Lafitte and Barataria. The cattlemen there specialize in high grade Herefords, regarded as one of America's finest types of beef cattle. Barataria is a delightful place to live and a number of homes there are owned by outstanding business and professional men of the metropolitan area.

The water area of Jefferson Parish is rich in the production of gourmet specials. Lake Salvador and Bayou Pero produce the bulk of soft shell crabs

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found in the New Orleans market. As a crab grows he gets too big for his shell, sheds it, and during the time his larger shell is hardening, he is an easy prey to his enemies. Realizing his danger the crustacean seeks shelter in thick bushes in the water. Clever fishermen furnish just what the soft shell crab is looking for and each day they pull up the bushes and shake the crabs out into their boats and rush them to the market. It has grown to be an important business for the fishermen.

Shrimp is probably the one largest item of Jefferson parish sea food. Barataria bay is rich in the smaller shrimp and along its shores are the famous sun drying platforms. Fishermen living along the shores of Barataria or the connecting bayous with small shrimp trawlers ply the waters of the bay for the greater part of the year and bring in some excellent hauls. Their products are sold on the fresh shrimp markets in New Orleans as well as through the canneries. Bigger trawlers from Houma, Chauvin and Dulac, trawl the near shore waters of the gulf and sell a vast tonnage of shrimp, fresh, dried, and canned to the markets of the world. Then the even bigger trawlers from Morgan City, Patterson and Berwick trawl the deeper waters some miles off shore for the big jumbo shrimp that bring the top prices of any shrimp in the world and supply a massive volume of the world's shrimp business.

While some shrimping is done throughout the year, the spring is the poorest time and the autumn the best. They speak of the shrimp season beginning in the late summer when there is a magnificent ceremonial bless-

Soft shell crab fishermen in Bayou Pero provide just the sort of shelter sought by the defenseless crabs while changing their shells. Then the branches tied to lines are lifted out of the water, and into the nets fall the luscious soft shell crabs that are such a table delicacy.





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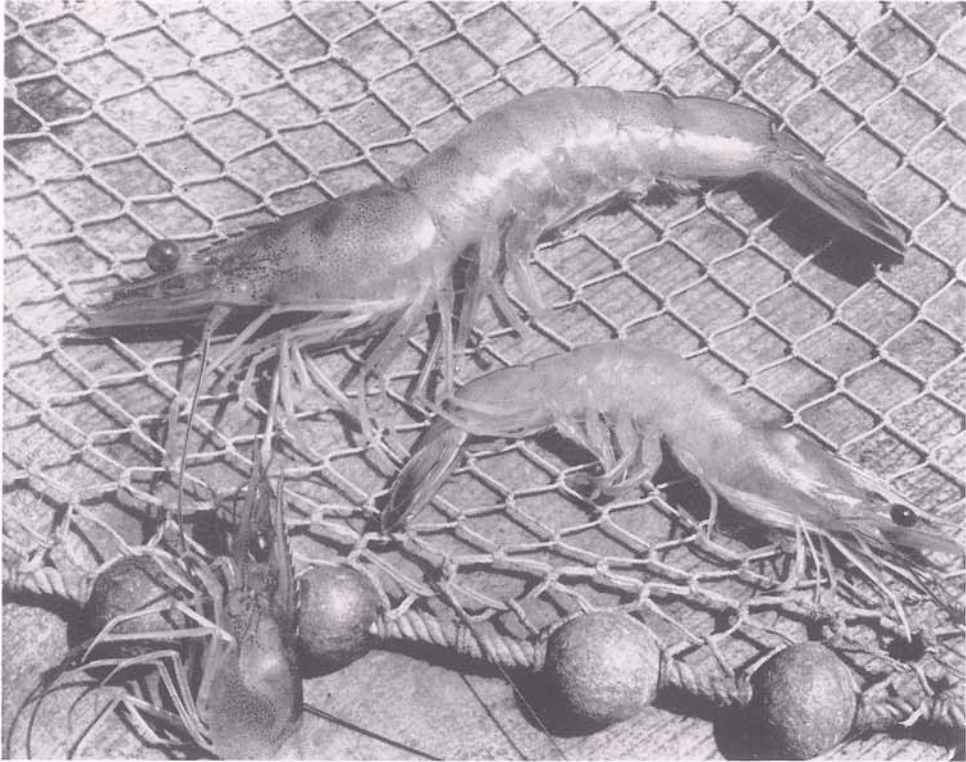
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Jumbo shrimp from the deep waters of the Gulf and smaller shrimp from the bays and lakes near the southern boundaries of the parish are both a part of the great seafood industry of Jefferson.

ing of the fleets which constitutes a major event of the year along the Louisiana coasts.

Oyster dredging is the other large scale business along the southern end of Jefferson Parish. The oyster reefs behind Grand Isle are among the country's richest and the water near the inlets are ideal for plantings of the largest and finest quality of oysters. While the hand tongs with which a fisherman floating in a small boat over the reef picks up the oysters are still in use the greater volume is now produced by diesel powered boats that cruise along the reefs, throw out their dredges and gather up the oysters by the barrel. When food was plentiful in the United States, these little boats dredged until they got a load and then sailed away to New Orleans or some other market where they sold their catch. But today with so many fishermen in the armed services and food a critical item in American war economy, these fishermen stay on the reef for weeks at a time, just going to a nearby market to buy food for themselves, while the packers and others handling the distribution of seafoods send freight boats to pick up and pay the fishermen for their loads right on the reefs and leave them to carry on with their food production.

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The fishermen, like the farmers, are brave, cheerful fellows. If you were out on the reef where they anchor for the night, you would hear the first thing in the morning their radios tuned in to the Catholic mass service being broadcast from Loyola University. They fear their God, but little else. Danger is taken in stride and passed up as something trivial. After mass, they listen to the news and then go about the day's business with a vigor and enthusiasm that is scarcely surpassed by any other group of men.

There is a wide range of other fisheries, both for food and for sport, all of which adds up to more food with which to win the war and the Jefferson Parish farmers and fishermen are all girded for that task in a manner that would make Hitler and Tojo tremble if they could see it.

Not the least factor in Jefferson Parish farm prosperity is their use of modern farming equipment and the utilization of the findings of the State experimental farms that prove the practicability of various types of operation, the relative productivity of various breeds and strains of plants. This information is made available to farmers throughout the parish by the farm demonstration agent's office.

Though the smallest parish in Louisiana in area of arable farm lands, Jefferson is well up among the biggest and best of the State in the quality and quantity of food produced. In the matter of variety it is second to none.

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Standing, left to right: J. B. Geiger, Jr., Ward 3, Gretna; Brownlee J. McMahon, Office Clerk; John Calzada, Ward 3, Harvey; G. P. Arnoult, Ward 7, Labarre Heights; William Hughes, Ward 4, Marrero; Louis E. Breaux, Ward 8, Metairie; Julius F. Hotard, Vice-President, Ward 2, Gretna; Abel Zerinque, Ward 5, Waggaman; Walter Schneckenburger, Athletic Director; John C. Bruning, Ward 8, East End, and Dave Dabriga, Ward 4, Marrero.

Member from Ward 1, Gretna (McDonoghville), Loney J. Aulin, is on leave of absence serving in the United States armed forces.

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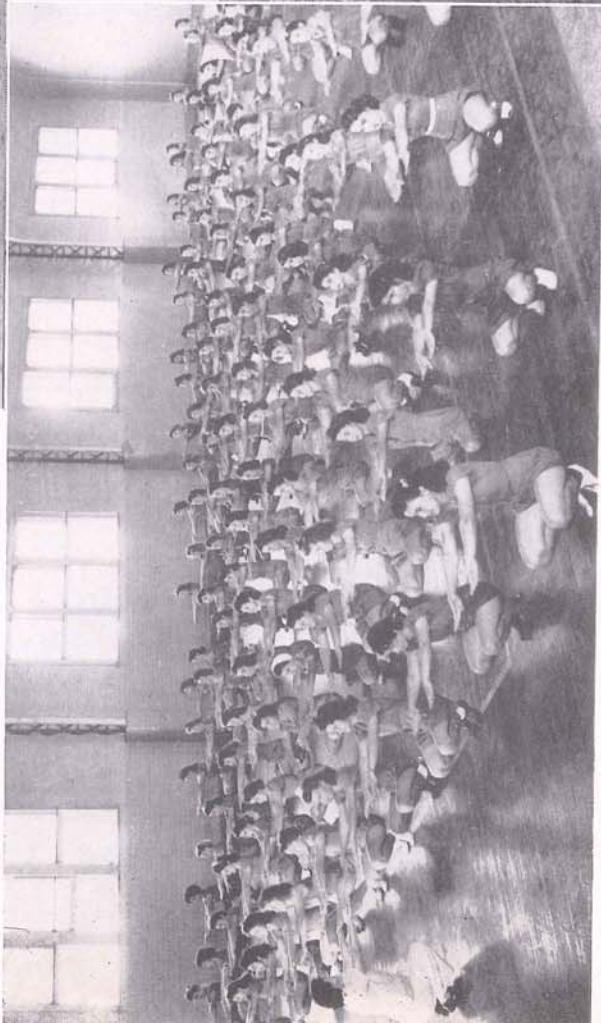
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Wartime activities and training in the Jefferson schools will make better men and women. Top right: The Victory Corps, Metairie High School. Below, left: Girls physical training class, Westwego High School. Below, right: Up and over the obstacle course, Kenner High School.





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Superintendent of Schools, Jefferson Parish

The schools of Jefferson Parish have thrown their full cooperation into the struggle for democracy. Their entire program, curricular as well as extra-curricular, is geared for a complete victory over the enemy.

Education is a fundamental and underlying concept of self-government. The success or failure of this form of government relies indisputably upon the intelligent understanding of the citizens. When Thomas Jefferson, the spiritual founder of American democracy, selected the epitaph for his tombstone, he chose for posterity to remember not that he had been twice president of the United States, but that he had founded the educational system of Virginia.

Upon the declaration of war, Jefferson Parish school authorities agreed upon a procedure of gearing the schools to the war effort. It was decided that new courses bearing directly on the prosecution of the war should be added to the Course of Study. Traditional subjects were to be removed in order to emphasize those phases that would be the most useful.

The student bodies of our six high schools have responded magnificently to this change in educational policy. They, too, have felt the need for more courses in Mathematics and the Physical Sciences.

The national movement of the Victory Corps for all high school youth has found Jefferson Parish an enthusiastic participant. Our boys and girls have donned the attractive insignia of the Victory Corps to stand ever present so as to render assistance to the nation and the community on the home front.

This organization has a two fold purpose: first, it provides the parish with an auxiliary army of helpers on the farm and in the home, and second, it stimulates these youths to the highest expression of character and patriotism. As the shortages of manpower in the nation develop, this army of young Americans will take on an increasing importance.

Especial attention is paid to vocational guidance. It is our belief that the capabilities of each student should be carefully assayed throughout his school career. Our trained instructors are on the lookout for special talents and aptitudes which are valuable signposts to guide the child into a suitable life work. Complete records are kept which enable parents and teachers alike to evaluate the kind of work best suited for the pupils.

The defense program of the Jefferson Parish schools is one of our proudest achievements. Our nation's future depends in direct proportion upon the production of implements essential to prosecute the war. Both men and women trainees are enrolled in the Gretna welding school. We are proud to state that this school is the first of its kind to enroll and qualify women welders.

Our physical education program has undergone revisions to build strong and healthier bodies to withstand the nervous and physical strain of modern

The care of infants is studied by a Nurses' Aid Class in the Marrero High School. The baby, a real live one, seems to be enjoying this breathless attention.



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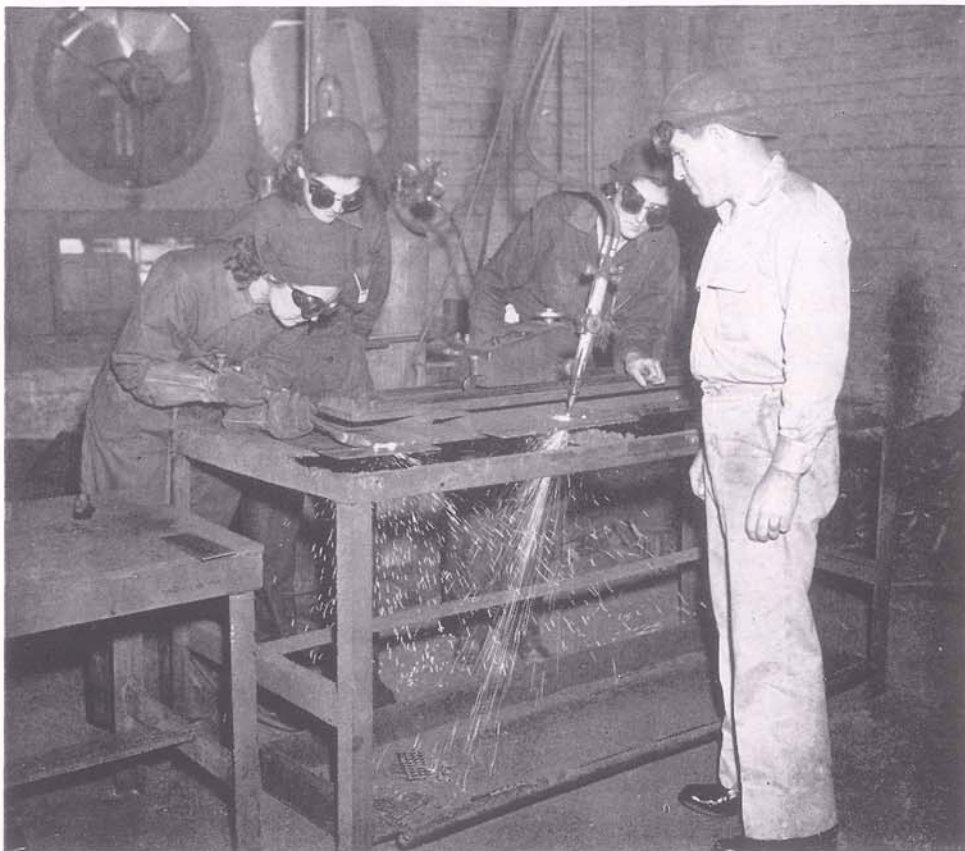
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The Gretna Welding School, which trains both men and women for work in our war industries, was the first school of its kind to enroll and qualify women welders.

warfare. Our physical education instructors are scientifically trained and are cognizant of modern techniques. Exercises and sports must be prescribed for the individual. A complete physical examination must be given before any exercises can be recommended.

It was hitherto believed that physical training and sports were the exclusive province of boys. Now that women are assuming many of the burdens on the home front they must be physically fit and capable for these tasks. We recognize that in a few years many of our girls will be mothers and auxiliary workers of our nation.

For the boys we are emphasizing military drill and discipline at present. Many of our boys have gone into the armed forces directly from the classrooms. Others are preparing to leave shortly. For these, the least that we can do is to build the necessary moral and physical stamina that will make them good soldiers and sailors.

A great part of our educational achievement this past year has been due in large measure to the generous cooperation from State Superintendent John E. Cox and his staff of trained administrators who have at all times

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The girls of the Gretna High School spend many a busy hour working for the American Red Cross in the workroom in the school.

been eager and ready to aid in the development of Jefferson Parish education. To the State Department of Education therefore, we extend our sincerest appreciation for their helpful policies.

The public is cordially invited to visit the schools of Jefferson Parish in order to view a modern educational system at work. We cordially invite and consider the suggestions of all educationally-minded citizens. Our goal is clear and well defined: to prepare the youth of our parish to take their rightful places in a democratically managed community. Our entire educational program is permeated with a social consciousness that is designed to make the student a better citizen and participant in the affairs of a post war world.

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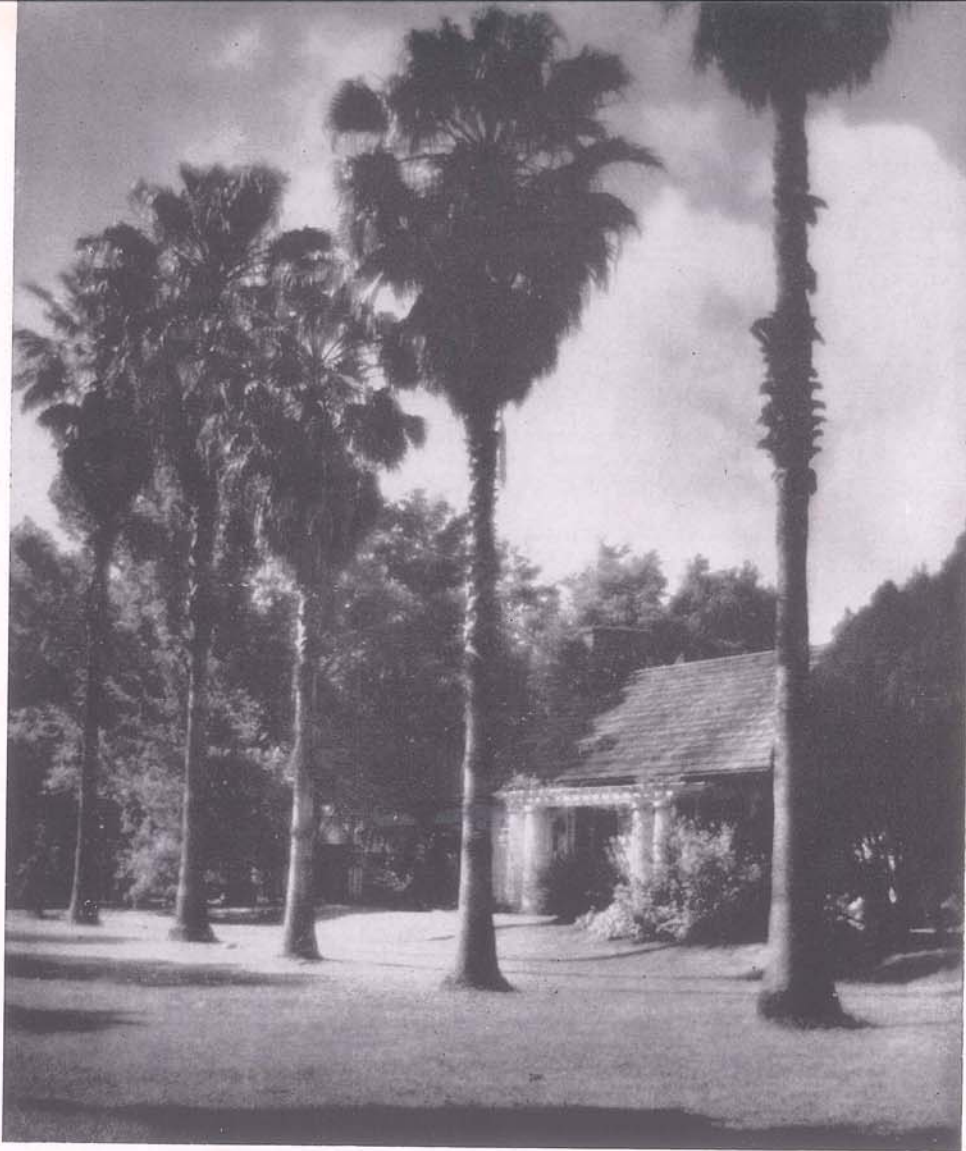
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"METAIRIE" MEANS "HOME"

H. D. CHAMBERLAIN
Associate Editor

St. Charles Avenue has moved to Jefferson. A generation ago, "The Avenue" was the most beautiful and fashionable residence street in New Orleans. The homes of New Orleanians of wealth and social standing looked proudly out from among the stately trees that still line this wide, long thoroughfare. But fashions change, and suddenly "The Avenue" was out as the best address, and lured by the beauties of Jefferson Parish, "Metairie" was substituted by the scions of money and society.

New Orleans has never been a city of commuters. The area of the city is large, distances therein are relatively great, and the idea of traveling to

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and from business from some far outlying home has caught on with very few of its citizens. But Metairie was not a far distant suburban section. On the East bank of the Mississippi it is right over the line from Orleans Parish, and so situated that it is closer to some sections of New Orleans, notably the business district, than are some other areas of the city itself.

So when business began to creep in on St. Charles Avenue and other fashionable sections, and the noise of traffic intruded more and more; when large families scattered and no longer live together in the big old houses, then, one by one, Orleanians "discovered" Metairie—its quiet streets shaded by ancient oaks—and built there their homes of the future, where they and their children could find peace, and enough room to breathe.

Of course the development of Metairie as a home section has been by no means limited to these Avenue dwellers seeking quiet and peace. The beauties of Jefferson appealed to people of all walks of life, once the development had started. At the present time, homes with price ranges from the most modest to the most lavish may be found in Metairie, and its population has grown by leaps and bounds, giving it a cross section of citizens in all income levels, and making it a sound, prosperous and well balanced community.

But what was Metairie, that has become Metairie the Golden?

Metairie Ridge, the higher strip of land along which the present Metairie has developed, follows the course of Metairie Bayou, in prehistoric times a branch of the Mississippi River emptying into the Gulf. In the main, the bayou has disappeared, only traces of it being evident, in some places as a depression, in others as a part of a series of artificial lagoons, where its old course ran through the present City Park in New Orleans. A hundred years ago, however, it was an active waterway, and Indians paddled their canoes along it on their way to New Orleans to barter their hunting and fishing hauls for goods from the city merchants. Lining the bayou stretched mile after mile of woodland, with here and there a farm hewed from the lush forest growth. For the first settlers of Metairie were farmers, but the name, Metairie, "a farm cultivated on shares," seems a misnomer. In France and Italy, a metayer is a farmer who cultivates another's land on shares, or the equivalent of our lowly sharecropper. But these citizens of a new world must have called their new home Metairie mockingly, with memories of another, harder life. For here they owned these expansive and productive acres. There was no sharing. Every man's produce was his own, with the amount limited only by his own ability.

Many of the old names still persist in Metairie, and descendants of a few old families still live there, but none of the original homes are standing. Bonnabel Place is named for an original settler, Betz Place for another, and the Fagots, the DeLimons, the Massets and the Rivières, are still living in Metairie. The old Betz home, probably not the original farmhouse, but nevertheless a typical farm home in the midst of modern building, is an interesting example of the old resisting encroachment by the new. The old home still stands, facing what was once the bayou, and perhaps the trail along the waterway. But the developers of the subdivision that surrounds the Betz

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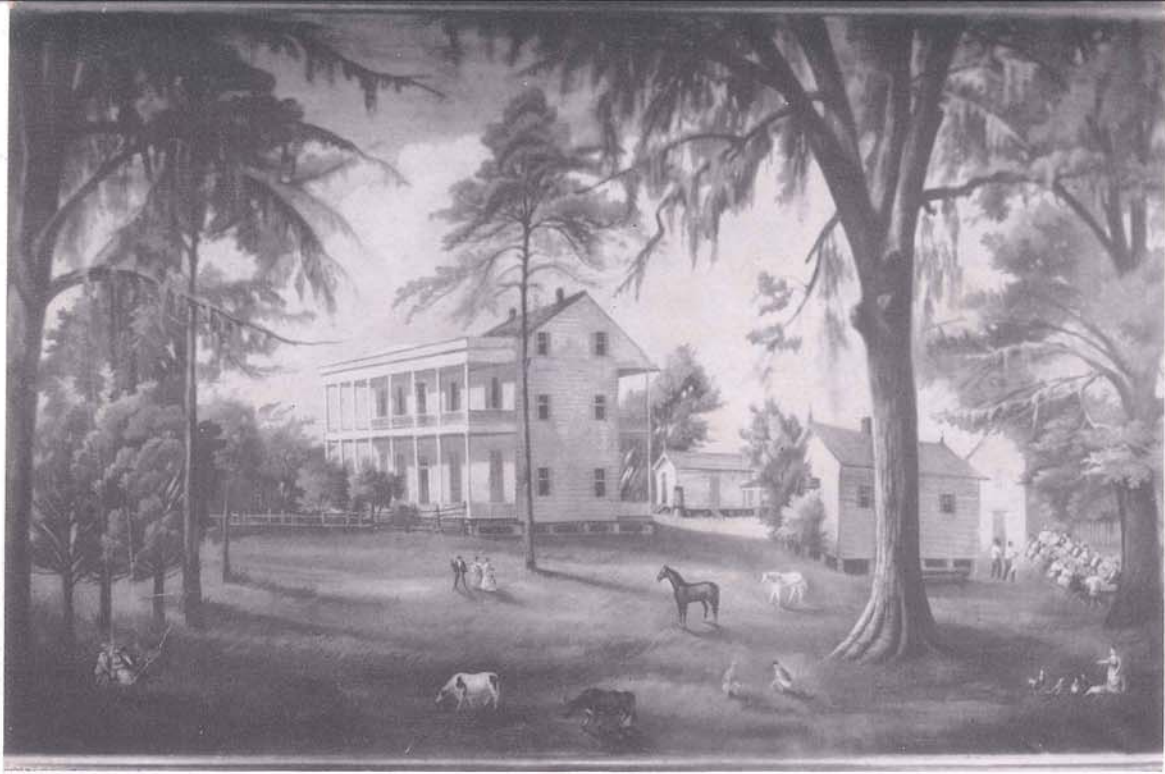
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B-UP



Eastman Park, from an old painting. Picnickers are enjoying themselves in this pastoral setting. The park is still owned and operated by the Eastman family, and still is the scene of all-day outings.

home decided to build streets that ran diagonally to the ridge and the old bayou site. So all the little homes newly built snugly face the new streets, and the Betz home quietly turns its shoulders to the streets, and, beyond its front yard, looks disdainfully into the side of a modern dwelling.

Perhaps the oldest house in the section is the Eastman home. Coming from Boston some 80 years ago, Ezekiel Webster Eastman purchased the property which is still in the family, and made an imposing three story residence, in the Boston manner, out of the farm cottage that was on the place. It is obvious that no Louisianian built this home. It is high, has more width than depth, and is New England behind a Southern colonial facade. It is not only the oldest, but by far the best known place in Metairie, for the Eastmans were an enterprising clan, and realizing the beauty of their rural surroundings, opened their home grounds to the public as Eastman Park, maintaining the homestead in the midst of picnic grounds, dance pavilions, and throngs of merrymakers who flocked to the country on outings. In later years, when the Park was in its heyday, it was possible to drive from the Eastman's home along the Seventeenth Street Canal to Carrollton, and in and out this road came horses, buggies, carryalls, and tallyhos, loaded with picnickers. It was no short trip in those days, and parties were planned long in advance. They were all-day affairs, holiday-makers returning to their homes long after dark, exhausted by their trip to the "country".

Even thirty-five or forty years ago, Metairie was still very much the country. Houses were few and far between, each still overlooking its own farm. There was one store, owned by the Fagots. This store house proudly possessed

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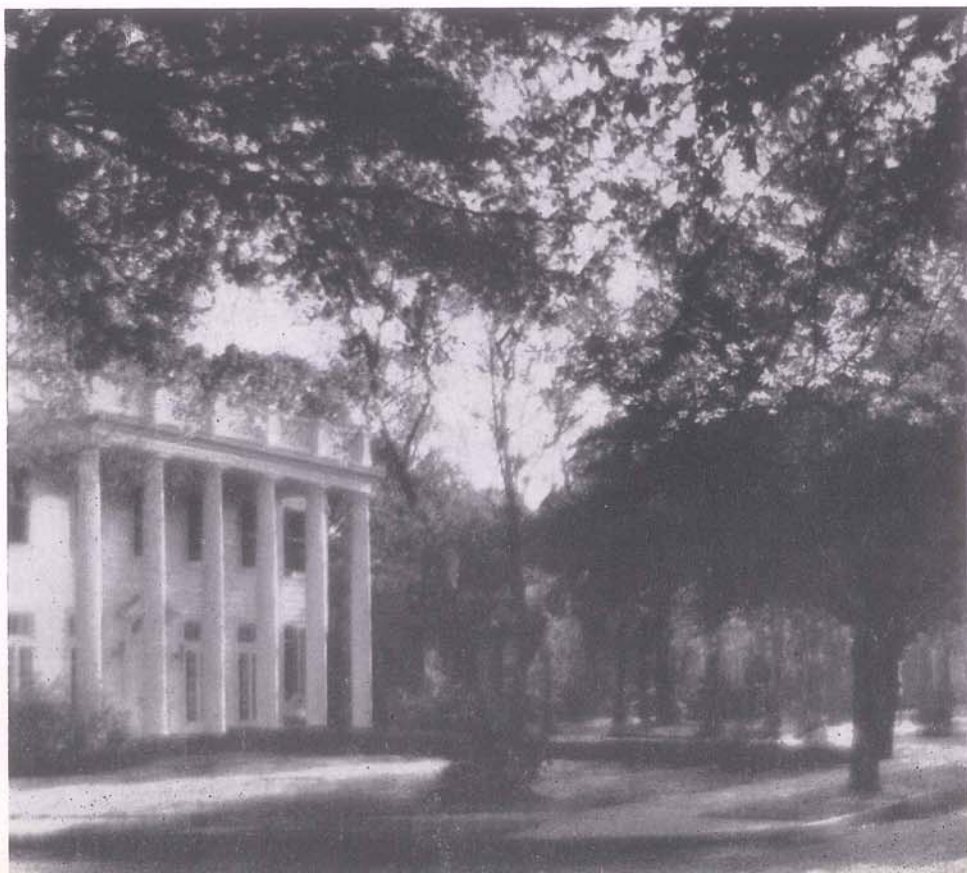
GRETN, LA.

the only telephone in the whole area. The single community school was a one room "little red schoolhouse", where the school teacher taught all subjects, necessarily very limited, to all grades. The teacher at that time lived in New Orleans, and when the Napoleon Avenue streetcar came to the Orleans parish line at the Seventeenth Street Canal, that was the end of its line also. Teacher, from there on, was strictly on her own. It is recalled how she would leave the car, take off her good shoes, put on her boots, no matter what the weather, and begin her daily hike to school. When she got there, she and the pupils had to light the fire, or open up the windows and clean up the place—she was everything, teacher, janitor, and handy man.

The present development of Metairie probably saw its first slow beginnings about thirty years ago. The number of people in the section had increased to the point where it was advantageous for the street car line to be extended from its original terminus at the Seventeenth Street Canal through Metairie to Shrewsbury. People were beginning to invade the beauty of Metairie. But slowly, with no inkling of the impetus that would make a tidal wave out of this first trickle. About five years after the street car service was extended, came the first of the innumerable real estate developments, the Metairie Nursery subdivision, on land that had been sold to real estate operators by the Papworth family. This definitely marked the beginning of the Metairie of today.

Development started near the Parish line at the Seventeenth Street Canal. It spread from there in two main directions—along the canal for a limited

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distance toward New Orleans, and from New Orleans along the Metairie Road, which follows the old Metairie Ridge, mile after indefinite mile. Several years ago there were long stretches along the road at the Shrewsbury end that were uninhabited—today it is all settled. Automobiles with their shortening of distances have of course played a major part in this trend, and the opening of the Airline Highway at the Shrewsbury terminus of the Metairie Road has made it possible to reach New Orleans from that end of the road as quickly as from the other. So, little by little, all the gaps are being filled in, and the growth is now outward from the road, in ever-increasing numbers. With wartime restrictions, building is temporarily halted, but will probably be resumed at the earliest possible moment. As an indication of this trend, six months after the Jefferson Parish Sewerage District Number One was in operation in Metairie, there were 1500 homes in the area it served, and it had 300 customers. Today, five years later, the Sewerage district has over 3000 customers, and is growing constantly.

So Metairie of the farms is gone, and in its place we have Metairie of the homes. Thousands of them, large, small; pretentious, modest; expensive or reasonable, but homes. Traffic crowds the Metairie Road, once a trail along a long forgotten bayou. Business is brisk in the small shopping centers that are scattered along the way. Modern public, parochial and private schools teach the youngsters by the latest methods. But still, under the age-old oaks peace and quiet dwell, and happy families find in their homes a haven from which they can go forth refreshed to meet the cares of a weary and war-torn world.

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One of New Orleans' leading social institutions is the Metairie Golf Club, located in Jefferson Parish. The club is in the township of Metairie which is New Orleans' leading residential suburb and is only a few miles from the heart of the city.

Surrounded by the finest homes in New Orleans, the Metairie Club is one of the city's beauty spots. The clubhouse is spacious and the grounds have been landscaped to blend with the suburban surroundings.

The golf course is a championship one where some of the country's leading tournaments have been held. Many of the holes are replicas of famous golf holes elsewhere throughout the world. The course is exciting and interesting and a true test of golfing skill. It is carefully maintained and the fairways and greens are always in excellent condition.

While there are numerous social activities, probably more emphasis is placed on golf at Metairie than at any other country club in the New Orleans district, so it is only natural that everything pertaining to golf is of the highest standard including not only the course but the locker rooms, the golf shop and even the caddy personnel.

The club professional is Fred Haas. The course record of 67 is held jointly by Denny Shute and Fred Haas, Jr., son of the professional, an active member of Metairie, former Walker Cup player and probably the leading golfer in Louisiana.

Presidents of the Metairie Golf Club since its organization have been: C. B. Fox, 1923 and 1924; W. S. Penick, 1925, 1926 and 1927; W. P. Stewart, 1928, 1929, 1930, 1931, 1932 and 1933; R. E. Tipton, 1934; Joseph Lallande, 1934, 1935 and 1936; W. Horace Williams, 1937 and 1938; Clarence C. Barton, 1939 and 1940; A. E. Ralston, 1940 and 1941; I. R. Collord and Harold W. Mischler, 1942; Clarence H. Boehmer, 1943. Other officers presently serving are Harold W. Mischler, vice-president, and W. H. Wynne, secretary.

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But the wisdom of building for the future has been proven. Whereas at the beginning of 1932 there were 173 customers, at the end of 1942 the Waterworks district served 5566 customers, and was still growing. This was an average increase of 506 customers per year, and the only increase needed in actual equipment was some twenty miles of pipe which had to be installed to reach these new customers.

This average increase of 506 customers yearly by no means gives the true picture of the plant's customer expansion, however. In the first year, growth was slow, only 56 homes being added. During the second year, 673 customers were added, and from then on, as home building and expansion took place on the "East Bank" of Jefferson Parish, the number of customers using water from the East Jefferson Waterworks District Number One grew constantly. Today the pipe line system covers approximately 99 per cent of the populated sections of the "East Bank" of Jefferson Parish; all sections have adequate fire protection with standard fire hydrants in conformance with Fire Rating Bureau regulations.



COMMISSIONERS OF EAST JEFFERSON WATERWORKS DISTRICT No. 1

Seated, left to right: Blaise Camel, Commissioner; Chas. A. Boutall, Vice-President; Eugene J. Bender, Commissioner; Paul D'Gerolamo, Commissioner and Purchasing Agent; A. Maggiore, Secretary, and John W. Hodgson, President and General Manager.
Standing, left to right: A. Bologna, Chemist; Edward A. Miller, Plant Superintendent; E. George Lorio, Treasurer; M. R. Tucker, Maintenance Superintendent, and Leo W. McCune, Attorney.

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The author (J. W. Hodgson, president and general manager of the East Jefferson Waterworks District Number 1), left, receives routine report from A. Bologna in the laboratory of the plant.

The East Jefferson Waterworks District Number One is proud of its achievements on its 11th anniversary. It has reason to be proud of the foresight that built a plant for the future, capable of serving the expansion that its founders so rightly envisioned. When the war is won, and Jefferson continues its interrupted building and expansion, it will continue to meet the needs of a greater Jefferson, as it has in the past

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The Board of Commissioners are: J. W. Hodgson, President; C. A. Boutall, Vice-President; B. Camel, Chairman of the Finance Committee; P. D'Gerolamo, E. J. Bender.

The office of the East Jefferson Waterworks District Number One is located at Jefferson Highway and Arnoult Road with office hours: Monday through Friday, 8 A. M. to 4:30 P. M. Saturday, 8 A. M. to 12:30 P. M. Telephone: Office, CEdar 2000; Purchasing Department, CEdar 2751; Plant, CEdar 2539.

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Mayor

The growth of a city can, within certain limits, be plotted ahead using statistics of the past to determine what might be expected of the future. In such cases a knowledge of the people may make for even greater accuracy of prognostication. From year to year in the past the City of Gretna has enjoyed a steady growth—a growth which could be reasonably foretold and which was confirmed as it occurred by the factors available for checking. Not the least of these, especially during the past five years, is the record of new meter installations kept by the Gretna waterworks.

This record discloses that users of water have increased by 1,000 since 1938. By far the greater part of these were meter installations in the rapidly growing Gretna-McDonoghville section. In other words, family users. On the basis of these figures, at an average of only three persons to the family, Gretna, the tenth city in Louisiana, has increased its population by some three thousand persons.

The city's water utility was itself built with an optimistic eye to the future. It has a capacity of 2,000,000 gallons of water daily. Thus it is equipped and prepared to double its present output of 800,000 gallons a day—and more.

Gretna, like the entire Parish of Jefferson of which it is the parish seat and principal city, is bustling with the business of war. Her sons and daughters serve the clock around on every shift in production for Victory. Between times they are giving their talent and energy to civilian defense work, to



OFFICIALS OF THE CITY OF GRETNA

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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This battery of motors man the pumps at the Gretna waterworks.

war bond drives, to the Red Cross, to U. S. O., to aid to China, and the many other collateral activities which war has brought. Thousands of Gretna citizens have contributed their very life blood to the winning of this war, having gone not once but again, and sometimes again, to the blood banks nearby.

War work has not, however, materially slowed down the improvement to the city and its environs. Paving has increased and all gravel streets have been resurfaced. There has been a notable increase in building, with the city's development continuing in the area to the rear of the city and, directionally, away from the river. The Jefferson-Plaquemines Drainage District board is now engaged in drag-lining five direct and one lateral drainage canal in the rear of Gretna. This work is expected to require a year to complete, but the benefits from it are already manifesting themselves in the public interest.

While the war has brought new industry to Gretna, the city has long been the site of a number of important manufacturing concerns. A. M. Lockett & Company is a relative new-comer, having established a plant engaged in war work within the last year. War's requirements have brought about the enlargement and remodeling of the facilities of the Gulf Distilling Company. The Chickasaw Wood Products Company, manufacturers of wood containers among which are barrels, is one of the older Gretna-located firms. The company not only turns out the barrels but it also barrels molasses as a regular part of its business. Other Gretna industries are the Davidson Chemical Corporation, J & L Steel Barrels, Inc., the Gulf Refining Company's bulk plant and the American Molasses Company. These are all in the city proper. On the outskirts are Southern Cotton Oil Company and Blue Plate Foods, Inc., subsidiaries of the Wesson Oil and Snow Drift people.

Looking to the future, the City of Gretna has already worked out a program of building and improvements which will be undertaken immediately after the close of the war.

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TOWN OF KENNER

DR. J. S. KOPFLER

Mayor

As it has to the rest of the country and to the Parish of Jefferson, war has brought changes and increased activity to the town of Kenner. Many of our boys are in the armed forces, and those of us who are left at home are working harder than ever to help bring success to our troops and an early and favorable conclusion to the present struggle.

This is to be noted in our industries and in our farms. In and around Kenner is some very productive farming land, and more of this is being cultivated than ever before. Produce raised here is being shipped, not only to New Orleans, but throughout the country to ensure an adequate food supply for our services and on the home front. Also in Kenner are several florists and individual cultivators of chrysanthemums, who are continuing to supply New Orleans florists. These flowers are needed more than ever now to meet shortages caused by the transportation difficulties that are slowing down shipments from other parts of the country. People need flowers. Without them a great deal would be gone from life.

Egg and chicken production is another that has been stepped up in Kenner. There are a great many people here who raise chickens on a small

(Continued on Page 170)



OFFICIALS OF THE TOWN OF KENNER

Seated, left to right: Leo Gautreaux, Alderman; Marie Neidhardt, Tax Collector; Dr. Joseph S. Kopfler, Mayor; Philomene Paasch, Secretary-Treasurer. Standing, left to right: William Mancuso, Alderman; Joseph D'Gerolamo, Alderman; Victor Carona, Marshal; Joseph Centanni, Alderman; Frank Perrone, Alderman.

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VILLAGE OF HARAHAH

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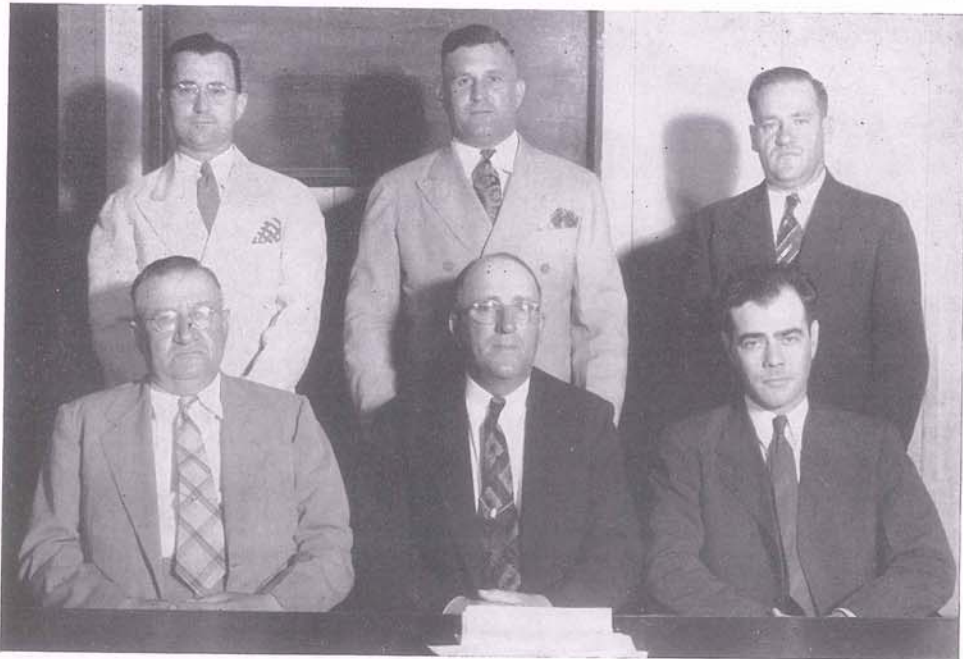
Mayor

Camp Harahan, army city bordering on the Village of Harahan, (which we like to think we did our small part in rushing to completion), plays a large part in the life of our community. Here war is really brought home to us, and makes us redouble our efforts to help in the all-out fight for victory.

Farming and dairying, the main interests of this community, have been increased to our full power. Chickens are being raised in increasing numbers, and more eggs are marketed from this locality. All this to help fill the nation's food basket. Florists in this section are busier than ever, meeting shortages in the New Orleans market.

On the industrial side, Bennett Manufacturing Company and the Freiburg Mahogany Company have increased their output to help meet war needs. These industries are served by the Illinois Central System, and two highways connect Harahan with New Orleans.

But with all this increased activity, Harahan is still a simple friendly town, offering recreational facilities for those after work hours when relaxation is essential. The Colonial Golf and Country Club is one of the best and most beautiful in the country; rabbits, 'possum and squirrels are hunted in the nearby wooded sections; and perch, sac-a-lait and black bass, our famous green trout, are caught in fresh water streams and ponds nearby. Altogether, Harahan, while working busily, knows how to live.



OFFICIALS OF THE VILLAGE OF HARAHAH

Seated, left to right: Joseph Crochet, Alderman; Frank H. Mayo, Mayor; L. Julian Samuel, Attorney. Standing, left to right: Ernest Barron, Alderman; John Contrado, Marshal and Chief of Volunteer Fire Department; Philip Boudreaux, Alderman.

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TOWN OF WESTWEGO

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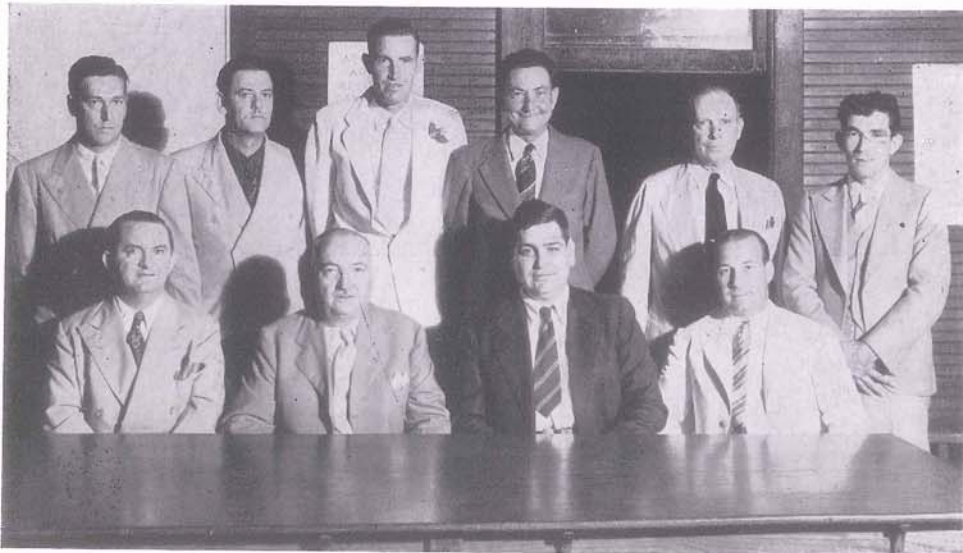
Mayor

Westwego is a thriving community in a parish where progressiveness is a watchword. But Westwego is more than that. It is above all a community whose people, busy as they are about earning a living, are happy and proud to do their living in their home town. As a matter of fact, few if any would live anywhere else. With this spirit, it is no wonder that Westwego stands close to the top in Jefferson Parish for civic-mindedness.

Take the case of Westwego's public park, for instance. Only a few weeks ago this seven-acre tract was formally dedicated with appropriate ceremonies, for public use by kids of all ages, provided they are not too old to walk. The land was owned by the town and had been acquired for the purpose of establishing a park. With the sanction of the mayor and board of aldermen, the officers and members of the Westwego Volunteer Fire Company No. 1 assumed the responsibility of equipping and maintaining the park, which today has neatly trimmed lawn, swings, a baseball diamond, a sand pit, and a wading pool for the younger boys and girls. Water for the pool is furnished by the Town of Westwego.

Civic pride must be practical, too, for it also means civic building. A monument to Westwego's practical accomplishment is its waterworks whose 900 meters record service to the population which had grown to 6,133 in 1942, and is now indubitably greater.

Although paved and hard-surfaced streets serve the residential and busi-



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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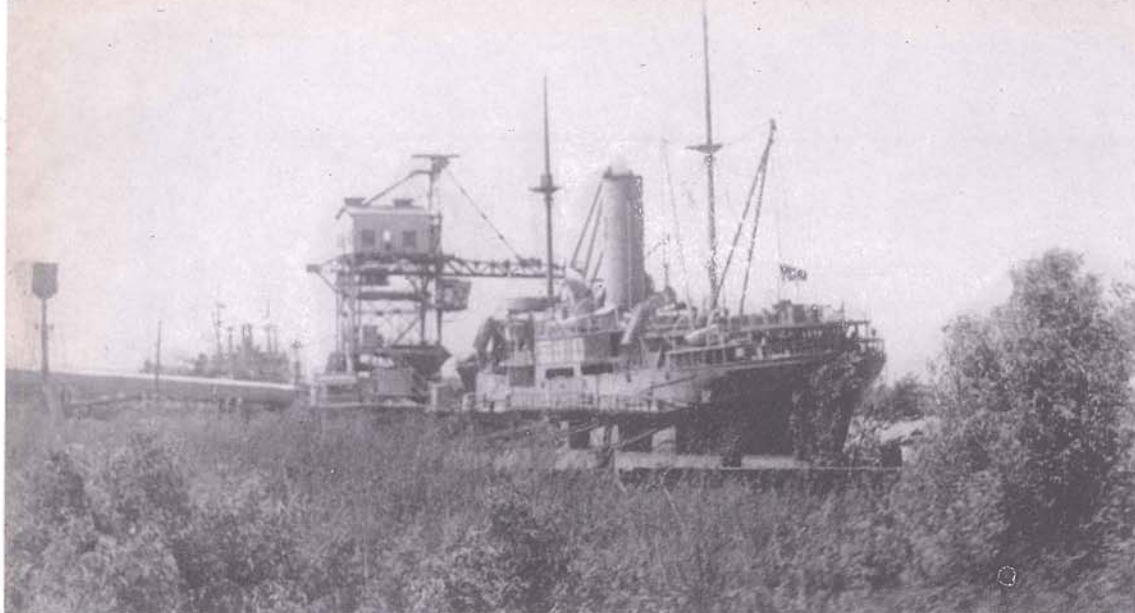
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GRETN



A freighter in battle dress discharges bauxite ore from Dutch Guiana at the Westwego terminal.

ness sections of Westwego, its principal business thoroughfare is a waterway. Along the banks of the Company Canal, built years ago by the Westwego Canal and Terminal Company, is a hive of industry which grew as a sort of natural phenomenon. The waterway is plied by the small craft of commercial fishermen. They reach "market" at its Westwego terminal where are located a number of canning factories. These concerns can hundreds of thousands of pounds of succulent shrimp, oysters and great blue-clawed crabs from Louisiana's teeming coastal waters. And in the process very little is wasted for along the canal's edge are also manufacturers of feed meal and fertilizer from the by-products of the canners. Their products are shipped to consuming centers throughout the country and in export.

Among the companies operating in these fields are Louisiana Blue Crab Canning Company, Western Feed Meal Mills, Otto Kuehn & Company, Ed

Children splash through the long summer days in the wading pool in Westwego's park.



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Martin Seafood Company, Cutcher Canning Company, and Robinson Canning Company.

At Westwego, too, are the yards of the Texas & Pacific-Missouri Pacific Terminal Company, which were put to greater use when the lines of the two railroads routed their traffic across the Huey P. Long bridge over the Mississippi River to their New Orleans terminals.

And to complete the industrial picture of the busy town are General American Tank Storage Terminals, Sinclair Refining Company's bulk plant, North American Trading and Import Company, U. S. Industrial Chemical Corporation, and Commercial Solvents, Inc.

TOWN OF KENNER

(Continued from Page 156)

scale, and besides these there is Jill's Poultry farm, which is a completely modern chicken "factory" on a relatively large scale.

In the Kenner agricultural picture, dairy farming continues to hold a large place.

The Ipik Plywood Corporation, the Louisiana Box and Lumber Company, and the Mancuso Barrel & Box Co., Inc., all located in Kenner, have had to increase their production to meet war demands. The Kenner Airport, also inspired by the needs of war, is under construction.

So Kenner, connected with New Orleans by bus lines and highways 91 and 51, is a busy community, and we are working in every way possible to further the war effort.

A magic light seeps through the branches interlaced above those who linger in "Fairyland," Grand Isle.



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Table of Contents

	Page
Frontispiece	2
Foreword—An Open Letter to the Commander-In-Chief.....	3
Jefferson Parish Police Jury—Members and Officers.....	4
War—And the Home Front..... W. R. TOLEDANO, President, Jefferson Parish Police Jury	5
Industry	9
RAY M. THOMPSON, Contributor to National Publications	
“Life” Visits Jefferson..... JEAN SPEISER, Associate Editor, Life Magazine	32
Bayoulands of Jefferson..... PERCY VIOSCA, JR., Louisiana’s Outstanding Geophysicist and Naturalist	42
Louisiana State Officials.....	60
Parish Officials	62
Court Officials	64
Pictorial Section	65
Information	81
The Cover	81
Jefferson’s Surging Growth Demands This Bridge..... THOMAS EWING DABNEY, Metropolitan Press Feature Writer and Publisher	82
Changing Times Along The Bayou..... LOIS LENSKE, Nationally-Known Children’s Book Author-and- Illustrator	94

Jefferson Parish Food Production.....	106
MARTEL MCNEELY, Agricultural Economist and Newspaper Syn- dicate Writer	
Jefferson Parish School Board—Members and Officers.....	128
School Board Officials.....	130
The Schools and The War Program.....	133
LEM W. HIGGINS, M. A., Superintendent of Schools, Jefferson Parish	
“Metairie” Means “Home”	140
H. D. CHAMBERLAIN, Associate Editor	
Metairie Golf Club.....	152
CLARENCE H. BOEHMER, President	
Service Foresight	154
J. W. HODGSON, President and General Manager, East Jefferson Waterworks District Number One	
City of Gretna	158
DR. CHARLES F. GELBKE, Mayor	
Town of Kenner	162
DR. J. S. KOPFLER, Mayor	
Village of Harahan.....	164
FRANK H. MAYO, Mayor	
Town of Westwego.....	166
MORRIS ROSENSTOCK, Mayor	
Index of Advertisers.....	174

Index of Advertisers

	Page		Page
A			
A. & P. Food Stores.....	123	Codifer, Inc.	126
Abdo's Drug Store.....	165	Cola-Hiball Co.	143
Airline Lumber & Supply Co.....	95	Collins, J. C., Agent.....	123
Algiers Music Co.....	165	Colonial Hotel Courts.....	101
Allen Boat Co.....	105	Commercial Solvents Corp.....	165
American Beverage Co., Inc.....	95	Concrete Products Co.....	85
American Creosote Works, Inc.....	101	Continental Can Co., Inc.....	167
American Heating & Plumbing Co., Inc.	113	Cottam, H. T., & Co.....	119
American Printing Co., Ltd.....	43	Cotton Club	103
Arctic Pure Ice Co.....	143	Coyle Lines	171
Auto Painting & Repairing Co., Inc.	105	Crane's Clothing Co.....	163
Avondale Marine Ways, Inc.....	17	Crescent City Engraving Co.....	139
		Crescent Typewriter Exchange, Inc.	161
		Cutcher Canning Co.....	165
B		D	
Baldwin, A., & Co., Inc.....	123	Davis, Ad Given.....	159
Barataria Tavern	91	Davis-Wood Lumber Co., Inc.....	167
Beekman's	125	Davison Chemical Corp., The.....	119
Bell Distributing Co.....	51	DeBardeleben Coal Corp.....	171
Bennett Manufacturing Co.....	163	De Weese Pharmacies.....	147
Billionaire Cafe	137	Ditta, Carlo	161
Bishop-Edell Machine Works, Inc.....	111	Dixie Tourist Court.....	127
Black, Charles, Gravel & Sand Co., Inc.	109	Douglas Public Service Corp.....	99
Blue Horseshoe Tourist Court.....	109	Durham's Feed Store & Hatchery..	157
Blue Light Inn.....	145		
Blue Plate Foods, Inc.....	151	E	
Boland Machine & Mfg. Co., Inc.....	163	East Jefferson Waterworks Dis- trict No. 1.....	154
Borden-Aicklen Auto Supply Co., Inc.	141	Eighth Ward Democratic Club of Jefferson Parish	153
Boudreau's La Casino Restaurant..	145	Ellzey Stores	161
Boudreaux, Willie	169		
Boulevard Garage & Beer Parlor.....	131	F	
Boulevard Hardware Store.....	149	Fairbanks, Morse & Co.....	121
Boyle & Oustalet.....	105	Farnsworth, R. P., & Co., Inc.....	169
Bridge Circle Inn.....	159	Feitel's, Ed. E., General Depart- ment Store	93
Brook Tarpaulin Co.....	141	Firestone Stores	169
Brooklyn Land Co.....	159	First National Bank of Jefferson Parish, The	137
Brown's Restaurant and Cafe.....	161	Fisher, E. B., Agent.....	55
Brunies' Restaurant	155	Fisher's Store	163
Bush, J. B.....	97	Fitzgerald's Lake House.....	163
Bush the Builder.....	97	Fleming Canal Store.....	153
		Foray's Restaurant	171
C		Foundation Plan, Inc.....	139
Carey & Helwick.....	147	Franklin Printing Co., Inc.....	143
Carter, Perrin & Brian.....	159	Frazier, Clarence J.....	143
Carter, Reese	97	Freeport Sulphur Co.....	61
Celotex Corp., The.....	21	Freiberg Mahogany Co., The.....	135
Christy, Mrs. Arthur H.....	169	Frey, L. A., & Sons, Inc.....	155
City Ice Co., The.....	143		
Clerc Lumber Co., Inc.....	119		

	Page
G	
Garden of Memories.....	167
Garsaud's (retail)	125
Garsaud's (wholesale)	165
Gauthier's, Sidney, Grocery.....	111
Gendron's, Leon, Grocery, Cafe and Barber Shop	95
General American Tank Storage Terminals	87
General Outdoor Adv. Co.....	57
Gennero's Inn	165
Godchaux Sugars, Inc.....	113
Godchaux's	159
Gonzales Motors, Inc.....	59
Gordon Theatre	153
Grand Isle Chamber of Commerce..	129
Great Atlantic & Pacific Tea Co., The	123
Great Southern Box Co., Inc.....	19
Gretna, City of.....	158
Gretna Hardware Co.....	163
Gretna Sheet Metal Works.....	161
Grover's Place	139
Gruber, Louis E.....	33
Guenther, Leo S.....	129
Gulf Distilling Corp., The.....	101
Gulf & Valley Cotton Oil Co., Inc.	151

H	
Hansell, F. F., & Bro., Ltd.....	111
Harahan Service Station.....	155
Harahan, Village of.....	164
Harvey Canal Ship Yard & Ma- chine Shop	91
Harvey Lumber & Supply Co., Inc.	37
Harvey Mud Co.....	157
Heebe's Bakery	103
Hercules Powder Co., Paper Mak- ers Chemical Department.....	105
Higgins Industries, Inc.....	99
Hill, H. G., Stores, Inc.....	85
Hi-Wa Bar	167
Holmes, D. H., Co., Ltd.....	63
Hope Haven Dairy.....	151
Hotard, Alvin E.....	151
Humble Oil & Refining Co.....	171
Hyatt, A. W., Stationery Mfg. Co., Ltd.	131

I	
International Lubricant Corp.....	145
Interstate Electric Co.....	141
Intracoastal Terminal Co.....	29
Ipik Plywood Corp.	41

J	
J & L Steel Barrel Co.....	147
Jahncke Service, Inc.....	85
Jefferson Bottling Co., Inc.....	143

Page	
Jefferson Democrat	49
Jefferson Parish Police Jury.....	Inside Front Cover
Jill's Poultry Farm.....	113
Joe's Inn	165
Johns-Manville Products Corp.....	25

K	
Kammer, C. A., Mercantile Co.....	171
Kemker, D. H., Distributor.....	155
Kenner, Town of	162
Kennington, A. S., Distributor.....	87
Keyhole, The	163
Klause's, E., New Beer Garden & Bar	147
Klotz Cracker Factory, Ltd.....	117
Kraak's, Henry, Nursery.....	149

L	
La Belle Tourist Court.....	155
La Casino Restaurant, Boudreau's	145
Lamanna,Panno-Fallo Ind. Insur- ance Co.	111
Lauricella, John L., & Associates, Inc.	125
Lawyers Title Insurance Corp.....	149
Leader, The	153
Leitz-Eagan Funeral Home, Inc.....	141
Leson Chevrolet	109
Levy, Charles	163
Litolff & Leitz, Inc.	151
Little Forest Tourist Court.....	126
Longino & Collins, Inc.....	171
Loose-Wiles Biscuit Co.....	143
Louisiana Ice Service, Inc.....	147
Louisiana Power and Light Co.	Outside Back Cover
Louisiana Tractor & Machinery Co.	53
Louisiana Transit Co.....	89

M	
Maison Blanche Carrollton	127
Mancuso Barrel & Box Co., Inc.....	99
Marine Paint & Varnish Co., Inc.....	117
Marrero Land & Improvement Assn., Ltd.	63
Martin & Co., Inc.....	45
Matthews, Geo. B., & Sons, Inc.....	165
Mayfield's Grocery & Bar.....	167
Mayronne Lumber & Supply Co., Inc.	137
Melling Cement Block Works.....	126
Messina's Suburban Inn.....	169
Metairie Golf Club, The.....	152
Metairie Hardware & Paint Store..	127
Metairie Ridge Ice Co., Inc.....	143
Metairie Ridge Nursery Co., Ltd.....	123
Met'ry Tourist Court.....	149
Midway Inn	171
Milliet, Fornest	127

	Page
Mothe Burial Benefit Life Insurance Co., Inc., The.....	119
Mothe, E. J., Funeral Director.....	119
Mullen Ship Yard.....	139
Muller Furniture Mfg. Co., Ltd.....	141
Murphy Iron & Boiler Works, Inc....	117

Mc

McWilliams Dredging Co.....	161
-----------------------------	-----

N

National Corp. Service, Inc., of La.	113
Nebb's Hardware Store.....	167
Nelson's Roof Terrace.....	169
Neptune Supply Co.....	159
Newcomb, H. Sophie, College, The	147
New Orleans Brewers Association	57
New Orleans, City of.....	47
New Orleans Public Service, Inc.....	Inside Back Cover
Norwood Farms	93

O

Oakpark Cabins	171
Oleander Hotel	157
Original Bruning's Restaurant.....	153
Orleans Materials & Equipment Co.	143
O'Shaughnessy Service, Inc.....	39
Ozone Co., Inc.....	157

P

Paletou, J. Wallace, Inc.....	121
Pat's Club & Bar.....	135
Pendleton, Forest C.....	113
Penick & Ford, Ltd., Inc.....	107
Perrin, Charles, Warehouses.....	151
Perrin, Clem	153
Piggly Wiggly	97
Pines Tourist Courts.....	111
Pontchartrain Lumber Co., Inc.....	131

R

Rainbow Inn	167
Rantz Ice Factory	167
Rathborne, Joseph, Land Co., Inc....	139
Rathborne Lumber & Supply Co., Inc.	159
Rheem Manufacturing Co.....	23
Ribaul, Joseph, Transfer.....	35
River Parishes Lumber Co.....	129
River Terminals Corp.....	13
Riverside Ice Co.....	143
Roof Garden Club	145
Rosenstock, Morris, Mayor.....	139
Roussel's Circle Service Station.....	167
Rowan, Peter P., Co., Ltd.....	151
Roy, A. K., Inc.....	117
Royal Crown Cola	95
Rykoski, Inc.	145

Page

S

St. Regis Restaurant.....	155
Samuel Bros.	165
Schayer-Badinger, Inc.	149
Schunke, Fred	167
Seaboard Refining Co., Ltd., The..	161
Sears, Roebuck and Co.....	129
Security Building & Loan Assn.....	59
Shippers Compress Warehouse.....	171
Smith, Ed., Stencil Works.....	155
Smitty's Cabs	157
Soulé College	157
Southern Cotton Oil Co., The.....	15
Southern Shell Fish Co., Inc.....	131
Southern States Equipment Co., Inc.	83
Southport Petroleum Co. of Del.....	89
Spahr, Charley, Distributor.....	135
Spahr, Wm. F., Foundry & Mch. Works	61
Speck's Rose Room.....	169
Stauffer, Eshleman & Co., Ltd.....	157
Steger's Department Store.....	171
Stumpf, Archie C., Druggist.....	107
Stumpf's, John, Son.....	27
Suburban Bowling Alley	137
Swanson, Frank	161
Swift & Co.....	103

T

Texas Co., The	11
Thomas, A. G.....	107
Tichenor, Dr. G. H., Antiseptic Co.	155
Tip Top Pavilion.....	169
Trico Coffee Co., Inc.....	163
Tropical Radio Telegraph Co.....	121

U

U. S. Industrial Chemicals, Inc.....	121
United Cash Grocery — Algiers Branch	171
United Gas Pipe Line Co.....	31

V

Villars, F. J., & Sons.....	157
Von Der Haar, Frank A.....	159

W

WWL Development Co., Inc.....	55
We-Go-Inn	83
Weiner's Furniture Co.....	169
West Side Oil Co., Distributor.....	55
Western Union Telegraph Co.....	165
Westwego, Town of.....	166
Whitney National Bank.....	135
Williams, W. Horace, Co., Inc.....	149
Wisser's Cafe & Grocery.....	169
Woodward, Wight & Co., Ltd.....	125

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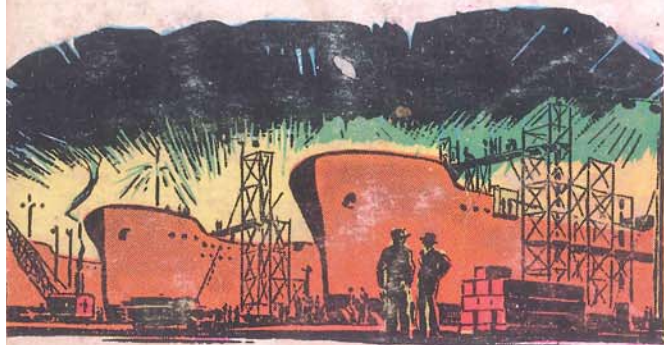
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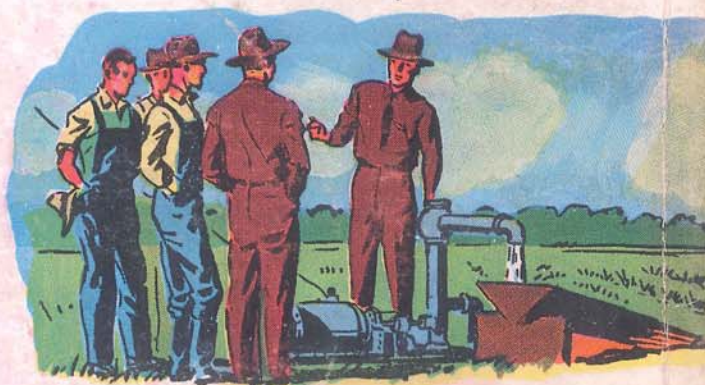
Conducted big bond-buying campaigns and campaigns to save scrap and stop rumors.

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At Christmas time, the girls of our company sent packages to every one of our employees in the armed forces. And all year long, every one of our fighting men received our company magazine.

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