

Court Officials

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

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



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NARRATOR: Robert Tallant is the author of seven novels, four books of adult non-fiction and three juveniles, as well as many short stories and articles. His most recent books include *THE PIRATE LAFITTE AND THE BATTLE OF NEW ORLEANS*, *THE LOUISIANA PURCHASE*, and the third novel about Mrs. Candy, *MRS. CANDY STRIKES IT RICH*.



PHOTOGRAPHER: World famous Wood "Pops" Whitesell, whose prize-winning salon prints have been exhibited in the Royal Academy in England and the Smithsonian Institute in Washington and whose wizardry with the lens is a tradition among the photographic fraternity of America.



PHOTOGRAPHER: Dan Leyrer, sharing the same location and same love of photography with "Pops" Whitesell for 30 years, is nationally known for his pictures of the ruined cities of Central America and for steady appearances of his prints in publications all over the world.



The Passing Parade

EDITOR'S NOTE

Progress is a steadily moving, never stopping procession . . . with the new always just coming into view and the old imperceptibly fading from sight . . . and before we are quite aware an accepted way of life we once thought would last forever is gone, never to return.

That is why, before it is too late, we assigned the above master craftsmen to record for posterity, in the following pages of the Review, a part of Jefferson's passing parade that is already disappearing around the corner of time.

In a few years it is very probable that all of these following scenes will be gone, and that we will never see their like again. Progress and growth and prosperity are to be desired, for we are grateful for today and we anticipate tomorrow. Yet we cannot help being nostalgic for yesterday, for the old time ways, for the charm of a life that was simpler.

And it is a man's work that changes him as much as anything else. When his kind of work changes, he changes. Put a fisherman to work in a factory or a farmer to help build a steel bridge, and even the appearance of these men will seem altered within a short time. Give a man who once hewed his own pirogue from a cypress log a factory made boat with an outboard motor and he is not the same again. Even the Louisiana bayou in which he might use his new boat will not look the same.

Yet the type of people depicted in these pictures are not all gone yet. They are still found in various sections of Jefferson Parish.



THE BATTURE DWELLER

(Photographed on Jefferson's West
Bank of the Mississippi)

For instance, few of the batture dwellers (or squatters) along either bank of Jefferson are left, and soon not one will remain. The batture is that strip of land between the levee and the river's edge, and for as long as any living person can remember the houses and shacks of the batture people have been there. These humble homes have been of all kinds, ranging in types from humble and ramshackle affairs built of driftwood and scraps of tin to very decent cottages with gardens and climbing roses, electric refrigerators, good furniture and television sets.



THE CATFISH FISHERMAN

(This is John J. Funck, Sr., caught by the camera with his catch at Robinson Lane and the Levee in Marrero)

There are few catfish fishermen left. Perhaps a dozen still catch the river cat to sell, than which there is nothing tastier when prepared by an expert. Once there were hundreds. What has happened to them? Well, in most cases, it is simply that they have found more profitable occupations in expanding Jefferson. Too, the older generation is dying out, and their sons fish for cat mostly for their own pleasure and their own frying pans.



THE CYPRESS CISTERN

(Posed by Mrs. Coulon of Lafitte)

Along with the old professions and trades, the old customs, habits and ways are also vanishing. When the bond issue was sold to finally pipe potable water from Waterworks District No. 2 into the Barataria Country, the death sentence was passed upon one of the last relics of old-fashioned Jefferson. Today such cisterns still tower over many backyards in this vicinity, but they will soon go. Here Mrs. Coulon, owner of a store and residence on Big Bayou Barataria, poses with one of the familiar wooden tanks that for centuries have supplied every drop of water every family used.



THE MOSS PICKER

(Adam Barbier of Crown Point)

Adam is now only a part time moss picker for he is also a part time tender at the Waggoner Ferry Bridge. There was a time, particularly during the Depression, when hundreds turned to moss picking for a livelihood in the Jefferson bayou country. Men, women and children pulled it from the trees, cured it by soaking with water until it turned black, hung it on fences to dry in the sun, baled it and delivered it to the moss gin. Much of it was used for airplane and furniture upholstery. Today there is not enough demand for it to warrant moss picking as a full time operation, and only one moss gin still exists in Jefferson.



THE TRUCK FARMER

(Presenting Sido Warino)

Sido has been working this small farm on Barataria Road for seven years. But his farming is also a part time occupation, for he is employed at a shipyard in the late afternoons and early evenings. In the early mornings you'll find him in his truck patch, for he likes remaining in contact with the soil, and working the land. Farming is vanishing from the parish with stunning rapidity. In another part of this issue of the Review it is pointed out that Jefferson was once 98% agricultural and 2% industrial. Today exactly the reverse is true.



THE FUR TRAPPER

(The two sisters, Mrs. Emile Duirene and Miss Gertie Verdin, preparing muskrat skins for drying at the family's trapping camp on Rabbit Bayou near Little Lake)

Trapping is, of course, still good business in Jefferson and to some it brings big revenues. Even today whole families set out for the trapping grounds in the late autumn and do not return until Spring, taking with them hundreds of traps, their houseboats, pirogues and general paraphernalia. Yet in other seasons more and more trappers are working at industrial jobs. As in the case of the fishermen, the full time trapper is becoming more and more rare.



THE SHRIMP BOAT

(Scene on Big Bayou Barataria showing at the center the old style shrimp boat and at the left the newer smaller skiff type)

Shrimping, also, is still a lucrative and widely followed trade and will, presumably, continue to be that as long as there are shrimp in Louisiana waters, which let us hope will last until the end of time. Yet the shrimp luggers of the past are giving way to large skiffs among the men shrimping in the bays and lakes. They are easier to handle and more economical to operate. The deep sea trawlers, of course, are still used in the Gulf.



THE DRYING OF SHRIMP

(Photographed at Manila Village)

The spreading and drying of shrimp continues to be the principal industry, down in Manila Village. The fresh shrimp are boiled in rectangular pots, then spread on open platforms to dry. At regular intervals the shrimp are stirred with long wooden rakes. During rainy weather and at night they are covered with tarpaulins. After they are dried revolving hoppers free the shrimp of shells, heads and tails. These, together with other broken bits of shrimp, are used as fertilizer and hog feed. The dried shrimp, themselves, packed in huge barrels, go to New Orleans for distribution. Until recent years a large percentage of the dried shrimp was sold to China, where they have long been considered a delicacy. Today the market for dried shrimp has shrunk. The shrimpers of Manila Village now work also as trappers, and many have moved on to other places and other jobs.



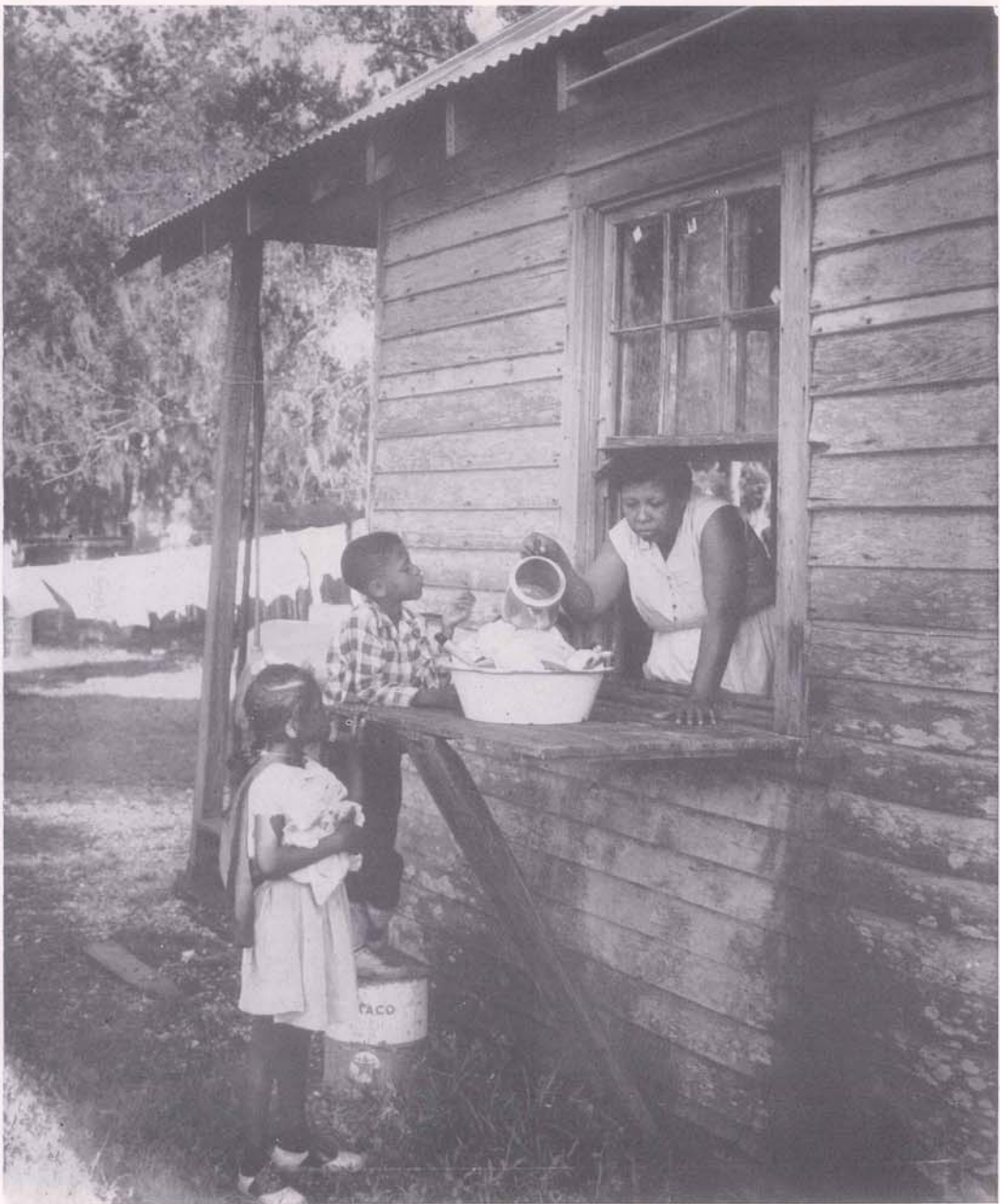
CLOTHES POLE MAN

(Henry Glover and wife of 26th St.,
Gretna)

Henry is one of the last of the clothes pole men. From his home at the entrance to the forest he has roamed the swamps for most of his sixty years, searching out the strongest, straightest young trees and saplings, all of which must have prongs at one end to support the clothes lines. These he cuts and carries home to his sunny backyard. There, using the old, old methods of his calling, he scrapes off the bark, lets the poles dry in the sun, then hoists his wares on his shoulder and takes to the streets, crying out his familiar chant:

"Clothes poles!
Clothes poles!
Nice clean clothes poles, lady!
Clothes poles!"

Rarely is the clothes pole man seen or heard in the cities now, but he still exists in Jefferson Parish.



WINDOW DISHWASHING

(Still existing in the Barataria Country)

Also fast disappearing are what the Creoles used to call "tablettes a chaudiere." These were shelves set outside kitchen windows, where housewives washed the dirty dishes. Mrs. Hilda Forges of Barataria, shown here both assisted and annoyed by her grandchildren, Marvis and Lloyd White, has retained and still uses hers. She has a nice modern kitchen replete with gas stove and electric refrigerator and a good sink, but she is not going to risk making a mess of her kitchen.



ALL SAINTS' DAY

(In the Cemetery at Barataria)

The All Saints' Day blessing of the graves in Jefferson Parish cemeteries should continue an imperishable tradition, yet this also seems to be fading. In the above picture Father Lieux of St. Anthony's is conducting the ceremonies on the night of All Saints' Day. As has long been the custom candles have been lighted on graves and before tombs at sundown, and the priest has come with holy water and his altar boys to bless the resting places of the departed. Previously there has been great cleaning and white washing. On this night members of the families of the departed congregate in the cemetery in a sort of reunion to remember and pray for their dead.



THE PIROGUE MAKER

(Posed by Etienne Billiot)

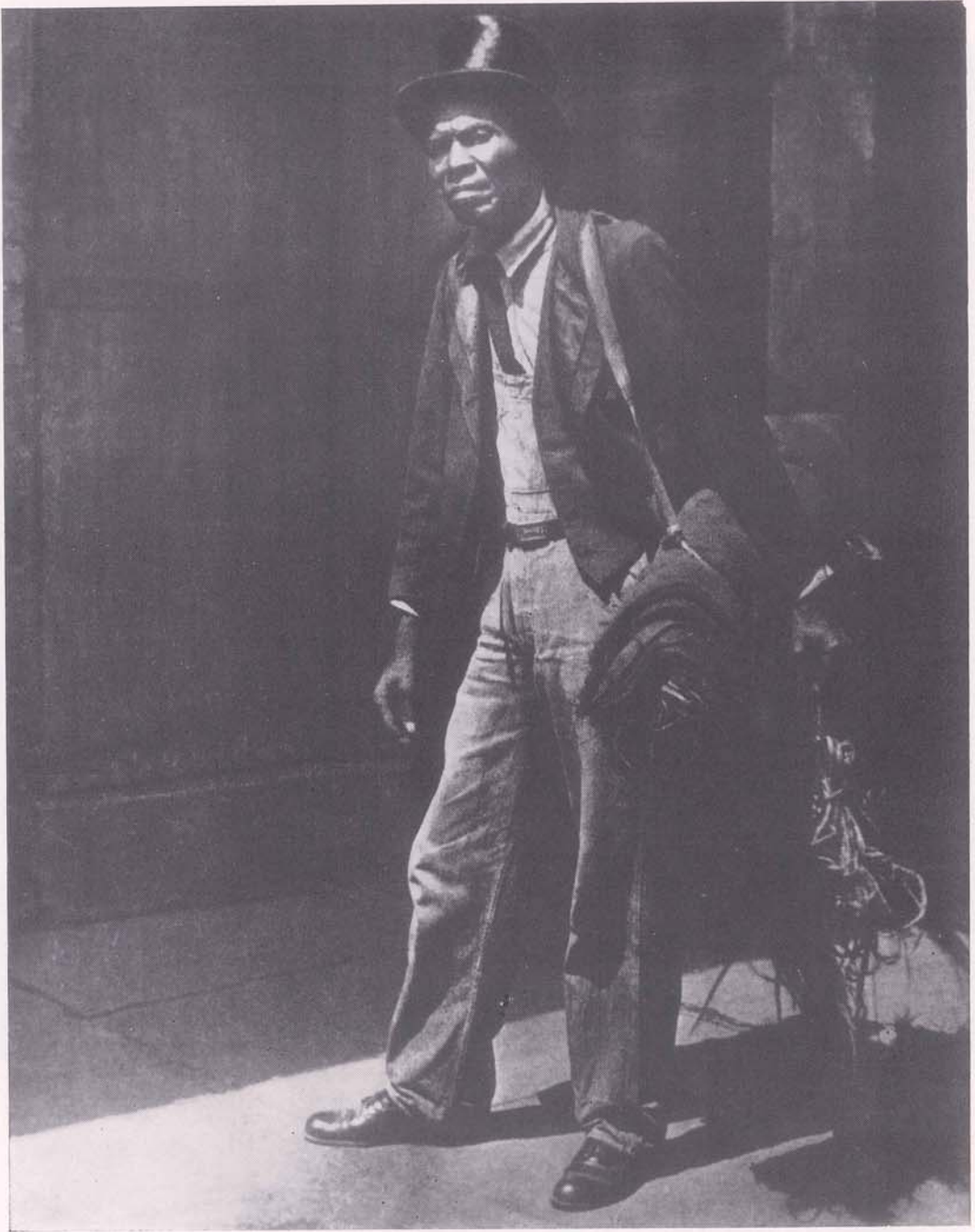
Hand-hewed pirogues are still made and used in many parts of South Louisiana, although their use is fading from the vicinity of Jefferson Parish. The pirogue maker carves his boat from a single log, a feat learned long ago from the Indians. Averaging thirteen feet in length and only about twenty-two inches in width, no other boat can penetrate the swamps and marshes with such ease. And if their slenderness may make them seem difficult to handle, those used to them manipulate them dexterously, and with amazing speed. In some remote parts of Jefferson children even travel to and from school in such pirogues. And there are still master craftsmen like Etienne above, who is now 73 years old and has been working at pirogue making for seventy of them. At three he began handling tools to his dad. It was Etienne Billiot's son who became the first pirogue racing champion of the world.



THE ICE MAN

(For years Manuel Lombard has been delivering ice with this same horse and wagon)

Other things remain. For instance, although some people may not realize it, and despite electrical refrigeration, ice men still make a living in Jefferson—usually by selling and delivering their ice to restaurants and bars, to night clubs and cocktail lounges. A connoisseur, a gourmet, has little use for ice cubes in his drinks. Ice cubes contain air, therefore it is argued they are not as good in a drink as real ice. That is why Manuel is not perturbed about gadgets that manufacture ice while you wait.



THE CHIMNEY SWEEP

(From a salon print by Wood
"Pops" Whitesell)

Few chimney sweeps can be found today, yet now and then one appears on the streets. Long a fascinating and picturesque sight, the chimney sweep seems fated to vanish forever. The few that still exist dress much as chimney sweeps have for many, many years—in a tall and battered silk hat, and often in a swallow tail coat. Over one shoulder they carry a coil of rope, bunches of palmetto and a straw broom. In most cases the chimney sweep will use the same cry, too—one that has been his for years—which sounds like "Raminay! Raminay! RA-MI-NAY!" This, of course, is really a corruption of the French "Ramoneur," or Chimney sweeper, but most people have forgotten that.



GRIS GRIS

This photograph of a Voodoo Queen is the only picture in this Passing Parade that was artificially staged. There may still be Voodoo Queens, but it is impossible to interview or photograph them. This, however, is to show how a Voodoo Queen would—or should—look, and with some of her "gris-gris." The doll represents the person upon whom the curse is to be inflicted. The dreaded black candle formed into a cross makes the evil sought even more potent. The goofer dust from a grave and the ancient African god also add power. The severed chicken feet retard the escape of the enemy being fixed.

FINALE

And so . . . these are some of the things that are passing. Let them not go too soon. Let us hold some back if we can. Life will not be the same when all of them are gone forever.

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In the last eight years since the end of World War II the number of children enrolled in the Jefferson Parish Schools has increased over one hundred percent. Actually the figure is 105.4%.

This is an impressive percentage — but it has no impact, no meaning until we are shown by comparison on the chart that it is five times greater than the big city of New Orleans just next door. Right now practically one out of every five people in the entire population of Jefferson Parish is assigned to a classroom somewhere — of which about

could be built.

It has been nip and tuck all the way — but for 1955 we are pleased to report that our gigantic building program is approaching completion and that we are comfortably ahead of the constant parade of new students clamoring for their desk and their role in the future destiny of the parish. Right now throughout the parish, from Lake Pontchartrain to the Gulf of Mexico, there is no child of school age, white or colored, who does not have a school within easy walking distance or a free



Here we have Harvey School First Grader N. J. Roberts impersonating Lincoln as a boy. The ingenious background for this Anniversary skit was prepared by the class under the direction of teacher Mrs. George Guillotte.

21,000 are in our public schools and over 6000 in parochial and private schools. Since the last September enrollment the total has jumped 2500 or over 10%.

The pressure of Jefferson's persistent population increase on our school facilities has been and still is our biggest parish problem—but it is also our pride that when we saw the postwar boom pyramiding around eight years ago we immediately began preparations to handle it. During that period the Jefferson Parish School Board inaugurated the 12-year School System, and in that period the voters of Jefferson authorized a $5\frac{1}{2}$ million dollar appropriation for new schools as fast as they

school bus to get to one.

Part of our confidence lies in the two magnificent new Consolidated High Schools that will be opened in September of this year. One, located at Harvey, will serve the West Bank; and the other, in Metairie, will serve the East Bank.

Each, occupying over 20 acres of ground, will accommodate 1500 high school students from grades 9 through 12. Each will have two wings of approximately 50 general classrooms . . . plus Gym, Auditorium, Home Economics Department and Cafeteria, Science Department, Administration offices, Library, Workshops and Vocational Building and Power Plant.



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OUR TWO NEW CONSOLIDATED HIGH SCHOOLS



In last year's REVIEW we showed you these two magnificent and modern consolidated high schools under construction. Here they are COMPLETE—the top one located at Harvey on the West Bank, and the lower one at Metairie on the East Bank—and in the story itself on the next page we tell you how vitally important they are to Jefferson's rapidly increasing school age population. Our parish school enrollment shows a normal percentage of increase five times greater than that of neighboring New Orleans. And in these United States of ours, of which Jefferson is one of the fastest growing areas, there are right now 18 million children under 5 who will soon be entering school for the first time. With these two new huge schools Jefferson is preparing for the inevitable additional pressure the next few years will bring.



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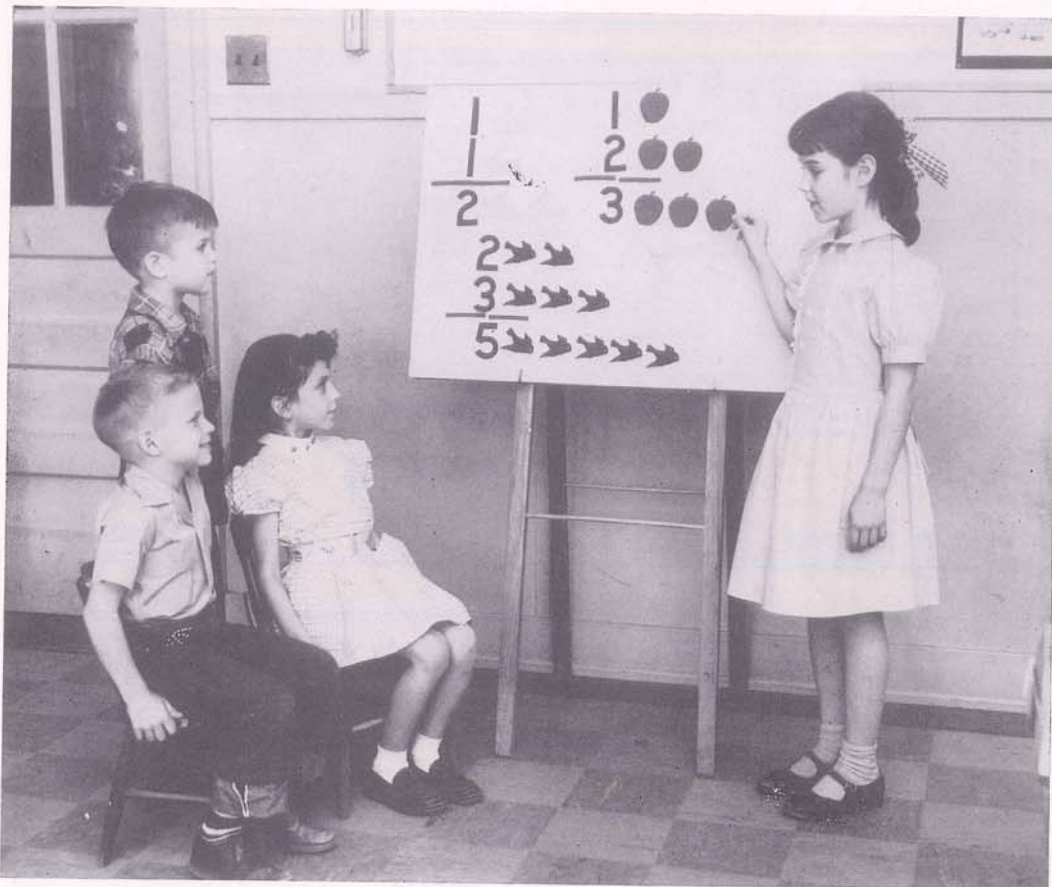
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These First Graders at Homedale School are doing what we very old timers used to call "sums." Those intriguing objects and numerals forming the number combinations are made of felt and, as any stupid adult like you and I can readily see, they adhere very neatly to the flannel backboard . . . that is, until you pick them off or move them around into another combination for that serious lad standing in the back to furnish the answer. The teacher, Mrs. Alice Moore, is lurking in the offing, very proud of her expert mathematicians.

When these two new units are put in operation the buildings now used for high schools will be reassigned to upper elementary grades. The day they are opened almost 30% of our school enrollment will be reshuffled.

It is hard to realize that right now in active operation in Jefferson Parish are 42 school buildings, including the 6 present high schools — almost a school building for every mile of the parish length. These do not include, in addition on the East Bank, the facilities for the accommodation of both mentally and physically handicapped children; and, on the West Bank, facilities for the physically handicapped only, as there are not enough mentally handicapped cases to require the establishment of such a unit.

S. M. Brownell, U.S. Commissioner of Education, said in a recent report that the rate of school construction

throughout the U.S. will have to be nearly tripled if the country hopes to keep pace with its educational needs. On the basis of that assertion the foresight of Jefferson in so capably anticipating its requirements several years ahead is an outstanding parish achievement.

We are also proud to report that in October of 1954 the Jefferson Parish School Board approved a new teachers' salary schedule, making Jefferson now one of the highest paying parishes in the State — an incentive which is and will continue to secure for us the highest calibre of teaching ability available.

It costs, for just training alone, approximately \$1800 to put a pupil through the 12 years of school, or about \$150 a year. We transport daily by free school bus over 12,000 school children and provide substantial hot lunches and milk at a standard low price of 15 cents.



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EAST END
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These lads and lassies of J. C. Ellis School are getting ready for a reading test. Looks like the young fellow on the right is doing a little last minute cramming. And the little lady on the extreme left has all the appearance of superb self confidence. Somewhere in this quintette may be a Charles Laughton, so let's meet them. Left to right: Jerry Roxburgh, Barbara Ann Hartman, Paul Reeves, Patricia Quinn and Craig Marzoni. Standing left is their teacher, Mrs. McLeod. Standing right is Supervisor of Schools, Miss Ruth Pitre.

Our School Libraries are in keeping with the standards of the Southern Association; our physical education departments will attain the coveted TRIPLE A rating as soon as the new Consolidated High Schools are in operation; and our graduates meet the most exacting credit requirements of the nation's colleges.

The constantly increasing enrollment and the maintenance of the high educational standards set by Jefferson's schools means constantly increasing costs. To partially provide for this, one half of the sales tax (after administrative costs are deducted), which went into effect on January 1st of this year, is earmarked for Jefferson's schools. If this is adequate it will be utilized to make new additions to existing school buildings as the demands arise, and will release monies now being used for maintenance and new construction for

the myriads of other educational requirements of a huge and complex school system.

1955 will go into the record as the year when we temporarily caught up with new construction but for us it has been no "recess." It merely gave us a breathing spell between problems and plans—because the administration of the Jefferson Parish School System, rated as one of the three finest in the state, increasing in size and responsibilities every school year, demands the constant overlapping of some jobs finished and others starting.

Proud of our parish schools—proud of the alert, attentive youngsters whose education has been placed in our hands—we now beg the privilege of acting as your guide on a picture tour of those classrooms, from the first day of school to the day of graduation, in which they pass "the best years of their lives."



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How Third Graders in Mrs. Evelyn Stroud's class at William Hart School are taught to correctly use the telephone—consulting the directory, dialing properly and speaking distinctly. This is part of a rounded out training in communications, both oral and written, in the Language Arts Field.

An old fashioned Spelling Bee—boys versus girls—in Mrs. Salome Covell's Fourth Grade Class at Gretna Elementary. Jon Gegenheimer is acting as teacher and calling out the words. The boys left to right are Charles Bladsacker, Neal Roselle, Byron Landry. The girls are, left to right, Kitty O'tillar, Kay Samuel and Bernic Bailey. Incidentally, spelling is stressed in our Jefferson Schools.





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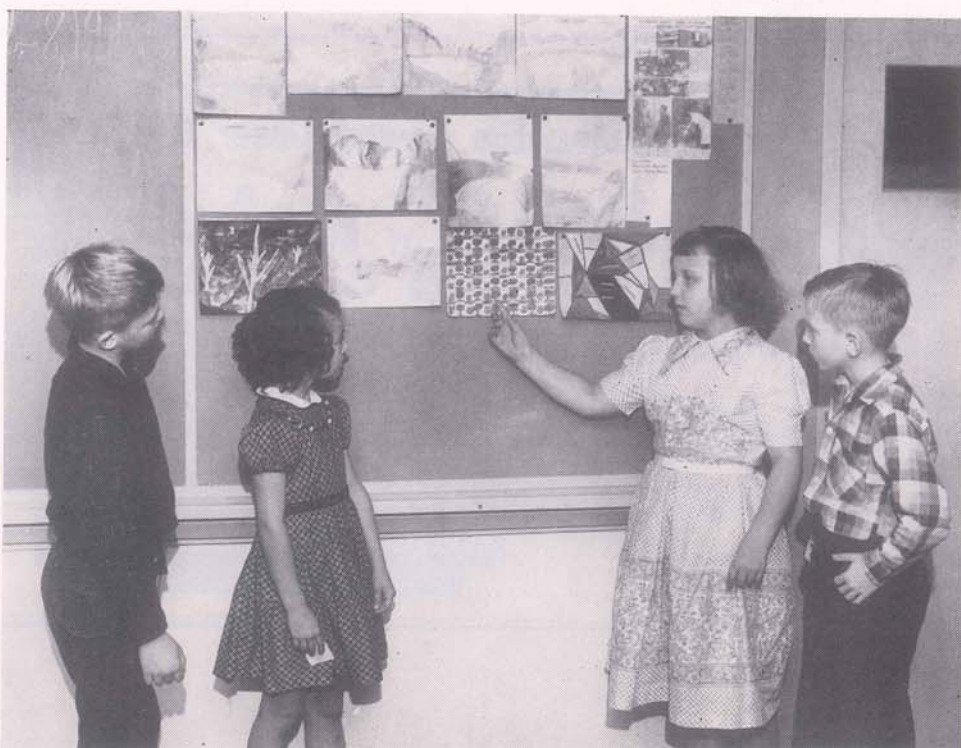
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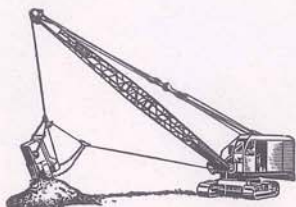
This is a group of the Second Grade at Jefferson Elementary School learning to read properly by tape recorder. The teacher, Miss Beatrice Meyers, plays what they have read back to them so they can hear their own mistakes—jerkiness in speaking, indistinct diction, etc. Left to right are Miss Meyer, John Eble, Rodney Charbonnet, Kathleen McHugh, Steven Reich, and Richard Hunt.

LEARNING BY EAR AND BY EYE

Fourth Grade students of John Clancy School present an exhibit of their original artwork. Left to right are T. J. Collins, Jr., Bobbie Crout, Dolores Lanier and Allen Ashley. It's fun to make pictures, they say, but while they're having fun they are learning color, coordination of eye and hand, form, perspective and, what is most important, how to open the windows of their imagination.



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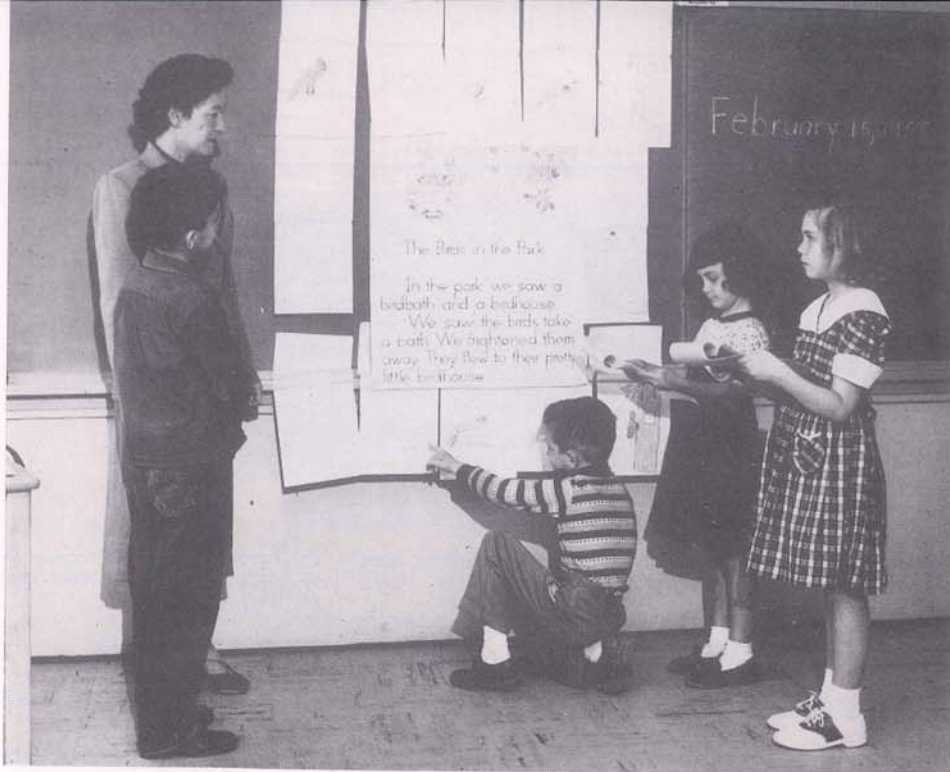
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These are only Second Graders at Fisher School. But they've been studying our native birds from life, have written stories about them and created their own illustrations. The evidence is right in front of you and the juvenile ornithologists are, left to right, Henry Hebert, Arthur Falgout (kneeling), Linda Bernard and Dona Rogers. The teacher is Mrs. Gladys Ragusa. Bet these youngsters can name and describe and draw more birds than you ever heard of—or are you an ornithologist, too?

THOSE AMAZING SECOND GRADERS

This syncopating sextette is the Second Graders "Rhythm Band" of Metairie Grammar School. Members of the ensemble are, left to right seated, Rickey Clanton and Penny Fitzgerald; standing left to right, Trudy Reich, Ann Moss, Bobby Clarke and Earl McCallon. For bookings you'll have to consult their teacher. There is a rumor that Bobby would prefer the bass drum to the tambourine, but he is outnumbered and outvoted and, besides, he could hardly see over it.





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In celebration of Washington's Birthday, this clever quartet of Second Graders at Barataria School (coached by their teacher Miss Gertrude Jackson) created this beautiful crepe paper replica of "Old Glory." They're too busy to look up, but may we introduce, left to right, Ray Rabalais, Kathleen Touchard, Linda Marie Perez and Richard Bolotte. Here's a case where a picture is worth a thousand words. You wouldn't believe these youngsters were so capable, if we just described this flag.

THE GRAND OLD FLAG AND A GRAND NEW SCHOOL

The new John Clancy elementary school in Highway Park, one of Kenner's newest subdivisions. This is an excellent example of how, in Jefferson, our educational facilities are keeping in step with our fantastic growth. Here, as you will see, is a brand new school built and functioning before the mud is hardly dry on a new residential development—before the streets are even hard surfaced.





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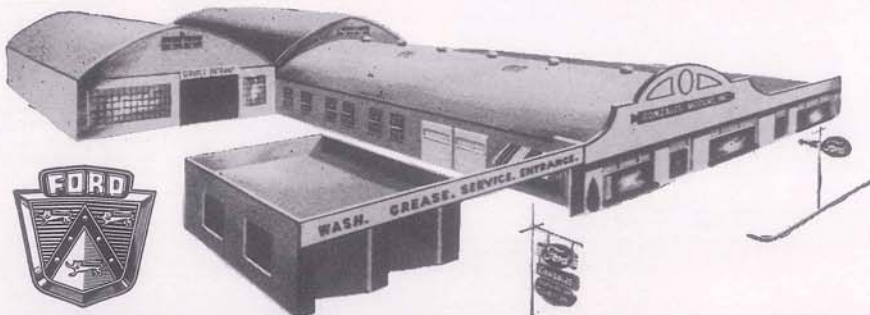
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Five future housewives of Jefferson take their basic training in the Home Economics Class of Mrs. Gloria Wagner at Marrero High. The girl standing with the crown on her head is "The Spirit of Home Economics" (Jan Trosclair in real life) and she is checking and encouraging the sewing of (left to right) Audrey Allemond, Sylvia Panepinto, Betty Delgrandille and Beatrice Ragusa. When they first started their slogan was "As ye sew so shall ye rip"—but now it is "Why designs by Dior when we can make them at Marrero."

THOSE HAPPY HIGH SCHOOL YEARS

Students of Frank Bonfilio's class at Jefferson High School are photographed working on the School Year Book—that proud tome of their individual and collective achievements. Left to right standing are Walleen Mullins, Russell Tausch, Evelyn Haf and Paul Marsh. Seated left to right are Lucille Knecht and Barbara Brueggeman. On the threshold of maturity, enjoying the last years of school—the best years of their lives.



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FUTURE TEACHERS OF AMERICA

On the recent occasion when Gretna High's "Helen Cox" Chapter of Future Teachers of America entertained all other parish F.T.A. chapters this beautiful and tremendous cake was created by the smiling ladies in the picture, all of Miss Yvonne Puderer's class. They are (left to right) Myrna Cargol, Gerald Lynn Orgeron, Miss Yvonne Puderer (the teacher), Margaret Hunter and Carol Ann Rome. Miss Imogene Barrett is Teacher Sponsor of Future Teachers of America of Gretna, Louisiana. The name, of course, reveals the purpose of these high school girls who have chosen their career and are training hard for it.

EXECUTIVE COMMITTEE METAIRIE HIGH STUDENT COUNCIL

During the last years of the best years of their lives Jefferson's future citizens learn how to govern themselves and others. Here, as an illustration of how the school years are a Dress Rehearsal of Democracy we introduce the Executive Committee of the Metairie High School Students Council. Their job is to prevent problems—but, if they arise, to solve them. Left to right seated are Millie Holmes, Second Vice President; Gill Kelly, Secretary; Novis Smith, President; and Mary Allen, First Vice President. Standing is B. B. Powell, Faculty Advisor.



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FIRST SALK VACCINES IN JEFFERSON

These two pictures show the first administration of Salk vaccine in Jefferson Parish in April. Above is the ceremony at Kenner, showing, left to right: Richard Alexander III, receiving the vaccine administered by Dr. Joseph S. Kopfler, Sr., and Public Health Nurse. Standing are John J. Holtgreve, President of Jefferson Parish Police Jury; Dr. L. R. B. Centanni, Director of Jefferson Parish Health Unit; Mrs. A. C. Alexander, President of Jefferson Parish School Board; Lem W. Higgins, Superintendent of Schools; and S. J. Barbre, Principal of Kenner High.

Below is the ceremony at Metairie, showing, left to right: Paul J. Hubbell, Sr., Principal of Metairie High lending support to First Grader Carol Mittelsaedt receiving the vaccine. Next are Jack Morse, Chairman, Jefferson Parish Association National Infantile Paralysis; Dr. L. R. B. Centanni; John J. Holtgreve; Mrs. A. C. Alexander; Walter J. Schneckenberger, Assistant Superintendent of Schools; and Lem W. Higgins.



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FOOTBALL CHAMPIONS



Kenner High produced the District Football Champions for the season of 1954 . . . and we proudly present the entire winning squad. Bottom Row, left to right: P. Windham, R. Loving, M. Tubre, H. Anderson, V. DeLaCruz, E. LeBlanc, J. Williams, D. Zemo, J. Foy, R. Cannon. Middle Row, left to right: B. Baehr, B. Pique, M. Margiotta, B. Small, B. Goggins, E. Lagasse, J. Wagner, B. Gurley, H. Cook, B. Dupepe, J. Plaia. Top Row, left to right: H. Perret, Coach—B. Brock, W. Eddins, A. Theriot, B. Stiles, B. Faucheux, R. Marino, B. Morris, M. Thompson, C. Doescher, J. Foret, F. Ziech, C. St. Pierre, I. Ruhl—Joe Yenin, Coach.

Please meet Jefferson's 4H Leaders and Champions. From left seated is Juli Gulledge of Westwego, President of Jefferson Parish 4H Executive Committee, Queen of Tri-Parish Fair and winner of Poultry Award. Middle front seated is Doris Taylor of Marrero, won First Place at Achievement Day in Frozen Foods, Records Contest and Reporters Book. Right front seated is Juanita Leiding of Gretna, with awards Poultry, Dairy Calf and Farm and Home Electric. Extreme left rear standing is Mrs. Margaret H. Warren, Associate Home Demonstration Agent. Extreme right rear standing is Grafton Cooper, Assistant County Agent. Second from left rear standing is Charles John Arnold of Gretna with 22 first place ribbons won at local fairs, numerous seconds and thirds and several trip awards. Third from left rear standing is Jimmy Barrett of Our Lady of Perpetual Help with a whole string of awards in Poultry. And fourth from left rear standing is Fred Leiding of Gretna, selected as outstanding member to attend Junior Leadership Camp, with 8 Grand Champions in Poultry, plus numerous other awards.

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THE 1955 WESTWEGO HIGH KREWE OF SPARTA CARNIVAL BALL: Below stage—John Walker, Duke and Deanna Savoie, Captain. Maids in first row standing—Alma Busiere, Clarabelle Bourg, Jo Ann Maggoire, Lana Baron, Eva Temento, Fay Walker, Peggy Bergeron, Juanita Allemand, Myrna Sampey and Ann Buzzell. Seated are the Queen, Catherine Chabert and the King, Carroll Falcon. The Dukes in the back row are, left to right, Philip Cortez, Ray Bourgeois, Peter Phillips, Elgin Sampey, Ronald Temento, Peter Palmer, James Larsen, Kenneth Pertuit, Emile Mire and Carl Chaisson.

COMES TIME FOR THE CARNIVAL BALLS

On February 17, 1955—five days before Mardi Gras—was held the Fifth Annual Kenner High Elementary Carnival Ball in the Kenner High Gymnasium. Escorted by Jean Rowland, the Captain of the Ball, the Queen, Lana Weimer, is presented to the massed spectators. Another Carnival Season reaches its crescendo for these two lovely young ladies—probably the biggest night of those best school years of their lives.



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JEFFERSON PARISH SCHOOL BOARD—MEMBERS AND OFFICERS

Rear row seated, left to right: Joseph Augustin, Ward 11, Grand Isle; Horace Terrebonne, Ward 4, Westwego; Abel Zeringue, Ward 5, Waggaman; W. Richard White, Ward 3, Gretna; Jules G. Mollere, Ward 8, Metairie; Loney J. Autin, Ward 1, Gretna (McDonoghville); Mrs. Julia Reynaud, Office Secretary; Lem W. Higgins, Superintendent of Schools; Julius F. Hotard, Vice President, Ward 2, Gretna; Mrs. A. C. Alexander, President, Ward 9, Kenner; Louis E. Breaux, Ward 8, Metairie; John C. Bruning, Ward 10, East End; and J. Harry Stevens, Ward 9, Little Farms.

Front row seated, left to right: John A. Angoussset, Ward 4, Marrero; Dave Dabria, Ward 4, Marrero; Donald T. Gillen, Ward 7, Jefferson Heights; Mrs. Francis J. Banker, Ward 8, Metairie; Mrs. Hazel D. Keller, Ward 7, Hyman Subdivision; and Evett R. Schieffler, Ward 6, Lafitte.

Standing rear, left to right: Peter Bertucci, Supervisor, Lunch Rooms; Walter J. Schneckenberger, 2nd Assistant Superintendent of Schools; Paul J. Solis, 1st Assistant Superintendent of Schools.

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Presenting the Westwego High Chapter of The Future Business Leaders of America, sponsored by Mrs. Anite Currault and Mrs. Maxine Collins. This live wire chapter has attended all the F.B.L.A. State Conventions and the three National Conventions. Seated left to right are Patricia Larsen, President and Janice Elliott, Honorary President, State Treasurer and National Treasurer. (Janice Elliott is the only student in the parish to hold a national office. She was Louisiana's choice for the National Office of Treasurer at the 1954 National Convention in Dallas. She won by a landslide. Her opponent received only 11 votes.) Standing left to right are Marilyn Solis, Juli Gullede, Barbara Adams, Yvonne Bouvier, Ray Bourgeois, Carolyn Rodrigue, Lillian De Weese, Suzanne Miller, Patricia Guidry and Sylvia Marcomb. Lloyd Giardina and Henry Capdeboscq are standing with backs against blackboard.

SCHOOL BOARD PERSONNEL

Standing, left to right: Frank Ehret, Visiting Teacher; Peter Bertucci, Supervisor, Lunch Rooms; Mrs. Delores K. Enloe, Clerk; Miss Dorothy Katicich, Clerk; Arthur F. O'Neill, Supervisor of Maintenance; Mrs. Gertrude Lanier, Clerk; Miss Lorena Rink, Clerk; Edgar L. Stevens, Accountant; and Lloyd Clancy, Visiting Teacher.

Seated, left to right: Miss Ruth Pitre, Supervisor of Schools; Mrs. Julia Reynaud, Secretary; Lem W. Higgins, Superintendent of Schools; Paul J. Solis, 1st Assistant Superintendent of Schools; Walter J. Schneckenberger, 2nd Assistant Superintendent of Schools.



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By

William J. White, Mayor of Gretna

The new Mississippi River Bridge, now being constructed from New Orleans to the West Bank at Gretna-Algiers Line, will be completed in 1958 and will pour a long pent-up, ferry-frustrated steady stream of automobile, bus and truck traffic through Jefferson's Capital City.

To tell the truth Gretna has been preparing for this bridge for nearly thirty years . . . for it was Jefferson Parish public officials, back in 1926, who first broached the idea and practically picked the spot.

And remember Jefferson then had only about one tenth its present population. In fact, it had just got started

on its climb to its present position as the top industrial area in the Deep South.

We do not claim that Jefferson Parish brains at that time foresaw the pressure of today's bumper to bumper automobile traffic any more than anybody else . . . but we do claim they first realized that the rapidly grow-

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ing interdependence of industrial Jefferson and commercial New Orleans would make a bridge inevitable.

And Gretna—the seat of government, the center of the banking and shopping activity and the oldest city of Jefferson Parish, as well as the closest to downtown New Orleans—probably foresaw its necessity more clearly than any other community on either side of the river. For Gretna has always been the pulse of the parish, registering the steady beat of its business bloodstream.

But in the last few years it has registered also the increased symptoms of dangerous high blood pressure throughout the parish, as the traffic congestion on the West Bank's one main highway from Avondale to Algiers got heavier and heavier and the ferries huffed and puffed and strained to handle a situation that is a generation too fast for them. Yes, the Mississippi River Bridge is just what the doctor ordered — and just in time.

As we all know, the West Bank approaches of the new Mississippi River

The crowd at Gretna on the day the Southern Pacific "Santa Claus Special" arrived (a few days before Christmas) bearing gifts of the Jefferson Parish Annual Doll and Toy Fund to the poor, orphaned and handicapped children of the parish. Sponsored by the merchants, industries and kindly individuals of the parish this "Dreams Come True Day" brought Christmas Cheer to hundreds of less fortunate tiny tots. When each had finished his or her place in line, tiny arms were loaded with nearly a dozen gifts, many of them practical and usable.



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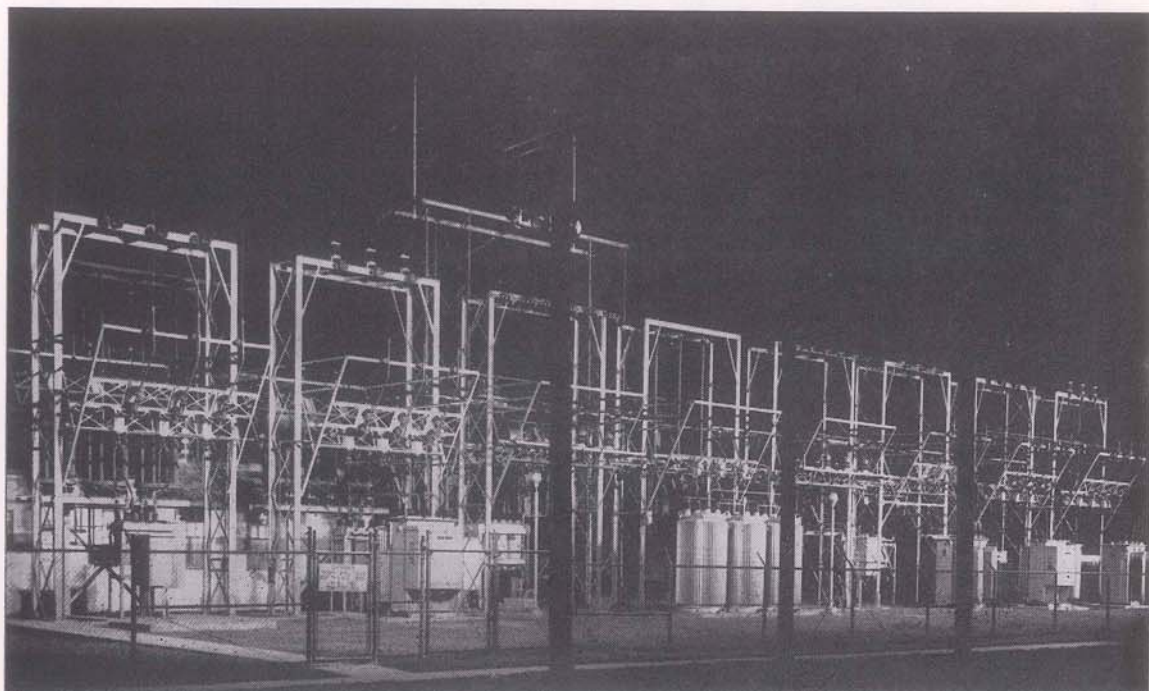
Bridge lie just a few blocks outside our city limits, which makes Gretna the first city to receive the West Bank traffic. The part of that traffic which intends to continue on through and past Gretna will move rapidly along the new 4-lane Expressway and 4 Service Lanes which go through Gretna between 13th and 14th Streets, and will cut under the Harvey Canal through the new fully automatic tunnel and continue on to the Avondale overpass where they will join Highway U.S. 90.

However, the traffic that is headed

for the downtown business and shopping center of Gretna will flow through a new thoroughfare that will utilize the one way streets now functioning—Verret and Vallette in Algiers—and an extension of Franklin Avenue in Gretna.

When the Bridge, the 4-lane Expressway and 4 Service Lanes, and Gretna's own new Franklin Avenue boulevard right of way into the center of town are all completed, both local and through traffic will be well served in Jefferson's Capital City. This will leave the old highway, then greatly relieved of its

This bright scene is a familiar night scene in Gretna—the fenced in and fascinating high voltage equipment belonging to the Louisiana Power and Light Company system.



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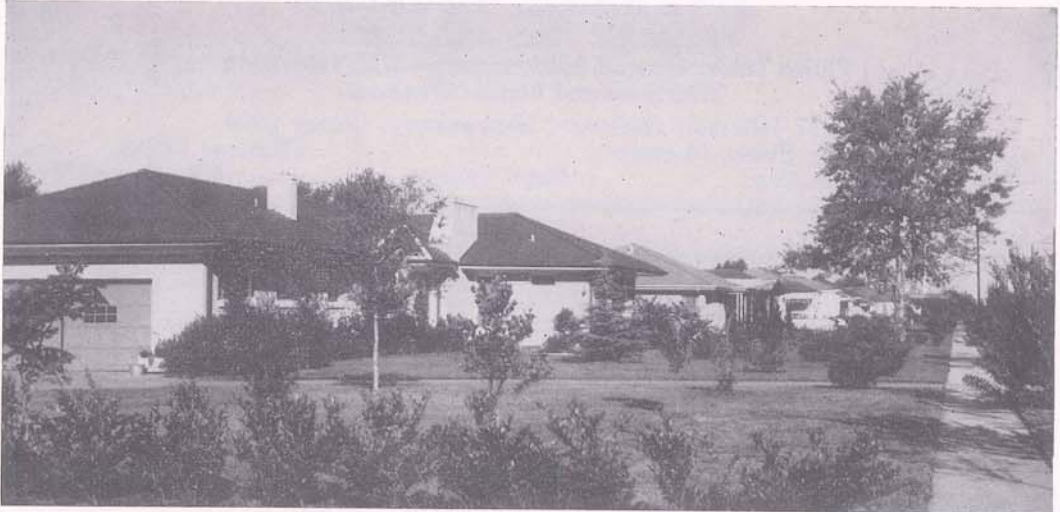
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NEW SCHOOLS NEW HOMES



At the top is Gretna's recently completed St. Anthony's Catholic School . . . and at the bottom are a few of the many new modern homes that are being built in Gretna's several new big subdivisions.

passenger car pressure, to the heavy traffic of trucks and cars serving the industrial sections of the West Bank.

What now is Gretna's Great White Way will expand and extend into the West Bank's Super Shopping Center — easy to reach from any community on either side of the river, and with plenty of provided parking space for customers' cars. Present merchants will enlarge their operations and new firms will come into Gretna. The plans and locations of many of these have already been determined.

Long before the Bridge and the new

Expressway were certainties Gretna was experiencing a healthy normal growth. As an indication, since new water meters invariably mean new home owners, Gretna has jumped from 3,000 water customers in 1950 to 4,500 in 1954 — a husky increase of 50% in only four years.

New subdivisions (Garden Park, Gretna Gardens, Oakdale, Gretna Greens, Rose Park and Belleview) have already increased its girth. In fact, Gretna's population is now estimated at 20,000. But these additions of the past few years will appear picayune when

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And this is a look as far as the camera can carry along one street of one of these new Gretna subdivisions we mentioned on the previous page.



the inevitable residential boom starts along the new Expressway.

Whole new sections of new homes — already completed, or under way, or planned — mean new streets. To protect Gretna's present and future growth in this respect, to make certain that new modern residential areas would not be temporarily handicapped by unimproved streets, the Board of Aldermen passed an ordinance in 1954 requiring all subdivision owners to pave their newly opened streets.

And, to equalize the old sections of

Gretna with the new modern subdivisions, Gretna has pushed hard on a city wide paving program for the last two years. Many of the streets have already been completed: 3rd St. from Huey P. Long Ave. to Amelia Ave.; 5th St. from Huey P. Long Ave. to Dolhonde St.; 6th St. from Amelia Ave. to Fried St.; 7th St. from Lafayette Ave. to Amelia Ave.; 10th St. from Newton St. to Dolhonde St.; Amelia Ave. from 5th St. to 13th St.; Stafford St. from 19th St. to 25th St.; Claire Ave. from 14th St. to 25th St.; Rose Drive from 21st St. to 25th

The kids' eye view of the marvelous stretch of ground the grown-ups have given them to play on at Gretna Park, located on the Gretna-Belle Chasse Highway.



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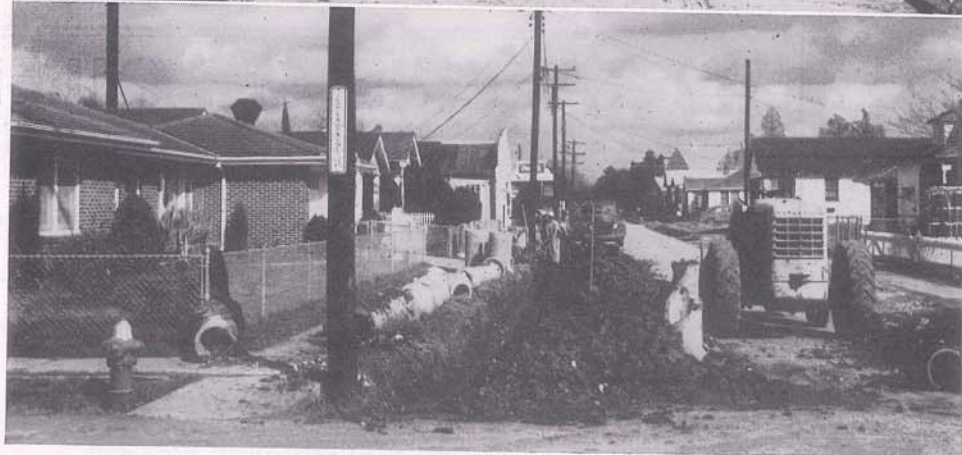
Laying the concrete on one of the many streets that Gretna is paving—preparing for the Greater Gretna that is on its way with the completion of the West Bank Expressway.



Another view of another operation on another one of the streets in Gretna's street paving program that has been aggressively pushed for the last two years.



This shows the laying of the subsurface drainage pipes before the actual paving operation begins.



St.; Hero Drive from 21st St. to 25th St.; Fried St. from 5th St. to 6th St.; Perry St. from Jefferson St. to Southern Pacific Railroad right of way.

To be completed yet are: Americus St. from Madison St. to Monroe St.; Stafford St. from 15th St. St. to 19th St.; 15th St. from Stafford St. to Weyer St.; Weyer St. from 14th St. to 15th St.; Rose Drive from 25th St. to Gretna Boulevard; Hero Drive from 25th St. to Gretna Boulevard; Huey P. Long Ave. from 15th St. to 25th St.; Central Drive from Huey P. Long Ave. to Staf-

ford St.; 24th St. from Huey P. Long Ave. to Stafford St.

Sitting proudly in Gretna when all these extensive improvements are completed—Bridge and Expressway and Paving—will be the new Jefferson Parish Courthouse. Costing close to two million dollars this attractive and modern Hall of Justice will be ten stories high with a glass and aluminum exterior.

It will be completely air-conditioned and will contain four court rooms—in addition to the parish headquarters of

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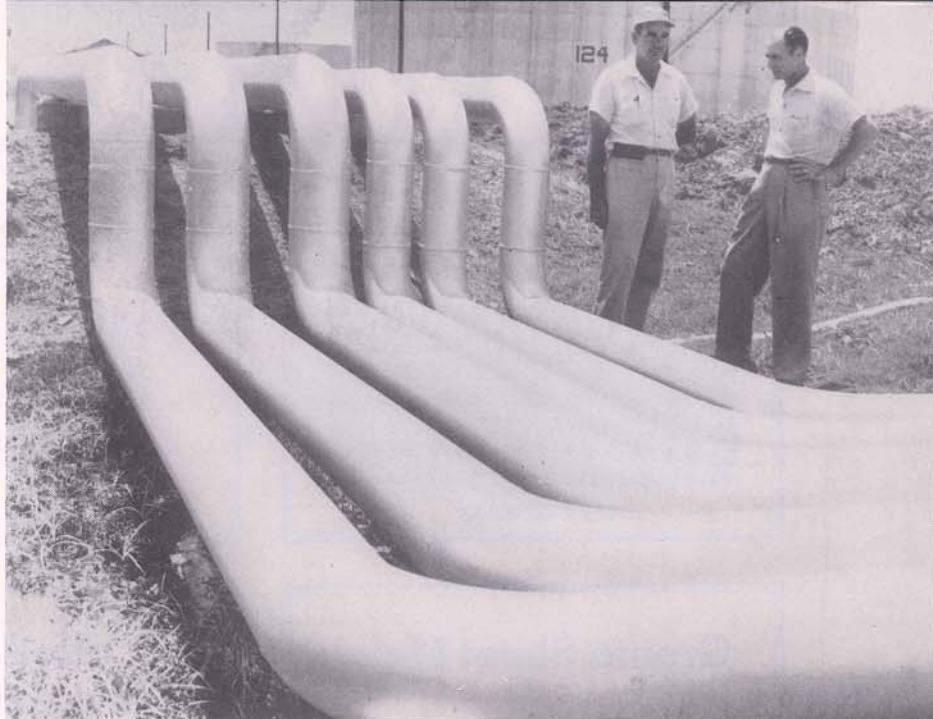
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An unusual picture showing pipe lines going "up and over" from the riverbank to the storage tanks of Gulf Refining Company's bulk terminal at Gretna. At this terminal Gulf receives diesel oil and gasoline from Port Arthur, Texas, and stores them for distribution in Louisiana and southern Mississippi.



the Sheriff and Tax Collector, Assessor, Clerk of Courts, Police Jury, Grand and Petit Juries, District Attorney, Registrar, County Agent, Veterans Service Office, and possibly the School Board.

On one side of the ground floor will be a mural epitomizing the great business, industrial and natural resources of Jefferson.

The long faithful and now outgrown present Court House will be used to house the fast expanding Jefferson Parish Public Library and Jefferson Parish Health Unit.

To accommodate the healthy youth of expanding Gretna — and to keep it healthy and happy — the city is expanding its park recreation areas as rapidly as possible.

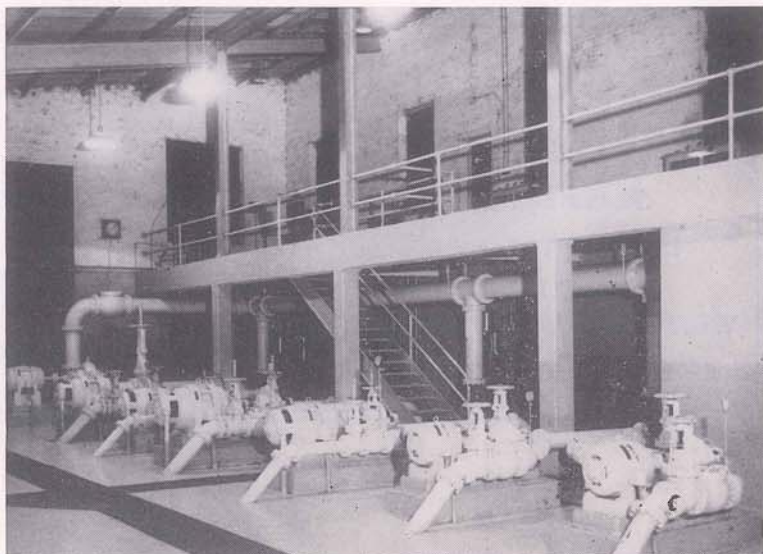
Construction of the new Negro Park at the end of Huey P. Long Avenue began this year and, when completed will have a ball park, wading pool and other

facilities like the white park area which is also being equipped and improved as rapidly as possible. The wading pool in the white recreational area was opened last summer with the help of the West Bank Lions Club. Swimming pools for both the white and colored parks will be provided as soon as it is financially possible.

Other tangible proofs of Gretna's growth — even before the Bridge — are the new Louisiana Power and Light Company Building in Gretna, symbolizing expanded facilities, and the new Southern Bell Telephone and Telegraph Building in Gretna, as manual service in Gretna and Algiers on January 15 was modernized to the dial system.

With three miles of river frontage, served by three trunk line railroads and, until the Bridge, in close proximity to the three main Mississippi River ferries that maintain contact with the East

An inside night shot of Gretna's busy water plant that keeps plenty of pure water flowing every minute in the day to Gretna's rapidly growing population.



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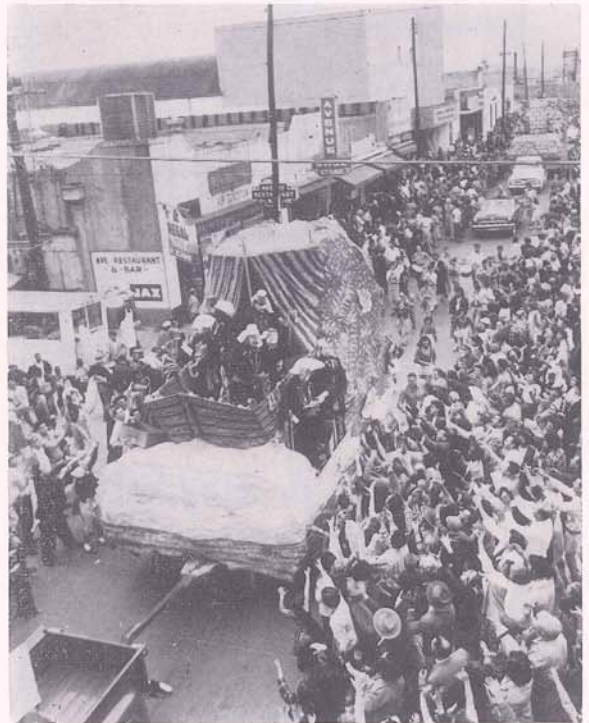
1905 METAIRIE ROAD

Bank of Jefferson and New Orleans, Gretna funnels through its thoroughfares the bulk of the commercial activities and practically all of the governmental administration of the parish. In Gretna, also, besides many small manufacturing concerns, there is located the Southern Cotton Oil Company, the largest plant in the world for processing oil from cottonseed.

Gretna's status as Jefferson's chief city, which began when John Law's German settlers started work on the Destrehan Ditch (now the Harvey Canal, a vital link in the Intracoastal Waterways System) and which has steadily increased through almost two centuries of Louisiana's history, will take a forward impetus in the next few years that taxes the imagination.

I am not even going to prophesy what seven league steps progress will take when the Bridge and Expressways are completed. Whatever any of us see or dream now will fall short of the mark. Gretna from now on, is working on a new world's record.

One of the floats of the King Grela Parade staged in Gretna each year on the Saturday before Mardi Gras.



OFFICIALS OF THE CITY OF GRETNA

Seated, from left: G. Ashton Cox, Alderman; Edward L. Hodge, Alderman; Charles A. Huber, Alderman and Mayor Pro-Tem; William J. White, Mayor; Eugene Gehring, Alderman; John P. Ray, Alderman. Standing, from left: Andrew H. Thalheim, City Attorney; Henry F. Bender, Director of the Budget; Beauregard Miller, City Marshal; Joseph Bishop, Superintendent of Waterworks; Julius F. Hotard, City Clerk; Andrew Kraus, City Treasurer; Alvin E. Hotard, City Engineer.



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100th Anniversary

Proclamation

Whereas, through foresight and vision Mr. W. T. Thompson, made the first survey of what is now Kenner on March 2nd., 1855, and

Whereas, our City has suffered adversities through floods, pestilence and wars, and

Whereas, Kenner has reared her head proudly through all these troubles, always to emerge victoriously, and

Whereas, Kenner, now has taken her place among the substantial cities of our State, ever pushing forward to that peak of perfection which makes it the best place in which to live, and

Whereas, we deem it fitting to commemorate this achievement by setting aside a period of time to thank God for his mercies in caring for, and carrying us on in our struggle for good government, and the benefits achieved therefrom, now

Therefore, I, Jos. S. Kopfler, Sr., Mayor of the City of Kenner, Louisiana, do hereby proclaim the whole year of 1955:

Kenner's Centennial

I request that all our citizens and friends rejoice with us, thanking God for his manifold blessings, and praying for the continued growth and success of our beloved City.

Given under my hand and the seal of the City of Kenner, Louisiana.



Joseph S. Kopfler Sr.
Mayor.

Kenner Celebrates Its Centennial

By Dr. Joseph S. Kopfler, Sr.

Mayor of Kenner

Leaf through the pages of Louisiana history and you'll find that the corporate birth of Kenner occurred during a period of stirring drama.

Just two years before, in 1853, the worst yellow fever epidemic in the history of the state had wiped out 11,000 people in New Orleans alone. In 1854, just one year before surveyor Thompson started marking off the city of Kenner, the famous thoroughbred racehorse "Lexington" had defeated New Orleans' "Lecompte" in the Great Post Stake at the nearby Metairie Race

Course—an event which affected the entire nation's blood pressure, for Jefferson Parish was then the center of American horse racing.

And the year after Kenner was incorporated a hurricane and tidal wave inundated and destroyed more than 200 vacationists on Last Island, a disaster which has been poignantly recorded in literature by Lafcadio Hearn's book "Chita."

In the midst of all this tumult and tragedy Kenner was formed—quietly and almost unobtrusively—from the



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Mayor Kopfler (right) and Minor Kenner (left), the last of the Kenners on the male side, shown inspecting the portraits of William and Mary Minor Kenner, who established back around 1800 the original sugar plantations on which the City of Kenner stands today.

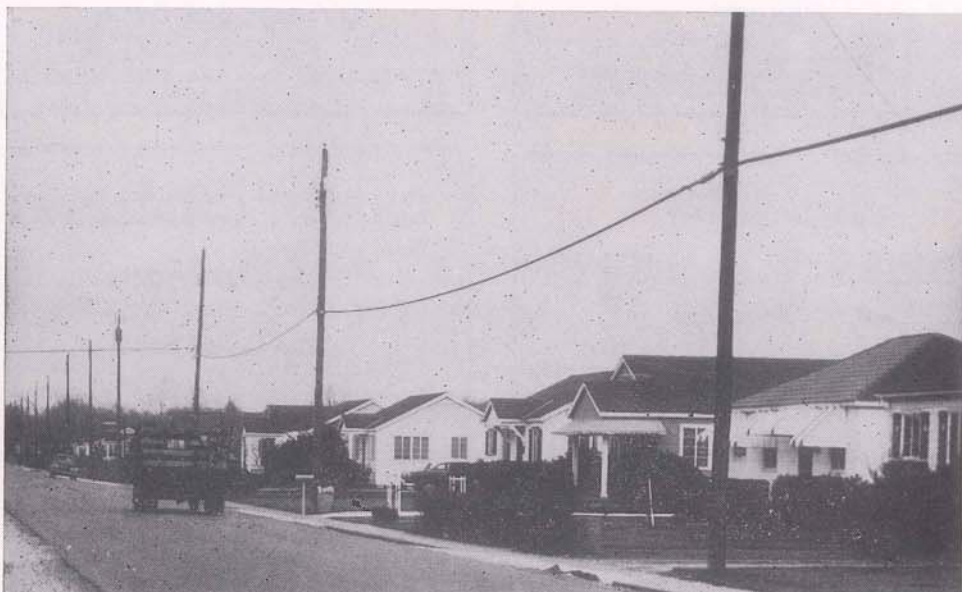
heart of a farming community which, in its turn, had developed out of a series of sugar plantations along the Mississippi River. The two largest of these had been established and owned by the Kenner Brothers and the power of their personalities together with the preponderance of their acreage had implanted their name, first on the prosperous farming community itself, and then upon the town which its ambitious inhabitants created in 1855.

For about the next 75 years Kenner was the trading and shipping center of one of the most flourishing truck farm areas in the South. Kenner vegetables were large and luscious and better packed. They commanded better prices in the northern markets and it was ordinary routine for as many as 60 refrigerated

cars of fresh vegetables a day to move out of Kenner on the Illinois Central.

It was also an important sawmill town and lumber shipping point in those years. And this early association with felling the tall timber is reflected today in the several Kenner factories that produce wood products: The Ipek Plywood Corporation, an old timer among Kenner industries which was once known as the Anchor Sawmill; the Mancuso Barrel and Box Company; the Louisiana Box Company; the Delta Match Corporation producing 64 million safety matches a day; and the Celcure Wood Preserving Corporation, which produces a special Celcure processed lumber (Celcure is a proven wood preservative impregnated by the natural vacuum

Showing recently completed Clay Street, part of last year's program of paving ten miles of Kenner's city streets.



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NEW ORLEANS 16, LA.



These pictures show representative homes built in the various subdivisions that are springing up in Kenner—as Kenner, on the East Bank of Jefferson, is the recognized residential expanding joint of the Greater New Orleans area.

**SOME OF THE
3000 HOMES
PLANNED FOR THE
CENTENNIAL YEAR**



Most of these new homes—in both the white and colored subdivisions—are being occupied by new residents, by new employees of new plants being established in the vicinity and by newcomers into Kenner's growing business area.

or pressure process) for house, bridge, marine and industrial construction.

Kenner was one of the last of Jefferson's communities to relinquish its agricultural prestige to the inevitable industrial invasion. And, actually it was not the influx of factories themselves that dramatically turned Kenner into its present position as "the fastest growing city in the state"—but the expanded employee population of the adjoining industrial communities and some people from the city of New Orleans itself, who quickly perceived in its expanse of unoccupied acres the ideal sites for their future homes—just far enough from and just close enough to New Orleans to attract both the factory and the big city workers who prefer to live in the suburbs.

Several things besides its home building frontier of available acres and its advantageous location just above and on the same side of the river as New Orleans have contributed to its persistent population increase of over a thousand new people a year for the last ten years.

One is the important fact that every bit of the East Bank of Jefferson now has complete and efficient drainage. And another equally important fact is that plenty of potable water and hydrants for fire protection are moving constantly ahead of its subdivision developments and expanding building construction.

Several more predominating factors pertain to its accessibility and its stra-

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KENNER, LA.



View of one of the various operations of a long established Kenner industry, The Louisiana Box and Lumber Company, located in the Hanson City section. Shown here is the assembling of orange crates for one of the state's small but important industries, for Louisiana raises the sweetest, juiciest oranges in the nation.

tegic location: for Kenner straddles the busy Airline Highway, which carries the never ceasing traffic from New Orleans to Louisiana's Capital and which is also the alternate northern route to Highway 90 for Coast to Coast travel; through Kenner passes the over 700,000 air passengers a year to and from Kenner's Moisant International Airport; and close to Kenner will cross the mile-saving new north and south approach to the Lake Pontchartrain Causeway and the time-saving east and west Veterans Memorial Highway.

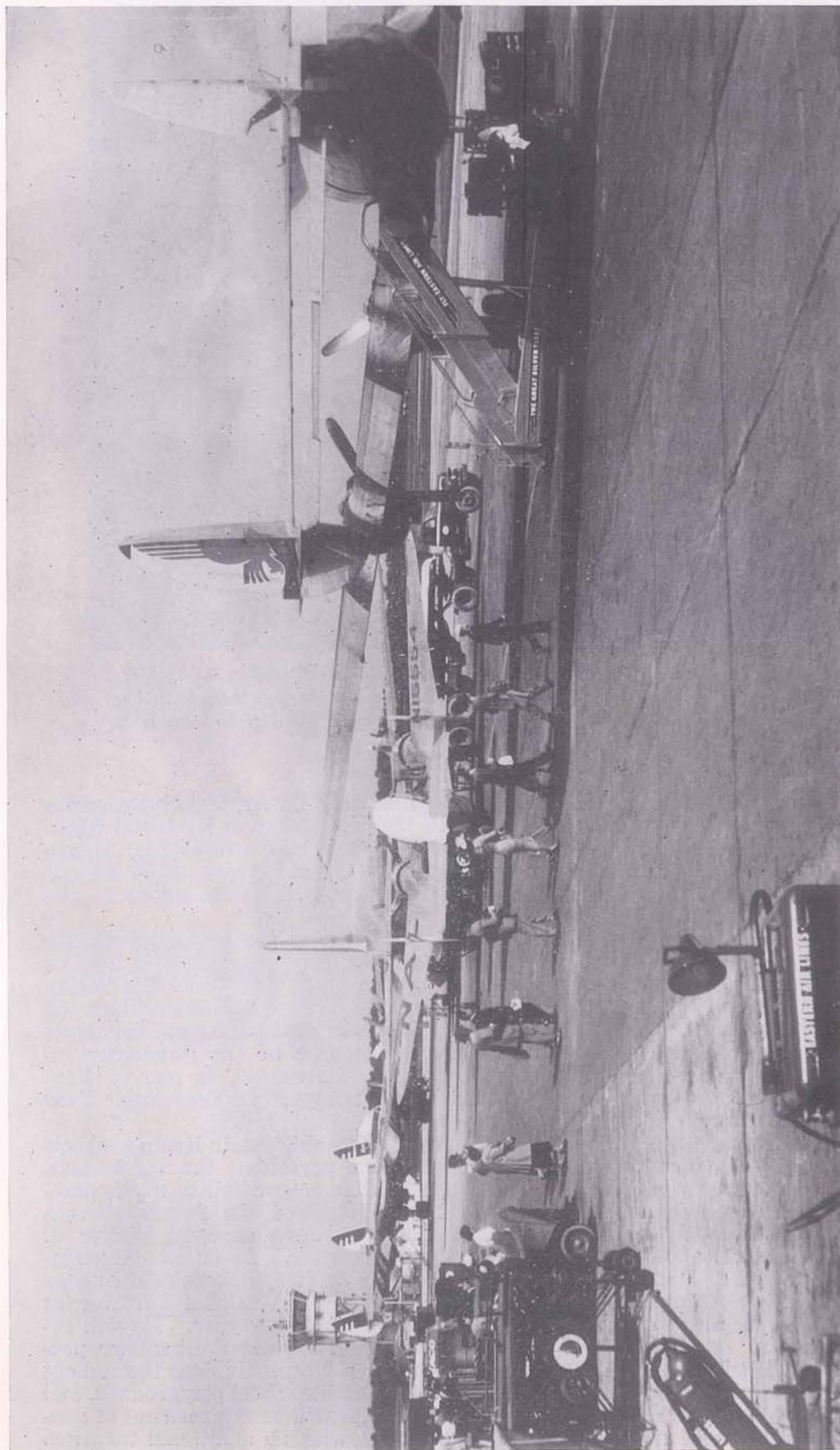
In this Centennial Year of 1955, with Metropolitan Kenner already claiming 18,000 people, subdivision programs are planned or under way which will provide 2,000 additional homes for white occupancy and, in the area back of Moisant Airport another 1,000 new homes for colored families. By the time all the housing projects now in preparation are completed Kenner anticipates a population of 30,000.

This year will also see the completion of the new City Hall and Fire Station side by side at 18th and Williams Boulevard. Williams Boulevard itself was

paved between its strategic intersection with the new Veterans Memorial Highway and the long overloaded Airline Highway early this year, and by the end of this year will be asphalted to the Lake.

In addition to the ten miles of city streets that have been paved in the last year the Kenner City Council is letting and asking bids on additional black top and concrete road surfacing. Its street paving, because of the constantly increasing subdivisions, is one of Kenner's most important Centennial Year projects.

With 3,600 children in Kenner schools (public and parochial) the city leaders, alive to their responsibility to the present well-being of the future citizens of the city, have engaged Walter J. Schneckenberger, Assistant Superintendent of Jefferson Parish Schools, as Kenner City Recreational Director at the salary of \$1 per year. He will coordinate and expand the summer programs for Kenner's children throughout all the available school playgrounds, and all activities will be financed out of general funds with no additional taxation.



KENNER'S BOOMING MOISANT INTERNATIONAL AIRPORT

Every one of the nearly 700,000 air passengers a year through Moisant enter or leave New Orleans through Kenner. Already one of the largest and most important airfields in the nation, it is planning to start construction this year on a new \$4,500,000 Terminal Building. Runways, taxiways and aprons are being expanded, strengthened and resurfaced at a cost of nearly \$800,000 and ramp lighting has been improved. As Kenner lays claim to "the fastest growing city in the nation" its airport is expanding to become "the most modern and efficient big-city airport in the nation."

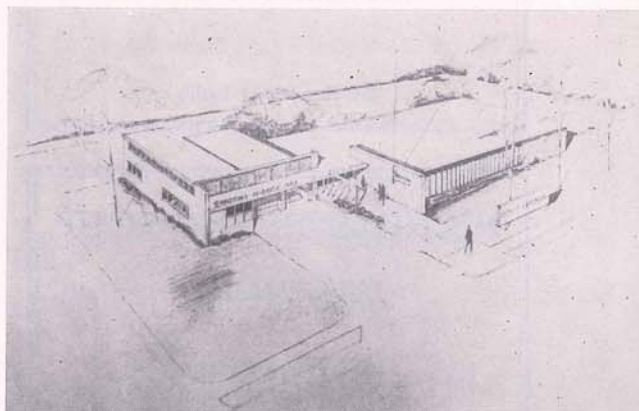


Against the background of present City Hall are shown Kenner Chief of Police Fred J. Roth and the efficient officers that maintain the city's excellent record of law and order and extend its courtesies to strangers. City Policemen from left to right, Joseph Wool, Joseph Paul Fourroux, Anthony Tramonte, Jake Giammolva, Pete Ceravolo, Leo L. Marino and Louis Cambre.

Kenner's 1955 Centennial Celebration kicked off on March 2, the day one hundred years ago when it acquired official identity. It will draw to a close with the Festival in November, climaxed by the Ball of the Krewe of Kenner with everyone in 1855 costume.

But all through the year the spirit of the Centennial will be maintained by a series of special events . . . celebrating the first century in the life of Kenner and its Centennial Invitation reads:

We of Kenner invite the stranger in our midst to linger and ponder, the small industry to locate and produce, and the small homeowner to live and prosper.



Architects' sketch of Kenner's new City Hall and Fire House to be completed this year at 18th and Williams Boulevard.

OFFICIALS OF THE CITY OF KENNER

Left to right are Edward J. D'Gerolamo, Alderman; Edward J. Stoulig, Attorney; Joseph J. Centanni, Alderman; Philomene Paasch, Secretary-Treasurer; Dr. Joseph S. Kopfler, Sr., Mayor; Fred J. Roth, Chief of Police; Joseph S. Maggiore, Alderman; Clifton J. McDonald, Alderman; and William R. Mancuso, Alderman.



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LAFITTE, LA.

RECORD YEAR

For

WESTWEGO

By
Roy C. Keller
Mayor

This year, at a cost of \$170,000, we finished paving with concrete or asphalt every street in Westwego.

But at the rate we are growing, this particular record will not stand very long. Our new subdivisions now under construction will bring in more new people . . . and more new people means more new paving problems. However, that is the penalty of progress.

Several years ago our biggest problem was not enough water . . . but with the completion of our new purification plant, with its 600,000-gallon reservoir and a 330,000-gallon tower tank, we are now able not only to take care of our own community increases, but are selling water to another district.

And since water suggests fire protection, we wish to report that we have completed our new \$12,000 Central Fire Station built on city property at 6th Street and Avenue H by the Westwego Volunteer Fire Company No. 1. This new station houses three of the city's five fire trucks. The balance of the

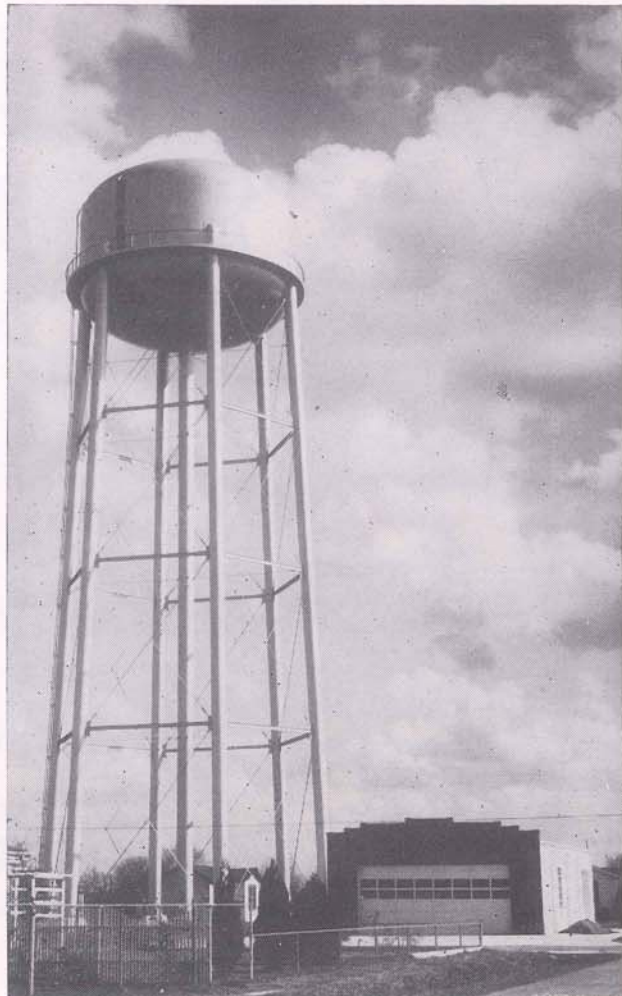
Showing the new 330,000 gallon water tank of the Westwego Waterworks with Westwego's brand new Fire Station shown just beside it.

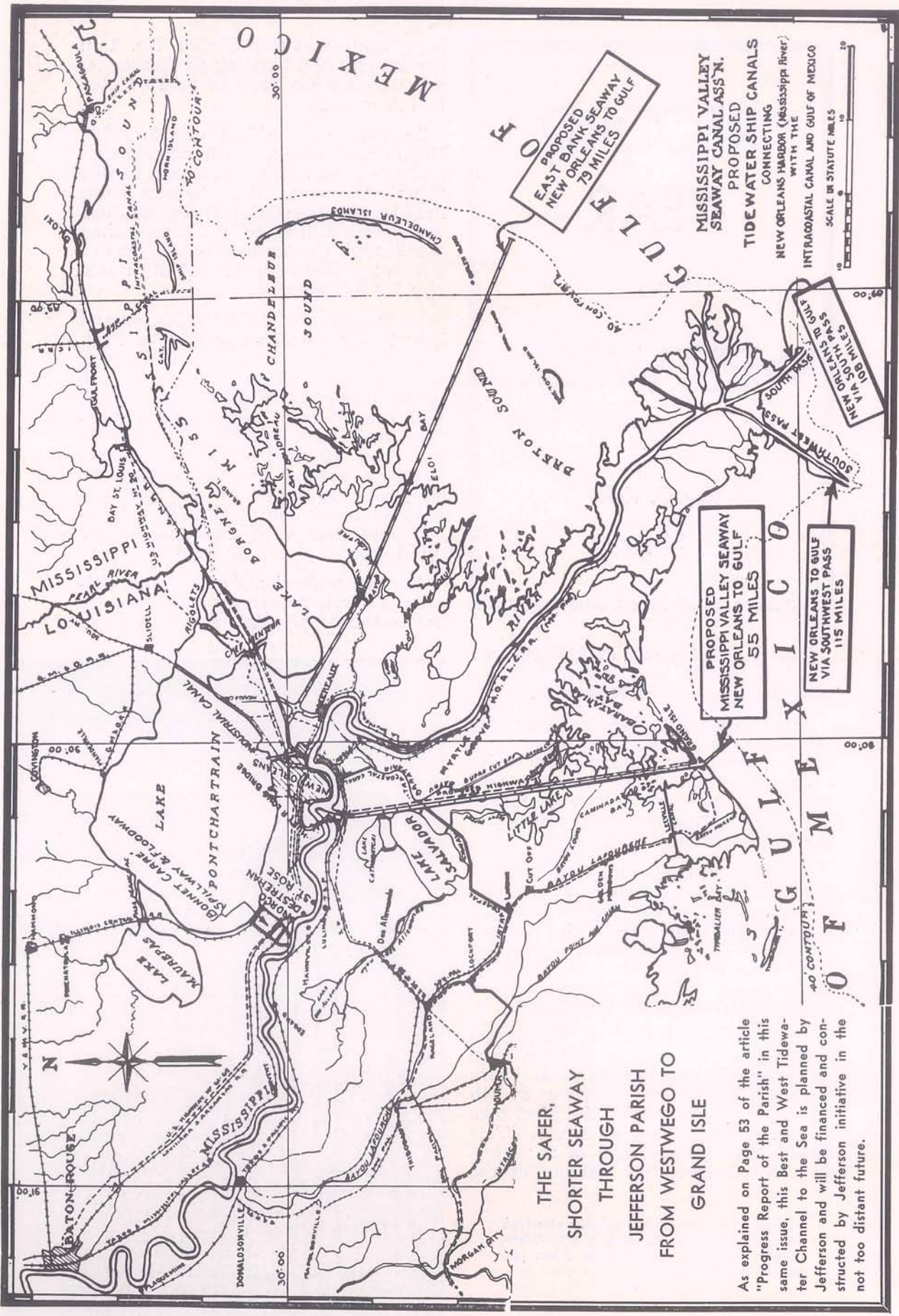
equipment is at Sub Station No. 1 in the old city hall building on Avenue A, and Sub Station No. 2 in Paul's Motor Co., Avenue F.

In 1954 we finished our \$180,000 Drainage Program, which extends high and dry ground in all directions in this rapidly growing city. Sewers come next on our agenda at an expenditure well over a million dollars, if and when the Federal Government passes bills to guarantee loans to communities our size for this purpose.

In February of 1955 the Mayor and Board of Aldermen appointed a Park Commission to find the ways and means to build a recreational building for the young people of Westwego, who hold high priority in all our city's planning. Westwego Park and Playground now has two baseball diamonds, tennis courts, a wading pool and swings for the small fry. And the city officials have equipped one of these two baseball diamonds with flood lights for night sports.

For the convenience of our own citizens, as well as strangers, Westwego has installed up-to-date street signs, as





THE SAFER,
SHORTER SEAWAY
THROUGH
JEFFERSON PARISH
FROM WESTWEGO TO
GRAND ISLE

As explained on Page 53 of the article "Progress Report of the Parish" in this same issue, this Best and West Tidewater Channel to the Sea is planned by Jefferson and will be financed and constructed by Jefferson initiative in the not too distant future.

PROPOSED
EAST BANK SEAWAY
NEW ORLEANS TO GULF
75 MILES

MISSISSIPPI VALLEY
SEAWAY CANAL ASS'N.
PROPOSED
TIDEWATER SHIP CANALS
CONNECTING
NEW ORLEANS HARBOR (Mississippi River)
WITH THE
INTRACOSTAL CANAL AND GULF OF MEXICO

PROPOSED
MISSISSIPPI VALLEY SEAWAY
NEW ORLEANS TO GULF
55 MILES

NEW ORLEANS TO GULF
VIA SOUTHWEST PASS
115 MILES

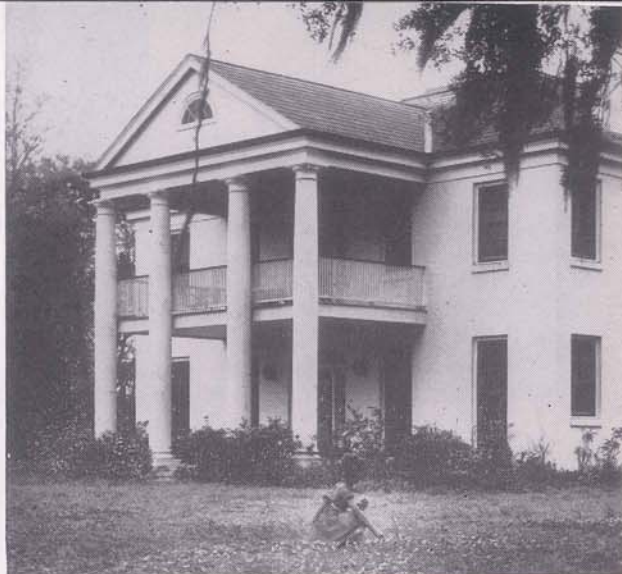
NEW ORLEANS TO GULF
VIA SOUTHWEST PASS
100 MILES

SCALE IN STATUTE MILES
10 20 30

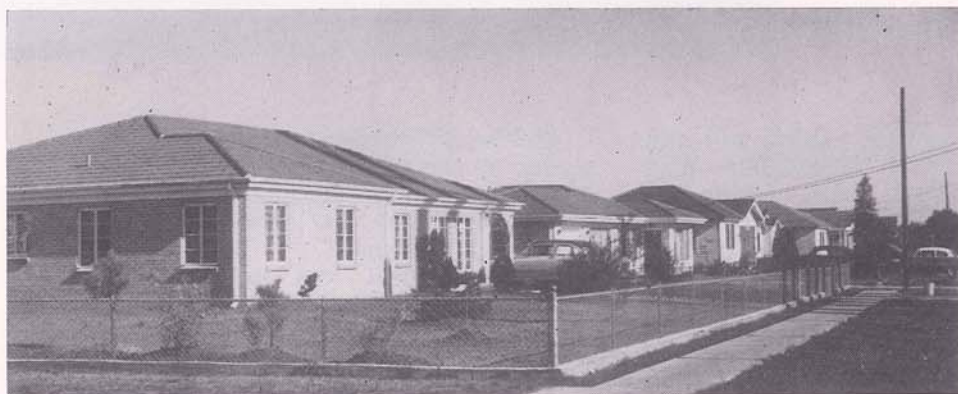
well as stop signs at all cross streets for traffic safety. And the city recently placed and will maintain City Limit signs furnished by the Westwego Lions Club.

The Westwego Police Department, as of this writing, has two modern patrol cars, equipped with two-way radio, which are on duty 24 hours a day.

Westwego's monumental new Catholic Church—the \$600,000 "Our Lady of Prompt Succor"—was another added civic asset that began construction in this active year of 1955.



Above: This is "Bon Desire" one of Westwego's fine old plantation style homes, residence of Mr. and Mrs. Paul Vegas, reminiscent of the old sugar era days when Westwego's acres were covered with purple cane.



Some of the new modern homes that are rapidly appearing on all of Westwego's expanding residential streets.

Westwego—a city of many diversified manufacturing and seafood plants—is in the midst of Jefferson's Industrial West Bank and has long been planned as the Mississippi River terminus of the future tidewater channel to the Gulf of Mexico.

Like a finger pointing to this near future project of a short cut to the sea via Westwego is the plan already approved by Congress for the widening

and dredging of Bayou Signette from Westwego to Bayou Villars.

Every year sees Jefferson Parish a little closer to the long dreamed and long planned short cut to the sea . . . and every year sees Westwego a little closer to its destined role as the GATEWAY TO THE SEAWAY.

In fifty years it has grown from a fishing village to an industrial town, its newest addition being the National

A partial air view of industrial Westwego. Here are shown a mountain of clam shells at Ayers Materials Company, the wharves of Texas and Pacific Railway Company—and back on the highway part of the Publiker Chemical Corporation.



THESE ARE THE LAW IN WESTWEGO

Seated are M. J. Pitre, Clerk of Mayor's Court and Roy C. Keller, Mayor. Standing left to right are Jacob J. Gregory, City Marshal; and City Policemen Nolan P. Dufrene, J. B. Falgout, Clinton Hebert and Nicholas LeBlanc.



Gypsum Corporation, which will start construction on its \$6,000,000 Westwego Plant around June of this year for the manufacture of its famous Gypsum Board, etc. This new industry will employ 250 to 300 people, with an annual payroll of approximately a million dollars. The plant will be situated on 30 acres of railroad property now occupied by Westwego Salvage Company and on property occupied by an abandoned ore tipple.

And yet Westwego is still the seafood center of the parish, with seven packing plants, three of which operate the year 'round and the largest of which employs 300 people.

Westwego has lost nothing and gained much. Its strategic position on the river has improved, its population has increased, its industries have expanded and its city government has succeeded—thus far—in keeping improvements in line with its growth.

OFFICIALS OF THE CITY OF WESTWEGO

Seated from left: Mrs. Adeline Martinez, Secretary and Tax Collector; Roy C. Keller, Mayor; Clarence LaBauve, Mayor Pro-tem and Alderman; Sidney Richoux, Alderman; Willis Delhommer, Alderman; George Fonseca, Alderman; Antoine Alario, Alderman. Standing from left: M. J. Pitre, Office Manager; Nestor L. Currault, Jr., City Attorney; Burton Elliott, City Treasurer; and Cleveland Terrebonne, Superintendent.



Just one of
Harahan's many
new homes.



HARAHAN

WHICH IS AVERAGING A NEW HOME EVERY 3 DAYS

By Frank H. Mayo, Mayor

Harahan, just 5 automobile miles from downtown New Orleans, is Jefferson's City of Happy Suburban Homes . . . where its contented citizens enjoy the elbow room of the country, but live close to their jobs and the convenience of the nearby metropolitan area.

To take care of its expanding population which, in 1955, will reach and pass 6,000 people, three brand new subdivisions (River View, Marsiglia, and East and West Magnolia) have been completed; River Oaks Park subdivision is well under way and Chiro Park subdivision on Jefferson Highway was started early in 1955. The end of the year will see over one hundred new homes in Harahan.

To serve this increasing expansion Harahan will also complete in 1955 the paving or black topping of 5 additional thoroughfares. The city already has 4 paved streets. And, in 1955, one of Harahan's greatest dreams will be realized, when the State Highway Department extends and improves its Hickory Road, connecting Jefferson Highway with the Airline Highway. This will give the City of Harahan direct line contact with all the main highways of the East Bank, since the Airline connects with the new Veterans Memorial Highway at nearby Kenner.

Assisting the city government in anticipating Harahan's onrushing growth are the new Planning Board, a seven man panel of business executives appointed by the Mayor in December of 1954; also its civic clubs, the Harahan Sportsman Club, Veterans of Foreign Wars Post 3267 and the active and aggressive Lion's Club of Harahan. This latter organization, which recently received a national award as the "fastest growing Lion's Club in the world," heavily sponsors the popular youth activities that are making Harahan a

Harahan's time honored sheet metal specialists — Zansler Brothers — shown producing the world famous street lights of New Orleans' Vieux Carre.





This block long street in Harahan is representative of the paving and black topping program now under way.



Just since last year's REVIEW this new service station, office building and drug store in one spot have been added to Harahan's expanding business area.



Police Juror George Louis Ladiner of Ward 9 (extreme right) is shown conferring with two of the young people who enjoy and three of the adults who supervise Harahan's civic pride: Its Teen Age Center.

wonderful community in which to bring up children.

Although Harahan has few industries within the city limits it is flanked by industrial activity . . . the gigantic Mays Yard of the Illinois Central . . . the Freiberg Mahogany Company, which is the largest manufacturer of mahogany lumber and veneer in the world . . . Point Landing, the marine terminal where the barges congregate before going up river . . . and more than a dozen other plants, large and small. And it is estimated that two thirds of the industrial workers in the vicinity have their homes in Harahan.

With its excellent and modern bus service with the City of New Orleans . . . with its well known and popular Colonial Country Club . . . with its five churches (the fifth of which is the new Faith Lutheran now under construction) . . . with its good schools, youth center and interest in its young people . . . with all public utilities, except sewerage, which may come soon when Congress passes the bill authorizing long term loans to cities under 10,000 . . . with its alert and progressive city government and citizenry, Harahan is an inspiring invitation to people who are looking for that happy medium between country and city life.

OFFICIALS OF THE CITY OF HARAHAH

Seated, left to right: Charles A. O'Neill, Alderman and Mayor Pro-tem; Mrs. Francis Bourg, Secretary-Treasurer; Frank H. Mayo, Mayor; Harold A. Buchler, City Attorney; Paul Marcotte, Alderman. Standing, left to right: Carl Gibson, Auditor; Henry Witte, Alderman; James Alexis, Alderman; John Coutrado, City Marshal and Chief of Fire Department. Francis Bourg, Alderman, not present when this picture was taken.





The view from the air of the plant of East Jefferson Waterworks District No. 1 on Jefferson Highway.

EXPANSION IS EXPENSIVE

By

J. W. HODGSON, SR., President and General Manager

**East Jefferson Waterworks District No. 1—
Organized in 1929 to Serve the Entire East
Bank of Jefferson Parish—Passes Its 25th
Anniversary Without Pausing to Celebrate**

In 1929 the 13,000-odd inhabitants of the East Bank of Jefferson (now 97,000) were dependent almost entirely on their backyard cisterns for water. A few people around Metairie were buying water from a private company, and the old City of Kenner Waterworks within its limited radius supplied raw river water for fire-fighting only. But that was all!


Pure water to drink—plenty of water for bathrooms and kitchen sinks—fire protection for families outside of Kenner—all these were urgently needed. So, in March of that year an Act of Legislature and a Police Jury Ordinance brought into being the East Jefferson Waterworks District No. 1.

It took three years to get the plant

operating, the water mains laid and the system functioning—but by the end of 1932 the first 173 customers could go to their taps and turn on Health Department approved pure water.

It took a \$1,250,000 Bond Issue to finance this small but auspicious beginning. And although these 173 original customers paid only a few cents a week for the privilege of plenty of pure water, it actually cost nearly \$10,000 a customer to bring the first drop of water to their meter connections.

In less than two years the number of customers had multiplied over 5 times. And another Bond Issue of \$500,000 was authorized by the voters to cover the cost of extending the system, the purchase of the former private water



PART OF THE UNDERGROUND STORY

These two photographs show the "dirty work" that is constantly required to keep water flowing to East Jefferson's expanding areas. To the left is the never ending labor of tapping into existing mains. Below shows a 12" water pipe in a protective 24" corrugated metal casing being placed under an Illinois Central Spur Track in the vicinity of Harahan.

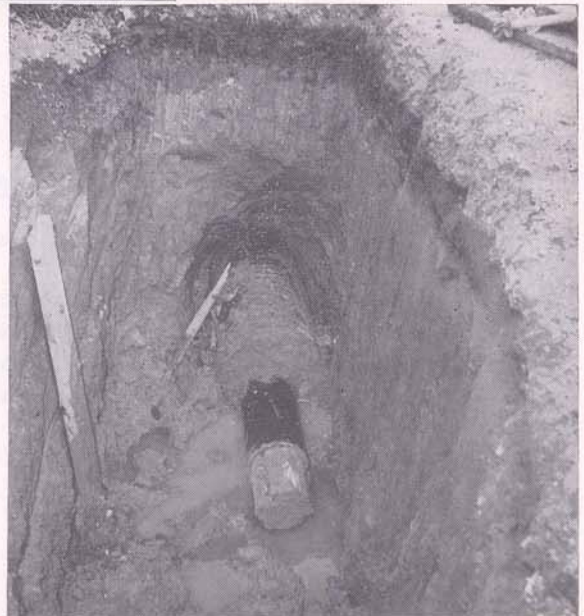
company's existing pipe lines in the 7th and 8th Wards and the construction of an office building.

By 1935 the customer count had jumped to 2,000—by 1938 to 3,000 and at the end of 1939 a total of 3475 meters had been installed in East Jefferson's jurisdiction.

During the next decade East Jefferson Waterworks District No. 1 struggled desperately to keep construction ahead of the clamor of insistent new customers. 1940 clocked 4,000 meters being served and by 1941 the count had jumped to 4,815. And by that time the system was ceaselessly pumping two million gallons of pure water per day through its increasing maze of main and lateral pipe lines.

When Camp Plauche opened near Harahan, with 20,000 persons living or working inside its gates, the pumps were pushing 3,800,000 gallons a day, plus an additional 1,500,000 gallons purchased from New Orleans. At the end of 1944 there were 6,464 metered customers, and at the end of 1945 the figure was 6,872.

In 1946, when the war was over and Camp Plauche closed its gates, the pumping rate declined somewhat, but the pressure on the plant did not abate a bit. The customer total kept steadily



going up—from 7,823 in 1946 to 9,000 in 1947.

All this expansion was expensive! Every new customer added the cost of all the labor and material of cutting into the line. And the small meter deposit each new customer was required to make did not even begin to pay for the cost of even the meter itself.

From the end of 1947 to the end of 1950 the number of customers had



Laying water pipe in advance of construction on new Veterans Memorial Highway.
Notice the clever machine that pushes its own road ahead of it.

leaped from 9,000 to approximately 15,000. It was very evident that the population increases were accelerating not diminishing. It was very evident also that every four people added to the East Jefferson census total meant a new water meter installation—for in round figures there are about four people to the average family.

The people of East Jefferson realized that new construction could not be abated—could not even be held status

quo. It could only INCREASE. So in that same year of 1950 the first of two 5-million dollar bond issues was voted to extend the water mains. And just in time, for 1950 showed the greatest customer growth for East Jefferson No. 1 of any year up to that time.

At the end of 1953 the voters approved the second 5-million dollar Bond Issue and out of this money comes the financing of the three construction projects which are being worked on

Coating and wrapping water mains by contractor before placing them underground.





Showing method of running water pipe over a drainage canal before Veterans Memorial Highway was constructed.



Installing the water main for one of East Jefferson's protective fire plugs on shoulder of new highway.

right now and should be completed at the end of 1955.

Boh Brothers are placing about a half million dollars worth of mains from Bore street to the Lake about a half mile south of the Veterans Memorial Highway. Clement Betpouey is laying another section involving a contract of

approximately \$387,000 from Severn Avenue to Williams Boulevard West alongside the new Veterans Memorial Highway. This job included 49 fire hydrants and the necessary valves and fittings.

And Oliver Meyer and Son have a contract of approximately \$284,000 for two 8" lines on the Memorial Highway from Williams Boulevard West to the end of the road and a 12" line on Williams Boulevard from 14th Street to the Lake—plus 6" supporting lateral lines and 75 fire hydrants.

As I write this report we have just finished 1954—the biggest year yet with the installation of 2,000 new meters bringing our customer total, as of December 31, 1954, to over 21,000. We have 2362 existing fire hydrants with contracts let for 200 more. We have an underground pipe system 263 miles long with 25½ miles more under construction.

We are in the process of doubling our capacity from 10 million gallons of pure water per day to 20 million gallons. And are spending \$2,500,000 on Plant Expansion and \$2,500,000 on trunk lines.

We have been constructing, expanding, enlarging and increasing our scope for 25 years, a quarter of a century. And yet East Jefferson is now only one-third developed by homes and industry and our charter calls for water service to the whole East Bank as fast as the demand calls for it.

This means that we have twice as far to go as we have come. This means that we cannot pause to accumulate a profit and share it with our customers in a reduced water rate. This means that we must continue to plough back into new construction not only the tax money covered by the Bond Issues but the income from our water sales. This means that—as the property owners back in those early days around 1929 helped to finance the construction of water mains that are now serving customers who moved in years later—our present taxpayers and meter customers are helping to finance the future of our rapidly expanding parish.

In fact, while the tremendous population increase and building boom of East Jefferson has been responsible for

our huge construction programs throughout the years—we also feel that our ability to provide pure water and fire protection to the incoming homes and industries has also been greatly responsible for the building boom that has been going on for years.

But in spite of the fact that we are constantly financing new construction—that expansion is expensive and that it has been increasing in tempo steadily for a quarter of a century—our water rate has remained on a par with other districts our size throughout the nation, few of which have the expansion outlays that we must carry.

We are too proud of the progress of East Jefferson—too proud of the pace it has set—to want to see it slow down or stop. But on this 25th Anniversary of the year we were commissioned to serve the East Bank, every acre of it, we promise our customers that as soon as we are not ploughing back around pipe more than we take in we will reduce the rates—and be quick to do it the minute the auditors and engineer give us the economic okay.

COMMISSIONERS, DEPARTMENT HEADS AND OFFICIALS OF EAST JEFFERSON WATERWORKS DISTRICT NUMBER ONE

Seated, from left: Commissioners John W. Hodgson, Sr., President and General Manager; Charles J. Kieffer; Charles A. Boutall, Vice-President; Blaise Camel, and Paul D'Gerolamo, Purchasing Agent. Standing, from left: Archie J. Miller, Office Manager; William C. Wolf, Outside Superintendent; Octave P. Garsaud, Secretary; Richard Eberhardt, Chemist; Otis D. Hargrove, Treasurer; Oscar P. Gaudet, Plant Superintendent, and William D. Young, Assistant General Manager.





General Manager Ed E. Feitel (left) and Peter J. Russo, Secretary-Treasurer (right) show how the muddy Mississippi River water looks before—and then how clear and clean it is after Waterworks District No. 2 gets through with it.

WHERE THE HIGHEST IS THE LOWEST

Jefferson Parish Waterworks District Number Two

By ED E. FEITEL

President and General Manager

There is nothing contradictory in our slogan—"where the highest is the lowest"—because our highest water rate of 15c per thousand gallons is the lowest water rate in the United States today.

Our huge industrial customers, which represent 70% of our volume—one of which consumes 13,000,000 gallons a month—naturally receive even a lower quantity water rate than this, based upon a graduating scale.

In addition to an attractive rate advantage, there is no meter service charge in Waterworks District No. 2.

We are able to do all this because Waterworks District No. 2 is now in its 24th year of successful and consecutive operation. For the last five of these

years, since May 1950, our plant has been paid for . . . and we now operate under a 2-mill tax to cover a \$300,000.00 bond issue for extensions of our distribution system. Thus, with low overhead and our plant paid for, we are able to pass on to our customers a very low water rate.

This does not mean we are standing still. We have, for instance, this year constructed an emergency line across the Harvey Canal (in case something should break or disrupt the regular mains). This emergency line, costing \$65,000, runs for 673 feet under the canal, comprising a 16" line placed 6 feet below the bottom of the canal about 100 feet north of the new Harvey Canal



The plant of the Sherwood Refining Company, Inc., one of the many industries that depend on Waterworks District No. 2 for plenty of potable water.

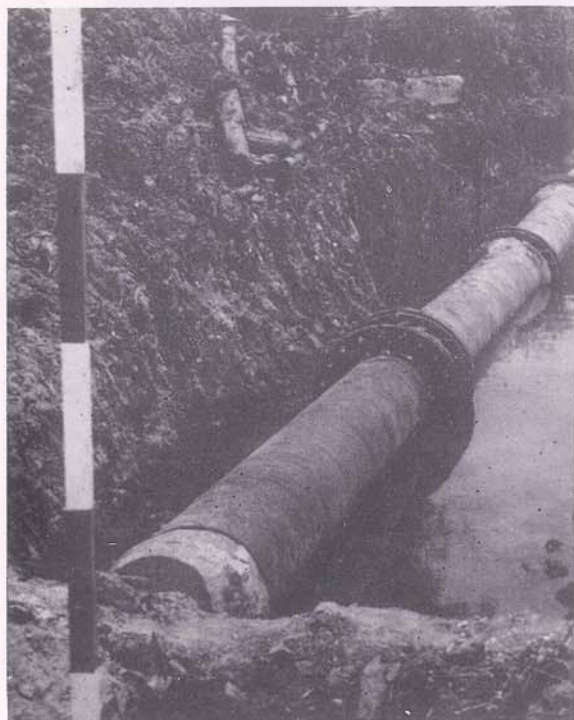
Tunnel. And it is not to be forgotten that from our daily capacity of 5,000,000 gallons, we have been supplying water for over seven years to Waterworks District No. 3, which borders the southern boundry of our service area, to the amount of about 12,000,000 gallons a month.

This year, also, we have signed a contract with the newly incorporated Waterworks District No. 6, which has no plant of its own and which will serve Crown Point, Barataria and Lafitte. They estimate a daily consumption of approximately 250,000 gallons of water, which is 26 miles away from our Marrero plant and pumping station.



Within Waterworks District No. 2 is the largest shrimp canning plant in the world—The Southern Shell Fish Co., Inc., of Harvey on the Harvey Canal.

Preparing pipe for new auxiliary water main under Harvey Canal near tunnel location.



Waterworks District No. 2 is strategically located right in the midst of the greatest industrial concentration in the parish, including several of its largest plants. The list is imposing: The Celotex Corporation; Johns-Manville Products Corporation; General Chemical Division, Allied Chemical and Dye Corporation; The Texas Company; Clark Oil & Refining Corporation; Douglas Public Service Corporation; Continental Can Company; Southern Cotton Oil Company; Swift and Company; Commercial Solvents Corporation; Southern Shell Fish Company; Avondale Marine Ways; Sherwood Refinery Company; Stauffer Chemical Company; as well as numerous smaller ones.

To these industries, and the homes and businesses of the district, we have faithfully and without fail furnished pure water that meets the high requirements of the Louisiana State Board of Health, and have maintained a constant minimum 60 pounds per square inch pressure for parish fire protection as far as our mains extend.

COMMISSIONERS, DEPARTMENT HEADS AND OFFICIALS OF JEFFERSON PARISH WATERWORKS DISTRICT NUMBER TWO

Seated, from left: Nezem J. Lorio, Plant Superintendent; Edward L. Fos, Commissioner; Jacob D. Giardina, Vice-President; Ed E. Feitel, President and General Manager; Anthony Peperone, Commissioner; Carlo Siragussa, Commissioner; and Peter J. Russo, Secretary-Treasurer.



THE DIVERSIFICATION OF
JEFFERSON PARISH WATERWORKS DISTRICT NUMBER THREE

FROM BARGES TO BARNs TO BATHROOMS

By

MIRTILE DUGAS, President

Now in its sixth year of service to the general area between Westwego and Gretna, our Waterworks District, under the capable administration of Superintendent O. A. Barnewold, has developed an interesting assortment of accounts.

First, there are the scattered truck

Then there are the many different industries. Just, as an example, the long line of over 76 of them on Peters Road on the east side of Harvey Canal. And then there are the homes we serve with pure water and fire protection (15 new fireplugs this year) — existing homes



Showing "Operation Progress"—the laying of the water mains in a new Water District No. 3 subdivision, before the street paving begins.

farms and dairy farms in the 36 square mile coverage over which our pipes extend, and the land occupied by Hope Haven, Madonna Manor and St. Joseph's Deaf Mute Institute.

as well as the homes constantly going up. For instance, the 137 new Gem Homes constructed this year on the East Bank of Harvey Canal; and the 28 Harvey Homes about 17 blocks away in the



Not only a lot of equipment is required, but a lot of the huffing and puffing of real manual labor, to install just one of those regularly spaced fire plugs that spell protection to life and property.

same vicinity; the Flora P. Haze Subdivision; and the 94 homes of Gordon Plaza.

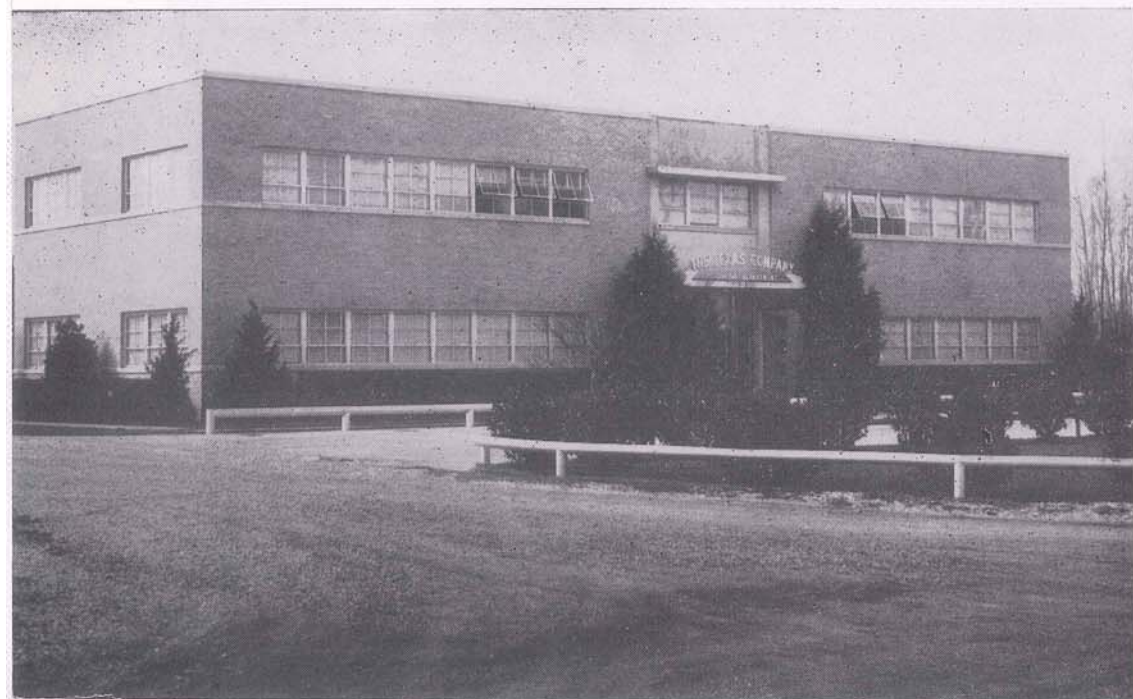
Finally, there are the two and a half million gallons of water per month which we supply to six oil companies from an outlet on the Harvey Canal. This tremendous amount of water goes to the oil fields in barges — for their

drinking water, for their cooking and their boilers.

In all of these classifications our area is growing — and we are expanding likewise. Through December 15, 1954, we show 2137 water meters in operation, which means an increase of 30% over the previous year's business.

We, of course, purchase our water at

The Field Office of The Texas Company in Waterworks District No. 3.





The water lines have been laid to these new homes and already the inmates are taking for granted the 24-hour a day faithful supply of plenty of clean, healthy, water.

a bulk rate from District No. 2, and have available for our use sufficient reserve to give us an unlimited supply for our present needs as well as our anticipated growth.

Our minimum rate is \$1.20 for the first 3000 gallons and 35c per thousand gallons over the minimum amount. Because of the great variety of our customers, as explained above, water bills in our District will run from the minimum, in many homes, to monthly bills

as high as \$1400 for one of our industries.

Protecting millions of dollars worth of valuable property with a constant fire protection water pressure of 50 pounds to the extreme points of our service area, and guaranteeing an uninterrupted, economical supply of pure water in any required quantity to our businesses, homes and industries, Water District No. 3 goes into its seventh year with a great feeling of pride in our equipment and our employees.

COMMISSIONERS, DEPARTMENT HEADS AND OFFICIALS OF JEFFERSON PARISH WATERWORKS DISTRICT NUMBER THREE

Left to right: Mirtile Dugas, President and Commissioner; Ivy Savoie, Vice-President and Commissioner; O. A. Barnewold, Secretary-Treasurer and Superintendent; Joseph Calzada, Jean Barbé and Joseph Percle, Commissioners.





The \$75 million Fortier Plant of American Cyanamid Company recently established in Jefferson Parish Waterworks District No. 5.

SERVING JEFFERSON'S INDUSTRIAL FRONTIER

By
ABE H. HOWELL

President, Commissioner and Superintendent
of Jefferson Parish Waterworks District No. 5

It is a recognized law of progress that river communities always expand upstream, a law which is being demonstrated right now in the steady growth of the Parish of Jefferson.

Our Waterworks District, just closing its second year of successful operation, serves that tremendous and still undeveloped area of the parish extending from the Westwego city limits to the St. Charles Parish line, and from the Mississippi River south to Lake Cataouatche beyond Highway 90, and

includes the communities of Bridge City, Avondale, Waggaman and South Kenner.

All of this entire upriver area is right in the direction of parish growth, and is right in the path of the future. Its eleven miles of river frontage backed by ample and available factory sites is unquestionably Jefferson's Industrial Frontier.

Here, one mile deep, is high and dry land with natural drainage back from the gently sloping river bank, created

This small section of the eleven-mile stretch of Waterworks District No. 5 along the river front dramatically reveals the vast expanse of available land for future industrial expansion.



The new air conditioned Holiday Motel with TV in every room, which opened this year in Waterworks District No. 5—an operation costing \$450,000 and including, with its 45 units, a restaurant and service station.



by layer upon layer of the river's silt deposited over thousands of years of overflows which took place before our modern levees stopped this seasonal recurrence. Here is some of the most fertile soil and some of the most ideal ground for homes in all of Jefferson. It is inevitable that here along the river will be constructed Jefferson's future factories and on the thousands of acres behind the strong levee will be built the homes of their employees.

Until very recently water was both the biggest asset and the biggest problem in this section. Billions of gallons of industrial water were waiting in the river, but in dry periods its residents were compelled to have their drinking water brought in by truck.

Today, since the construction of the water mains and the placing of the fire hydrants throughout Waterworks District No. 5, over six million gallons a month of potable water are consumed by its nearly 1,000 customers . . . and there is a constant available reserve of 20,000,000 gallons a month for the new industries and homeowners that are

steadily applying for meters. The average customer's water bill is about \$3.00 a month.

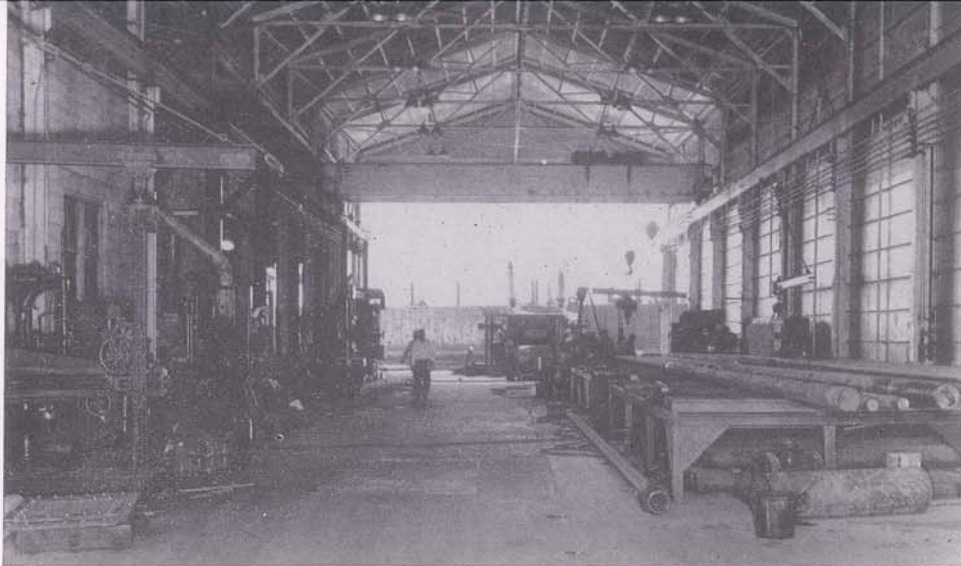
In keeping with the progress of the community, the enterprising Bridge City Volunteer Fire Company has built a modern fire station to house its high pressure fire engine which has now been made 100% efficient by the advent of the new water mains and fire hydrants.

This Industrial Frontier is already the location of two of the largest industries in Jefferson. At one end in South Kenner, the \$75,000,000 American Cyanamid plant, and at the other end Avondale Marine Ways at Avondale. Besides these are Avoncraft, Inc.; American Liberty Marketing; the railroad yards of Texas and Pacific, Missouri Pacific and Southern Pacific; the bulk terminal of the Standard Oil Company of New Jersey; and Nine Mile Point plant of Louisiana Power and Light Company.

Even now one-fifth of its eleven miles of river front is occupied by heavy industry. And the experts prophesy that in a few years the entire river bank

Because of this efficient Fire Company the loss by fire in its jurisdiction was held down to \$2100 in 1954. Shown here are, left to right: Earl J. Ledet, President; Allance Hartman, Chief; Lawrence Dufrene, Sr., Ass't. Chief; Wilbert J. Dufrene, Captain; Eugene Robert, Lieutenant; Edison Dufrene, Vice President; A. L. Gulleddge, Secretary and Treasurer; and Abe H. Howell, President, Waterworks District No. 5.





A section of Avondale Marine Ways' new "Oil Field Machine Shop," rated the most complete in the whole Gulf Coast country. Three electric overhead traveling cranes ranging from 10 to 30 tons capacity serve the plant inside. Its equipment comprises a full complement of high precision machine tools, presses, etc., for further serving the oil and marine industries. A whirley type crane with a 75-ton capacity and a 50' radius and a 110' boom serves the dry dock.

will be lined solid with new manufacturing plants, lured as much by the availability of plenty of pure water as by the advantage of industrial water.

Here, also, by the time this issue reaches its readers, will be completed the new Holiday Motel, costing nearly a half million dollars to construct and influenced in its location because of the ease of supplying healthful water for the consumption and ablutions of its guests.

Although primarily a present and future industrial area, the territory served by Waterworks District No. 5 is proud of its representation of fine suburban homes, of its fertile and prosperous truck and dairy farms, its four

grammar schools, its several fishing and hunting grounds, and its South Louisiana Skeet Club.

To its residents and home owners the now proven efficient performance of Waterworks District No. 5 means "city water in the country." To its industrial concerns No. 5 means "city water service outside of the city." And to the Parish of Jefferson it means another ace in the hole when inviting new industries to investigate the available acres in the ideal upriver area.

Waterworks District No. 5 in two short years has just been able to dig its toes in and get set for its coming inevitable responsibility as the busiest water district in the parish.

OFFICIALS OF JEFFERSON PARISH WATERWORKS DISTRICT NO. 5

Seated, left to right: Dan C. Slate, Vice President and Commissioner; Mrs. A. L. Gullidge, Commissioner; E. J. Ledet, Commissioner; Abe H. Howell, President, Commissioner and Superintendent; Mrs. Margarette S. Muller, Secretary-Treasurer; Wilfred Berthelot, Jr., Commissioner and Police Juror Fifth Ward; Fred S. Bowes, Attorney for the District. Standing, left to right: Lawrence Grabert, Maintenance; Clarence G. Guillot, Maintenance; Eugene Hemard, Office Clerk.





MEMBERS OF THE BOARD: Left to right seated — Lionel G. Despaux, Sr.; John W. Dufrene; Clem Perrin, Sr., President; Robert A. Pitre, Sr.; and Gus Carmadelle, Sr. Left to right standing — Leon Nunez, Police Juror, Ward 6; B. E. Galloway, Engineer; Harold A. Buchler, Attorney; Warren Lavelle, Secretary-Treasurer; H. J. Winters, C.P.A.; and Willis C. McDonald, Attorney.

JEFFERSON PARISH WATERWORKS DISTRICT NUMBER SIX IN THE LAND OF LAFITTE THE PIRATE

By Clem Perrin, Sr., President

Jefferson Parish Waterworks District No. 6, created by the Police Jury in 1952, comprises all that territory within the northern area of Ward 6 and includes the communities of Lafitte, Barataria and Crown Point—that lovely, semi-liquid land that was once the haunt and hideaway of Jean Lafitte and his Baratarians.

Nobody has ever discovered the caches of yellow gold which legend suggests they concealed in this lush wilderness, but the discovery of fabulous fields of "black gold" in this water wonderland in recent years has shoved into oblivion the puny thoughts of pirate treasure.

Oil wells now dot District No. 6. Huge producing fields have been developed by Gulf, Humble, California and Texas—with further fields immediately south and extending into huge potential off-shore drilling operations out from the shore of Grand Isle. To date Jefferson Parish, with most of its production concentrated in this area, is the sixth largest oil producing parish in Louisiana, with 295 wells pumping over 11 million barrels annually.

In addition, natural gas pipe lines have been run from Lafitte all over the United States. United Gas Pipe Line picks up much of its supply at Lafitte, the South Coast Corporation picks up and distributes a supply in this area, and recently the Southern Natural Gas

Company has completed its large diameter line from Lafitte to Birmingham, Alabama.

Through this area passes the famous Intracoastal Waterways System from Texas to the Harvey Canal Locks at the Mississippi River and vice versa, making District No. 6 the water highway not only for the tremendous quantity of tools, equipment and supplies that are needed to develop this oil and gas field, but the highway for its liquid treasure moving out.

This also has always been and continues to be the center of a prosperous fishing and trapping industry. It is interesting to note that practically every home standing along the banks of Big and Little Bayous Barataria invariably has tied to its front door dock a boat of some kind equipped for fishing and shrimping.

The rapid industrial development of this district within the last few years demanded water—plenty of water to drink, to use industrially, to have in reserve for fire protection. Over a million dollars in Waterworks and Fire Protection Bonds have been sold to give this section the water service it needs to supply the activities already under way and the huge potential yet to come.

The District is governed by a Board of Five Commissioners appointed by the Police Jury and by the Governor of Louisiana.



Director LeRoy L. Hall and Milton H. Leman shown inspecting one of the first new street signs erected by the Department in Metairie.

A RECORD OF ACHIEVEMENT

By

LE ROY L. HALL, Director

Department of Regulatory Inspections of Jefferson Parish

The records of the Department of Regulatory Inspections of Jefferson Parish accurately reveal the activities and accomplishments of Jefferson Parish, for all construction in the unincorporated areas of the Parish is of record in this Department. The Cities of Gretna, Westwego, Harahan and Kenner are not included in the more than 25% increase of building activities for

1954, as compared with 1953.

During 1953 the Department issued 3196 Building Permits, 4508 Electrical Permits, 3191 Plumbing and Gas Permits and 95 Air Conditioning Permits. In 1954 the Building Permits totaled 5308, of which 3768 were for single residences; Electrical Permits 4575; Plumbing and Gas Permits 5704; and Air Conditioning Permits 293.

This is where the Department does its work, a sequence of inspections to determine whether all requirements are met after issuing the permits for building, electrical installations, plumbing, gas and air conditioning, and before issuing final approval



The Address Co-ordination Section, set up in May, 1954 under the supervision of Milton H. Leman, has attacked the problem of street name duplication, number co-ordination and other problems which had troubled the Parish in the past. Certain street names were changed to eliminate duplications and street numbers were assigned on the East Bank so that all would be in their proper sequence.

The Airline Highway was designated as the starting point for the new numbering. Numbers run from the one hun-

dred block at Airline, north to the Lake. Streets starting at the river run from the one hundred block at the river to the Airline Highway. Where a street crosses the Airline Highway, that part north of the Airline is designated as "North." Streets running from east to west start at the one hundred block at the Orleans Parish line and increase their numbers westward toward Kenner. Harahan has cooperated in the numbering of Jefferson Highway, so that all numbers along this thoroughfare will be aligned and in sequence.

And when a home reaches this stage, guided throughout its construction by the Department of Regulatory Inspections, it is a safe, sanitary dwelling that will conform to all present and future building requirements.





Suburban Jefferson has grown so big that nobody knows everybody else like in the old days. Distinct, attractively displayed house numbers, now being assigned by the Department, are not only very welcome but very necessary.

Sensitive to the ever growing needs of the Parish, Director Hall and Sheriff Frank J. Clancy, realizing the need for street signs, stop signs and other directional and warning signs in the Parish, nourished the idea of a shop, affiliated with the Address Co-ordination Section, and under the auspices of the Department of Regulatory Inspections, dedicated to the production of these accommodations. This shop was opened on September 15, 1954 at 1516 Seminole Street. Equipped with the newest and finest of machinery manufactured for this purpose, using good materials and workmanship, this sign shop is turning out, delivering and erecting signs in the Parish, at the expense of the Department of Regulatory Inspections, as fast as seven men can complete them.

The Address Section had not, during 1954, included the West Bank in its change of addresses. Many West Bank residents and prospective builders telephoned the Address Section during 1954 for correct addresses, street names and boundaries. We did not at that time have the maps necessary to give this information. However, the Department of Regulatory Inspections employed the services of Mr. F. Melville Heroy, formerly with the United States Engineers, to photograph the entire West Bank and make a detailed map of this section. These maps were made available to the Department in March, 1955 and copies may be ordered through the Address Section for a nominal fee.

Street signs are being erected on all West Bank streets, identical to those in-



The fast stepping trotters and pacers at the nightly Magnolia Park Harness Races are one of Jefferson's newest and greatest attractions. Pictured here is Vernon Elington, holder of the Magnolia Park pacing record of 2 min. 2 2/5 sec. for the mile. Nationally famous race driver Henry Clukey is in the sulky. He and his wife are also owners of this fleet, sleek pacer.

stalled on streets on the East Bank. Stop signs and other directional signs will be supplied to the entire Parish as needed. This service is rendered the Parish free of charge by the Department of Regulatory Inspections and is, we think, of much merit.

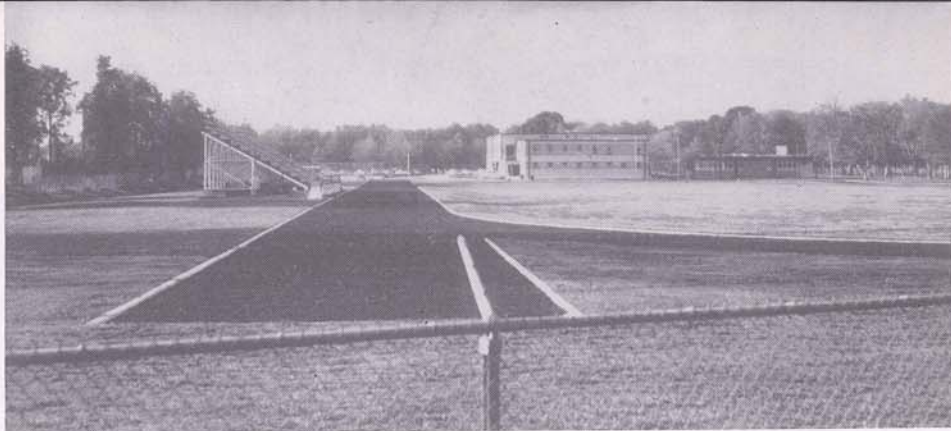
Jefferson Parish has continued its



Director LeRoy L. Hall

phenomenal growth. The Department of Regulatory Inspections has grown too. Its employees now total nearly fifty. Each is dedicated to the purpose of a job well done. As the needs of Jefferson Parish increase, the Department re-doubles its efforts to continue the service it dedicated itself to when created. New construction will be inspected so that the purchaser will be assured of an efficient and workmanlike job on his building, whether it be a small home, garage, or a large commercial building. Deliveries will be accelerated by the improved numbering system. Traffic hazards will be minimized by the proper placement of warning signs. Street signs will be easy to read, in the dark as well as during the day.

The Department of Regulatory Inspections is proud of the part it has played in the improvement of the aforementioned conditions in the Parish. It is also humble in the knowledge that without the cooperation of Sheriff Frank J. Clancy, of the Police Jury, and the many fine citizens who have gone along with it in agreement and purpose, it could not have achieved the ideals which it has set as its contribution to the people of Jefferson Parish.



Peeking over the fence at the wide sweep of Playground No. 5

THE FUN HAS JUST BEGUN

By John W. Hodgson, Sr., President

After a year and a half of operating out of a garage building the Playground and newly constructed Community Center Building of District No. 5 at 4100 South Drive were formally dedicated with jubilant festivities on July 27, 1954, and officially placed at the disposal of the Youth of East Jefferson.

This last year of 1954 also witnessed the opening and a similar dedication of the Harlem Playground and Community Center Building for Negroes . . . Plus the beginning of the construction of a Playground Canteen where the East Jefferson young people can congregate and visit while they enjoy their snacks and ice cream.

With these new facilities available it was necessary to increase the program staff. George L. Prince, Jr., was hired as Assistant Director of Boys Program; Mrs. Dolores Baldwin was added to the staff at Harlem Playground to work with the girls; and Mrs. Elizabeth Potin was hired as Assistant Director of Girls Program at the Jefferson Playground.

And so, of course, as the children and the staff adjusted themselves to the marvelous possibilities of the building new activities were added. There were the roller skating classes conducted by a volunteer, Mrs. Walter Post, who worked as diligently as any staff member. An extra attraction to her program was a Skating Review, "The Wheels of Follies," with over 80 children dressed in beautiful costumes. This was presented to the public free and our tennis courts were converted into the appearance of a Hollywood setting with immense scenery and floodlights.

In order to interest many boys who had completed high school and were still interested in competitive sports, but unable to play in the college brackets, a basketball team was organized and entered in the Junior A.A.U. competing against 20 other teams. And the Jefferson Playground team reached the championship game which it unfortunately lost. But

remember, this was the first year for our boys!

A newspaper, also, was organized by Mrs. Marguerite Scheuermann and a group of girls. It is published monthly and tells of the playground activities and, in its first year, is already recognized by the Louisiana Recreational Bulletin "What's New" as being one of the best recreation papers issued in the state.

Prior to this time the Jefferson Playground had no facilities to sponsor indoor functions—but now with the Community Center it began to organize its teen age activities, and the Club is still in its organizational stage with 151 members.

With added facilities the Boys Baseball Program entered 7 teams in other leagues with the provision that all games would be played on off days. The Funville Program for Junior Girls 6 to 10 years old, staffed by 22 volunteer junior counsellors, received an overflow registration of 250 participants.

A Nursery Group, also staffed with Junior Counsellors, was organized to meet one day a week, and even with limited facilities and lack of nursery equipment, the idea proved successful. I would like to recommend the building of a swimming pool for this particular program.

There are, of course, the well known annual programs of Playground District No. 5: The "Punch Bowl" Amateur Boxing Show; the Summer Camping Trips; Elementary School Track and Field Program; Walk-In-Free Movies one night a week at both Jefferson and Harlem Playgrounds; Jefferson Invitational Basketball Tournament; and the Baseball School.

In 1954, with the dedication ceremonies not taking place until July, the attendance was nearly 60,000 greater than in 1953—which means that the "fun has just begun" on the new facilities of Playground District No. 5.

(Board Members of Community Center and Playground District No. 5; John W. Hodgson, Sr., President; Roy Young, Vice President; J. P. Chiarello; J. Levy; and V. Bella. Director: Dave Scheuermann)



A Busy Quarter Century!

By

LEANDER H. PEREZ

District Attorney

Plaquemines and St. Bernard Parishes

1955 marks the 25th Anniversary of the year Plaquemines Parish started on its amazing non-stop march from poverty to prosperity. At the beginning of 1930 it was the poorest of Louisiana's 64 parishes. Today it is one of the richest . . . and its well planned and permanent program for steadily raising the income level and living standards of its citizens is in full stride.



Both the photograph on the preceding page and the one opposite were taken during the program at Buras on December 13, 1954, when 1300 persons gathered to honor District Attorney Leander H. Perez of Plaquemines and St. Bernard Parishes on his 35th Anniversary as a public official.

Shown in the picture opposite are, seated, Guest of Honor Leander H. Perez and Mrs. Perez. Standing, from left, Toastmaster U. S. Representative F. Edward Hebert of First Louisiana Congressional District; George Leppert and Wm. G. Zetzmann, committeemen.

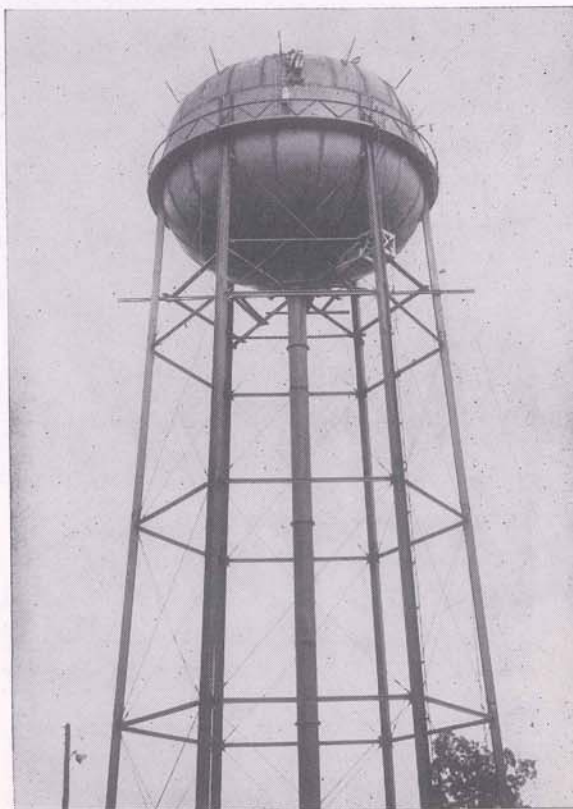
From one end of the parish to the other improvement projects have just been completed or are under way: the draining of additional hundreds of lush river bottom acres for new farmland and cattle range; the construction of canals and repair ways for the fishermen; the building of water supply systems and roads—the only parish in Louisiana that has matched the state dollar for dollar in the paving of nearly 50 miles of highway, the most recent section being the one from Buras to Venice west of the River, and from Pointe a La Hache to Bohemia, east of the River.

In Plaquemines Parish special emphasis is given to helping and teaching its homeowners and housewives how to raise more and better crops and run more efficient households.

Plaquemines is building new Consolidated Schools to provide modern, equal facilities to accommodate an anticipated parish population increase for several years ahead.

And with all these projects, and in spite of them, the people of Plaquemines **ENJOY THE LOWEST TAX RATE OF ALL THE PARISHES OF LOUISIANA.**

* * * *

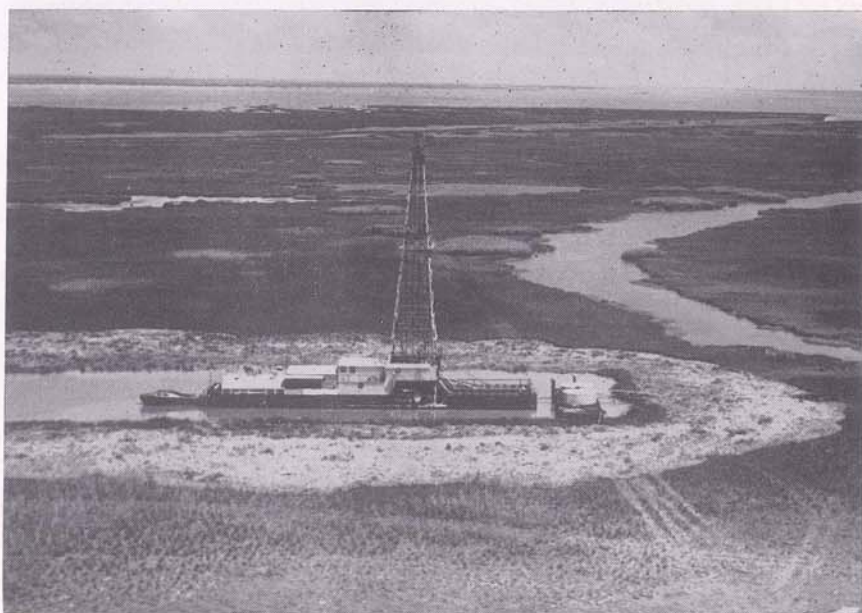


Workmen putting the finishing touches on the construction of the huge new water tower at Buras—part of the parish built and operated Buras-Empire Waterworks District.

An aerial view of the Freeport Sulphur Company's huge operation at Garden Island Bay in Plaquemines Parish.



An aerial view of California Company's Dixon Bay oil producing operation in Plaquemines Parish.



But twenty-five years ago none of these advantages existed even in their imagination. In that memorable year of 1930 when the rest of the country, following the stock market crash, realized it was in for a period of depression, Plaquemines had already endured thirty years of the lowest ebb in its career. Its fishermen, its trappers, its orange growers and its truck farmers had stubbornly survived—but the future was bleak and black. There didn't seem to be anything to look forward to except more of the same.

And then . . . in that same year of 1930, oil was discovered in Plaquemines at Lake Washington, or Grand Ecaille. Immediately afterward in 1933, after having invested several millions and several years in patient experimentation, the Freeport Sulphur Company began to mine sulphur successfully in

this same area.

Today Plaquemines is the largest oil producing parish in Louisiana and the only important one of three producing sulphur. In fact, as far as we know, it is the only section its size on the earth's surface supplying both these vital elements in very large quantities, without either of which our modern highly mechanized way of life could not function for a second.

Their almost simultaneous discovery in Plaquemines started Louisiana's poorest parish on its sensational Come Back Road which rapidly led into other amazing developments—but let's go back first and bring the story of this paradoxical parish up to that year of destiny when its future changed suddenly from just plain black—to Black Gold.

* * * * *



Freeport Sulphur Company's new office building at Port Sulphur, Louisiana, in Plaquemines Parish.

Geographically, Plaquemines Parish is the land (and the water) bordering both sides of the last hundred miles of the Mississippi River, from just below New Orleans to its mouth and the tidelands.

Of all Louisiana's parishes it is even today, in spite of its importance, the one least advertised and least visited. Although it is recognized as the richest in resources of any area its size in the U. S., they are practically all unseen, either underground or under water—gas, oil, sulphur, its muskrats and its famous seafood.

Its towns are small and few. And its two river roads suddenly dead end

just below the heart of the parish, with beyond a water wilderness where only a boat or a helicopter can continue—the lonely and lovely 45,000-acre sanctuary for millions of birds and waterfowl, known as the Delta Migratory Waterfowl Refuge, and the adjoining hunter's paradise of the state owned 66,000-acre Pass a L'Outre Hunting Preserve. And then appears the mighty mouth of the Mississippi, through which and the long length of Plaquemines the ships of the world arrive at New Orleans.

And yet this parish which even today has only about 16,000 men, women and children, is where the entire Mississippi

An imposing aerial view of the rubble stone jetties and the channel of the Plaquemines ten-mile Waterway from the state-owned locks at Empire to this point southward at the Gulf of Mexico . . . serving the needs of a large fishing fleet, sports fishermen, numerous oil tows and the small craft serving offshore drilling operations. In 1953 it carried 92,589 tons of commerce.





A 3-foot thick concrete slab, which forms the base for the roadway of the new Belle Chasse Tunnel under the Algiers cut-off canal, is housed in this steel coffer dam until the dam is removed for work on another section of slab. Through this new tunnel will be diverted Highway 31, from Venice to Gretna.

Valley began—the heart of our nation where half our population and half our production is concentrated. For it was in what is today Plaquemines Parish that the French explorer LaSalle, in 1682, planted the flag of King Louis XIV, proclaimed sovereignty over all the territory drained by the Mississippi and its tributaries and named this half a continent the Colony of Louisiana.

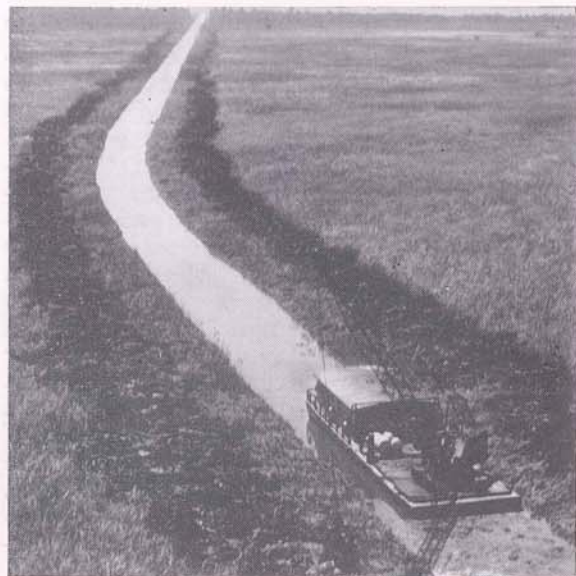
And here in Plaquemines Parish seventeen years later the first settlement in the present state of Louisiana was established. Just recently an historical marker was erected on the site of that original Fort de la Boulaye, now occupied by the present town of Phoenix.

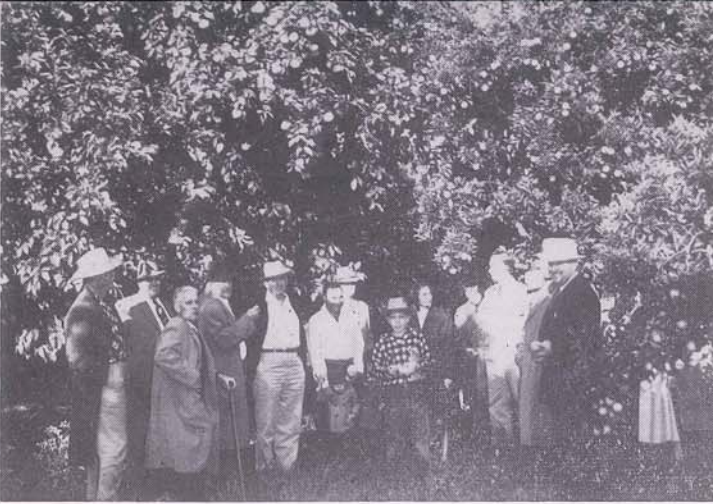
From this fort the famous French “Couers de Bois” who came from Canada with d’Iberville explored this water wilderness in their pirogues . . . and many of them stayed to found Plaquemines’ two-century-old fishing and trapping industry . . . which today furnishes one-fourth of all of Louisiana’s fur pelts which total more than all of Alaska and Canada combined, contributes to the national food supply over 200,000 barrels of delicious oysters every year, and sends more than 350 trawlers owned and operated by Plaquemines fishermen into the inner bays and the Gulf of Mexico for the yearly catch of millions of pounds of succulent shrimp.

About twenty years later, when New

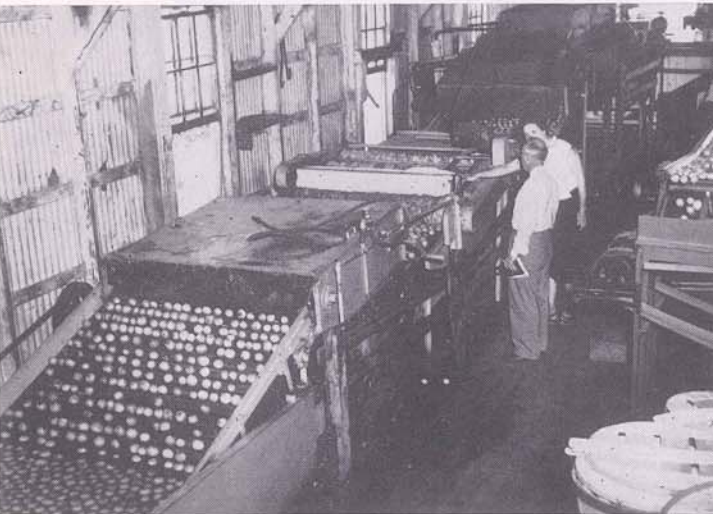
Orleans was founded, a second settlement sprang up in what is now Plaquemines. Today it is known as Jesuit Bend, but in that far distant day it was the downriver plantation of the colony’s first spiritual advisers—the Jesuit Fathers—whose devotion to the soil was equal to their devotion to the soul. It was they who brought to Plaquemines the first citrus fruits from overseas.

The laborious but necessary job of digging a canal from navigable water to an oil well drilling site. This picture is often repeated in Plaquemines semi-liquid terrain.





This picture was taken on an LSU Experiment Station field trip in Plaquemines, conducted by County Agent Murphy W. McEachern. It shows the orange grove of J. B. Fasterling of Buras, who follows a good fertilizer and spray program on his citrus fruit. Has not plowed for 7 years but picks consistently top grade fruit. He irrigated last year for the first time.



Polishing Plaquemines juicy and sweet oranges for market with Johnson Liquid Wax and linen brushes at the packing plant of John Meyer Company at Nairn, Louisiana. Shown explaining the operation to a visitor is Mrs. C. J. Kirby, Supervisor of Women Employees.

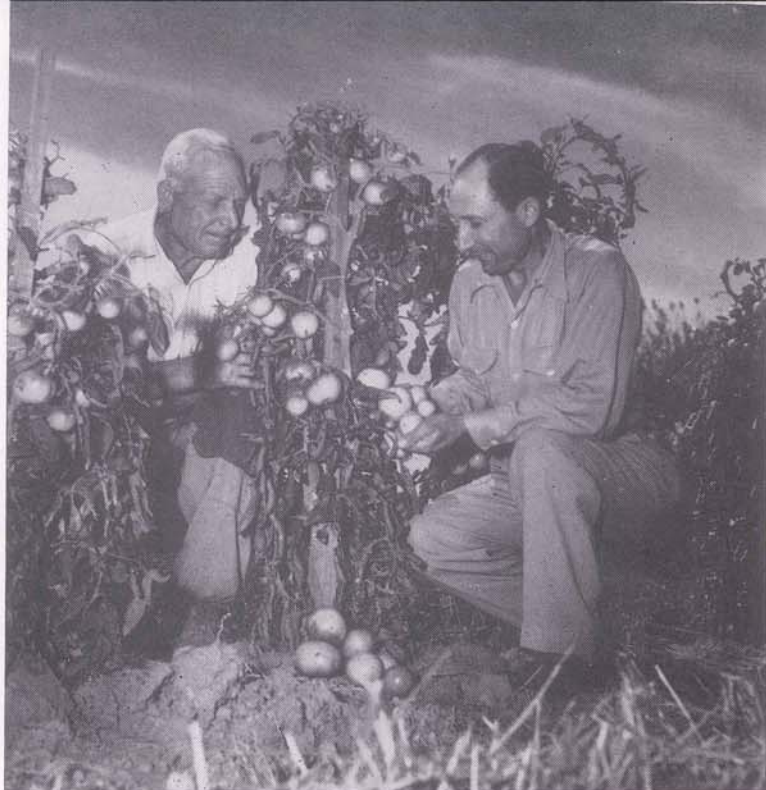
And from their early planting and pruning on church land came the discovery that on a narrow belt of land in this one spot in Louisiana could be grown—not the most, for the belt was only a few miles long—but the sweetest and juiciest oranges in the whole nation.

In fact the word "Plaquemines" itself comes from the Indian word for "persimmons," indicating that those who named the parish considered its citrus fruits its most important symbol. And over the years the fame of "Plaquemines' Louisiana Sweets," navels, tangerines and valencias has endured, although the groves themselves have twice in the history of the parish been practically wiped out. The first was in the vicious storm of 1893 from which the orange industry did not recover for nearly a quarter century. The second, just seven years ago—an 18° sudden and unnatural freeze—again ruined 80% of all the trees. But the recovery from that disaster has been quicker. In fact, this past winter the crop once again came back very close to its normal before 1950.

Mrs. Lulich, of Lulich Brothers at Triumph, Louisiana, and her sister-in-law proudly examining their bountiful crop of pink grapefruit.



Vincent de Carolo (right) showing his prize winning tomato plants to Frank Ranatza. Both are leading Plaquemines Parish truck farmers who wouldn't sell an acre of their fertile land if they couldn't buy more of the same.



Because it was so inaccessible in those early days, Plaquemines' fishing and trapping and the citrus fruits on the Jesuit plantation just below New Orleans were almost its only activities for nearly a century. It was not until DeBore discovered the secret of successfully crystallizing sugar in the 1790's, not until the resulting widespread planting of sugar cane replaced the failing indigo crops did Plaquemines Parish hit its first period of prosperity.

This was when fantastic fortunes were made on the annual sugar cane crop. This was when Louisiana boasted more rich men than any other section of the U. S. This was when the fever for sugar money pushed the plantations farther and farther down both sides of

the river into the rich black silt of the Plaquemines country.

This was also when the lower river banks encouraged the low cost planting and high profit harvesting of gigantic rice crops. This was the period—the famous half century—when Plaquemines was known as the Empire Parish, and when its rice and sugar planters believed that their prosperity would last forever.

But upriver in New Orleans the inexorable law of progress eventually delivered its inevitable verdict. More people, more commerce, more valuable property and warehouses on the river's edge demanded that higher and stronger levees be built below the city to protect its valuable river bank properties against inundation.

Murphy Ranatza, Jr., (son of the first of the famous five Ranatza Brothers who followed one another to Plaquemines Parish to make their names in truck farming) shown loading cauliflower in a refrigerated truck at the farm a few miles below Belle Chasse. This truck when loaded will head for the Midwest.





Showing Mr. and Mrs. B. L. Foch (and keenly interested daughter Margaret) conferring with Miss Lena Robertson, Plaquemines Parish Home Demonstration Agent, on the landscaping of their grounds—taking advantage of one of the parish provided services to its homeowners.

This meant that the rice planters, who had been utilizing the river's overflow to flood their rice fields now must build expensive sluices. To get away from this necessity they moved their fields farther and farther downstream until they were planting and harvesting in the very silt at the river's mouth. Those became known as the "Providence Crops"—which, if Nature was kind and no raging waters swept them away would return magnificent profits. But the annual gamble was too risky to perpetuate a solid, steady industry—and gradually the rice production of Plaquemines faded into nothing.

On the sugar cane plantations the

gradual economic value of centralized sugar mills also slowly destroyed the fantastic profits of the individual plantations. And by the time of the War Between the States the story book Empire Parish period of Plaquemines was nearing its close—a period of great fortunes and fabulous men and women. For who can forget that the railroad that now runs down through Plaquemines was started by one of those Empire Period plantation owners who built it as an exclusive and private railroad for his wife, who did not like to ride back and forth to New Orleans in a carriage over that day's either dusty or muddy river road.

Here is Plaquemines Home Demonstration Agent Miss Lena Robertson again—this time giving a sewing demonstration to a group of Woodlawn School Junior 4-H girls. Local leader Mrs. Marian McCauley looking on.





Beautiful and modern Woodlawn Consolidated High School which, along with the Buras and Port Sulphur Consolidated Highs, has been approved for membership in the Southern Association of Colleges and Secondary Schools. Belle Chasse has been a member for the past 2 years.

The War and the succeeding rough years of Reconstruction dealt Plaquemines Parish, as it did the whole South, the final knockout blow. Around the turn of the century, and for thirty years afterward, the parish was back to almost its original status—dependent upon its trappers and fishermen, its few orange groves and its scattered truck farms. Those were the tough days when, with a total parish tax revenue as low as \$24,000 a year, it could do very little more than defray the bare expenses of the most frugal community existence.

And then, as we have said, came 1930—and 1933—and suddenly the revenues from the steady production of its oil and sulphur gave the parish the necessary regular income to finance

not only the many things it had to do—but also many things it had long wanted to do.

Maybe it was because these practical people had so long known the hard rock value of a dollar—maybe it was because they realized that prosperity is as hard to handle as poverty—maybe it was because they listened to their elected leaders—anyhow, it is now general knowledge that the Parish of Plaquemines in these early years worked out a master plan of building a bigger and better parish, more economically and with less cost to the people than is today the good fortune of most self-governing communities.

First and foremost a constitutional amendment and enabling acts were introduced into the state legislature per-

This beautiful church next to the Board of Education Office in Pointe a la Hache is almost symbolic of how closely together the parish considers the spiritual and educational guidance of its citizens.





This Buras Consolidated High School (see caption on school picture on previous page) is pictorial proof of why Plaquemines is proud of its public school system, now serving 2369 white children and 1502 colored children.

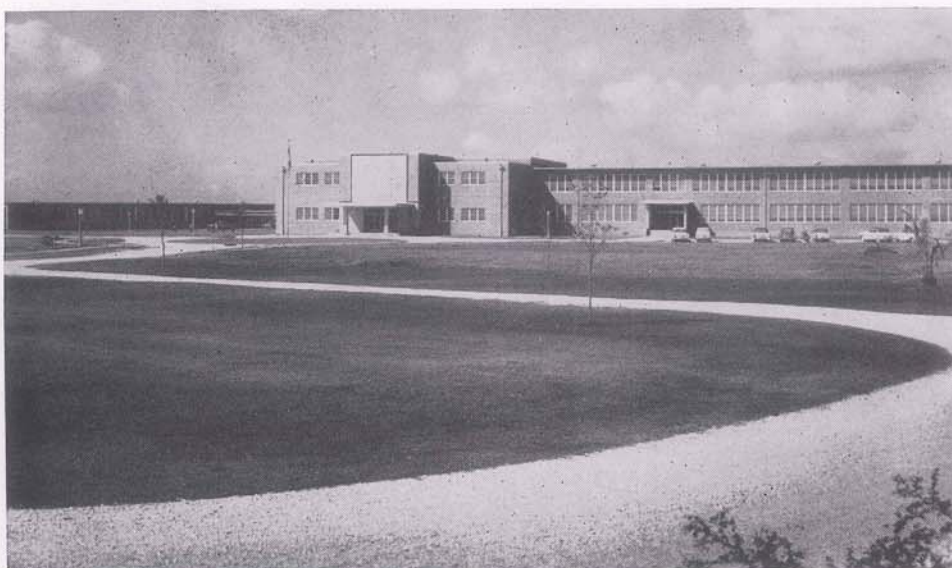
mitting Plaquemines Parish (in fact any parish in Louisiana) to assume the outstanding bonded indebtedness of various local taxing bodies and consolidate them to reduce the overall tax burden. Under this authority the people of Plaquemines, through its Police Jury, proceeded to assume and convert the many outstanding bond issues supported by multiple taxes into one parish bonded indebtedness, supported by a small millage tax.

In this way the parish consolidated all its resources and revenues under its elected parish governing body, eliminated and reduced several unnecessary

overheads and placed its entire program under one planning supervision so that at all times first things would come first and the people themselves would have constant TOP PRIORITY.

By this streamlined, centralized control Plaquemines, since the Thirties when the program was introduced, has reduced its tax rate from $37\frac{1}{2}$ mills to $15\frac{3}{4}$ mills—a drastic reduction of 60%—giving the people of Plaquemines not only THE LOWEST TAX RATE in the state, but an economical PROGRAM OF BUILDING A BIGGER AND BETTER PARISH that is more economical and more efficient.

The recently completed Port Sulphur Consolidated High School, so big and roomy it was hard to get it all in the picture.



PHOTOGRAPHY AND ART

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