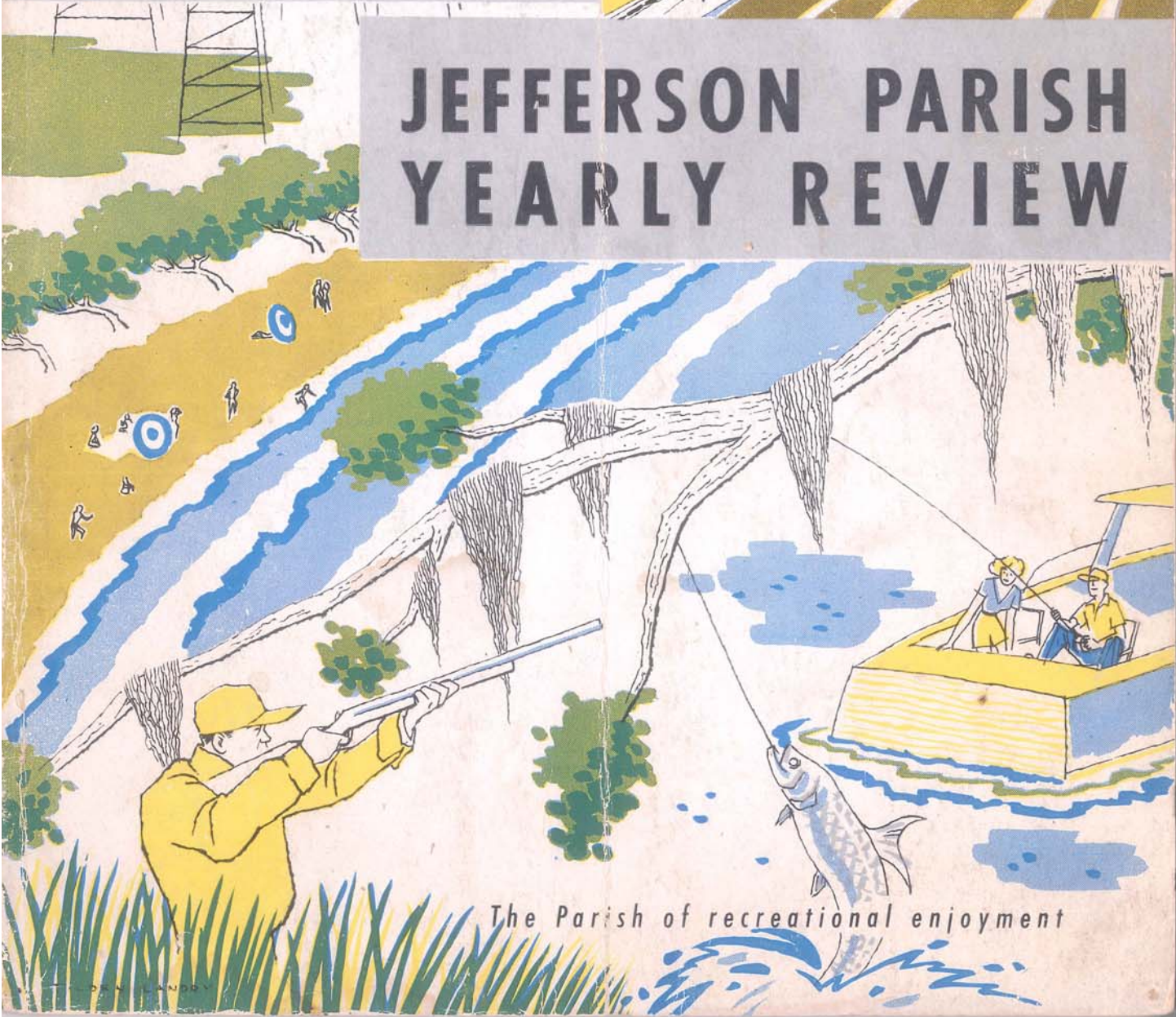


The Parish of remunerative jobs

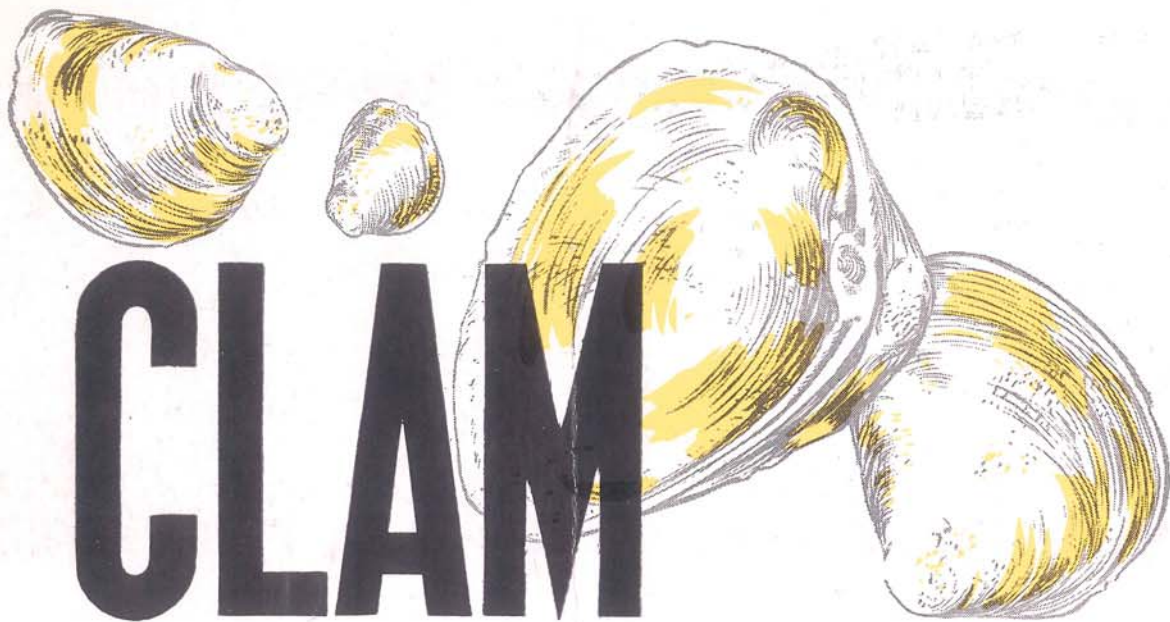
Silver  
Anniversary

# JEFFERSON PARISH YEARLY REVIEW

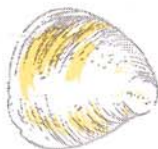
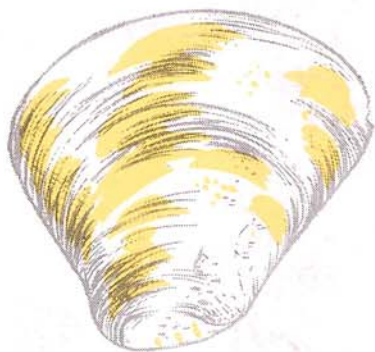


The Parish of recreational enjoyment



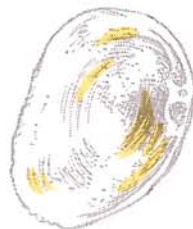


# CLAM SHELLS

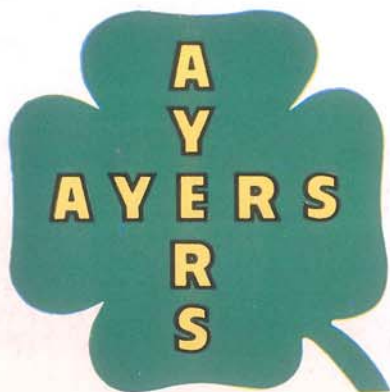


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ROADWAYS  
PARKING AREAS  
DRILLING LOCATIONS



Ample Shells in Storage at Harvey, La.,  
Westwego, La., and Belle Chasse, La.,  
for Truck, Barge and Rail Deliveries.



*Ayers Materials Co., Inc.*

PETERS ROAD

Forest 6-5391

HARVEY, LA.

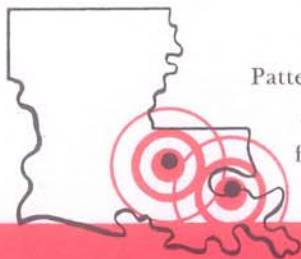
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Patterson-Redmond is happy to be a part of growing Jefferson Parish. Much of the construction that reflects the growth of our parish was made possible with equipment from Patterson-Redmond.



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# SILVER ANNIVERSARY EDITION JEFFERSON PARISH YEARLY REVIEW

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

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

## STAFF

Ray M. Thompson.....Editor  
Joseph H. Monies.....Advertising Manager  
and Editorial Consultant

## SERVING JEFFERSON PARISH FOR A QUARTER CENTURY

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

## OUR COVER

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

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



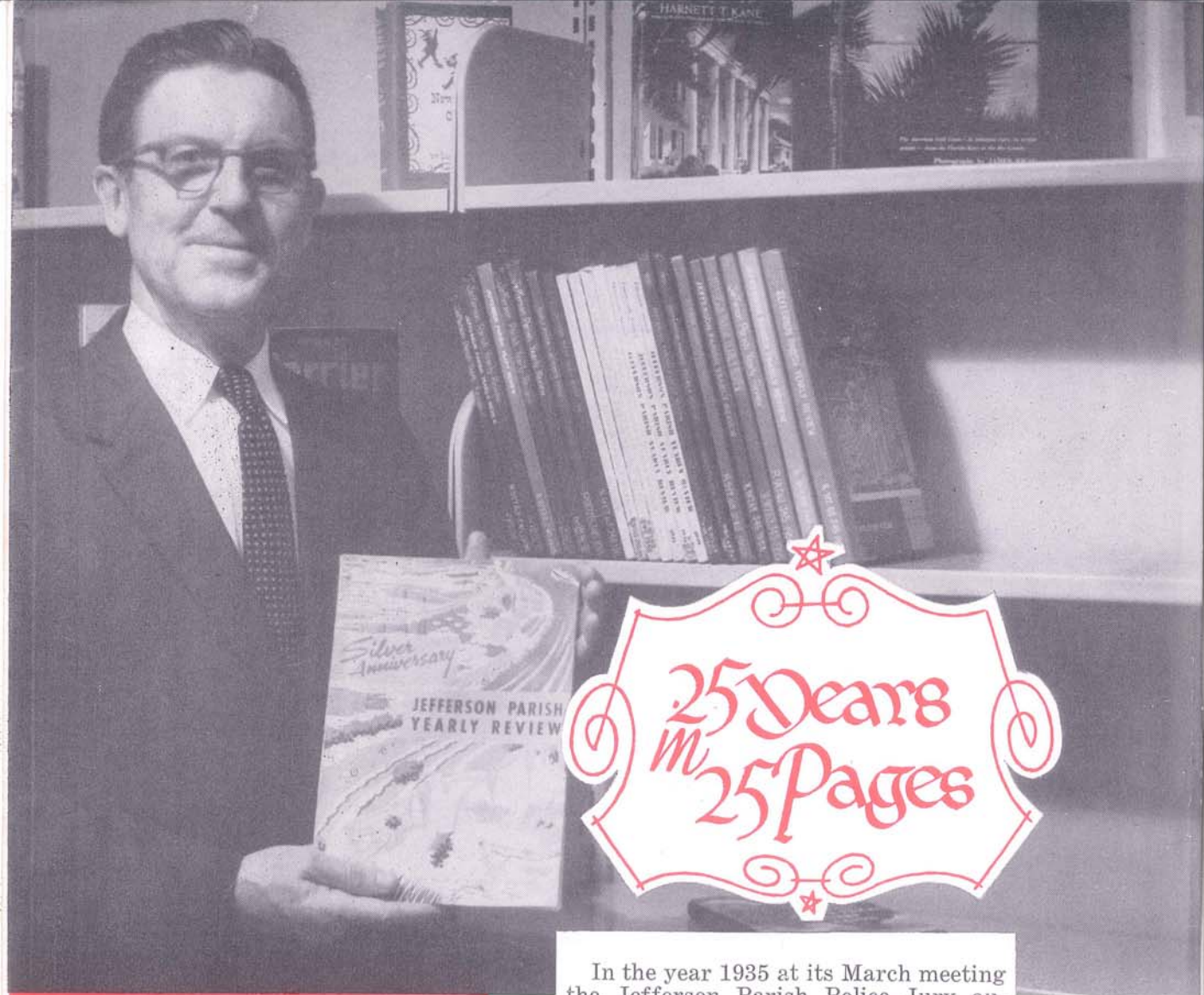
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Jefferson Parish Yearly Review

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# TWENTY-FIFTH YEAR - - 1959





## 25 Years in 25 Pages

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

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

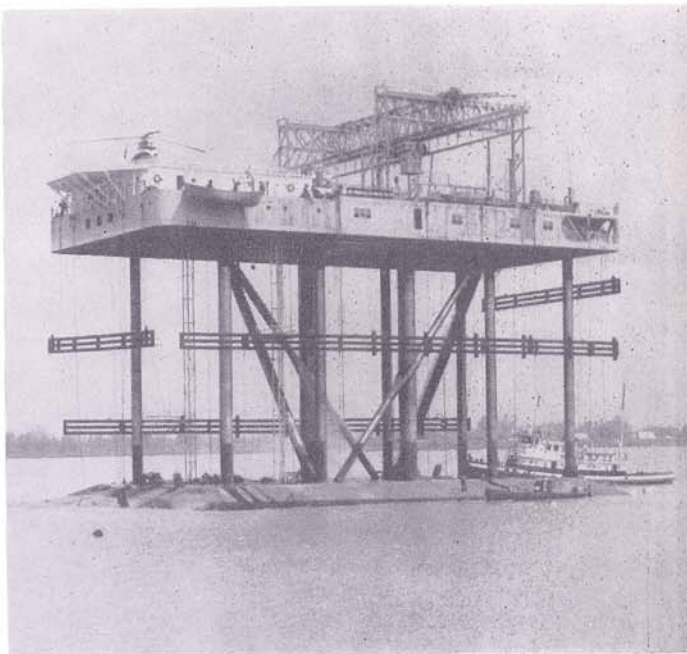
So faithfully has the REVIEW respected its role of factually and pictorially presenting the achievements, aims and assets of Jefferson Parish that its annual issues have been carefully retained in the files of executives and made available on the shelves of school and public libraries as the authentic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

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



## 1935 — THE BIG BRIDGE AND BLACK GOLD

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



### FOR OFFSHORE DRILLING IN JEFFERSON

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



### THE STRATEGIC HUEY P. LONG BRIDGE

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



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

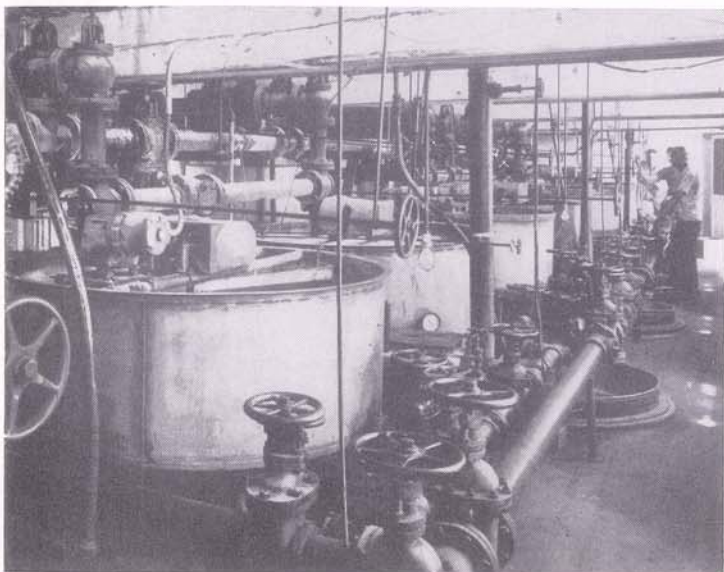
The Review revealed that even at this early date Jefferson Parish was the proud possessor, among its industries, of five of the largest manufacturing plants of their kind in the world: The Celotex Corporation, the world's largest manufacturer of building products from bagasse; Penick and Ford, Ltd.,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

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



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

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



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

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



## 1937 — INTRODUCING RECREATIONAL JEFFERSON

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

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



### SOME OF THE TARPON CAUGHT DURING THE 1958 RODEO

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

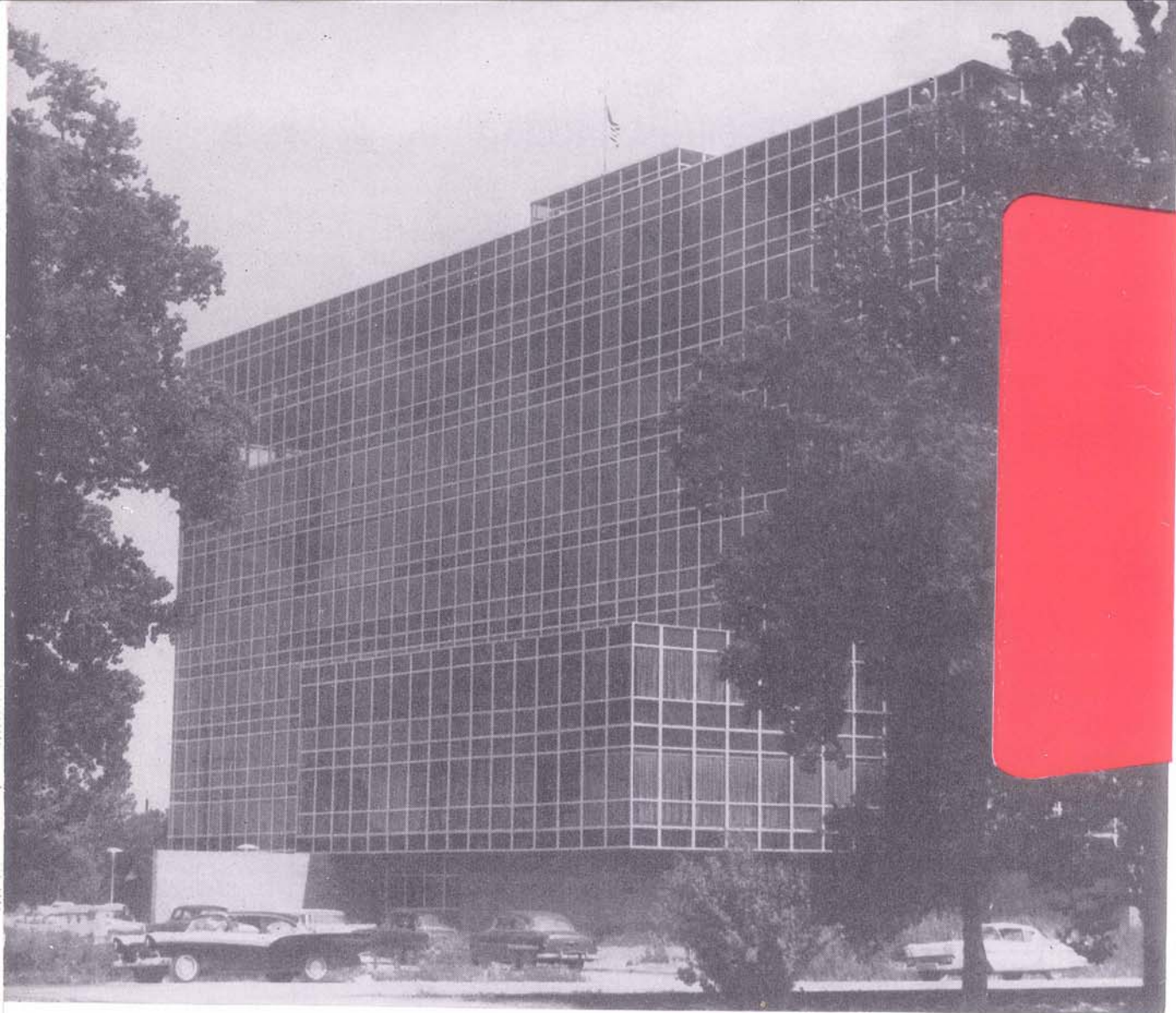
### THE HARVEY CANAL LOCKS

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



Continued on Page 143





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

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

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

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

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

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



# REPORT OF THE PARISH

PARISH PRESIDENT  
Charles W. Spencer

## PARISH COUNCIL

A. Russell Roberts  
Chairman

Frederick J. R. Heebe  
Vice Chairman

Beauregard H. Miller, Jr.

Vernon C. "Lefty" Haynes

B. J. Duplantis

John G. "Jack" Fitzgerald

William J. Dwyer, Jr.

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

the fastest growing industrial area in the Deep South.

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

## JEFFERSON PARISH FINANCE DEPARTMENT

### *The Nerve Center of the Parish*

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

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

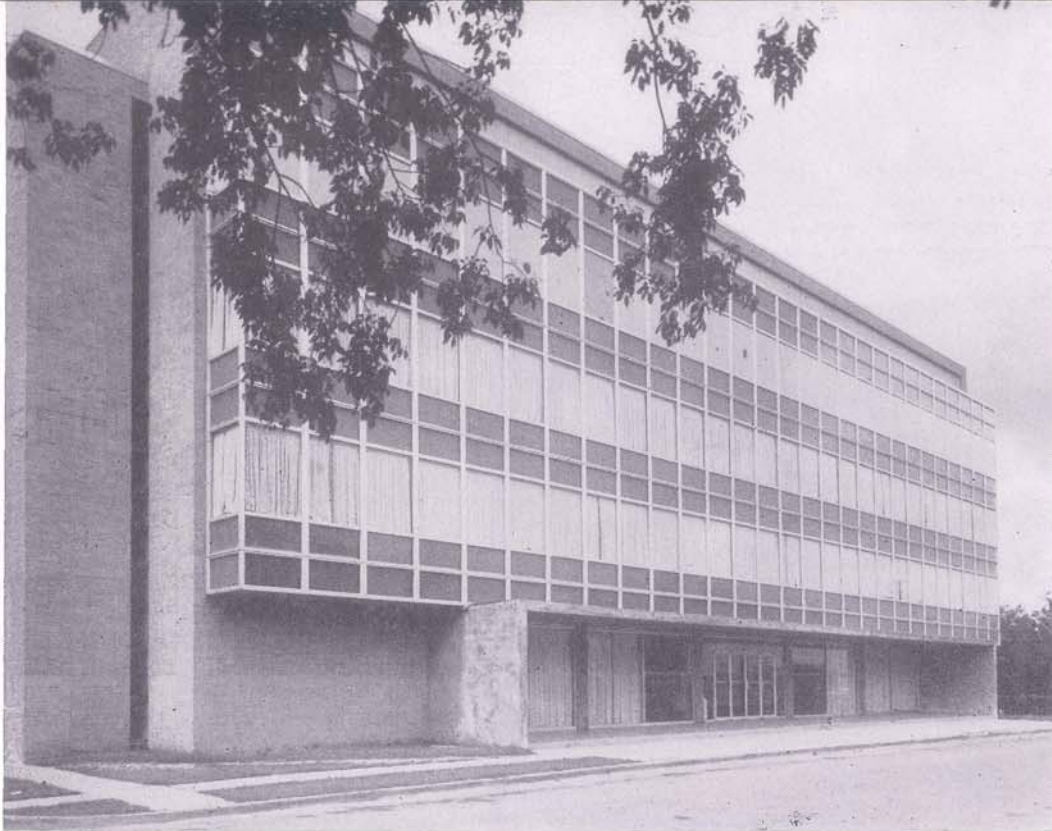
1959 was set up as \$81½ million in round figures. In it all accounting is centralized, and from it all invoices are paid and payroll checks issued.

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

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

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





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

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

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

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

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

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

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

#### JEFFERSON PARISH LEGAL DEPARTMENT

*To Protect The Parish In All  
Its Negotiations*

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



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

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

#### JEFFERSON PARISH DEPARTMENT OF PLANNING

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

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

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

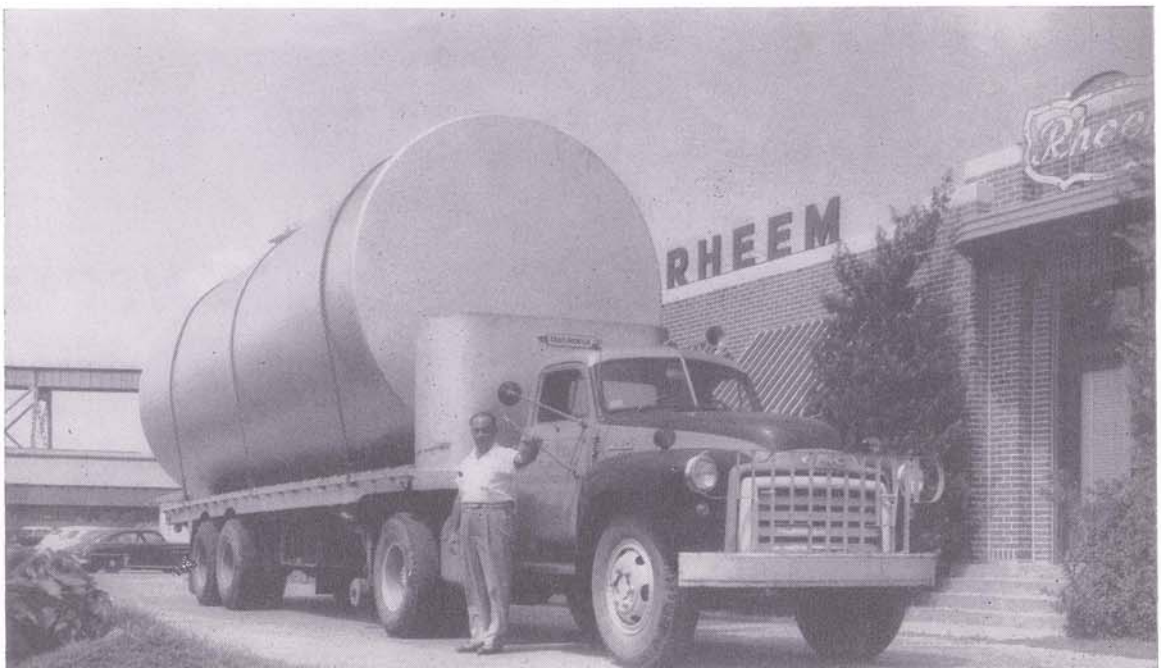
Baker engineering survey projecting the street needs of the parish to 1975. Briefly stated, this report and recommendation called for 64 miles of two-lane major streets, 116 miles of four lane streets of which 4.5 miles would be lakefront parkways, 16 miles of expressways and 22 miles of rural type roadways.

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

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

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

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





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BANK*

*of Jefferson Parish*

W. RICHARD WHITE, President

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institution that has helped finance the  
sensational progress of the parish . . .  
from an almost entirely agricultural com-  
munity to the most concentrated indus-  
trial area in the Deep South.

*"Growing with Jefferson Parish"*

●

**GREटना**

**WESTWEGO**

●

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

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

#### PROGRESS THROUGH FORESIGHT

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

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

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

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

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

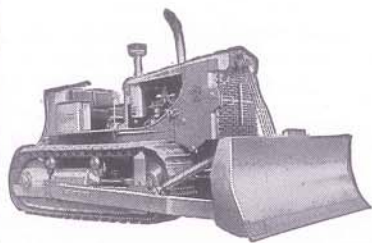
The major street plan of January 1959 was the first ever adopted by the parish. This plan designated which streets would be used for traffic in such categories as home to work and vice versa, home to shop and vice versa, streets to connect one neighborhood with another, and streets to connect Jefferson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



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



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**Baton Rouge:** 2020 N. Third St. • P. O. Box 631  
Phone: DICKENS 8-6721 • Baton Rouge, La.  
**Shreveport:** 2601 E. Texas St. • P. O. Box 5055  
Phone: 3-1532 • Bossier City, La.



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

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

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

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

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

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

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

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

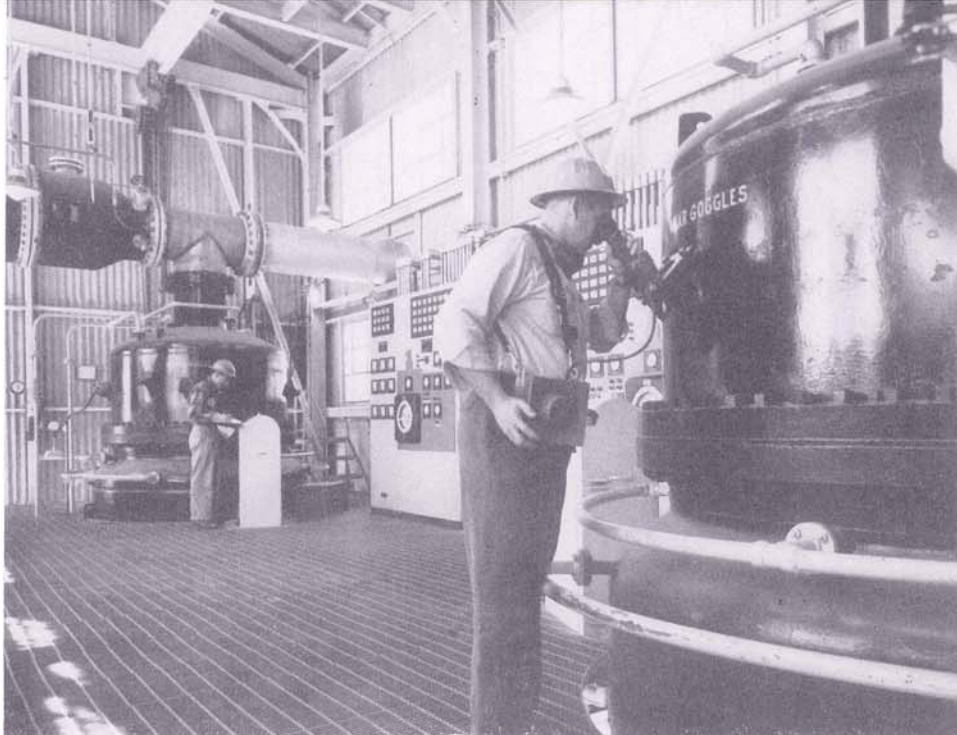


The Southern Shell Fish Company, a subsidiary of Wesson Oil at Harvey, is the largest packer of shrimp and oysters in the world — producing over a quarter of all the canned seafoods consumed in the nation. It is one of the oldest established industries of Jefferson Parish.









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

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

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

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

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

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

#### JEFFERSON PARISH WATER DEPARTMENT

*Water, Water Everywhere and  
All You Want To Drink*

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

#### THE GAUGE OF JEFFERSON'S GROWTH

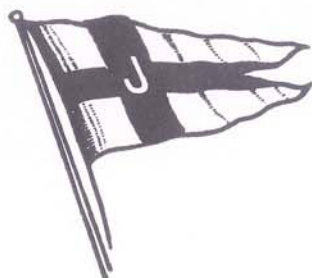
There is no better way to present the population growth of any area in Jefferson than to check the new meters installed, the new customers of the Water Works District serving it. Here are the increased customers in all five districts

# **JAHNCKE**

## **SERVICE**

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**CONCRETE — BUILDING MATERIALS**

**SAFEWAY STEEL SCAFFOLDS**



**CONCRETE PIPE — "CRESCRETE"**

MADE AT

**CONCRETE PRODUCTS PLANT**

IN

**JEFFERSON PARISH**



in 1958.

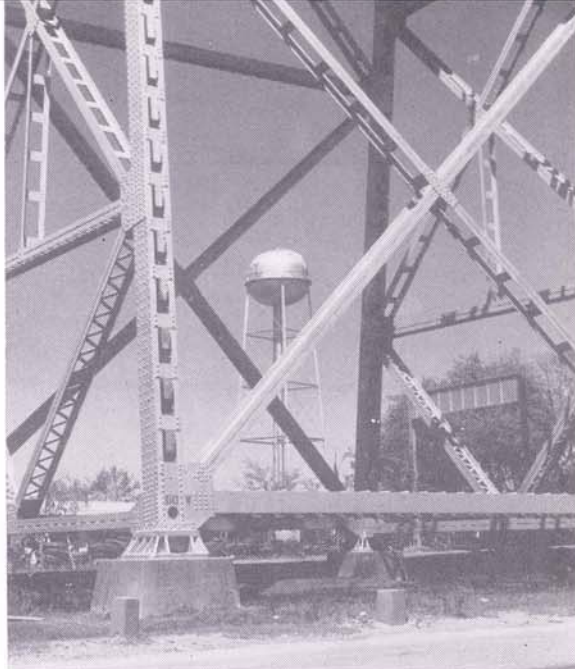
Water Works District No. 1 added 2338 new customers to a total of 30,089. District No. 2 added 44 new customers to a total of 2813. District No. 3 added 228 to a total of 3149. District No. 5 added 10 new customers to a total of 1056. District No. 6 added 14 to a total of 749. These figures, of course, do not include Gretna and Westwego, which have their own water plants. Also, you can readily estimate how many newcomers these new customers represent by taking the accepted average of  $4\frac{1}{2}$  people to every meter installation.

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

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

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

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



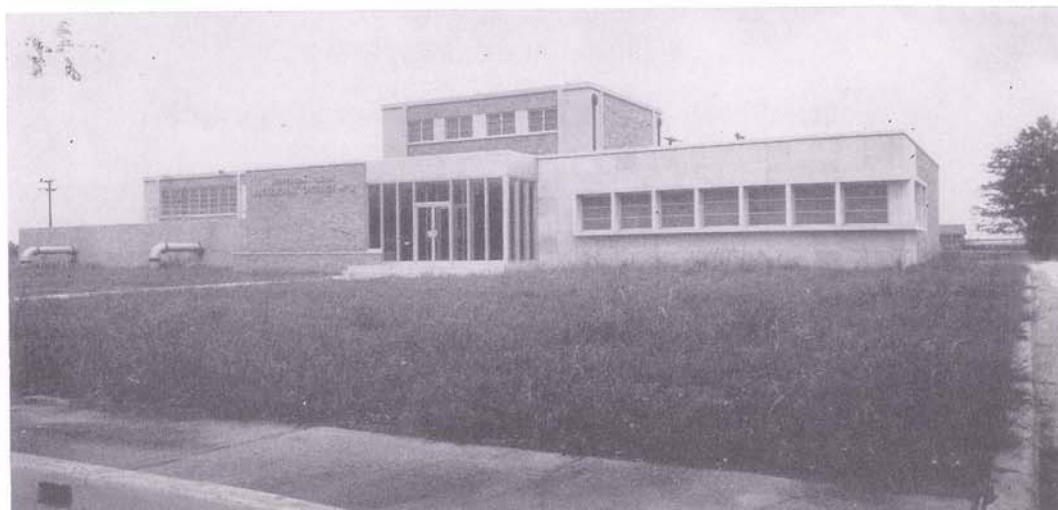
The new 200,000 gallon water storage tank at Bridge City of Water Works District No. 5 of the Jefferson Parish Water Department which has in its service area 11 miles of river front and a large amount of land available for heavy industries.

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

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

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

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



# Lay's



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*They are Fresh!*

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New Orleans 15, La.





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

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

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

#### ASSETS

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

Total .....\$22,659,257.74

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

#### JEFFERSON PARISH SAFETY DEPARTMENT

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

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

#### DIVISION OF REGULATORY INSPECTIONS

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

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## From Test Tube to Textile

Through a decade of  
Cyanamid research comes a  
versatile new acrylic fiber

### Creslan

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

# Creslan®

American Cyanamid Company  
Fortier Plant  
Jefferson Parish, Louisiana



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

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

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

#### STREET LIGHTING DIVISION

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

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

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

#### FIRE FIGHTING DIVISION

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

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

(Continued on Page 77)

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



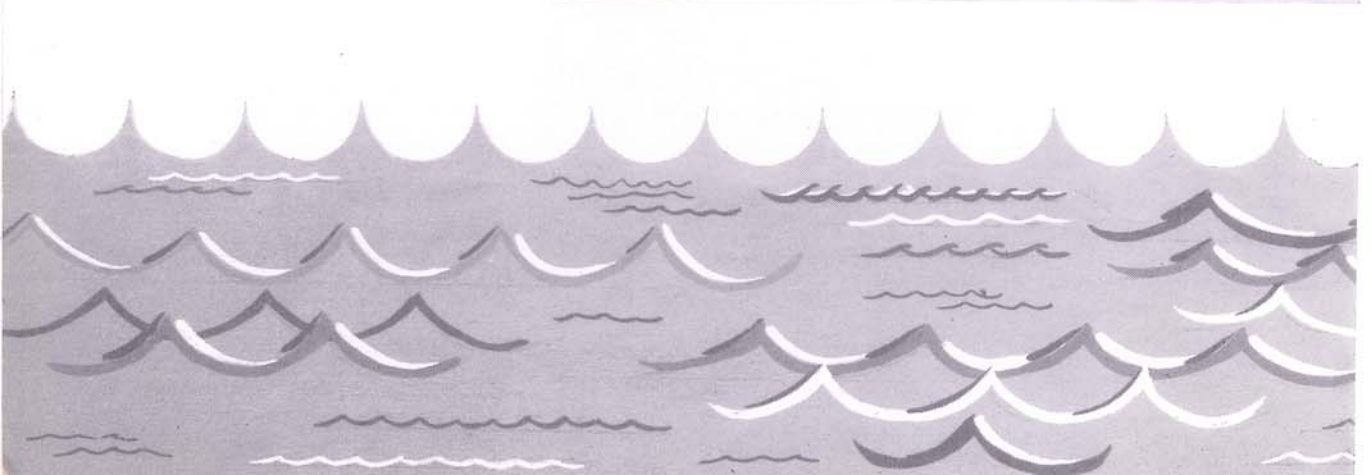
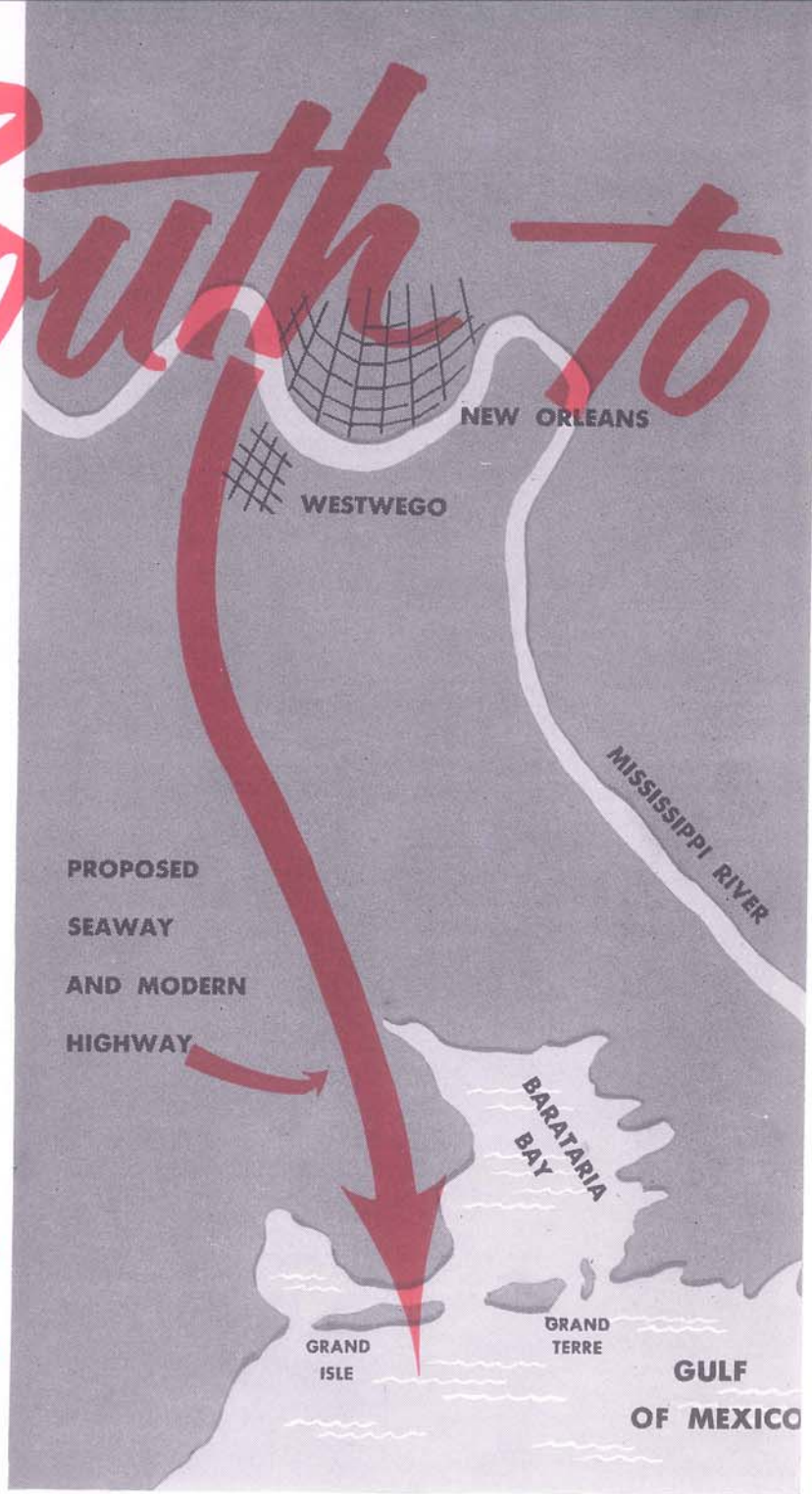


# South to

## THE STORY OF THE JEFFERSON PARISH INDUSTRIAL SEAWAY

By

Hale Boggs,  
Member of Congress,  
Second Louisiana  
Congressional District





# The Sea

## EDITOR'S NOTE

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

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

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

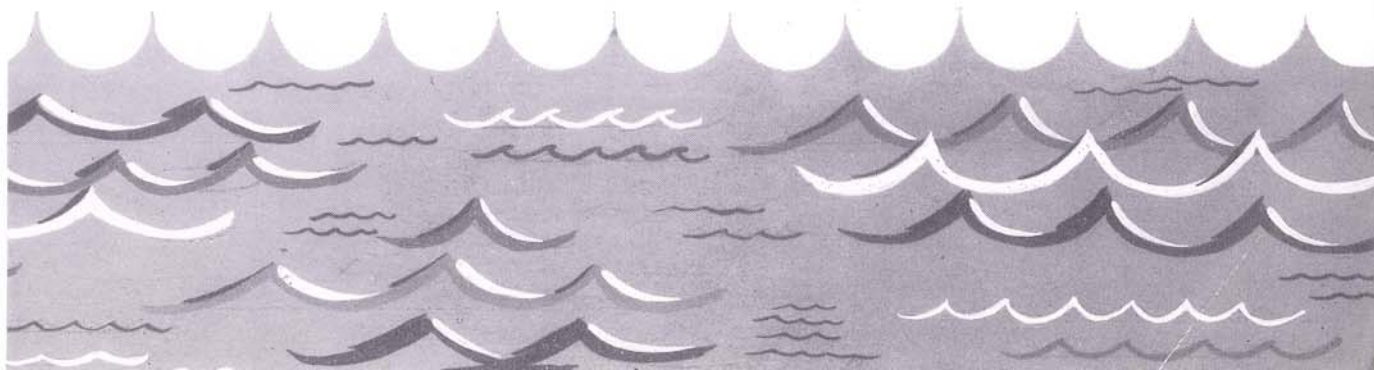
Parish, and has more recently sponsored legislation providing a new barge canal in Jefferson Parish to the Gulf of Mexico. (The map of this barge canal is included in the following article.) As a young man he lived in Jefferson Parish and attended both public and parochial schools in Gretna and Metairie.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



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

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

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







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

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

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

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

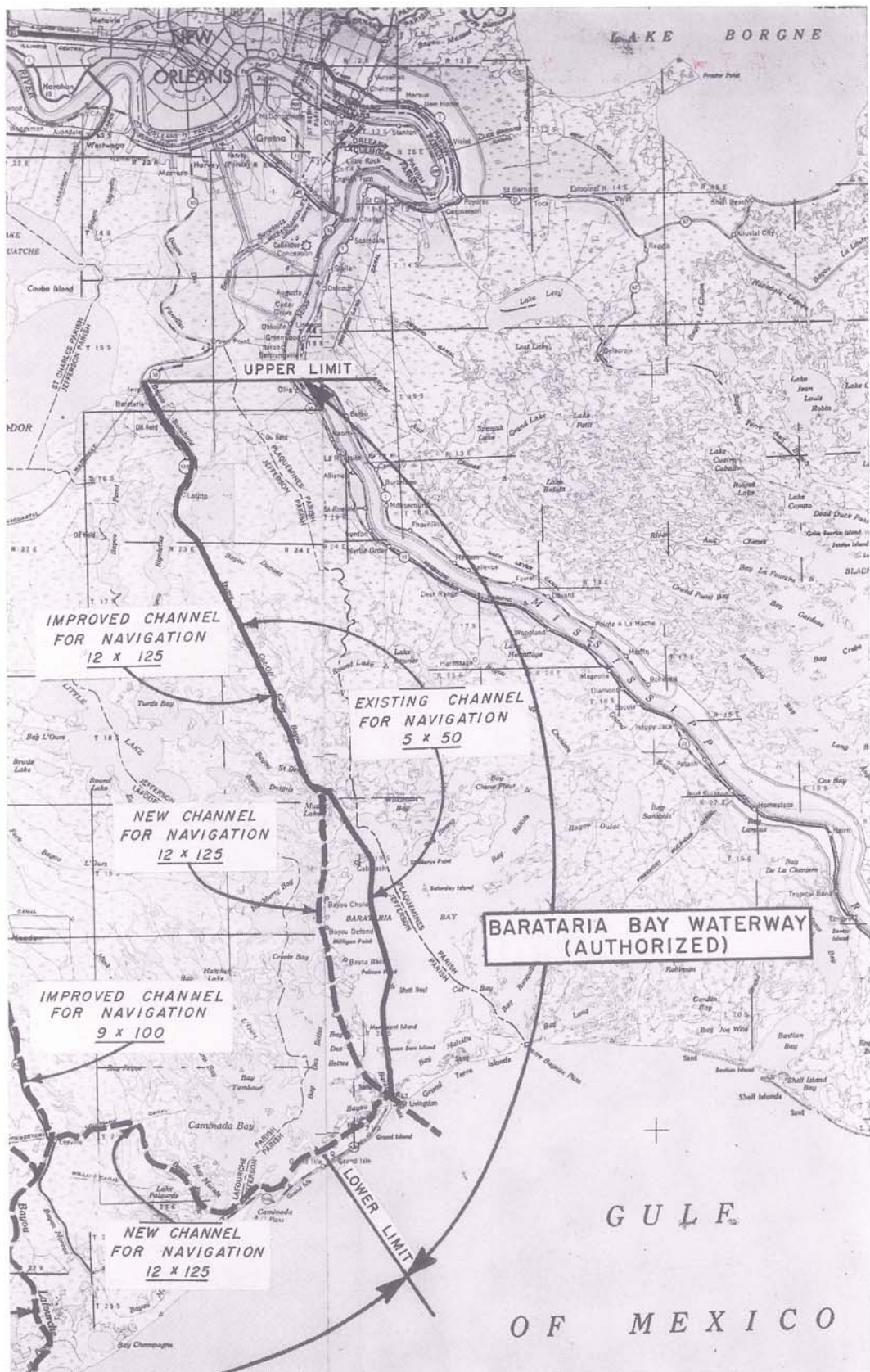
I am told that the Seaway Commission engineers have seen the 1849 map and that the vision of these men of over

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

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

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





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

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



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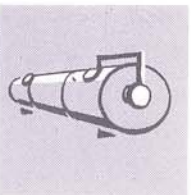
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Manufacturing a modern building material of many uses; rust-proof, handsome and long lasting . . .



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For contact with the expanding industrialization of the South, including the petrochemical and construction fields . . .



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**industry**







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

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

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

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

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

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

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



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

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

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

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

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

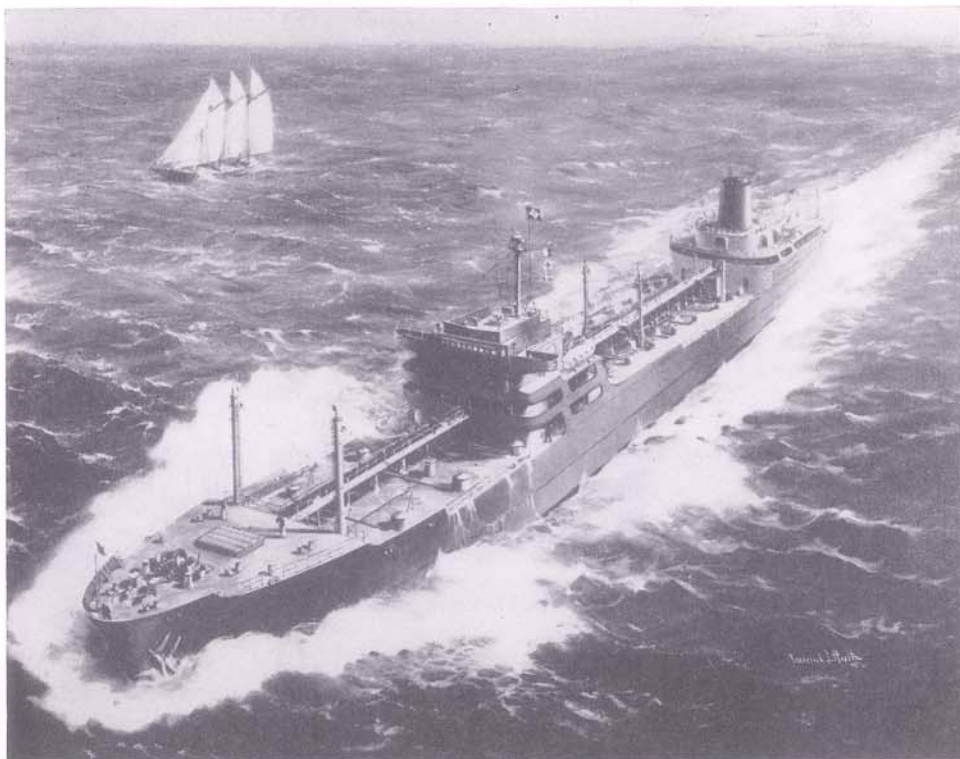
Such a highway paralleling the ship channel will bring millions of dollars in tourist revenues to the State of Louisiana and should make an immense contribution to retiring any bonds that are issued in connection with the proposed project. In addition to this, I am informed by petroleum engineers with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

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

*Hale Boggs, M.C.*

## DATA ON THE SEAWAY CONTINUED PAGE 33

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





AIR VIEW OF PLANT

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

# CELOTEX

The Celotex Corporation  
MARRERO, LOUISIANA



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

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

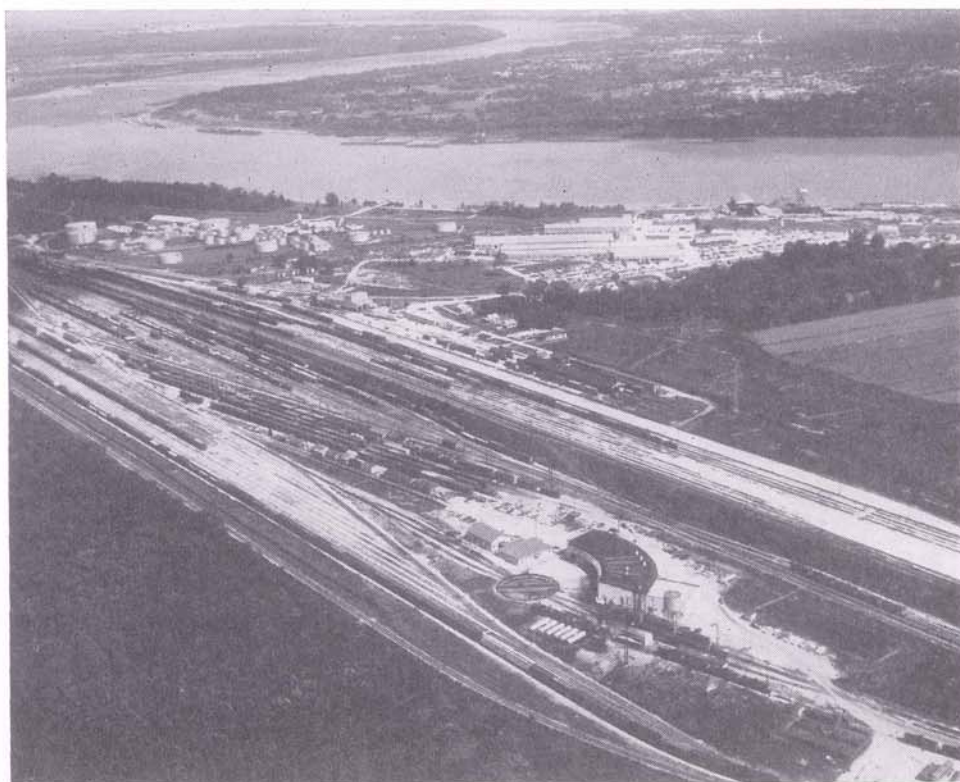
It must — and quickly — provide additional industrial sites, warehouse room and shipping space for the steady influx of future industrial concerns in-

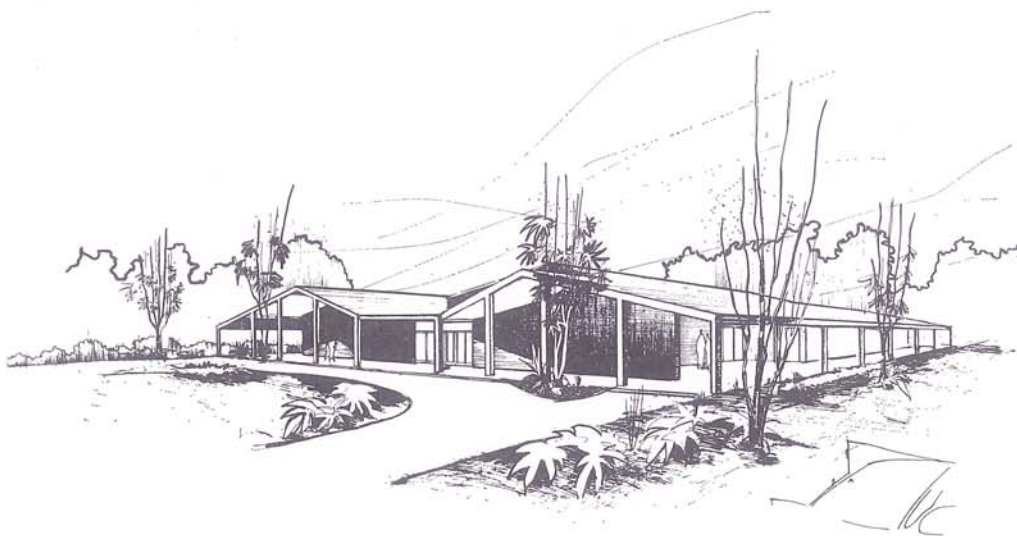
terested in this prolific parish that is rich in water, natural gas, oil, sulphur, electric power, and an excellent pool of trained and contented labor, served by every means of transportation known to modern man including trunk line railroads, located at the crossroads of the nation's inland waterways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

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

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

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

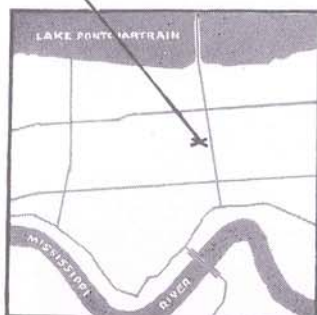




## TO BETTER SERVE JEFFERSON

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

*IN THE CENTER OF EAST BANK CONVENIENCE*



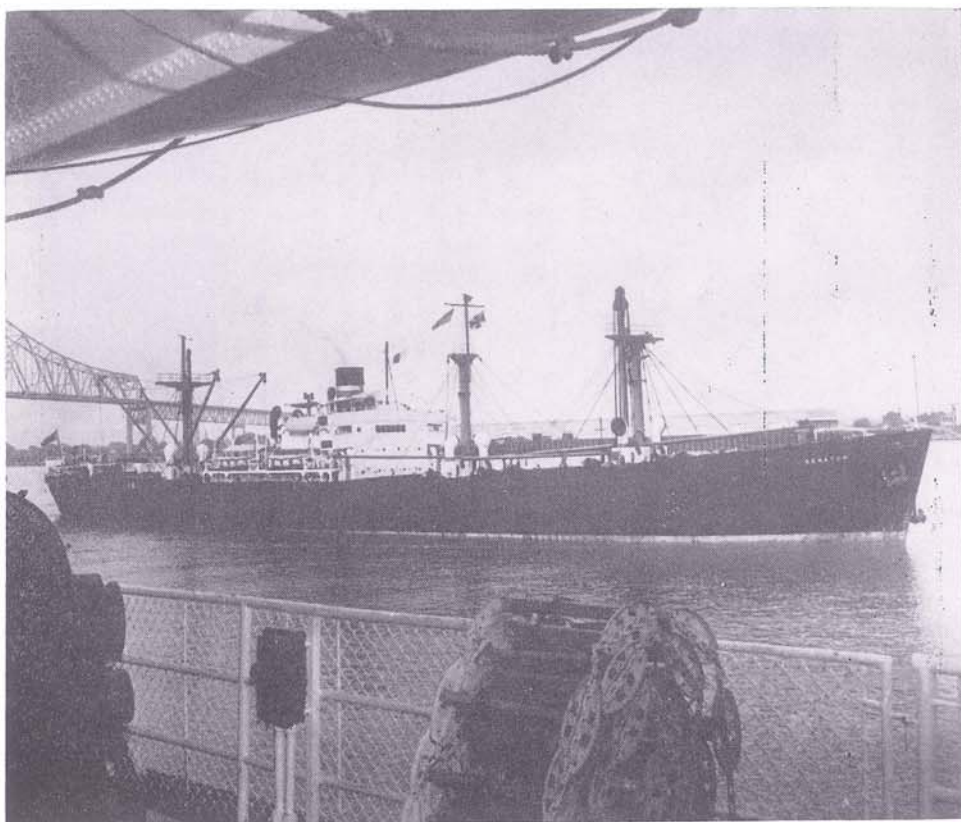
**Tharp-Sontheimer-Tharp, Inc.**  
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METAIRIE

In New Orleans: 4127 So. Claiborne Avenue

*AFFILIATED WITH DELTA LIFE INSURANCE COMPANY*





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

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

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

#### **THE POWERS AND RESPONSIBILITIES OF THE JEFFERSON PARISH SEAWAY COMMISSION**

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

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

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

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

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

This comprehensive study and survey comprised an engineering and construction

(Continued on Page 120)



# RESIDENTIAL JEFFERSON

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

Photography by Eugene Delcroix

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

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

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

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

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

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





#### ELMWOOD — OLDEST STILL OCCUPIED RESIDENCE IN THE MISSISSIPPI VALLEY

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

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

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

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

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

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

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

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





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

## RESIDENTIAL JEFFERSON . . . . .

### Harvey and Marrero

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







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

## MORE RESIDENTIAL JEFFERSON

Bridge City and Bayou

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



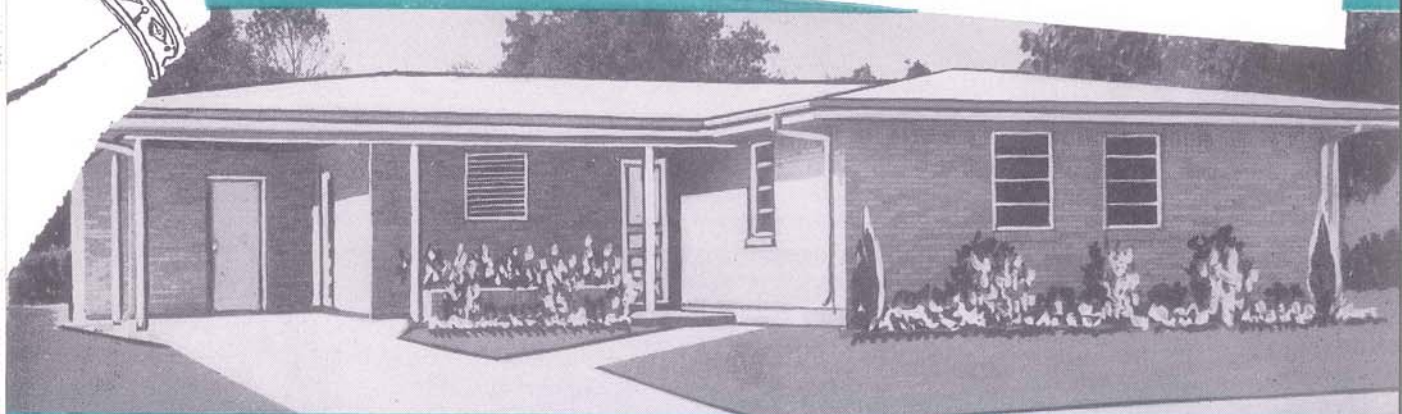


**Helping JEFFERSON Grow!**

**Over 1000 Lattie Homes Completed in**

**BISSONET**  
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**Westgate!**



*Quality Materials and Expert Craftsmanship Typify Lattie-built Home.*

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

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

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

**LATTIE CONSTRUCTION CO.**

**Tom Lattie, Developer**

**WESTGATE Homes**  
**21-7-8291**

**BISSONET PLAZA Homes**  
**VE 1-1918**





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

## MORE RESIDENTIAL JEFFERSON

### Modest and Colonial

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





*Developers of Subdivisions  
and Residential Land  
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**Family Real Estate,  
Incorporated**

**2020 Metairie Road**

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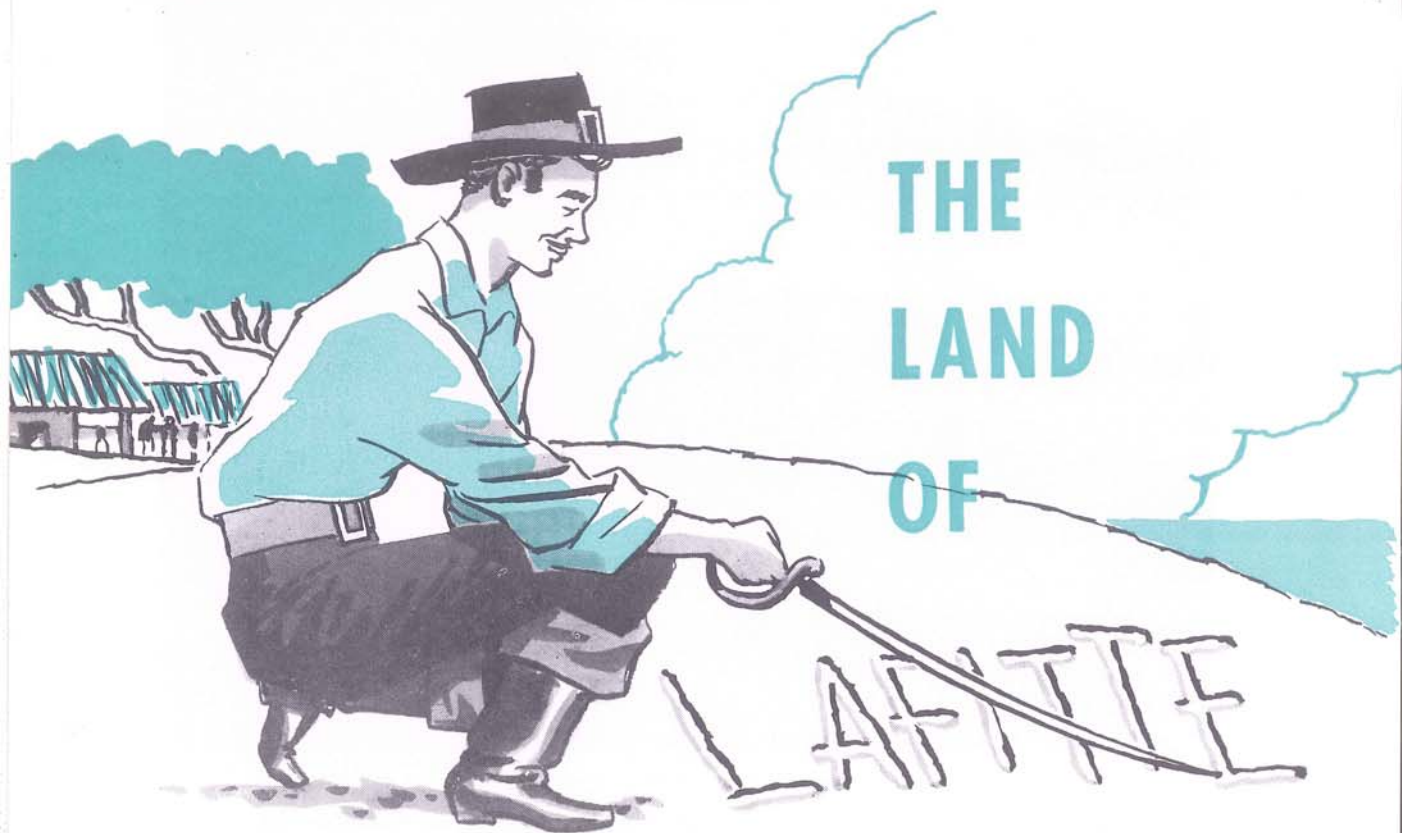
This two story brick veneer home of Mr. and Mrs. Jerome L. Tujaque at 450 Woodvine Avenue, Metairie, has a special one story Family Room at the left overlooking the swimming pool pictured below. This comfortable room is embellished with interior planting, a fish pond, a flagstone floor, a tropical bar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

## MORE RESIDENTIAL JEFFERSON

Home and Pool (Continued Page 177)

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





By Ray M. Thompson

#### FOREWORD

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

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

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

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

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

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

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





# IS NOW THE LAND OF LEISURE

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

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

\* \* \* \*

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

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

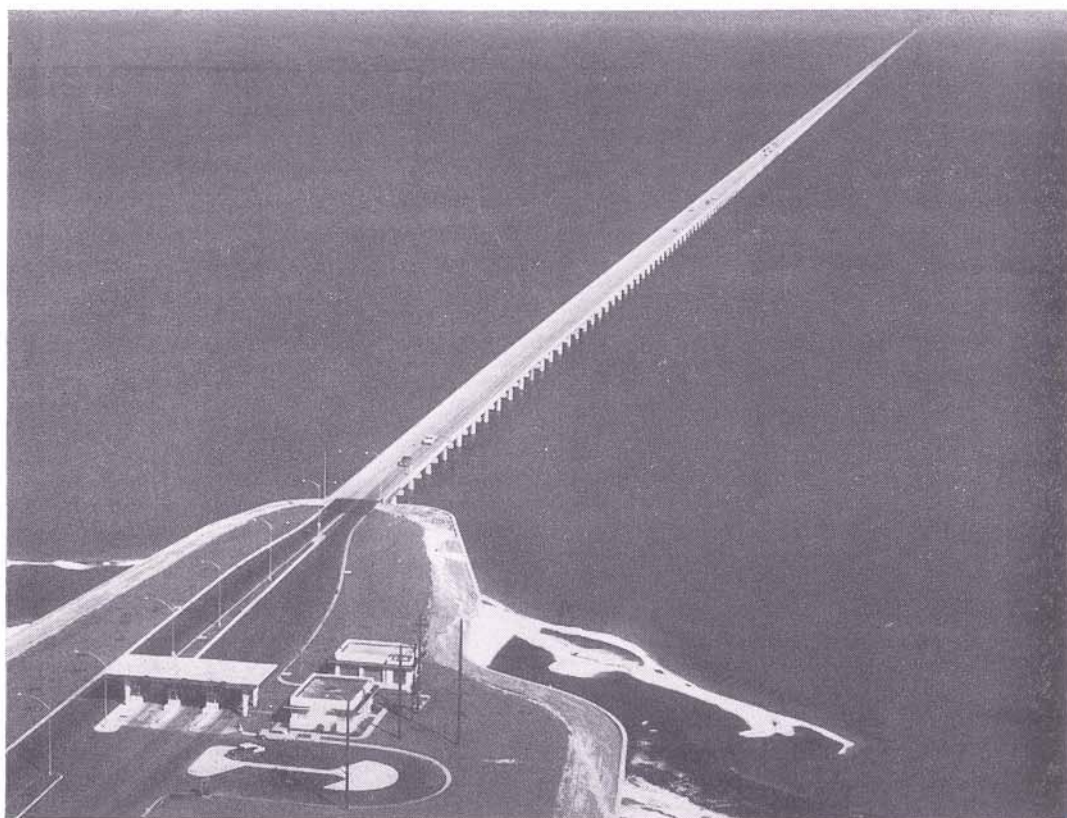
dustries and its rapidly mounting population, but boasts of the amazing diversity of its year round salt and fresh fishing waters for its resident and visiting piscators — river, bays, lakes, bayous, canals, ponds, and the Gulf itself. With the same zest that it calls attention to available industrial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

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

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

## JEFFERSON'S INTRIGUING ISLANDS

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



## LAKE PONTCHARTRAIN CAUSEWAY

### *The World's Longest Bridge begins in Jefferson Parish*

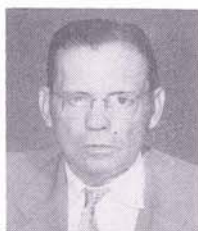
The 24-mile-long Lake Pontchartrain Causeway is a magnificent symbol of the continuing progress of Jefferson Parish. The Causeway serves as a direct north-south thruway for local, tourist and commercial traffic. It connects busy,

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

Administered by the  
**GREATER NEW ORLEANS EXPRESSWAY COMMISSION**



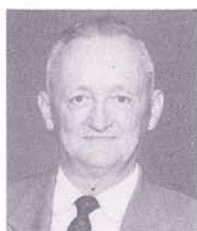
**JOHN J. HOLTGREVE**  
*Chairman*



**FRED MIZELL**  
*Vice-Chairman*



**BEN ABADIE**  
*Secy.-Treasurer*



**IVY A. CHAMPAGNE**  
*Member*



**LEO S. GUENTHER**  
*Member*





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

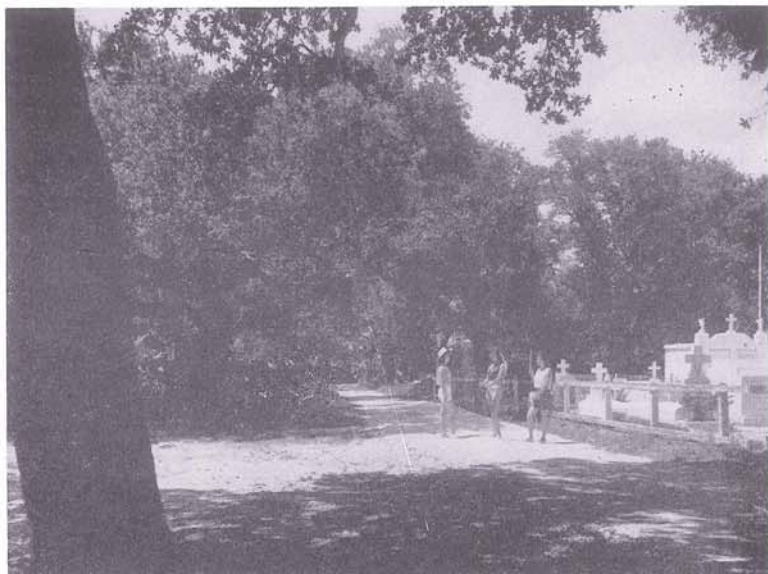
On Grand Terre his cannon commanded strategic Barataria Pass. After Lafitte's day this island became a sugar plantation owned by one man, Jean Baptiste Moussier. In 1850 on the part of the island facing the Pass the U.S. Government built Fort Livingston, whose 300 men and 52 guns surrendered without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

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

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

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

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









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

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

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

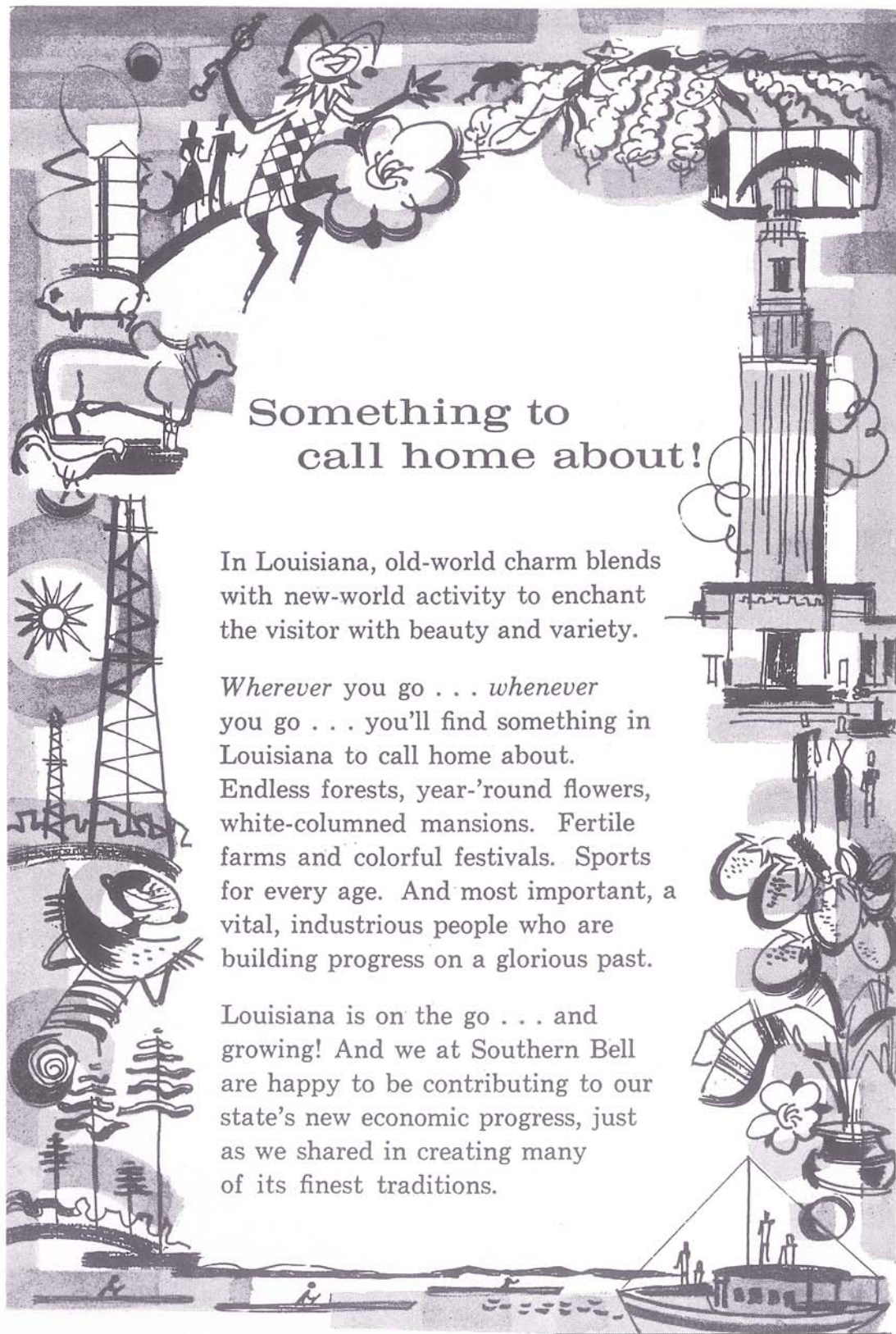
whose ancestors had been smugglers and fishermen fifty years before Lafitte entered Louisiana history.

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

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

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





## Something to call home about!

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

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

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

## Southern Bell in Louisiana



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



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

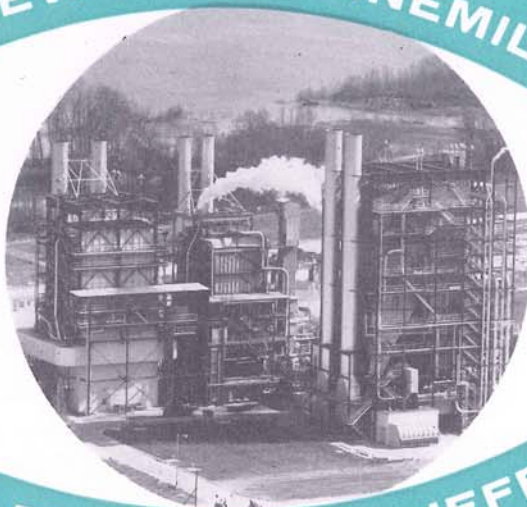
Something new has been added to Grand Isle fishing since the offshore drilling rigs appeared in the Gulf. Certain fish love to loiter in the shadows of the oil rigs — bluefish, pompano, spade fish and especially the lemon fish which also use the steel supports to scrape off parasitic sucker fish. Now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

(Continued Page 138)

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



THE VIEW FROM NINEMILE POINT



A FINE FUTURE FOR JEFFERSON

**LOOK  
AHEAD.**

There's  
the river,  
the mighty  
Mississippi, bringing  
abundant water and  
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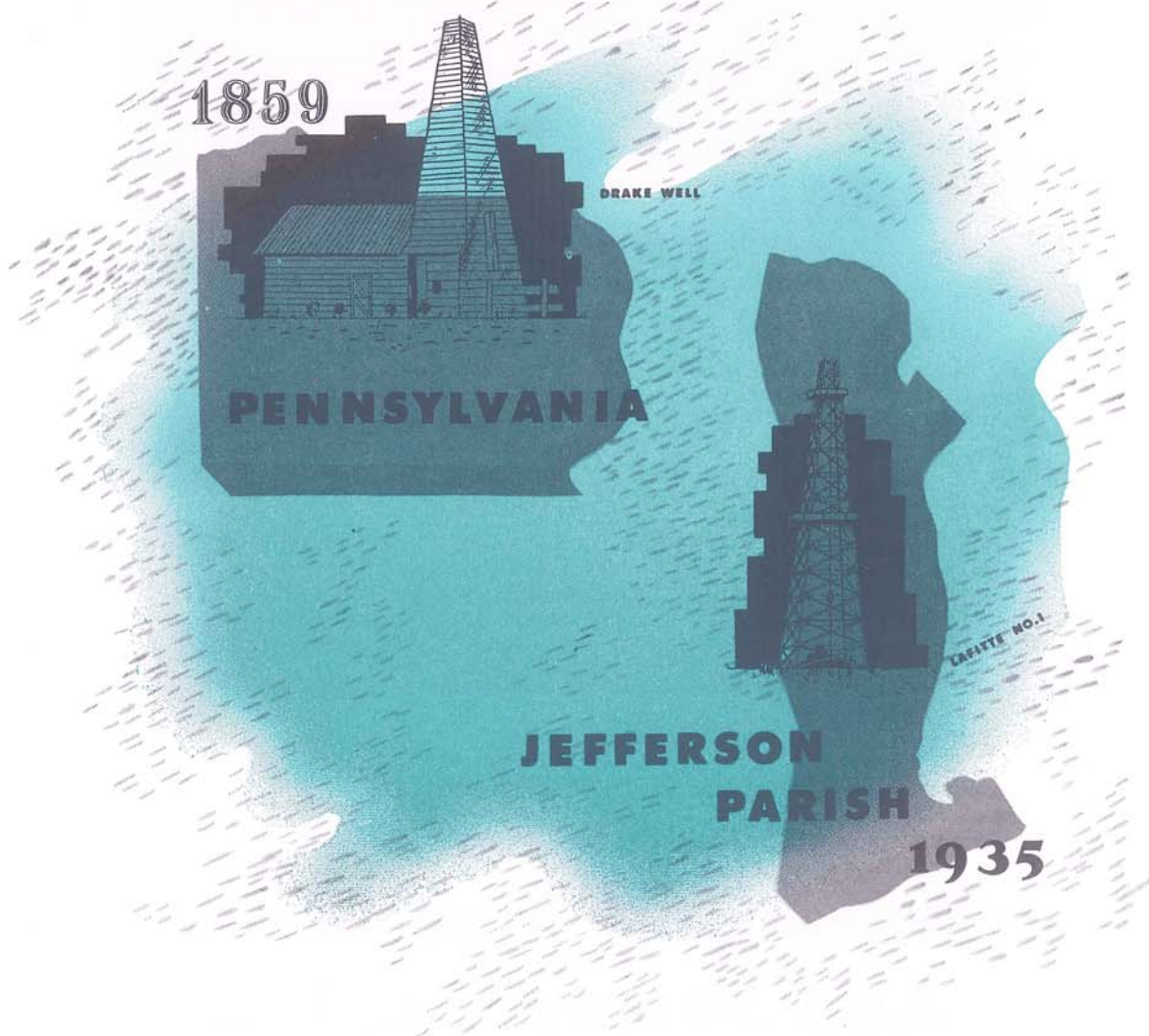
For years, LP&L has been investing  
in the great future of Jefferson Parish,  
making sure that there will always be all  
the power needed for continued growth.

**Louisiana Power & Light Company**

*"Helping Build Louisiana"*



# THE TWO BIRTHDAYS OF OIL



By Harry X. Bay, Division Manager  
Texaco Inc., Domestic Producing Department, New Orleans Division

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

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

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

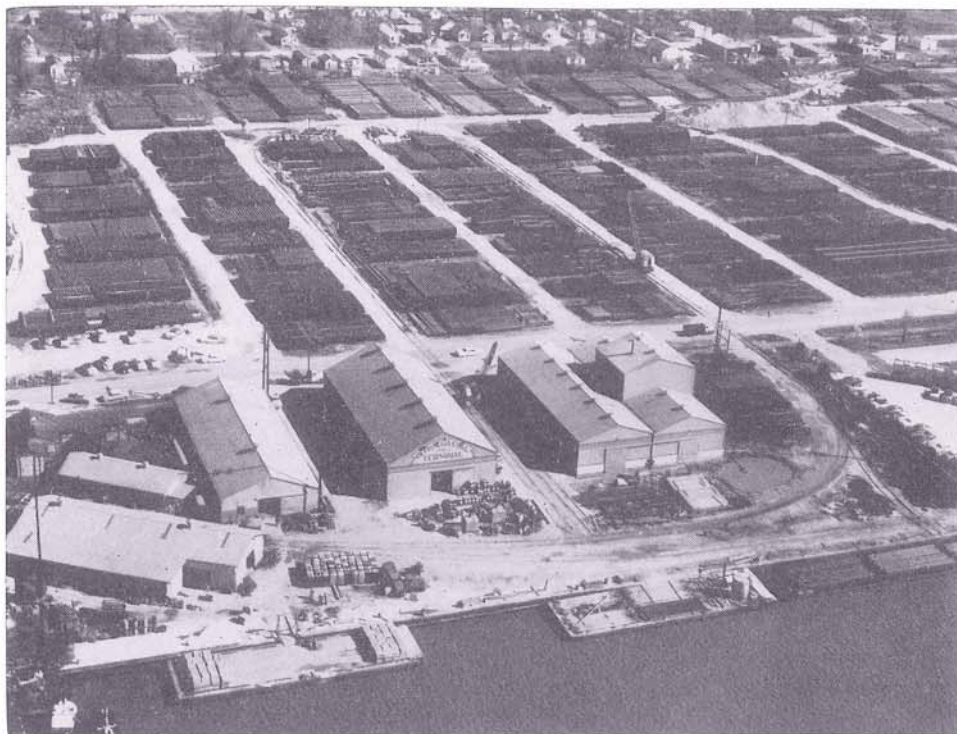
It exists in many countries on all continents, many islands of the sea, and

# Intracoastal Terminal, Inc.

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Handling of tubular materials and supplies and serving the major oil producing companies in the Gulf Coast territory

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

### *OIL AMONG THE ANCIENTS*

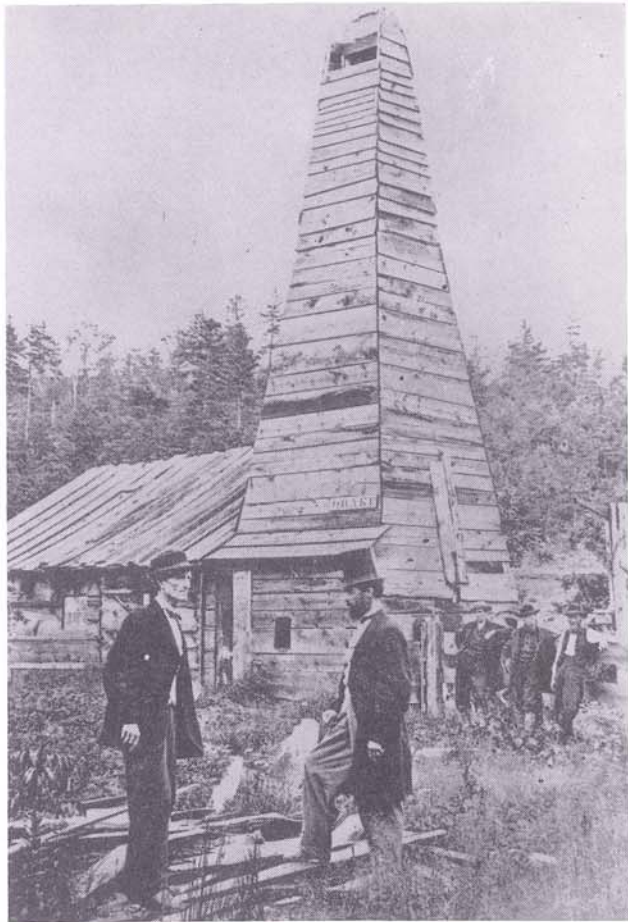
Although it was discovered only a hundred years ago at Titusville that oil could be drawn from the depths of the earth like water, the crude oil over the world and through the centuries that seeped to the surface by its own pressure has been utilized since the beginning of civilization.

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

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

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

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



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

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

### *OIL'S FIRST FAME WAS PHONY*

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

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

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for CREWBOATS and TUGS



More marine diesel engines come from George Engine Co., Inc., than any other single source in the entire world! This fast-moving 42' crewboat is powered with a matched pair of GM diesel engines, providing a speed of 29 mph. George Engine Co. offers an entire "package"... boat and power... for marine and oil field users, with financing if desired.



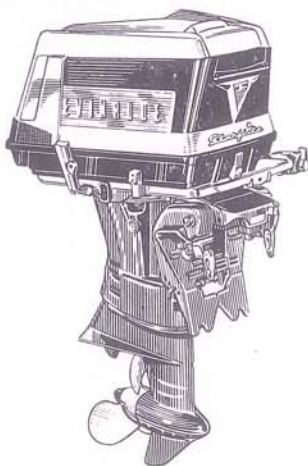
## George Engine

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

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

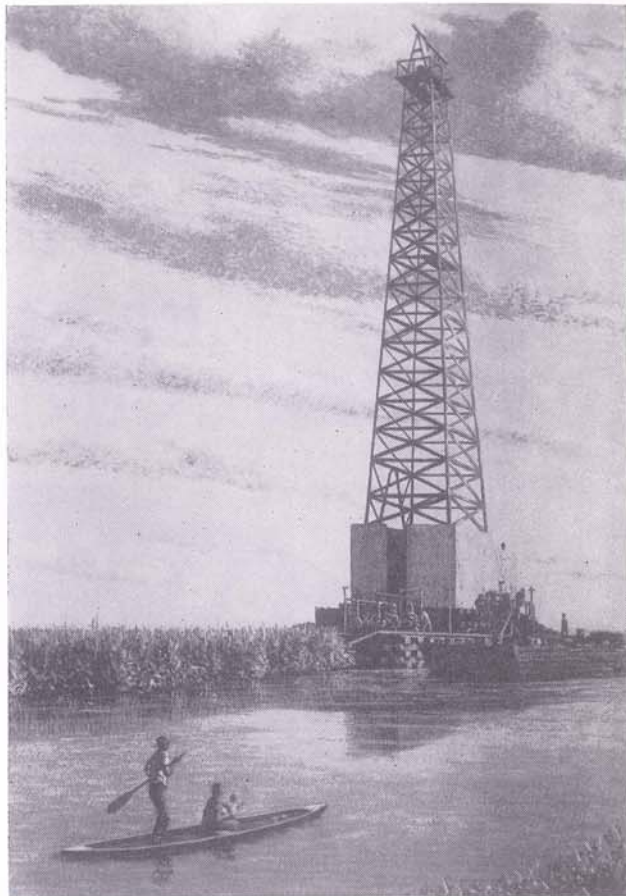
#### *A PITTSBURGH DRUGGIST WAS INDIRECTLY RESPONSIBLE FOR THE MODERN OIL INDUSTRY*

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

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

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

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



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

economical as that produced from coal.

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

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

#### *THE NATION'S FIRST OIL COMPANY*

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

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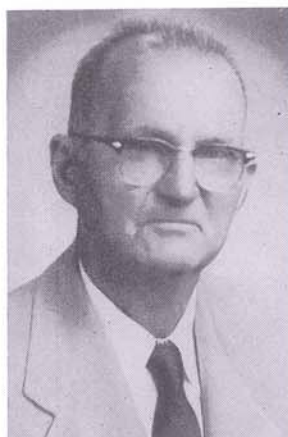
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Three of the original Texaco Lafitte No. 1 drilling crew are still with the company and a fourth just recently retired from active service. They are (upper left) W. H. "Bill" McNeese, Drilling and Production Foreman, Harvey District in Charge of Lafitte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



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

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

### *DRAKE ARRIVED AT TITUSVILLE*

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

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

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

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

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

### *THE FIRST FORTY YEARS OF THE OIL INDUSTRY*

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

(Continued on Page 206)





# *The Story of Magnolia Lane*

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



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

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

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

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



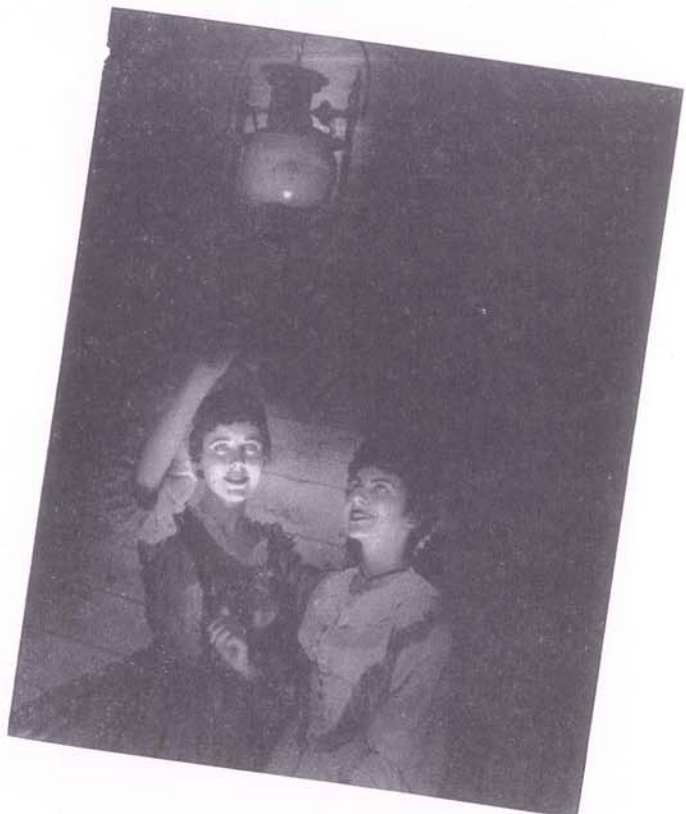


Antebellum garbed guests gather on the gallery steps of Magnolia Lane to listen to the tinkling toe tempting tunes of an old fashioned music box.

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

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

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





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

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



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



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

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

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

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

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



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

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

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

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

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

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

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



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

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



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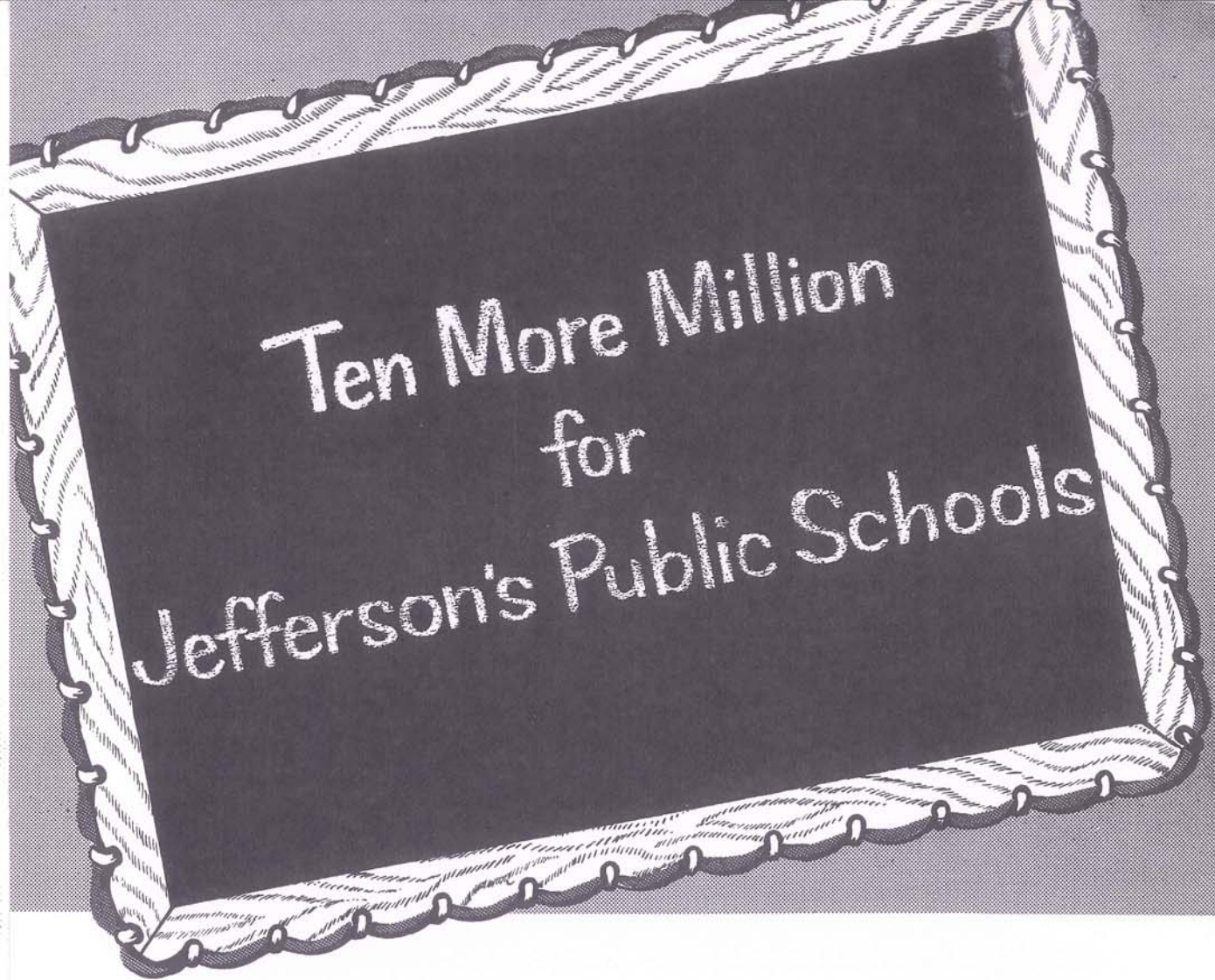
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**AWARDED WORLD'S MEDAL**

**LOOK for the Stump on Every Package**





By LONEY J. AUTIN

President, Jefferson Parish School Board

This is the big news of 1959!

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

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

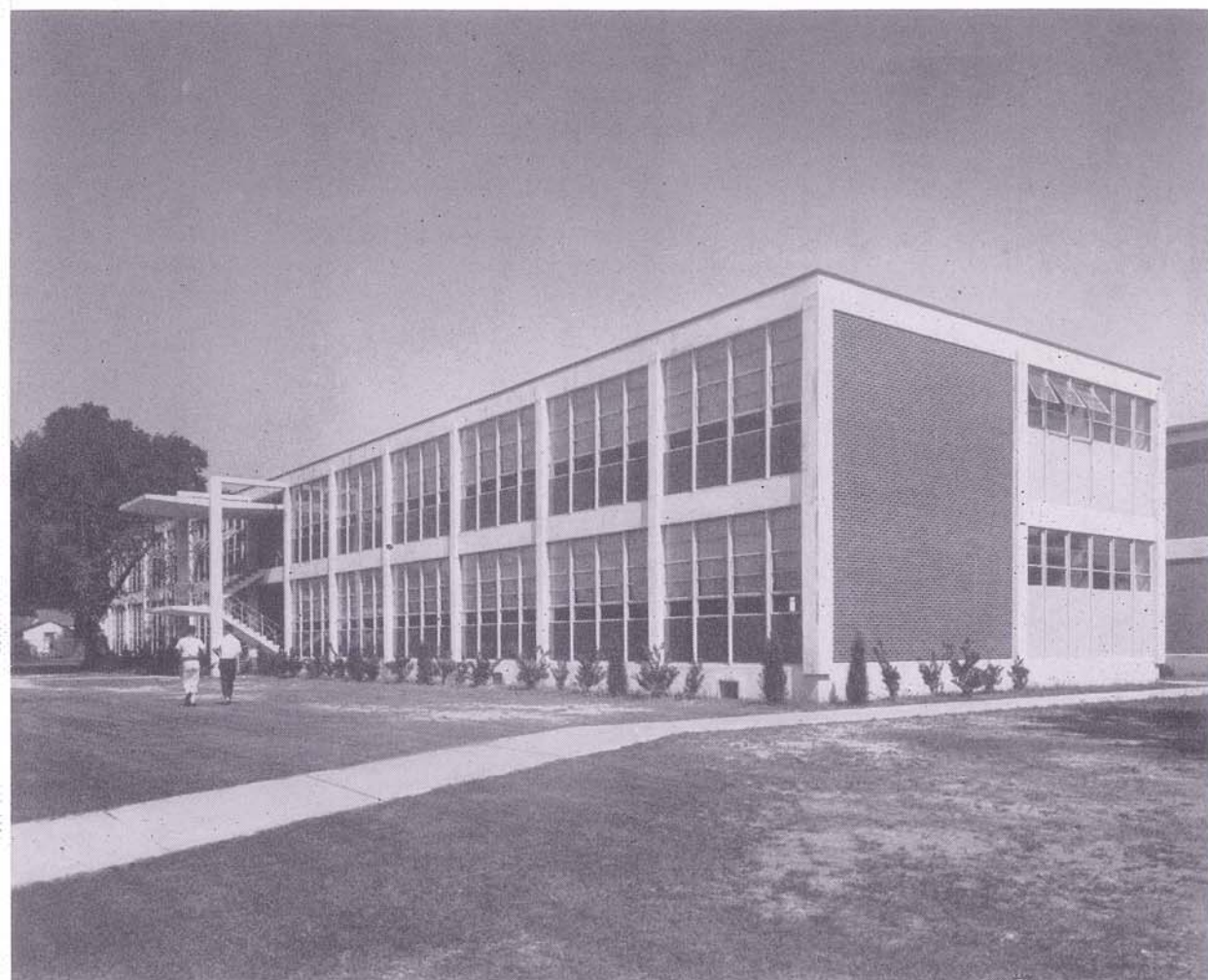
(both white and colored) in the Jefferson Parish Public School System, which now costs over \$6 million a year to operate.

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

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



## EAST JEFFERSON HIGH ADDITION . . . . .



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

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

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

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

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

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





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

### LOCATION OF NEW SCHOOLS

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

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

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

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

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

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





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

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

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

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

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

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







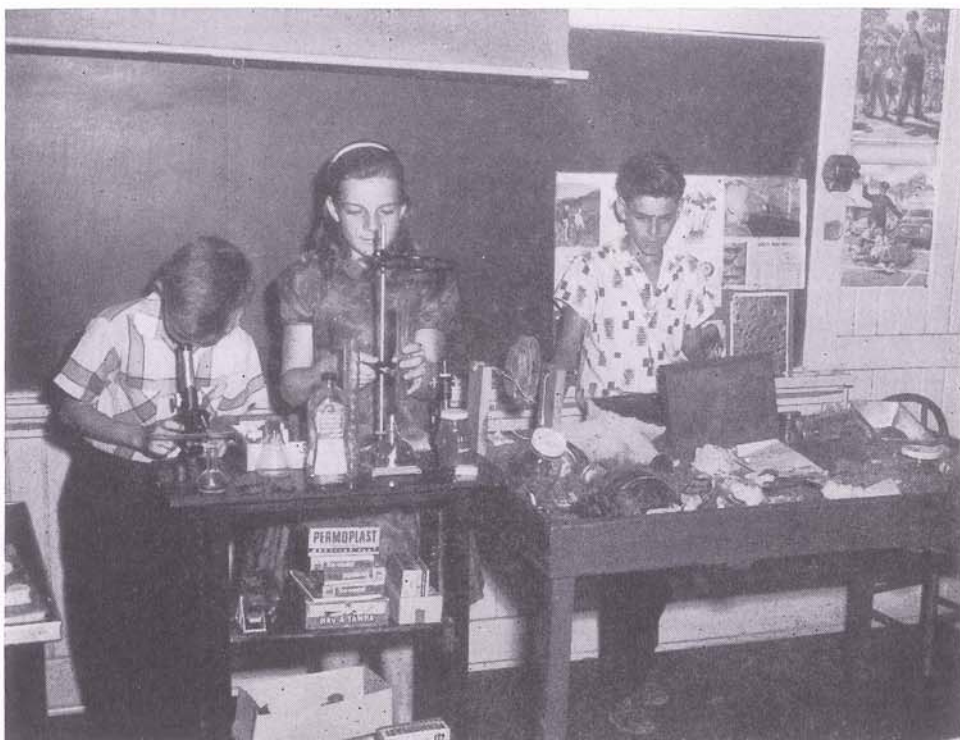
Students of Mrs. Pennington's 8th Grade Class in Social Studies at Westwego Junior High present some of their originally designed posters in the class project on Louisiana Resources. They are, left to right: Patricia Pekinto, Amelia Allemand, Ernie Alario and Trevor Jordan.

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

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

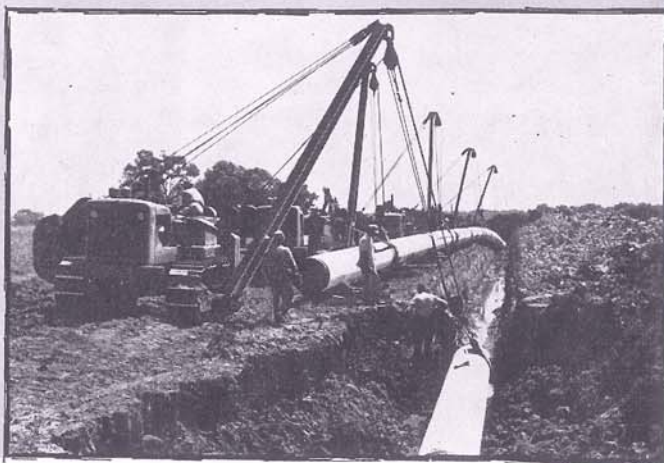
Previously in this report we stated that it costs over \$6 million a year to operate the Jefferson Parish public schools. The exact figure for 1958 was \$6,104,980.36, or, expressed another

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





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

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

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

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

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

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



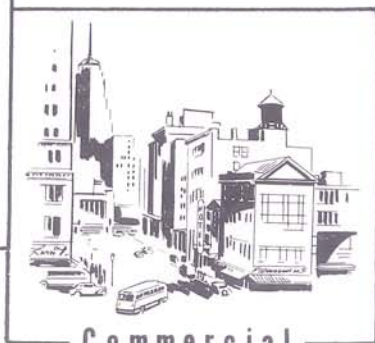
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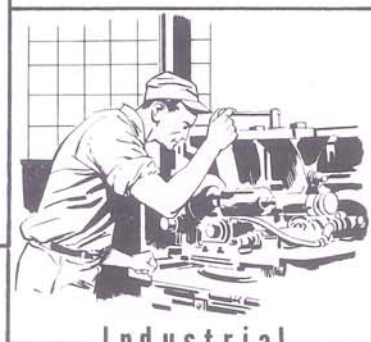
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The Future Teachers of America Club of Jefferson Junior High School pose with retiring Principal Joseph V. Fairchild. In intelligent alert groups like this rest the future high quality of our schools.

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

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

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

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

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



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

tremendously in the last few years.

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

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

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

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

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

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

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



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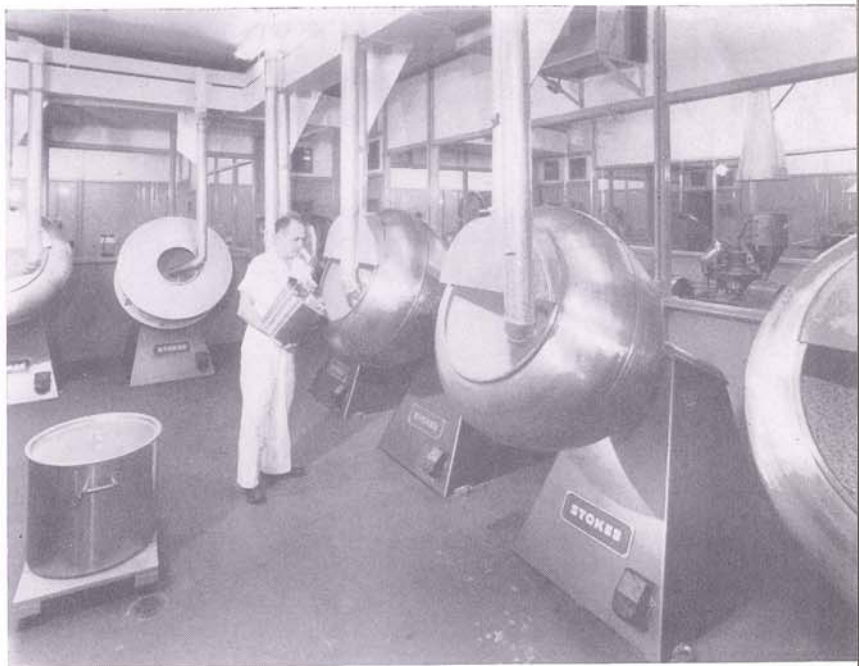
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A battery of coating pans and polishing head used in manufacturing hundreds of thousands of tablets a day for the diversified ethical pharmaceutical line of Carrtane Laboratories, Inc., on Veterans Memorial Highway. Carrtane's 2-story plant, now employing 85 people, was established in Jefferson in 1956, has an unlimited capacity for the output of pharmaceuticals and recently added a Latin American plant at Puerto Rico.



## REPORT OF THE PARISH

(Continued from Page 23)

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

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

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

## TRAFFIC ENGINEERING DIVISION

The Sign Shop produces 35 different

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

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

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

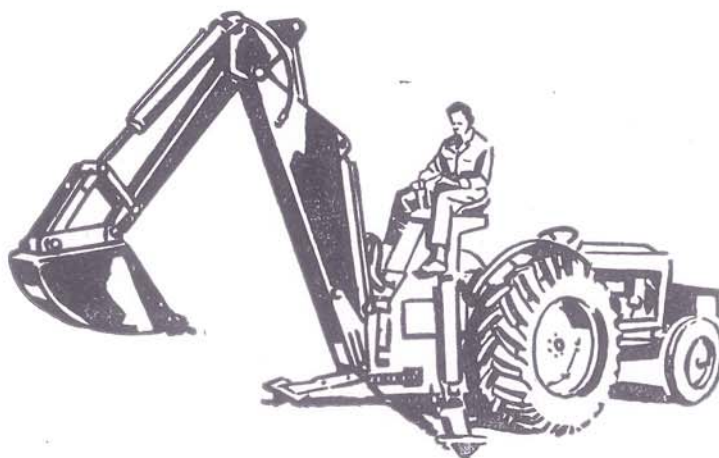
The Sign Shop has also made a considerable improvement on the street identification signs which are installed at all intersections on the utility poles.

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

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

#### JEFFERSON PARISH DEPARTMENT OF ROADS AND BRIDGES

*For the Maintenance and Construction of Parish Roads and Bridges*

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

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

This project was announced in the

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

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

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

Belle Terre Road — Giaise St. to Ames Boulevard.

Eighth Street — Barataria Blvd. to Avenue D.

Eighth Street — Barataria Blvd. to Douglas Canal.

Norwood Drive — August Avenue to dead end.

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

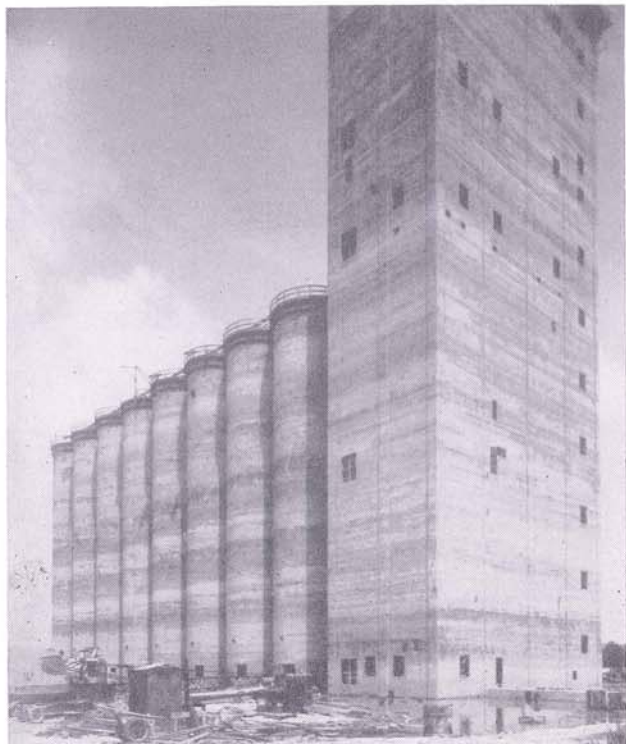
Gaudet Drive — Seventh Street to Expressway.

Gaudet Drive — Expressway to Thirteenth Street.

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

Thirteenth Street — Barataria Blvd. to Mimosa Street.

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



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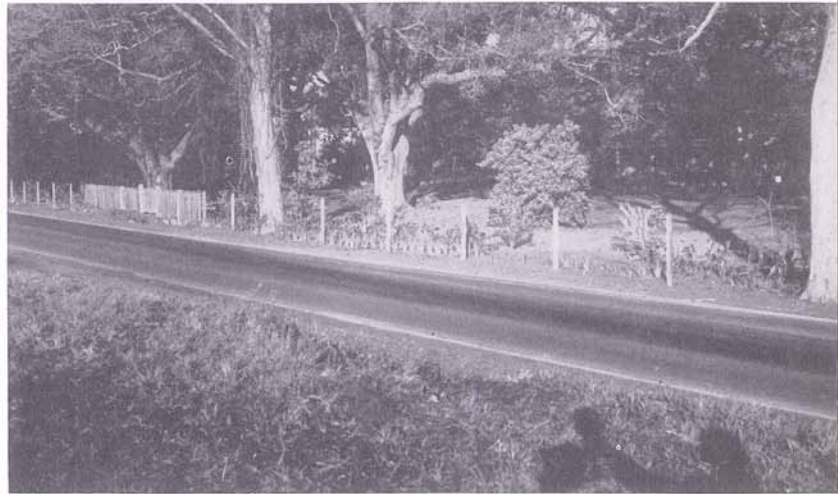
NEW ORLEANS, LA.



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



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



Celestine Street—Jung Blvd. to Urbandale Street.

Manson Drive—Expressway to Thirteenth Street.

MacArthur Street—Seventh St. to Expressway.

Eighth Street—Garden Road to Carmadelle Street.

Mansfield Avenue—Acres Road to dead end.

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

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

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

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

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

On the West Bank, with property

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

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

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

#### JEFFERSON PARISH RECREATION DEPARTMENT

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

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

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

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

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

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

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

#### NATIONAL RECOGNITION

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

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

track stars of the future perform.

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

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

#### CULTURAL RECREATIONAL ACTIVITIES

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

#### PARISH LIBRARY FACILITIES

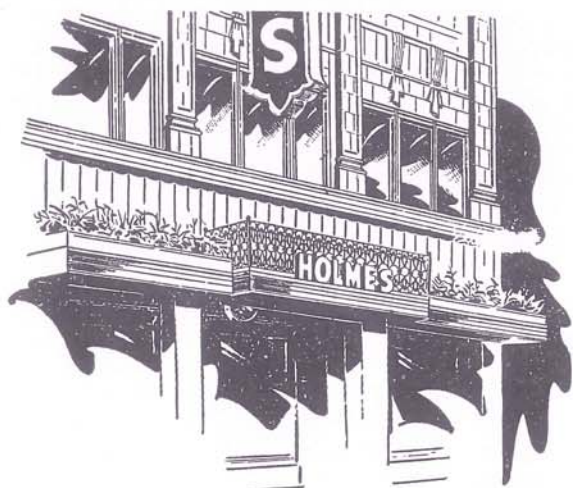
The Jefferson Parish Library Division of the Department of Recreation is a popular parish asset.

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

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



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



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

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

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

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

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

parish, including one for the colored people.

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

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

#### JEFFERSON PARISH SANITATION DEPARTMENT

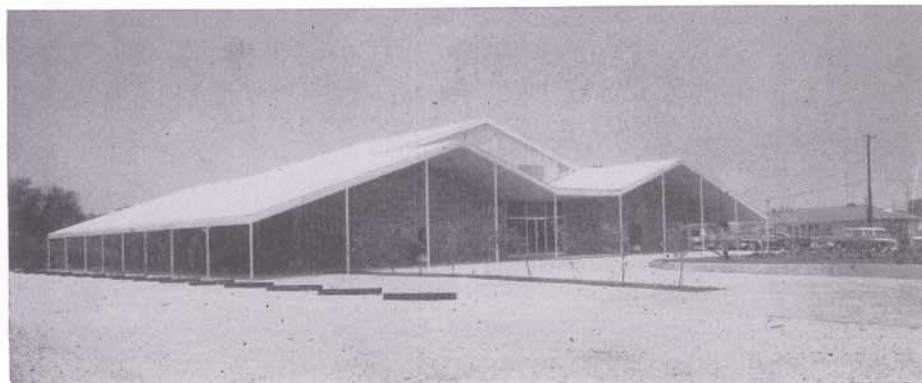
*The Department Responsible for Keeping the Parish Clean*

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

#### DRAINAGE EAST BANK

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

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



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

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

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

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

#### DRAINAGE WEST BANK

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

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

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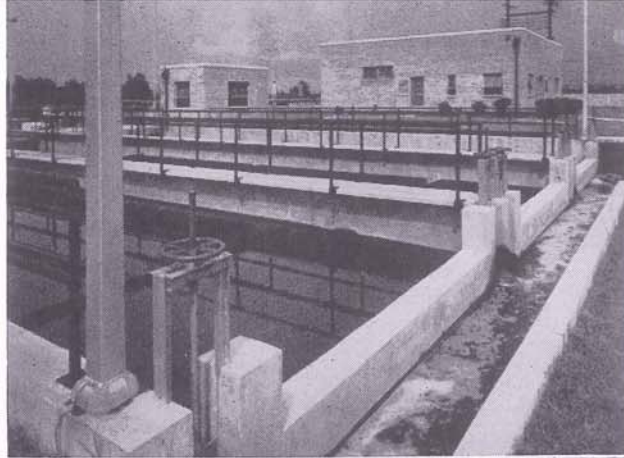
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NEW ORLEANS, LA.

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



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



#### SEWERAGE EAST BANK

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

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

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

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

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

#### SEWERAGE WEST BANK

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

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

#### GARBAGE DISPOSAL

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

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



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## JEFFERSON PARISH TIMES

OFFICIAL JOURNAL FOR THE  
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CITY OF KENNER — CITY OF HARAHAN  
METAIRIE, LA.

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**SAMUEL D. REEKS**

Editor & Publisher

**ZEPHYR REEKS**

Asso. Editor & Publisher

ESTABLISHED 1944





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

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

#### FINAL BOARD IS CREATED

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

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

#### MAPPING THE FUTURE

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

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

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

\* \* \* \*

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

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NEW ORLEANS, LA.





Aerial view of the pipeline being connected on the east end of Grand Isle which will pipe the molten sulphur to the Grand Isle base from the Freeport Sulphur Mine 7 miles offshore. Basically the pipeline will transfer the molten sulphur into Freeport's unique "thermos bottle barges" at the Grand Isle base. It is then transported 25 miles to Port Sulphur where it will be pumped ashore and allowed to solidify. The pipeline is a six inch line inside a 7 1/2 inch line and the space between carries water heated to 320° F. Covering this water jacket is a thermal insulation 2 1/2" thick. All this is encased in a 14" covering. The whole line is buried in the Gulf of Mexico floor to a depth of three feet.

## JEFFERSON ADDS A NEW TOWN

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

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

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

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

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

## STATE DEPARTMENT OF HIGHWAYS BUSY IN JEFFERSON PARISH

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

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

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

#### SUMMARIZING

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

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

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

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

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

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

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

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## JEFFERSON DEMOCRAT



Official Journal of the

*PARISH*

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SINCE 1896



Gretna, Louisiana





## JEFFERSON PARISH PRESIDENT - COUNCIL

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

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

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

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





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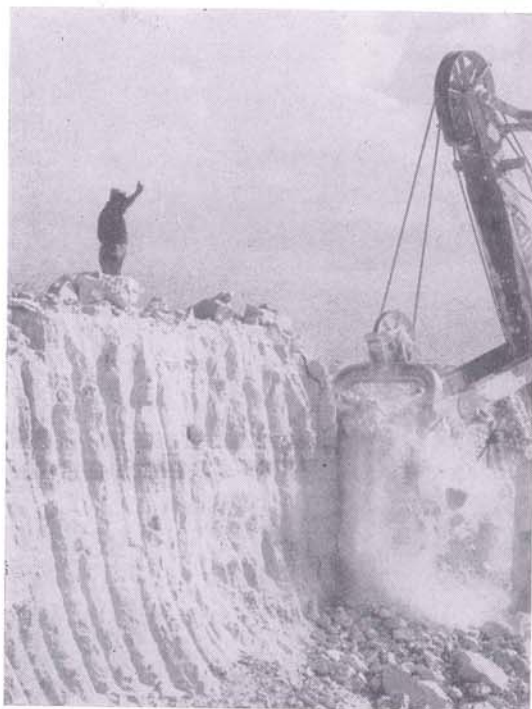
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## STATE AND FEDERAL OFFICIALS

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

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

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



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## PARISH AND DISTRICT OFFICIALS

Top: Hon. William S. Coci, Sheriff.

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

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



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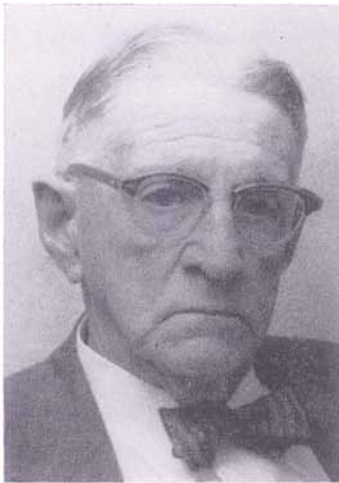
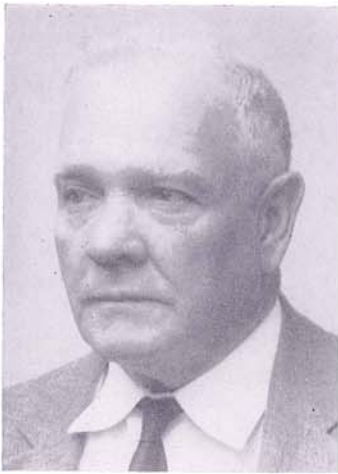
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## JEFFERSON COURT OFFICIALS

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



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## SCHOOLS ----

(Continued from Page 75)

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

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

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



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

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





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

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



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



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



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*This left side of the picture joins*

# **EAST JEFFERSON HIGH CHAPTER OF FUTURE BUSINESS LEADERS OF AMERICA**

*with this right side of the picture*





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

## We Are Bringing The Schools To The Children

The four new schools reproduced on these two facing pages were built during the last few years in advance of the

\$10 Million Bond Issue program for the construction of twelve new schools which is now under way throughout the parish.

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







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

## And Not The Children To The Schools

These four schools were all built from the local one cent sales tax revenue, one-half of which goes to the Jefferson Par-

ish School Board earmarked for the construction of new schools, a fact with which every parent should be familiar.

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





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