



JEFFERSON'S INVITATION TO NEW TEACHERS----

By Lemuel W. Higgins, Superintendent

Jefferson Parish Public Schools

The Jefferson Parish expanding school building program will require and hire at least 200 new teachers during the next three years — mostly in the elementary grades.

Now is none too soon to be considering the applications and answering the questions of those teachers interested in joining this progressive and modern school system of the fastest growing industrial sector in the Deep South.

It is Jefferson's consistent policy, in order to secure teachers of the highest calibre to maintain its proud position among the top school systems in Louisiana, to pay salaries higher than the state law requires. This higher salary, plus all the retirement benefits and leave of absence privileges granted by state law, are only the primary inducements that Jefferson extends to new teachers locating here from other areas.

There are also the cultural and recreational advantages. Conveniently lo-

cated within the area are the two fine universities of Tulane and Loyola for graduate work and further study. There are several recognized research libraries, art galleries, excellent theatres and opera as well as a symphony orchestra. For recreation and entertainment there is the almost year round program of events — including Mardi Gras, the Sugar Bowl and nationally attended Spring Fiesta — as well as parks, golf courses, lake sailboating and yachting and the seashore beauty of Jefferson's own Grand Isle.

Jefferson, in spite of its fabulous growth, provides suburban living with all the advantages of enjoying the out-of-doors twelve months of the year.

These and other advantages of Jefferson as well as the qualifications required of its teachers, plus the prevailing salary schedules, are contained in a booklet which will be sent to any teacher interested in joining his or her future with booming Jefferson Parish.

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First row from left: Henry Parra, Jr., Ward 11, Grand Isle; Bert LeBlanc, Ward 4, Harvey; Thomas J. Collins, Ward 9, Kenner; Donald T. Gillen, Ward 7, Jefferson Heights; Harry Glover, Jr., Ward 8, Metairie; Emile Gennaro, Ward 8, Metairie; John L. Sykes, Ward 7, Melvin Subdivision.

Second row: Walter G. Schneckenburger, Assistant Superintendent of Schools; Horace Terrebonne, Ward 4, Westwego; John C. Bruning, Ward 10, Metairie; Wilfred Berthelot, Jr., Ward 5, Waggaman; Dave Dabria, Ward 4, Marrero.

Third row: W. Richard White, Ward 3, Gretna; Mrs. Jeannette Dorroh, Secretary; Peter C. Bertucci, Administrative Assistant; Paul J. Solis, Assistant Superintendent of Schools; Lem W. Higgins, Superintendent of Schools; Loney J. Autin, President, Ward 1, Gretna; Julius F. Hotard, Vice President, Ward 7, Gretna; Louis E. Breaux, Ward 8, Metairie; James Harry Stevens, Ward 9, Harahan; and Mrs. John Dufrene, Ward 6, Lafitte.



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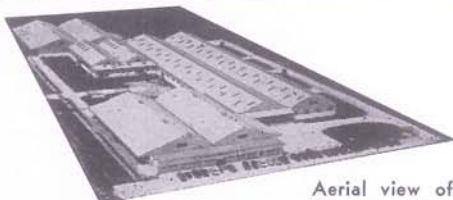
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Aerial view of new Plymouth
Cordage Company plant in
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SCHOOL BOARD OFFICIALS

Left: HON. LONEY J. AUTIN, President, Jefferson Parish School Board and Member of Executive Committee.

Lower left: LEM W. HIGGINS, Superintendent of Schools.

Lower middle: HON. JULIUS F. HOTARD, Vice President, Jefferson Parish School Board and Member of Executive Committee.

Lower right: HON. LOUIS E. BREAU, Member of Executive Committee.



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ever made by man."

— Inscription under the name
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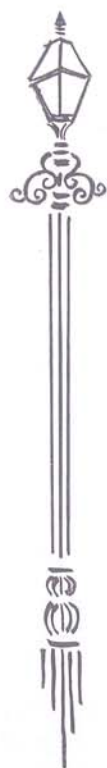
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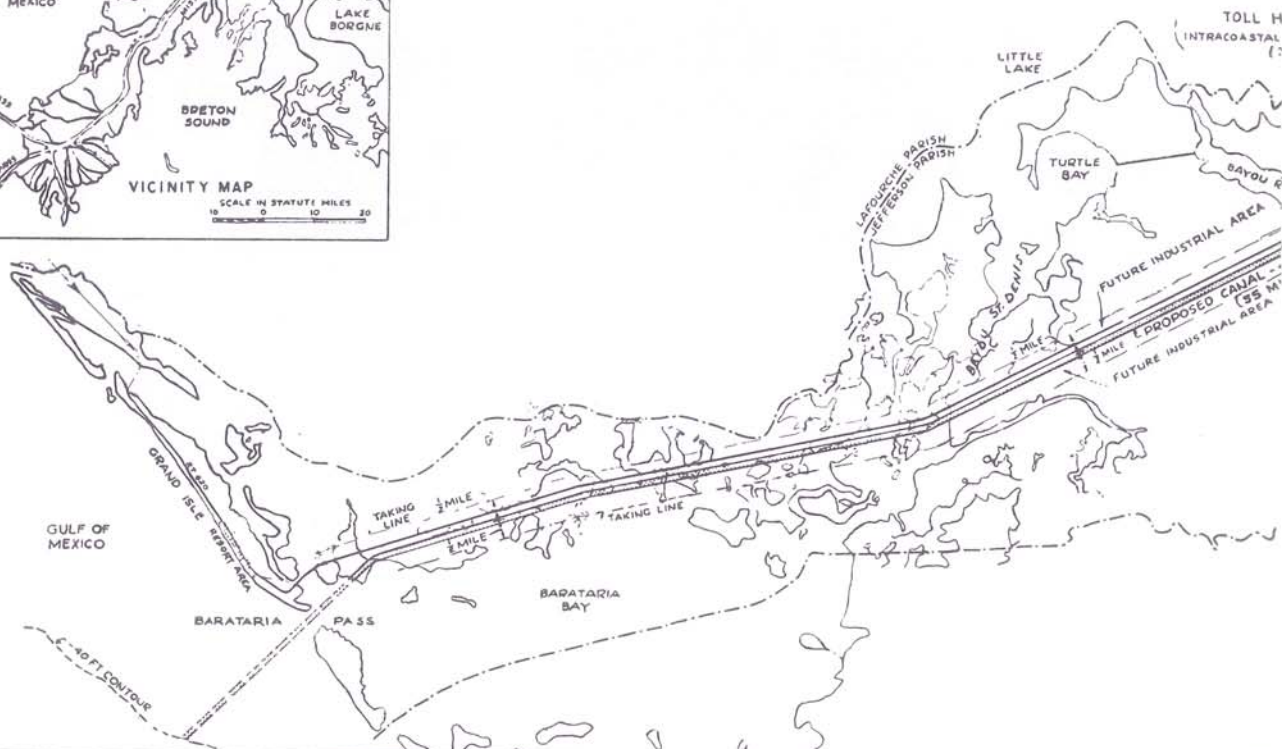
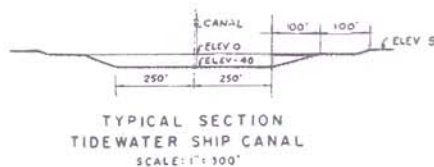
SCHOOL BOARD ADMINISTRATIVE PERSONNEL

Front row from left: Paul J. Solis, Assistant Superintendent; Lem W. Higgins, Superintendent; Walter G. Schneckenburger, Assistant Superintendent; Miss Ruth Pitre, Supervisor of Elementary Education. Top row from left: Peter J. Bertucci, Administrative Assistant; Lloyd Clancy, Visiting Teacher; Edgar L. Stevens, Auditor and Comptroller; H. Ashley Schexnaildre, Supervisor of Elementary Education; Anthony A. Caramonta, Visiting Teacher; and Frank Ehret, Visiting Teacher.



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Engineers' map of the proposed Tidewater Ship Canal and Industrial Harbor of Jefferson Parish showing details of construction and location of various stages. Phase one, which will be constructed first, will extend from just south of the West Bank Expressway at Westwego a distance of approximately 50 miles to the 40 foot contour in the Gulf of Mexico, about 4 miles beyond Barataria Pass. Jetties will be built to the 40 foot contour. This Phase One will include the Seaway Short Cut to the Sea, the Industrial Harbor and Highway to Grand Isle. Phase Two will be the final locks connecting it with the Mississippi River.

SOUTH TO THE SEA

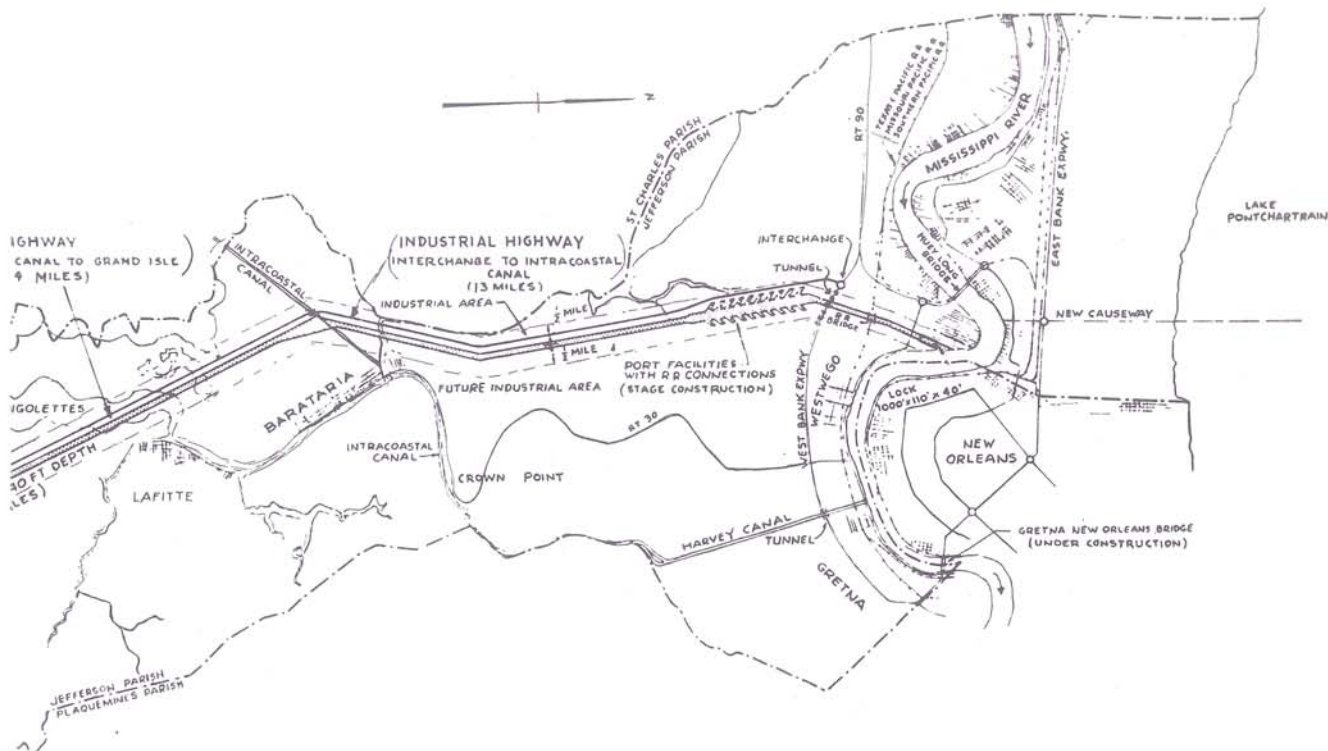
(Continued from Page 35)

tion analysis of the whole project, including such details as 50 feet deep soil borings every mile of the proposed route; new contracts with fiscal agents for feasibility studies; reviews of existing laws; interviews with industries throughout the country and real estate appraisers; in fact all the facets of this project which definitely must be determined before a report and recommendation could be placed in the hands of the Commission.

The combined findings of engineers, attorneys and fiscal agents recommended that the Jefferson Parish Industrial Seaway be planned in two phases. The first phase would comprise the 50 mile

long, 40 foot deep Seaway, 500 feet wide at the bottom and 700 feet wide at the top, from a point just south of the West Bank Expressway in Westwego through Barataria Pass between Grand Terre and Grand Isle (sometimes referred to as Grand Pass or Fort Livingston Pass) to the 40 feet contour in the Gulf of Mexico, and including all dock areas, industrial sites and the road to Grand Isle. This phase of the project is to be financed by a \$130,000,000 revenue and refunding revenue Bond Issue to be redeemed with the leases, rentals, tolls and other monies received by the commission as operator of the Seaway and its properties.

A complete analysis and breakdown of the construction and other costs contained in this \$130 million was prepared by the engineers and placed in



PROPOSED TIDEWATER SHIP CANAL PARISH OF JEFFERSON, LA.

PREPARED BY
ASSOCIATED TIDEWATER ENGINEERS
AUGUST 1955

The proposed highway to Grand Isle and the Gulf of Mexico which will flank the Industrial Harbor and the Seaway on its journey South to the Sea through the parish will be a 44 mile long road. It will be a 4 lane free highway between the interchange at Westwego and the Intracoastal Canal, a distance of about ten miles. The remaining 34 mile section of this highway to Grand Isle will be a two-lane toll road. The entire operation — both construction and operation of canal, road, and industrial harbor will be under the supervision and control of the Jefferson Parish Industrial Seaway Commission.

the hands of the Jefferson Parish Industrial Seaway Commission in December of 1958.

The second and later 5 mile phase of the project will bring the canal into the Mississippi River and will include the digging of that segment, a four lane tunnel bringing the West Bank Expressway under the canal, a railroad lift bridge in the vicinity of the lock and the lock and forebay into the River. It is estimated that this Phase No. 2 will cost about \$60 million, and since this portion of the project is not revenue bearing it will have to be financed through Federal aid or some other means.

AFTER THE CONSTRUCTION DETAILS AND COST HAVE BEEN

DETERMINED COMES THE BOND ELECTION

Every move of the procedure of the Commission is definitely established by law, with the next logical and legal step being the Bond Election. With the funds approved and advanced by the Parish Council to defray its costs, the Jefferson Parish Industrial Seaway Commission has the authority to call a special election within the Parish of Jefferson asking the voters' approval, on the basis of the facts and figures presented to them, to issue and sell the \$130 million of Seaway Revenue Bonds.

Following a favorable election the next step is the final financial feasibility report, over 90% of which has already been compiled by the engineers and other agencies, but which cannot

be completed until after the Bond Election has approved the Seaway. Under an agreement with fiscal agents, the company will then make available to the Commission a sum of \$100,000 to finance the completion of the feasibility report.

This final step of economic feasibility includes the obtaining of the necessary permits, after hearings before the U.S. Corps of Engineers, for the construction of fixed bridges across certain waterways along the toll highway to Grand Isle, and to determine the number of movable bridges which must be constructed to keep certain waterways open to large vessels. Other necessary steps are to bring previous construction estimates up to present day values, obtain options from property owners establishing the value of the property to be taken, and particularly to obtain letters of intent from railroads, shipping interests, industries and other potential users of the industrial sites and port facilities to be developed. It is obvious that future potential tenants cannot be expected to commit themselves until the

electorate has approved the Seaway and the final report and after the bond election has taken place, and the financial feasibility of the Seaway project has been definitely established.

THE SEAWAY AND ITS FACILITIES

The Jefferson Parish 50 mile Short Cut To The Sea — which will cut the present river route mileage more than in half — will bisect a mile wide strip down through the land heart of Jefferson from the Inner Harbor area near Nine Mile Point at Westwego, by the shortest and most economical route from the standpoint of construction, to and through Barataria Pass.

With its 40 foot depth and 700 foot width at the top, tapering to 500 foot at the bottom, and its turning basin in Westwego, this Seaway will accommodate the largest ships afloat.

With the exception of Bassa Bassa Bay and East Champagne Bay it will pass through no large bodies of water,



As is the entire West Bank of Jefferson the busy coming Industrial Harbor and Seaway to the Gulf of Mexico will be served by the historic Huey P. Long Bridge that unites the New Orleans-Jefferson area by rail and by road with the western half of the continent. Seen here is the Southern Pacific's Sunset streamliner from Los Angeles.

but through a land area which the dredges will transform into industrial sites along the canal to as far as Bayou St. Denis, over half of the entire length.

In its construction, of which the west side of the canal will be developed first, levees will first be built at the back of the canal property and along the margin of the canal area itself. The earth dredged for the canal will be dumped and contained within these levees to provide the industrial sites and the road bed to Grand Isle, all of which will be uniformly 5 feet above sea level.

It is estimated that after construction begins the canal itself can be finished in two years and construction on the four lane toll highway to Grand Isle can begin within the fourth year.

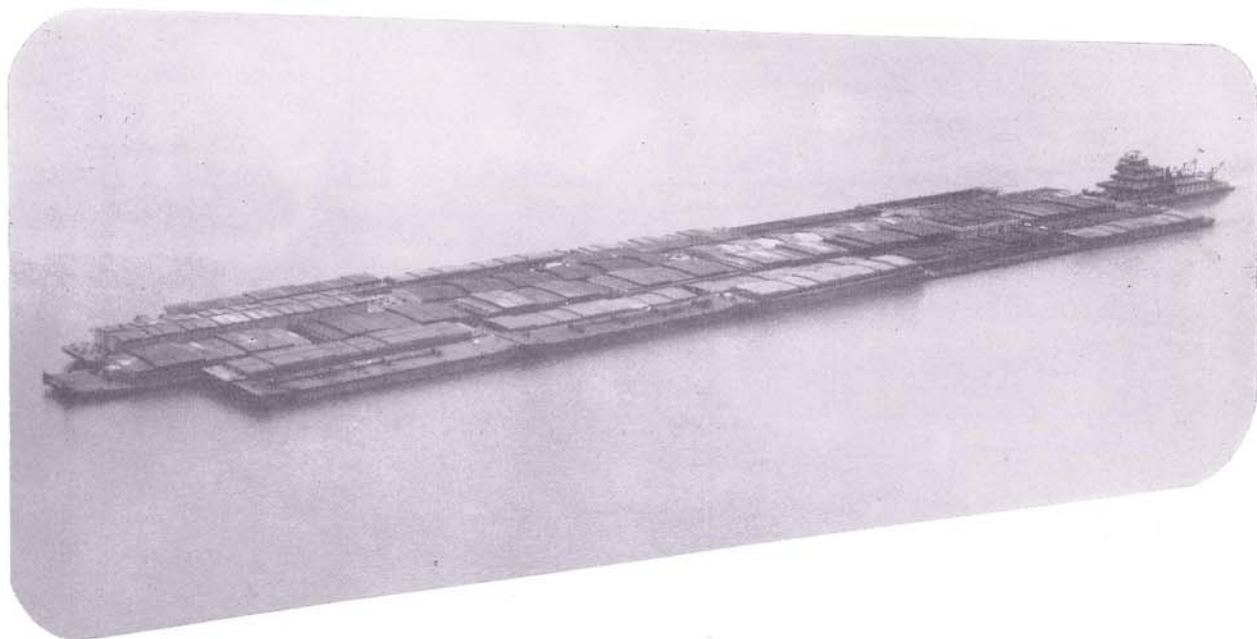
INNER HARBOR AREA

The Port Area of 2½ miles in length, of which the west side will be developed first, will be located at the top of the Seaway just below the West Bank Expressway. Its wharves will be of the

strongest and most modern construction for the handling of bulk and general cargo, with railroad tracks on the apron, heavy traveling cranes, modern type transit sheds, truck approaches, rail sidings and all necessary facilities for expediting and handling cargo. To start with, one slip capable of handling a minimum of 9 of the largest ships afloat will be built first on the west side of the canal.

INDUSTRIAL AREA PRESENT AND FUTURE

The immediate Industrial Area available for lease will lie between the Port Area and the Seaway's junction with the Intracoastal Canal ten miles to the south, with sites 2100 feet deep between the canal and the Grand Isle highway. These new sites, having Seaway frontage and backed by rail and highway facilities will be ideal for new industrial plants, warehouses and tank farms. Three railroads—the Texas Pacific, the Missouri Pacific and the



On the Mississippi River pass the world's largest movements of cargo by towboat, found by shippers to be the cheapest method of transporting raw and heavy materials. To the inland waterways system of the United States the coming Jefferson Parish Seaway will be an important and economic addition.

EAST

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Southern Pacific will serve this new Seaway Industrial area.

As needed, additional industrial sites will be opened between the canal's junction with the Intracoastal Canal and Bayou St. Denis.

THE NEW SEAWAY HIGHWAY

A modern new highway will run along the west side of the Seaway and will connect at its northern end with the new West Bank Expressway, which will connect it with U.S. 90, the Short Cut across the South, the Huey P. Long Bridge, and the new Mississippi River Bridge. All traffic using this highway will merge smoothly with the main highway system on the east and west banks of the Mississippi.

South of its intersection with the Intracoastal Waterway this 44 mile highway becomes a modern 34 mile two lane toll highway for the use of truck and passenger traffic to Grand Isle. This 44 mile direct route (the first ten of which will be a four lane free highway) into Grand Isle will rapidly replace the over a hundred mile three hour trip through St. Charles and Lafourche Parishes via Raceland. It will be the quick-

er, shorter road to Louisiana's Pleasure Island, beloved as one of the top ten fishing spots in the world and for its beauty and romance, its safe sand beach and surf. This road will also expedite the seafood catches of Gulf and Grand Isle shrimpers and oystermen to local and northern markets.

JUST A FEW MORE FINAL STEPS

... the next of which is the approval of the people of Jefferson Parish ... and construction will start on Jefferson's parish owned combined Short Cut To The Sea, Planned Industrial Area, gigantic Inner Harbor and Seaport, and busy Highway to one of the nation's most beautiful resort islands ... a combination that will transform thousands of Jefferson's uninhabited marshland acres into pulsing parish prosperity, new industrial plants, and new payrolls for Jefferson Parish people.

Parish leaders have been planning and pleading for this Seaway for over a hundred years during which time its importance has grown from a needed asset to a vital necessity. Jefferson can grow only in one direction — South to the Sea.

Among the many trucking operations which will serve the planned Jefferson Parish Seaway and Industrial Harbor is the Delta Motor Line, Inc., operating in Jefferson and New Orleans, Jackson, Memphis, St. Louis and Chicago with its 400 forty foot vans carrying both export and import merchandise between the port area and these above mentioned cities.



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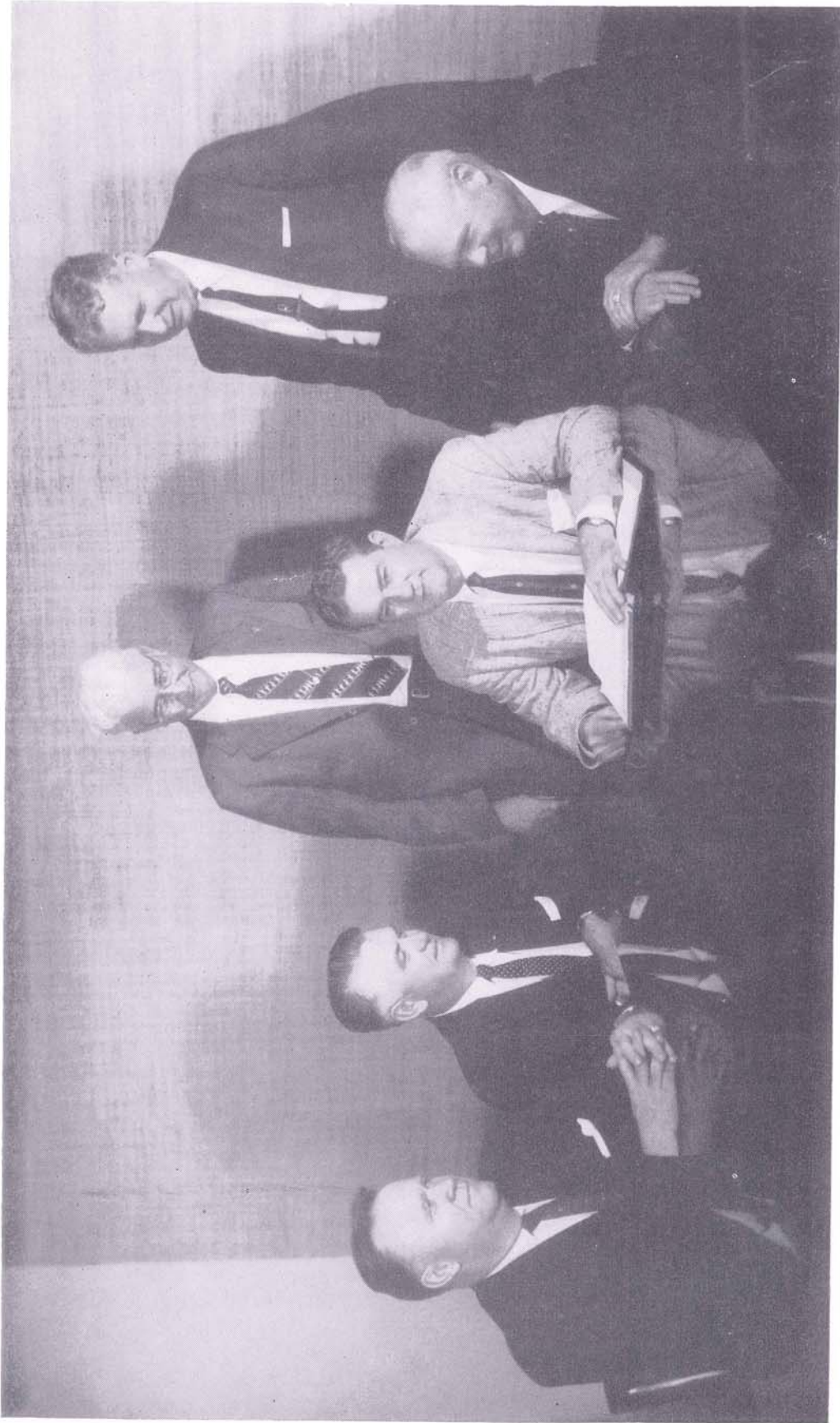
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SEAWAY COMMISSION OFFICIALS

The members of the Jefferson Parish Industrial Seaway Commission are, left to right seated: Henry Z. Carter, Member, Vice President, Avondale Marine Ways, Inc.; LeRoy L. Hall, Secretary-Treasurer, Investments; Nat B. Knight, Jr., Chairman, Attorney, Banker and Member of Louisiana Public Service Commission; Charles L. Doerr, Sr., Vice Chairman, Businessman, Banker and Investments. Standing left to right: William O. Turner, Member, President Louisiana Power and Light Company, Director Middle South Utilities Inc., Vice Chairman Mississippi River Bridge Authority; and S. L. Wright, Member, Assistant to the President, Texas and Pacific Railroad. Absent were Dr. Angelo A. Massony, M.D., Member, and Leon Nunez, Member, Wholesale Seafoods and Businessman.

Moods of Nature

IN JEFFERSON PARISH

...the clock around, the year around

Photographed by Eugene Delcroix

Introduced by Harnett T. Kane

Styles in photographs change, and the techniques of photographers alter with the passing of the years. But Eugene Delcroix goes on through the decades, giving his own impressions of New Orleans, of the dreaming bayou country, the green-gold marshes and the silent lakes of Southern Louisiana.

No one, it seems to me, has ever worked in quite the fashion of Delcroix, with such steady concentration and comprehension of his special field — his unique scene and the peoples who live at the fringes of that region. And no one, I am certain, has captured so well the lush and drowsing atmosphere of his fertile country.

Eugene Delcroix began to "make pictures" when he was still a small boy in grammar school, starting his studies of light in relation to form. Born in the Carrollton area, close to Jefferson Parish, he has done a major part of his work in and about the parish.

Through the months and the years he has waited patiently, tirelessly, for the "right conditions" of sky and atmosphere, in order to produce precisely the effect he wished. He has labored also for composition — the placement of a tree, the mound of a small levee, the grouping of animate and inanimate objects which brings his photography into the field of art.

Here, in a series of photographs made for the Review, Eugene Delcroix is at his best in capturing the softness of early morning on a winding waterway, the height of summer, the effect of evening on a grassy expanse, the movement of the winds, the prevailing moisture of a limitless field. This is vintage Delcroix . . .

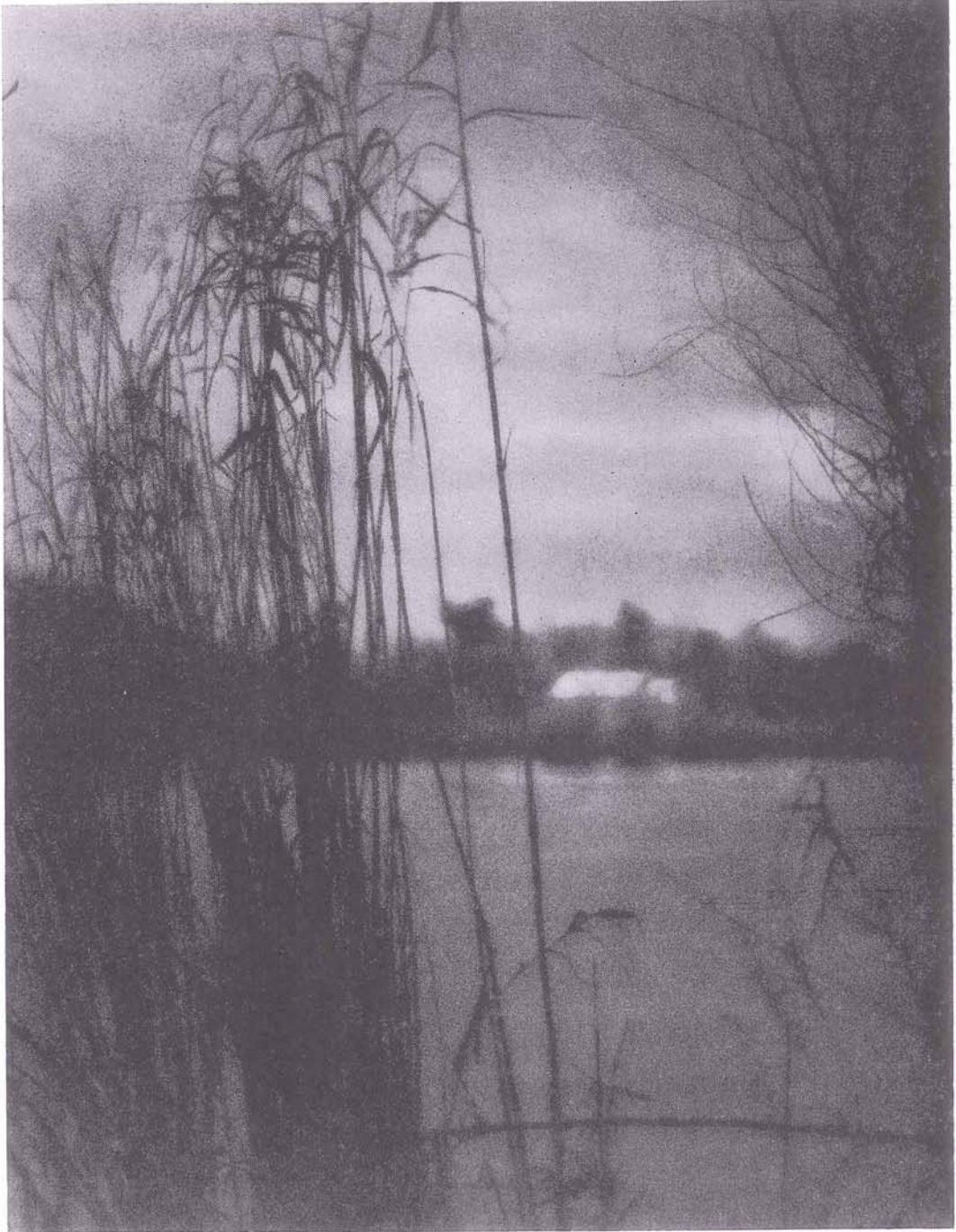


Harnett T. Kane

HARNETT T. KANE, best selling Louisiana writer, is the author of 20 books which have reached several million copies. He has been honored by the French Government, given awards by literary and other groups, and has won a steadily growing national approval by both critics and writers.

Of his twenty popular books, in both the fiction and non-fiction field, two have totaled more than a million copies each. They are "Lady of Arlington" and "Gallant Mrs. Stonewall." He has recently written "The Golden Coast" and his new book "Have Pen, Will Autograph" is a humorous volume on his 20 years' experiences in signing his name in his books.

A Jefferson Dawn



It could be called the "Fisherman's Dawn" because the beauty of the day's breaking throughout Jefferson's bayouland is the boon of those who man the boats and ply the waterways — seen too seldom to be appreciated by the 8 to 5 office workers. This particular dawn was on Little Bayou Barataria.

Spring In The Swampland



There is, of course, no breaking of the ice or melting of the snow in a Jefferson Spring. The Spanish moss becomes a little greener, the sun dapples down through the trees a little warmer, and the wild world of the swampland begins teaching its young to live and survive.

Almost
Any
Summer
Day



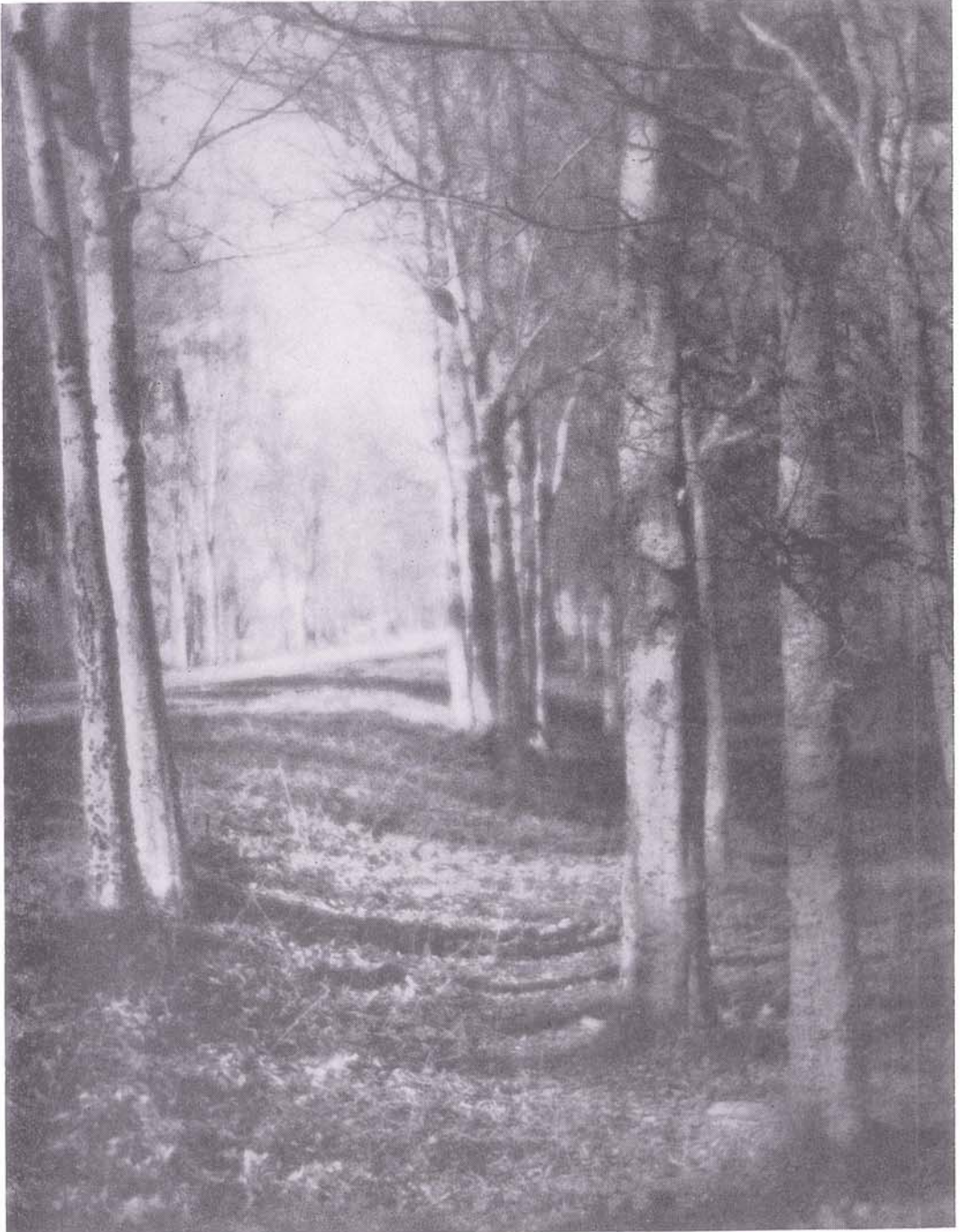
Throughout the many unbelievably wonderful spots of woodland such as this throughout Jefferson, summer be- comes, of course, the crest of the year — although, frankly, one has almost to consult a calendar to tell the difference between Spring, Summer and Fall — the change is so serene and so consistently beautiful.

The Brisker Breezes of Autumn



However, the Fall of the year steps up the tempo a trifle in Jefferson's outdoor acres — as the wild geese and ducks come gliding in for landings, the squirrels hop madly in intuitive anticipation of the hunters and the deer in their woodland cover warily sniff the autumn breezes.

A Winter Woodland Scene



A rustic road in the heart of Jefferson caught by the camera in the heart of winter—that period which by Northerners must be philosophically endured, but which by Jefferson's recreation loving folk is considered the most invigorating season of the twelve month long outdoor year of the parish.

Nature's Normal Mood



A soft breeze is gently swaying this sweep of marsh grass along a Jefferson stream — and is symbolic of the pleasant disposition of Mother Nature throughout Jefferson throughout the year. It is the mildness of her wind and weather that have made the parish an outdoor recreational paradise.

Nature's Angry Mood



But occasionally Mother Nature becomes belligerent—but only briefly—as indicated by this excellent camera record of the wind and waves hammering Jefferson's East End of Lake Pontchartrain during that famous, and fortunately infrequent, tropical storm of 1947—which served, after it was over, to emphasize the normal mild climate this area enjoys.

End
of
Day
End
of
Story



Appropriately this camera study of nature's moods should close with one of Jefferson's magnificent sunsets — just before the cloak of darkness envelops its woodland and its winding waterland and its fin, fur and feather population bed down to prepare for another beginning — tomorrow.

PROGRESS in LOUISIANA



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LAND OF LEISURE

(Continued from Page 51)

But the peak of Grand Isle's piscatorial excitement arrives at rodeo time (started back in 1928) when sport fishermen from all over the nation gather to experience that greatest thrill in a fisherman's life — landing a huge Silver King with the required 24 thread, 48 pound test line limited to 200 yards on the reel. The world's record for the greatest number of tarpon caught by one man in a specified time was first set in this annual Grand Isle Tarpon Rodeo by Leo Marrero.

The now famous 31 year old rodeo is not limited to tarpon, but has awards for 22 eligible fish including cobia, jacks, bonito, marlin, sailfish, mackerel and dolphin.

Presenting the 144½ pound winning Silver King of the July 1959 Grand Isle Tarpon Rodeo, brought in on the second day by John L. Lauricella, Jr., of Harahan, son of the man who in 1956 landed near Grand Isle the first white marlin ever caught off the coast of Louisiana with rod and reel.

Air view of the many sport fishing boats gathered at Grand Isle for the July 1959 three-day Twenty Seventh Annual Grand Isle Tarpon Rodeo, one of the best attended in recent years and in which prize winning fish were caught in 21 of the 22 (no manta rays caught) eligible classes, even to wahoos, said to be the fastest fish in the water and rare in years past.

JEFFERSON'S BARATARIA COUNTRY

Between Grand Isle and Jefferson's populated and industrial area at the top of the parish lies the nearly fifty mile long big and beautiful bayou country. Its verdure blanket of various shades of green is spotted with the iris, patterned with shell mounds or chenieres topped with moss draped giant oaks, and is scalloped at the lower end with the tall gaunt trunks of dead cypress, marking the never ceasing struggle between the meeting and merging of salt and fresh water—the whole magnificent crazy quilt design interspersed with bays, lakes, bayous and canals.

This water wonderland of Jefferson is penetrated for a distance of 21 miles by a fine hard surfaced road from Marrero to the village of Lafitte. With the recent completion of the new Mississippi River Bridge this road has opened up a new tourist attraction less than a half hour from downtown New Orleans.

Crabbing is a Jefferson outdoor sport that can be enjoyed by every member of the family and practically anywhere in the parish. All you need is a net, a bit of raw meat and the inclination. As you see, no boat is required.



THEY BECOME FISHING ADDICTS EARLY IN THE BAYOU COUNTRY

A pirogue or a skiff and a pole and man's most relaxing enjoyment, from boyhood until old age, is yours whenever there's a bayou, bay, pond, lake or river handy—which means most anywhere in Jefferson.



Our Guiding Policy

This is our guiding policy: To build the best homes we know how; to sell at the lowest prices that will produce a fair profit; to use the latest knowledge in the field of land planning, architectural design, and interior arrangement and decoration; to be honest, friendly and fair in all our dealings with those who buy from us, those who sell to us, and those with whom we share the opportunities and obligations of good citizenship, wherever we may build. Doing these things, we will maintain—and deserve—success in this heartwarming job of building homes for happy families in proud communities.

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Malcolm LeBlanc of Lafitte won the 1959 Men's Pirogue Race World Championship, covering the 4 mile course in 30 minutes, 32 seconds.

Along this road on the bank of Bayou des Oies (Bayou of the Geese) is the quaint little centuries old cemetery where one of the folk tales of the Barataria country contends are buried John Paul Jones, Jean Lafitte and Napoleon, a tale illogical but intensely listenable.

Over a four mile elliptical course between the beautiful shaded banks of Bayou Barataria, with the starting point at Goose Bayou, is staged the annual Pirogue Races with prizes running into the hundreds of dollars for the winners. In specially hand built pirogues, running up to 22 feet long but only 25 inches wide, with less than 2 inches of freeboard, the men and women contestants must be able to exceed and maintain over fifty strokes a minute to compete for this world's championship.

Originated back in 1935 to promote the bayou country and its distinctive mode of personal transportation, this annual spring event now attracts contestants and spectators from all over the nation to the Deep South's most unique sporting event. An estimated 35,000 people lined the bayou bank for the 1959 races. It is an interesting bit of history that the 1936 pirogue champion, Adam Billiot, won the race in a pirogue built by his 53 year old father, Etienne Billiot, who himself finished third in the same race.

(Continued Page 214)



The special two mile Work Boat Class Race in the 1959 event was won by Tilton Creppell of Lafitte.

For the second consecutive year Mrs. Augusta Meyers of Lafitte won the Women's Pirogue Race World Championship before a crowd estimated at 35,000.



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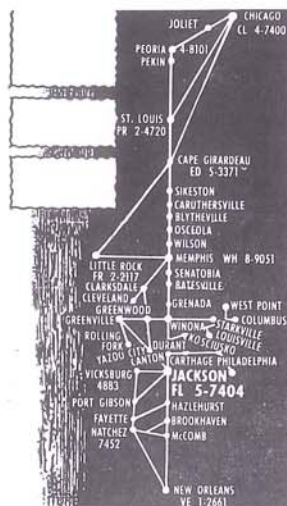
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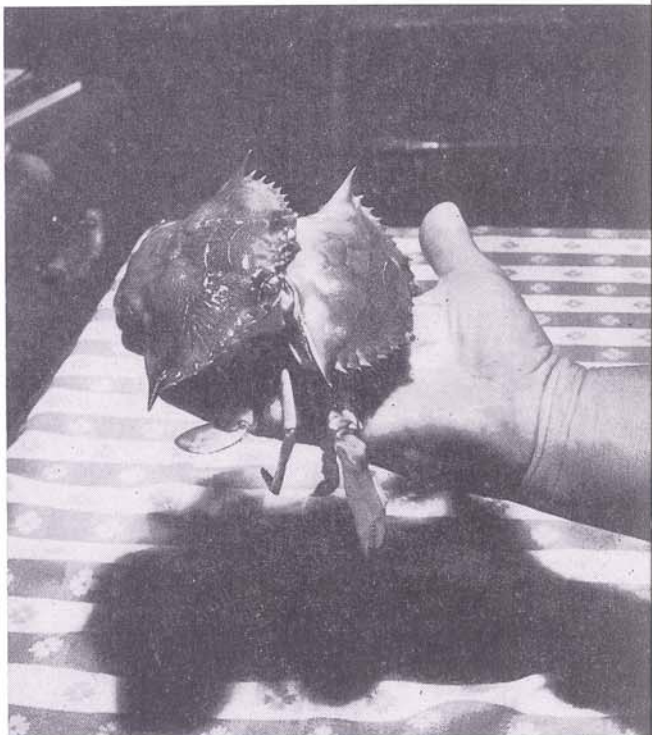


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1938 — THE STEADY SWING FROM AGRICULTURE TO INDUSTRY

As of this date, reported the Review, more than 55% of all goods manufactured in and shipped out of the Port of New Orleans was manufactured on the West Bank of Jefferson Parish. The parish, however, had not yet arrived at its present overwhelming percentage of 98% industry and 2% agriculture. In 1938 over four thousand acres were under cultivation for truck crops, there were 273 dairy farms in the parish producing approximately 2,500,000 gallons of milk annually and 6,000 of the parish population of 45,000 were considered rural. This was the year the Review instituted its annual photographing of and reporting on the activities of the Jefferson Parish school system and, with the story of the soft shell crab, introduced its series of articles on the bountiful shrimp, oysters, fur, fish, oil, gas, (sulphur to come later) and wildlife of Jefferson. In this 1938 issue Cecil B. DeMille, who produced "The Buccaneer," wrote of his inspiring trip to Jefferson's Barataria country, the romantic pirate setting of the movie.

(Continued from Page 7)



THE FAMOUS JEFFERSON SOFT SHELL CRAB

Jefferson's Lake Salvador is the greatest haunt of the "Blue Buster" in all the coastal waters of the U. S.—bringing its soft shell crabs to market a full two months ahead of the great crabbing grounds on the Chesapeake Bay.

FARM SCENE IN JEFFERSON

Although Jefferson Parish is now 98% industrial, the twenty acre truck farm of Victor Delcamo on the River Road at Waggaman is representative of the still flourishing 2% agriculture—in one of the fields of which Sam Sparacio in the foreground is shown picking horse beans for market.



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1939 — PUBLIC IMPROVEMENTS

AND A PEEK INTO THE PAST

In this issue the Police Jury of Jefferson reported how, by taking advantage of WPA financial assistance, it was able to complete a public improvement program of over \$600,000, without any additional taxation, that constructed throughout the parish 18 miles of new streets, resurfaced 90 miles of existing streets and roads, and cleared and excavated to proper grade 100 miles of ditches. In this issue the Review introduced its readers to the picturesque and profitable fur trapping industry of Jefferson which annually sends hundreds of thousands of muskrat pelts, as well as mink, otter and racoon pelts into the fur markets of the world. It also presented Louisiana's beloved and popular author, Lyle Saxon, with an article on Romantic Jefferson, and published from the WPA Historical Records survey the first compiled history of Jefferson Parish, an invaluable aid to schools, libraries and everyone interested in the colorful past of the parish.



FUR TRAPPING IN JEFFERSON

This picture of the removal of a muskrat from the trap dramatizes one of the oldest industries of Jefferson Parish. For countless generations its fishermen have become fur trappers in the winter. Jefferson is still one of the important fur producing parishes of Louisiana which annually totals about 3 million pelts of all kinds, of which the fur of the muskrat represents over half.

ALL SAINTS' NIGHT

Presenting the Lafitte Cemetery on Bayou des Oies at dusk on All Saints' Night when the people of the Barataria country place their previously blessed candles on the graves of their departed relatives and friends, often remaining—talking and visiting—until the candles burn out and the night and their memories envelop them.



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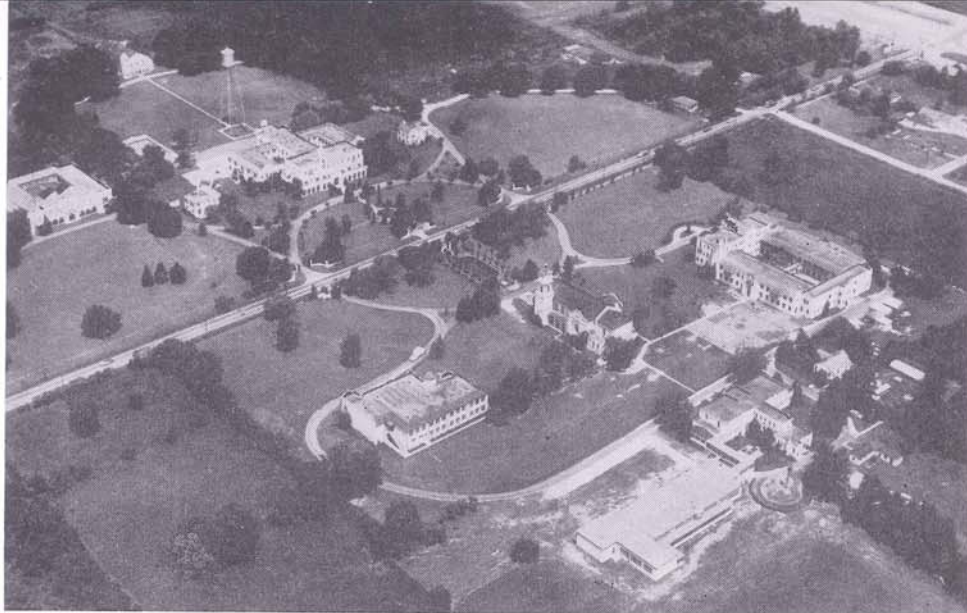
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Jefferson's Million Dollar Boys Town on the road to Barataria: consisting of Hope Haven (upper left) trade school and sanctuary for homeless boys between 12 and 16; Madonna Manor (on the near side of the highway) for similar boys up to 12; and the St. Joseph's Deaf-Mute Institute (formerly Chinchuba) in the right foreground. Founded by Monsignor Wynhoven in 1925 from a shack, a shed and a silo in an abandoned field and built and maintained with the generous contributions of people of all creeds and races.

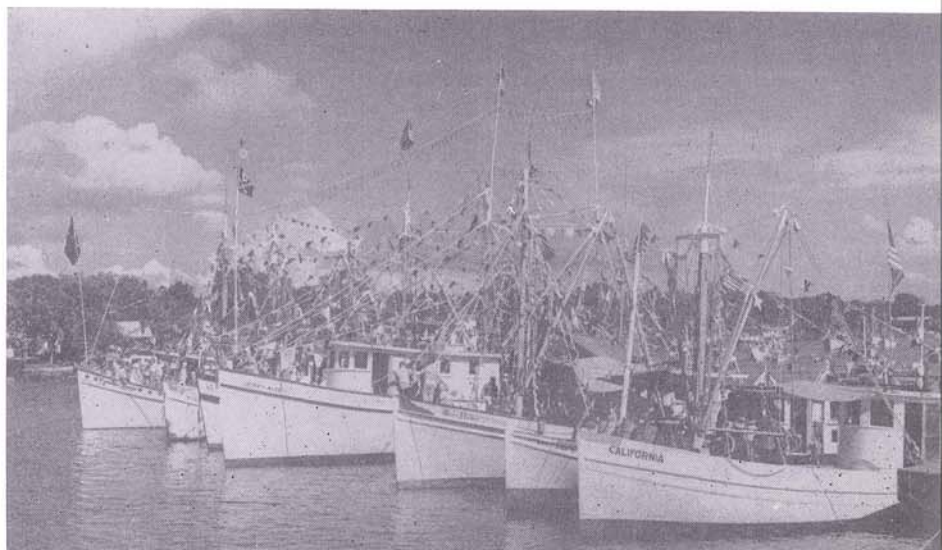
1940 — YEAR OF RECAPITULATION

During the previous four and a half years, as of January 1, 1940, the WPA, property owners and the parish had spent over \$2 million in public projects throughout Jefferson . . . the Jefferson Parish School Board was currently spending \$1,600,000 in new school buildings . . . the parish population had grown to 50,000 and 558 new homes had been built in the parish the previous year . . . from May of 1935 to May of 1940 the Lafitte Oil Field (as reported by Review feature writer Thomas Ewing Dabney) had produced 19,554,386 barrels of oil from 42 producing wells and by 1940 other oil companies were also sinking wells in Jefferson's

oil-bearing bayouland. In this 1940 edition the Review presented the tasty Louisiana oysters of which Jefferson was the third largest producing parish in the state. Louisiana Catholic Historian Roger Baudier recounted the story of Jefferson's famous Boys Town, composed of Hope Haven and Madonna Manor, to which had just been added the Chinchuba Deaf-Mute Institute for Children. Lyle Saxon again penetrated the bayou country for one of his incomparable word pictures of its picturesque people and the Review editorially called for the Lake Pontchartrain Seawall which the hurricane seven years later proved so badly needed.

THE BLESSING OF THE FLEET

The colorful annual ceremony of the shrimp and oyster fishermen of Jefferson in a ritual as old as fishing itself—in which the captains and crews parade their boats slowly past the priest as he blesses them at the beginning of each summer's shrimping season.



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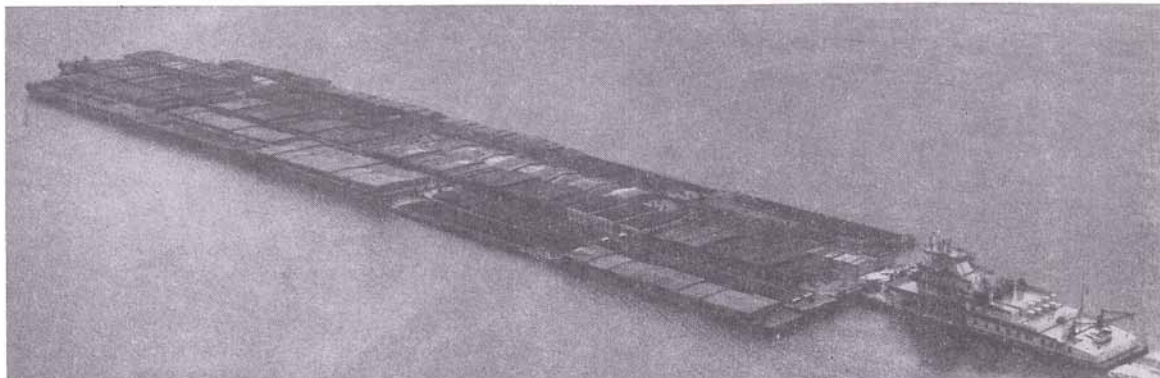
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1941 — PEARL HARBOR FOUND

JEFFERSON'S PLANTS PREPARED

By this time three oil fields were producing in Jefferson Parish. The 1940-41 Jefferson Parish School Board budget of \$531,289 was twelve times the budget of 1910 when the first superintendent of schools of Jefferson had either to take the train to visit the Kenner School or hire a skiff to cross the Mississippi. In an article on Jefferson's wealth of water, feature writer Thomas Ewing Dabney pointed out that the existence of Jefferson's historic Harvey Canal and natural waterways had made it economically possible to link the 13,000 mile long Intracoastal Waterway with the Mississippi at Jefferson Par-

ish. Author Lyle Saxon, in another Review article, looked at Jefferson with the eyes of a tourist and pointed out that Grand Isle, Louisiana's only salt-water beach, was only three hours by auto from any downtown New Orleans hotel. Popular columnist Hermann Deutsch in another Review article praised Grand Isle's sport fishing as among the finest in the world. In this issue the Police Jury pledged the resources, industries and ingenuity of the people of Jefferson to national defense. And then on December 7, 1941, at Pearl Harbor national defense suddenly became total war.

The huge railroad yards that serve the West Bank of Jefferson. To the left are the switching tracks of the Southern Pacific and to the right those of the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans. The view is from top to bottom, roughly east to west, with the Mississippi River in the background and the operations of American Liberty Tank Terminals Ltd., and Avondale Marine Ways in upper right with Huey P. Long Bridge out of picture at extreme upper right.





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1942 — STREAMLINED FOR WAR

Jefferson Parish shipyards (including the new Avondale Marine Ways, Inc., just established in Jefferson in 1938) swung into wartime production for the Maritime Commission; parish industries began filling war contracts for the army and navy; parish farmers turned wasteland into food for freedom farms; the people of the parish were busy with war work or civilian defense; and the Police Jury established the Parish Health Department. In this issue, 17 years before the present West Bank Expressway and tunnel under the Harvey Canal, the Review was already pleading for a four-lane highway to ease the congestion on the West Bank's

lone highway then aptly called the Burma Road. Featured in this 1942 edition was an article by feature writer Dabney again presenting Jefferson's persistent proposal to dredge a ship canal due south through the heart of Jefferson—the cheapest, safest and shortest still water channel to the sea. In this issue was recounted the story of Grand Terre, Jefferson's uninhabited island opposite Grand Isle, which was at one time the stronghold of Lafitte the Pirate and later the location of Fort Livingston, abandoned a few years after the War Between the States when modern warfare had obsoleted the effectiveness of land forts.



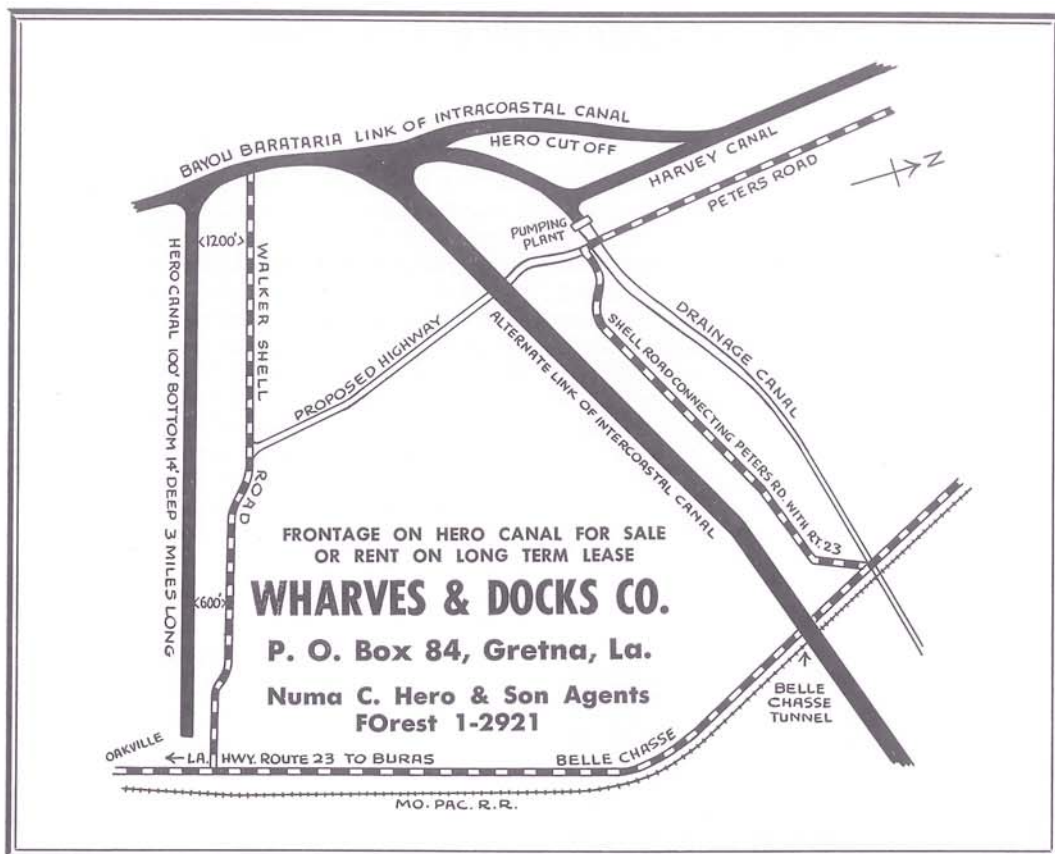
JEFFERSON PARISH PUBLIC HEALTH

The Jefferson Parish Health Unit has expanded its facilities and is today housed in a new administration building in Harvey and two branch buildings in Metairie. Headed by Dr. L. R. B. Centanni the unit now employs 75 full time employees—nurses, sanitarians, clinicians and specialists. Indicative of its efficiency is the fact that Jefferson has the lowest parish death rate in Louisiana. Its rabies control is so excellent that not one positive rabid animal has been recorded since 1954. In 1958 the unit gave 115,000 immunization shots to 25,000 Jefferson residents and its nurses made 7,685 calls to Jefferson families for the promotion of health and prevention of disease. Its work is outstanding in Sanitation, Nutrition, Health Education and the checking of children's health before school age. (Photo opposite shows hearing test of school child conducted by teachers and PTA groups under Public Health Nurse instruction.)

EAST BANK INDUSTRIAL AREA

This aerial photograph, with the East Bank River Road in the foreground, shows the New Orleans Public Belt Industrial Area all in Jefferson Parish with its nearly twenty industries. This shows the East approach to the Huey P. Long Bridge, and to the left outside the picture is the also busy Harahan Industrial Area.





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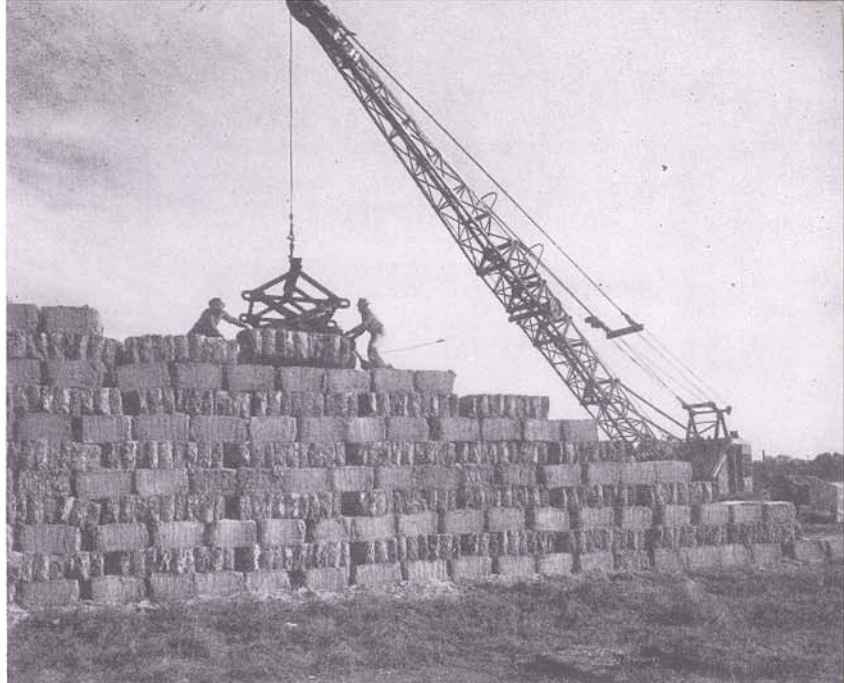
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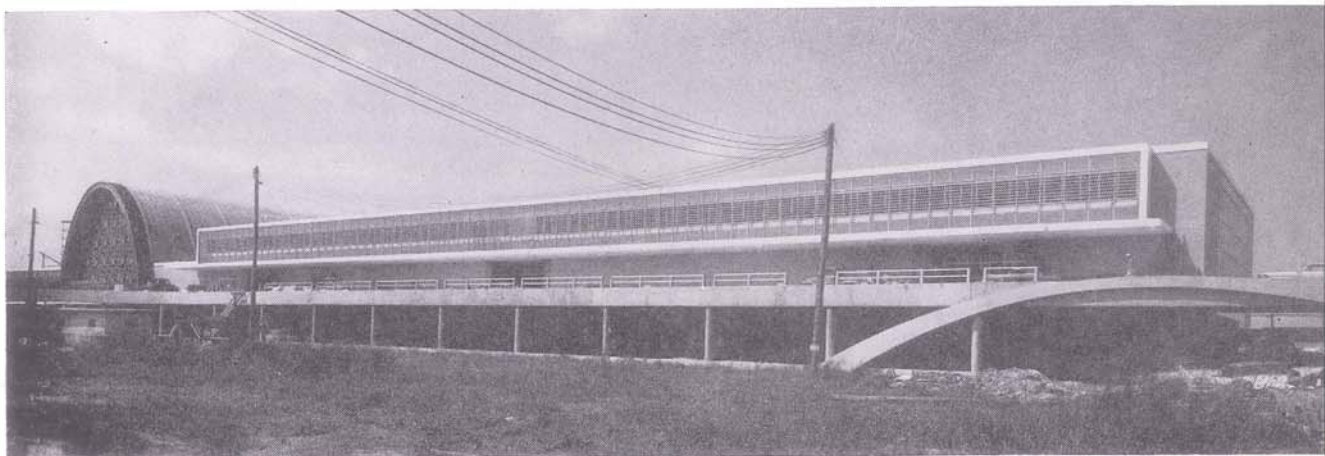
A familiar Jefferson Parish West Bank scene—the never ceasing stacking of the raw material—bagasse or what is left of the sugar cane stalks after the juice is squeezed out—for continuous processing into insulating board in The Celotex Corporation's world's such largest plant at Marrero.



1943 — WAR TIME JEFFERSON

Jefferson now claimed 70,000 population and listed six abundantly rich oil fields and 61 industrial plants—19 of them serving or allied with the growing Jefferson petroleum industry, 10 of them engaged in or serving the seafood industry, and 32 in diversified fields—none of them, absolutely none of them war plants to be abandoned later, but solid substantial peace time plants many of which, of course, were now engaged in war work. In this year LIFE MAGAZINE aware of Jefferson's increasing national promi-

nence, sent a photographer-writer team to cover the story of this booming parish . . . and nationally known children's author Lois Lenski visited and described in the REVIEW Jefferson's fabulous bayou country. The airport at Kenner, later to become the Moisant International Airport, was under construction. Featured in this issue of the REVIEW was an article by Dabney calling for the present Mississippi River Bridge, almost 15 years before it was an accomplished steel link uniting the West Bank of Jefferson Parish and New Orleans.



MOISANT EXPANDS . . . Construction nearly complete on the new Terminal Building that will make Moisant International at Kenner one of the most modern airports in the nation. Moisant in 1958 served 600,657 air passengers, handling 190 flights per day—95 arrivals and 95 departures—of eleven passenger lines and one all freight line. The new Terminal contains reception room for distinguished guests, dining room, a cry room for children, airmail area, retail stores and even a chapel.

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OVERPASS SYSTEM TO THE CAUSEWAY

From Jefferson Highway in the foreground this overpass system to the Greater New Orleans Causeway over Lake Pontchartrain crosses Airline Highway, Metairie Road and the tracks of five railroads, carrying traffic right and east to New Orleans, left and west to Kenner.



1944 — JEFFERSON, THE PROLIFIC PARISH

The REVIEW introduced this year's edition by giving Jefferson the above title and then expanded on the subject, and we quote: "Where 60% of the manufactured and shipped goods of the Port of New Orleans originates—where are located 66 industrial concerns, including five of the largest of their kind in the world—where are found the succulent shrimp and oysters of Barataria Bay and the soft shell crabs of Lake Salvador—where black gold flows and sleek fur abounds—where the sportsman can run the gamut from trout to tarpon and duck to deer—where the arteries of every known method of

transportation cross or converge—and where, awaiting the post-war traveler, lies the lovely Land of Lafitte the Pirate and the golden sands of Grand Isle." In this issue the REVIEW introduced Harnett T. Kane, author now of 17 successful books, Tilden Landry with his story on historic Harvey Canal, and reported the August 1943 presentation of the Jefferson Parish Short Cut to the Sea (then called Arrow to the Americas) to the U. S. Army Engineers. In this issue Plaquemines Parish became a regular participant in the REVIEW's annual parish progress round-up.

THE WORLD'S LARGEST

This aerial view of The Freiberg Mahogany plant on the Mississippi River at Harahan shows the log pond which has a capacity of 6 million board feet of mahogany logs that are brought from Central America on freighters as shown in foreground. Freiberg annually produces from 5 to 6 million board feet of mahogany mostly for use in the furniture field.



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1945 — POSTWAR JEFFERSON

At war's end Jefferson Parish, with a manufacturing plant for every mile of its 60 mile length, not one of which was a war baby, entered peacetime production again as the most highly industrialized section in the South. In the summer of this year Moisant International Airport, the largest in the nation, opened at Kenner — 1160 acres of flying facilities to support the aggressive post war bid of the New Orleans area for world air travel and trade. Plans for the construction of the vital highway bridge across the Mississippi — connecting downtown New Orleans with the business heart of Jefferson — were well underway, the Congressional bill granting approval already signed

by President Truman. More postwar programs included the protective seawall at Metairie, and the blueprinting of a system of four lane super highways, overpasses and a tunnel under Harvey Canal (instead of bridge previously proposed) to relieve the growing traffic congestion through Jefferson. In this year of peace parish rural electrification was completed to Cheniere Caminada and Grand Isle, which travel book writer Eleanor Early visited and praised in this issue. With this 1945 edition the readers were given a colored and detailed map of the parishes of Jefferson, Plaquemines, St. Charles, St. John the Baptist and Lafourche.

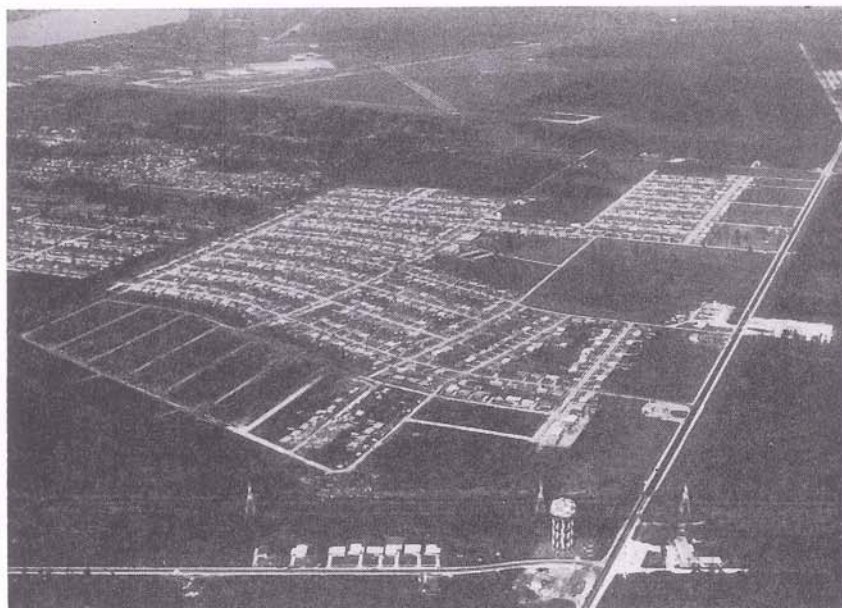
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WESTGATE HOMES

When this picture of Westgate Homes was taken 743 residences had already been completed and 111 under construction. It fronts on Veterans Memorial Highway at the right. David Drive is in the foreground and Moisant Airport can be seen in the background. Land has been set aside by the developers for churches, playgrounds and schools. The area at the front facing Veterans Memorial Highway has been reserved for commercial enterprises to serve the subdivision.



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INDUSTRIAL HARVEY CANAL

With its locks in the foreground the Harvey Canal reveals in this aerial picture the heavy concentration of industries and warehouses on both of its banks, most of them serving the parish oil industry for which the canal is the main highway of supply.



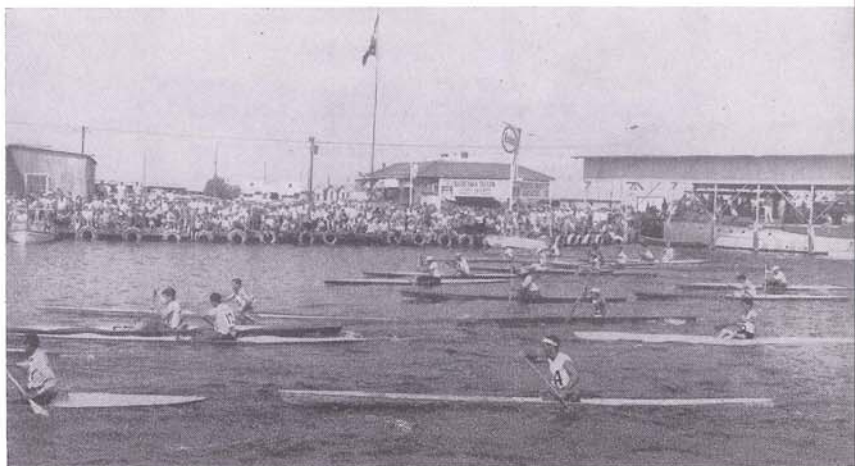
1946 — HARVEY CANAL INDUSTRIAL AREA SERVES BOOMING INDUSTRY

In this year's issue the Review called attention to the fact that it was giving its readers twice as many pages of information and pictures as when it was first published in 1935 . . . and, also that in that same 12 year period Jefferson Parish had added more than three dozen new industries. In this year Peters Road along the bank of the Harvey Canal opened up 3½ miles of new industrial sites, expanding this concentrated canal side industrial area where already over 49 concerns had plants, warehouses or storage yards, most of them serving the mushrooming parish oil drilling and exploration industry.

Just to show that Jefferson Parish was not all work and no play the Review prominently featured its recreation in this issue: for instance, alligator hunting in Jefferson; spending a weekend at the perfect playground of Grand Isle; the quiet pleasure of fishing in Barataria Bay from the boat and under the guidance of one of Grand Isle's professional fishermen; or the thrilling excitement of fighting the battling tarpon out in the Gulf, especially during the Grand Isle Tarpon Rodeo. And in this issue the Review introduced author Robert Tallant in an intriguing article on Voodoo.

START OF THE BIG RACE

Held on an elliptical 4 mile course on Bayou Barataria for which the Bayou of the Geese that flows into it is both the start and finish, the annual Pi-rogue Races for both men and women each Spring is one of Jefferson's most popular sporting events, attracting dozens of entrants and thousands of visitors to one of America's most unique races.



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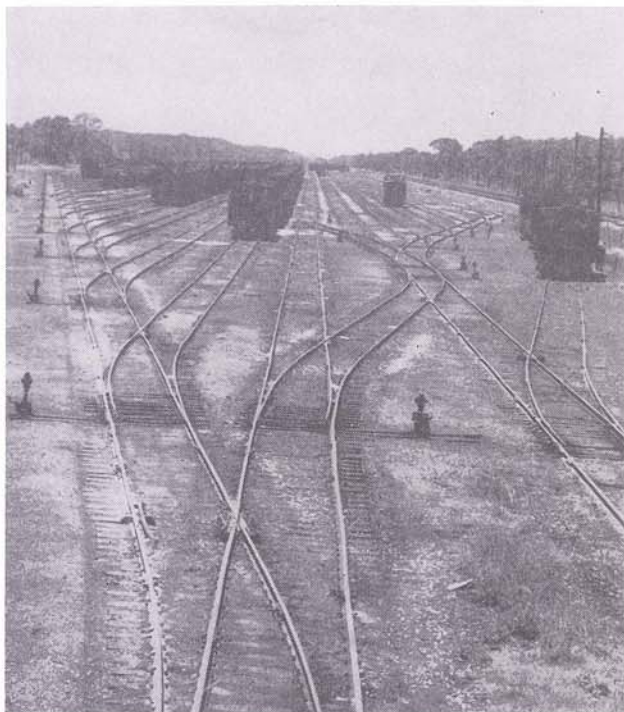
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1947 — JEFFERSON: WHERE OIL AND WATER MIX

The REVIEW proudly reported that during the 30 month period since the war both private enterprise and public interests had spent an average of \$2 million a month in Jefferson . . . that the parish now boasted over 70 major industries . . . that Avondale Marine Ways in spite of war's end had expanded its boat building and repair facilities . . . that Johns-Manville Products Corporation had practically doubled its plant capacity in preparation for the new homes America needed so badly . . . that over 200 new deep sea shrimp trawlers were headquartered in calm Barataria Bay . . . that completed was the Mays Yard of the Illinois Central back of war-time Camp Plauche with 21 switching tracks each capable of handling 100 cars . . . that the oil industry had spent millions in parish new wells and exploration and that Harvey was already known as the Little Houston of Louisiana . . . that Jefferson had witnessed the erection of 1700 new homes . . . that over a million dollars worth of public utility improvements had been made . . . and that the state had authorized the expenditure of a half million dollars on new roads and bridges in Jefferson . . . and in this issue of the REVIEW the state's chief biologist Dr. Gowanloch proves to the satisfaction of the oyster fishermen that the oil industry and the seafood industry can live and prosper side by side in Jefferson's coastal waters.



The efficient Mays Yard of the Illinois Central at Harahan, in the nearby busy industrial area of which there are still 1200 acres available for new manufacturing plants. It consists of 21 classification tracks ranging in capacity from 70 to 120 cars. It has a 65 car track scale, three car repair tracks and locomotive facilities consisting of machine shop, locomotive crane, cinder pit, inspection pit, engine laundry and modern sanding facilities. This Yard was originally planned so effectively that it has never needed revision.



In Barataria Bay, noted in seafood circles for the delicious flavor of its oysters, this boat is on its way to plant seed oysters in the beds of the bay that have provided a living for generations of Jefferson Parish oyster men and have put it on the gourmet's map. The Barataria Bay harvested oysters are nearly all served on the half shell or brought to the packing plants at Westwego and Harvey, the latter community boasting the largest canner of oysters in the world, the Southern Shell Fish Company.

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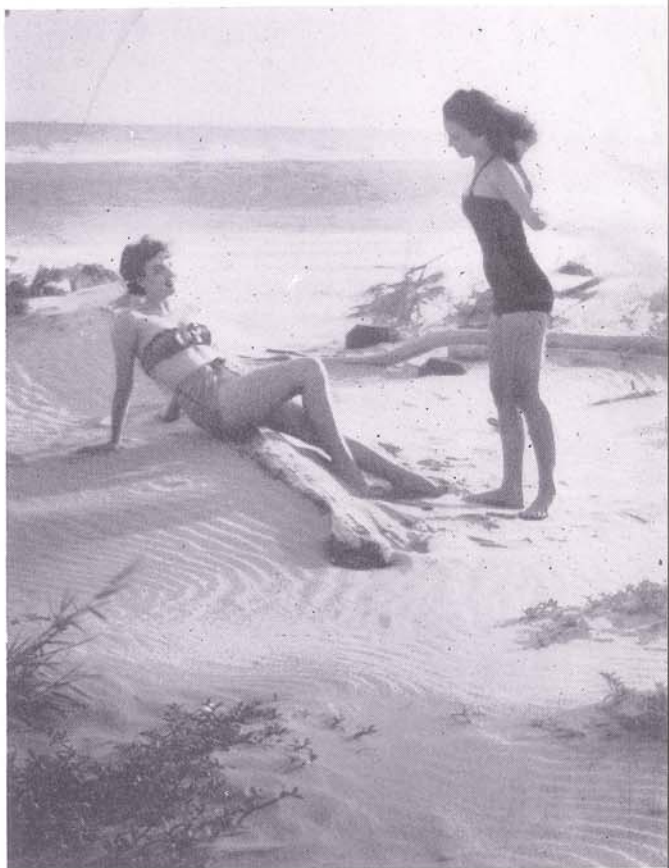
547-51 Carondelet St., Cor. Lafayette

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New Orleans 12, La.

1948 — BLACK GOLD AND WHITE GOLD

This year Jefferson Parish was pushing 100,000 population with the amazing fact, concealed in this figure, that 95% of its newcomers were permanent home owning citizens. Actually 2500 new homes in Jefferson went on the tax rolls this year. It was estimated that under the land and water of Jefferson Parish was an oil reserve of 200 million barrels . . . and this year was highlighted by the introduction of offshore drilling in Jefferson by Humble Oil and Refining Company, operating with a special offshore rig in water 50 feet deep about 8 miles off Grand Isle. Besides Jefferson's wealth in the black gold of oil, the fishing fleet of Jefferson supplied a great part of Louisiana's 70% of the nation's annual catch of 100,000,000 pounds of the white gold of jumbo shrimp. The REVIEW also noted that the new hard surface road to Grand Isle was bringing, in addition to the oil workers seeking black gold, the weekenders and vacationers seeking a golden tan on one of the safest beaches in America and among the ten top fishing spots of the world.



SHRIMP BOATS IN PORT

Whether in snug harbor at Bayou Rigaud on Grand Isle or tied up along one of the many bayous, the shrimp boats of Jefferson are a romantic reminder that for generations upon generations shrimp fishing has been a picturesque and prosperous part of the parish and one of its oldest industries.

GOLDEN SANDS OF GRAND ISLE

At this Pleasure Island of the parish generation upon generation of Jeffersonians and island visitors have enjoyed the warm sun, the rolling surf and the safe swimming of its over eight-mile-long beach, protected by three outlying sandbars and therefore free from dangerous undertow.



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1949 — MORE POWER FOR JEFFERSON

Going up! The count this year was 80 diversified industries in Jefferson Parish! Ten thousand new residents had moved into the parish and the number of new homes built had hit an all time high. To serve its rapidly mounting list of industrial, residential and commercial users the Louisiana Power and Light Company selected Westwego as the site of four new generating plants totaling \$36 million, with work on the first \$9 million unit already started. There were in this year of 1949 ten producing oil fields in Jefferson with 165 wells pumping their allowable of 28,547 barrels a day. There were 372 shrimp trawlers licensed in Jefferson to bring in their share of the multi-million dollar seafood harvest, and there were seven shrimp canning plants in Westwego alone, not counting the world's largest shrimp and oyster cannery, The Southern Shell Fish Company, located on the Harvey Canal. Articles by Thomas Dabney on the needed West Bank Seaway, by Andre Cajun on historic Jefferson steamboats, by Robert Tallant on the West Bank Mardi Gras and Arthur Van Pelt on Jefferson's fabulous fishing portrayed a few of the many intriguing phases of Jefferson Parish.



Frederick William Brown of Metairie who reigned as King Zeus in the second annual parade and ball of the Metairie Carnival Club's Krewe of Zeus with its theme of "The Land of Make Believe" on the Sunday night before the 1959 Mardi Gras. The Krewe of Zeus provides the only night carnival parade on the East Bank of Jefferson.

The Louisiana Power and Light Company's Nine Mile Point Steam Electric Generating Station, which has a capability of 319,000 kilowatts, is located on the Mississippi River near Westwego. The company also has eight major 115,000 volt substations in Jefferson Parish and two others under construction. It has ten 115,000 volt transmission lines in the parish with another nearly completed.





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Other branches are Gretna, Bridgedale, Grand Isle, Jefferson Plaza, Kenner, Marrero, Metairie, Webster (colored), Westwego, Lafitte and Harlem (colored), with the Library Headquarters at Gretna. In the first 3 months of this year 284,781 books were circulated.



1950 — JEFFERSON PASSES 100,000 POPULATION MARK

In April of this red letter year the long awaited realization of the bridge across the Mississippi came closer with the State Highway Department asking the U. S. Engineers to pick the location for the 3,000 foot span. This year Jefferson joined the ranks of 30 other Louisiana parishes to enjoy parish wide library service, the program extending even to Grand Isle. And to finance enlarged and improved and urgently needed educational facilities the voters of Jefferson had approved in November of 1949 a School Board Bond Issue of \$51½ million, of which the greatest item of construction would be two new

consolidated high schools, each capable of handling 1500 students, one on the West Bank and one on the East Bank of Jefferson. And in March of this year of 1950 the East Jefferson Waterworks District No. 1 drove the first piling in the construction of new facilities for increasing its production of potable water to 10,000,000 gallon a day. And biologist Dr. Nelson Gowanloch, in an article on Jefferson's seafood industry, pointed out the great future potential of the yellow fin tuna recently found in commercial quantities in the Gulf of Mexico.

Panoramic view of the plant and office of East Jefferson Waterworks District No. 1 which serves the East Bank of Jefferson Parish. Every day its huge intake pipes suck into the plant 20 million gallons of Mississippi River water to be properly purified, stored, and distributed for household, business and industrial use and for fire protection.





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Under the shady trees of Jefferson Playground District No. 5 a group of little girls practice square dancing in the Sunbeam Program. This playground covers 21 acres and is equipped with a large gym, combination meeting rooms, an air-conditioned canteen, 8 tennis courts, a concrete roller skating area, a football field, a baseball diamond, the little boys' baseball field, a picnic area with barbecue pits and a horse riding area.

1951 — JEFFERSON LAUNCHED PLAYGROUND PROGRAM

During this year of its Hundredth Anniversary the Illinois Central Railway spent \$7 million in Jefferson expanding its 21 track Mays Yard. The Moisant International Airport in Kenner, with 130 scheduled and unscheduled flights a day, was completing a million and a half dollar development program. In the advanced planning stage were both the New Mississippi River Bridge, the proposed Lake Pontchartrain Causeway and the proposed West Bank Super Highway with a tun-

nel under the Harvey Canal. In late 1950 a \$900,000 Bond Issue had been approved for the construction of Playground District No. 5 which included two large community centers. The REVIEW gave the actual 1950 census count as 102,691 people in Jefferson Parish, which growth was indicated by 2,000 new homes being built on the East Bank alone in 1950. And with 12,000 children attending public school in the parish and increasing about 10% a year, the School Board hastened on its \$5½ million construction program.

This is the Metairie Playground District No. 4 site where was held the baseball playoff of the Little Boys Program including 12 leagues and 90 teams. On this 45 acre playground center are an enormous gym, auditorium, meeting rooms, locker rooms, ceramics rooms, 6 lighted ball diamonds, softball diamond and football field, cinder track and picnic area with barbecue pits.

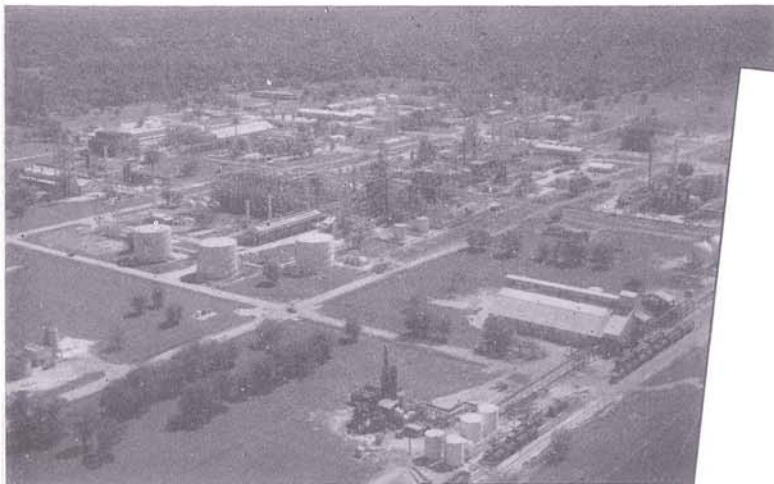


1952 — JEFFERSON MAPPED ITS FUTURE



The Public Welfare Program in Jefferson Parish is now in its 25th year of service and has been a unit of the state since 1936, giving assistance to the aged, the needy blind, dependent children and handling many other services that go hand in hand with financial assistance. The picture here shows two workers in a simulated Child Welfare interview for solving childhood problems. The children shown are staff members' children who posed for this photograph.

Progress no longer moved in Jefferson — it jumped and leaped. Population this year of 1952 had increased to 115,000 and the parish possessed over 110 industrial plants. Back in the 1935 first issue of the Review it reported Jefferson Parish as having then only a \$30 million property assessment. At the end of 1951 there were over 35,000 pieces of property on the assessment rolls with 19,778 home owners granted tax exemption of from \$2,000 to \$5,000. (There is no personal property tax in Jefferson). In this 1952 issue the Review presented a double page map of future major projects of Jefferson Parish, all of which are now accomplished facts with the exception of the Tide-water Ship Canal and Industrial Harbor (see Congressman Hale Boggs' article in this 1959 issue on that.) Indicative of Jefferson's pulsing prosperity and progress was the fact, cited by the Review, that although Jefferson was the fourth largest Louisiana parish in population it had the least need for welfare aid and received from the state the lowest welfare grants per capita. (That is still true in this year of 1959).



This is an air view of the Jefferson Parish Fortier plant of the American Cyanamid Company, sixth largest chemical company in the U.S. Back in 1951 this company chose Jefferson Parish for a plant location because of abundant natural gas and water. In 1953 it completed a multi million dollar expansion program doubling its production capacity of acrylonitrile. The enlarged plant now employs about 820 people with an annual payroll of \$4 million. Cyanamid's total investment in Jefferson is around \$95 million.

AMERICAN CYANAMID COMPANY
80 ROCKEFELLER PLAZA
NEW YORK 20, N.Y.

August 25, 1952

Jefferson Parish Yearly Review
Gretna, Louisiana

Gentlemen:

Back in 1951, when the decision had been made to build another American Cyanamid plant in the South — our 43rd in the United States — and we had begun preliminary scouting for the best possible location available, the current issue of your Jefferson Parish Yearly Review came into our hands.

We had talked to both state and local officials, representatives of utilities and other business men, in your area, and the total impression that we received led us to an enthusiastic decision to settle in New Orleans.

It is a real pleasure to compliment you on your interesting, colorful and informative JEFFERSON PARISH YEARLY REVIEW. This publication was of real value in bringing into focus in very graphic terms all the favorable impressions we had received from talking to the New Orleans people.

Now that we are a full member of your community, having selected 600 acres in the Parish on which we are now building our plant, we have the same feeling of pride in our community that you express so well in the REVIEW.

Very Sincerely,

Edward J. Forney
Edward J. Forney
Project Manager

Part of the Industrial West Bank in the Harvey-Marrero area, presenting from the foreground back the Swift and Company Refinery, Swift and Company Plant Food, Commercial Solvents Corporation, Stauffer Chemical Company, Penick and Ford, Continental Can Company, Mayronne Lumber & Supply, Texaco Tank Farm, Hess Terminal Corporation, Clark Oil Refining, Johns-Manville Products Corporation and Celotex faintly in the distance.



1953 — TWO MANUFACTURING PLANTS FOR EVERY MILE OF JEFFERSON'S LENGTH

On this, the Sesquicentennial Celebration Year of the Louisiana Purchase, the Review proudly proclaimed that Jefferson Parish now possessed an average of two manufacturing plants for every one of its 60 miles in length, including five of the largest of their kind in the world, and having added this year the new huge now \$100 million American Cyanamid Company. It pointed to the parish steadily increasing population of 135,000. And it noted that Jefferson Parish was served by five great trunk line railroads, contained in its midst the huge Moisant International Airport, escorted through its heart the vital inland waterway sys-

tem from Florida to Mexico that handled 36 million tons of cargo the preceding year of '52, and is joined with the rest of the nation by three national highways. Engineering had already started on the outer network of super highways which will speed through traffic and fast local traffic around this concentrated industrial area. Concerning this industrial West Gate of the No. 2 Port of the nation the Review repeated its earlier prediction—that Jefferson Parish with each passing month looms larger and larger as the logical location for the Ship Channel to the Sea and an Inner Industrial Harbor.

HARVEY CANAL TUNNEL

This entirely automatic vehicular tunnel under the Harvey Canal is protected by two seven foot high control panels in the state highway department district office at Marrero. If there is any slight mechanical or electrical failure in the tunnel a bell starts ringing, a red light flashes the location and nature of the failure and men are dispatched immediately for the proper repairs.





METAIRIE COUNTRY CLUB

A sky rider's view of its beautiful 136 acre expanse, comprising its famous 18 hole golf course, club house and grounds, swimming pool and tennis courts, with adjoining residential Metairie Club Gardens. This scenic setting was created from a cow pasture back in 1922.

1954 — JEFFERSON'S PAST REVIEWED AND ITS FUTURE FORECASTED

In this 1954 edition, supported by a pictorial map of Jefferson Parish and Grand Isle, the Review published the fascinating history of the parish during that little over a half century march of progress that transferred it from an almost total agricultural parish to the most highly industrialized section of the Deep South . . . telling the story of each of its concentrated chain of communities, its bayouland and its Pleasure Island. And then, the Review blueprinted the fabulous parish plans for the future—the millions to be spent in the elimination of grade crossings and traffic bottlenecks with new highways,

overpasses and a tunnel under the Harvey Canal — and for the first time reported Jefferson's plans for its own parish financed, parish constructed Tidewater Channel to the Sea and Industrial Harbor. The Review, in this issue, conducted its readers inside some of the beautiful homes of Metairie, that area of Jefferson Parish long recognized as the finest residential area of Greater New Orleans. Last but not least in this year of transition was the vote decision of the people to streamline the government of the parish with a Commission Council to replace the Police Jury System in 1956.



INSIDE METAIRIE

Metairie, Jefferson's 3240 acre community of beautiful homes only 15 minutes drive from the business center of New Orleans, has long been recognized as the outstanding residential area of the entire Jefferson-New Orleans area. The dining room of the L. P. Smith home, which we re-present from the 1954 Review, is symbolic of the spirit of gracious living you'll find Inside Metairie.

OCHSNER FOUNDATION HOSPITAL

This modern 250 bed hospital in Jefferson Parish is a highly specialized and superbly equipped institution serving patients throughout the U.S. and the world. Its extensive scientific investigation was expanded in April of 1959 on completion of the new research building. Two new floors adding 136 beds are now under construction.

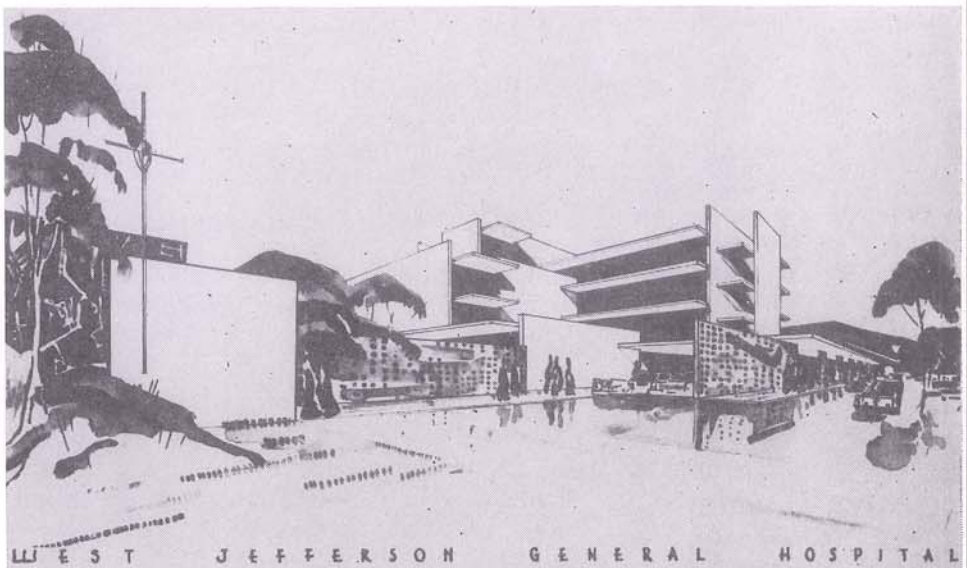


1955 — JEFFERSON'S ASTOUNDING STATISTICS

Look at these fabulous figures, invited the REVIEW: Dun and Bradstreet rated Jefferson Parish, with a 42.3 percent increase in business listings in 1954, the greatest gain in the state; Jefferson assessment roll records showed an increase of 105.3 percent in the last eight years, which did not include nearly \$60 million worth of industrial properties which will be added to the assessment rolls of Jefferson as their 10 year tax exemption periods expire; Jefferson led Louisiana and Greater New Orleans in new home building, practically all constructed to take care of new residents of which 97% owned their own homes; during the seven year period between 1946 and 1953 Jefferson Parish showed a 719 percent increase in sales tax revenue, more than twice as much increase as

the City of New Orleans; and during the last two years of 1953 and 1954 Jefferson chalked up an industrial expansion (new plants and additions to existing plants) of nearly \$110 million. To the man in the street, the man with the job, these figures were pleasing to hear: that in the income group making less than \$2500 per year Jefferson's percentage was 24.1, which was 6.2 percent lower than the national average; and in the top bracket of \$7,000 a year or more Jefferson showed a percentage of 13.0 — higher than both the state and national percentage. As a final proof of Jefferson's surging growth the Review reported that the enrollment of school children had increased 105 percent between 1946 and 1953, the largest increase in the state, over 5 times the increase of neighboring New Orleans.

Scheduled to be completed late in 1959 is the new air conditioned 150 bed West Jefferson General Hospital on Barataria Boulevard on a 20 acre site. The total construction cost is \$2,265,000. It will have four floors, employ 300 people and is built for a future 50 bed expansion. It will have a chapel for the use of patients and visitors and television will be provided for each patient's room. Unobstructed view for patients through wall to wall windows.



WEST JEFFERSON GENERAL HOSPITAL

1956 — JEFFERSON'S WATER WEALTH

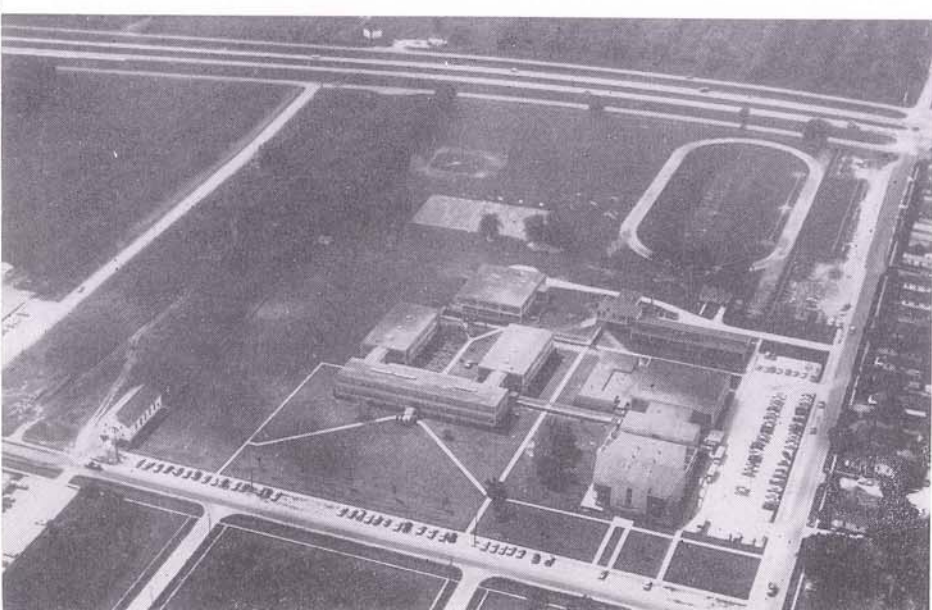
In this edition the Review featured the almost unbelievable water wealth of Jefferson Parish, which not only possesses every type of water known to man (the Gulf of Mexico, the mighty Mississippi, lakes, bays, canals, deep and shallow wells, fishing ponds and bayous), but has more available water for its own use than is required for all purposes by the entire rest of the United States. For example, 40 million gallons of water a minute are available to new industries locating in Jefferson Parish. This issue also featured the opening of

the two new Jefferson Parish Consolidated High Schools, each costing around \$2 million. Construction was under way on the \$64 million Mississippi River Bridge and the new \$51 million Lake Pontchartrain Causeway, the longest vehicular bridge in the world with one end in Jefferson, was completed. All in all this year the people of the parish were supervising the expenditure of \$135 million in new public projects for the greater prosperity and progress of this parish now numbering 170,000 people.



LAKE PONTCHARTRAIN CAUSEWAY

The world's largest bridge spanning 24 miles of open water with 4 miles of approaches—costing \$51 million when completed to be paid off by tolls—connecting St. Tammany Parish on the north with Jefferson Parish which adjoins New Orleans, on the south. Opened August 30, 1956 four months ahead of schedule.



WEST JEFFERSON HIGH

This \$2 million Consolidated High School at Harvey covering approximately 20 acres of ground was opened in the Fall of 1955 with a capacity of 1500 students. Complete with classrooms, business office, library, science departments, cafeteria, home economics department, industrial arts section, gymnasium, band rooms, auditorium and athletic field.

1957 — NEW PARISH GOVERNMENT AND BUILDINGS

When the Commission Council was technically found illegal in 1956 the state legislature created a Charter Commission to draft a new form of Government for Jefferson and in the Fall of this year of 1957 the voters approved the now existing President-Council administration. This year saw the partial completion of the Veterans Memorial Highway and virtual completion of approximately half of the West Bank Expressway including the Harvey Canal tunnel. In this year were constructed the modern parish prison addition, the new courthouse at Gretna and the new parish office building in Metairie. Industry continued to expand at the rate of almost \$50 million a year and the population pushed up to 175,000. The parish tapped a new source of prosperity and progress in the increased activity in the marketing of Jefferson's natural gas reserves, and watched alertly to see if the sulphur dome discovered off Grand Isle, in which Freeport Sulphur Company invested \$30 million, would be ruled under Federal or State jurisdiction.



MINING SULPHUR OFF GRAND ISLE

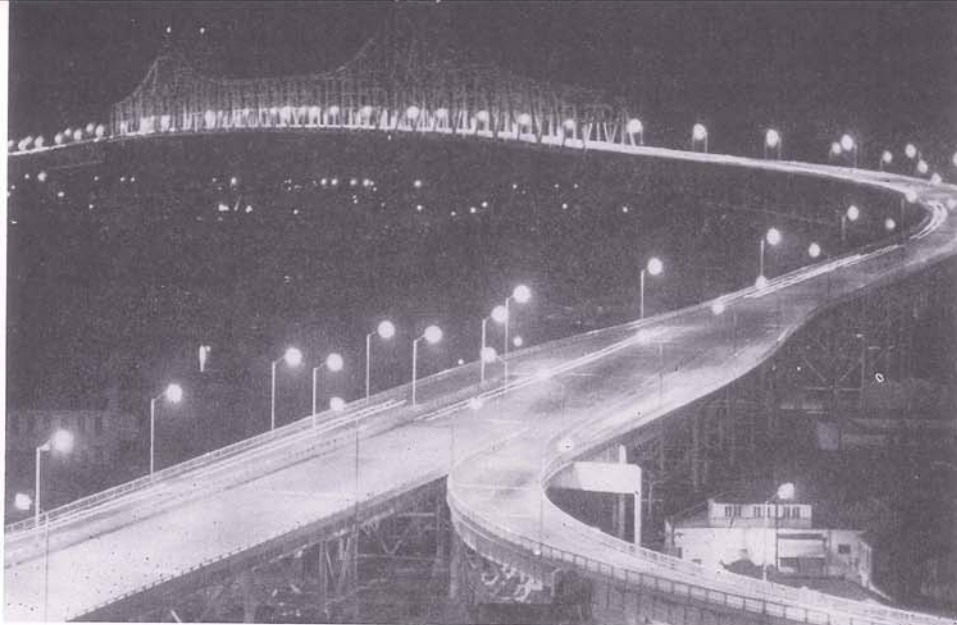
The Freeport Sulphur mining operation 7 miles off Grand Isle, the third largest sulphur deposit in the United States. The initial phase of construction will be completed and production started early in 1960. The estimated cost of the project is \$30 million. Depth of water at location is approximately 50 feet and orebody embraces several hundred acres.



JEFFERSON PARISH COURT HOUSE

This nine floor new government building at the parish seat of Gretna is the first all glass structure in the southern part of the U. S. and the tallest building on the West Bank of the Mississippi south of St. Louis. Built at a cost of \$1,750,000 of reinforced concrete monolithic construction on a foundation of 135 foot long pilings.





A fascinating night view of the Greater New Orleans Bridge that joins the hearts of Jefferson and Orleans parishes, over which in the period between April, 1958 when it opened and August 1959, vehicles have paid tolls of over \$2½ million.

1958 — NEW MISSISSIPPI RIVER BRIDGE OPENED

The new President-Council Administration took office in March . . . and in April the new Mississippi River Bridge opened for limited traffic, six months ahead of schedule. The Jefferson Parish Industrial Seaway Commission, newly created, conferred with legal, financial and engineering experts on the master plan to finance the Jefferson Parish Seaway and Industrial Harbor by revenue bonds . . . Palmer and Eaker, Parish Engineers, predicted a population of 290,000 for Jefferson by 1975 . . . the Continental Grain announced its plans for constructing a 2,500,000 bushel

grain elevator in Jefferson . . . the concentrated Harvey Canal industrial area with over 165 business concerns lining its bank (it was estimated) was responsible for adding over \$50 million annual payroll to Jefferson . . . the public school enrollment jumped to 29,032 total registered at the beginning of the 1958-59 school year . . . and the Jefferson Parish Yearly Review began planning the Silver Anniversary Edition (which you are now reading) of its service to and association with the builders of Jefferson's progress and prosperity, whose name is Legion.



"Now We're Both 25 Years Old"



It was the privilege of the Review in the frontispiece of its 10th Anniversary Edition in 1944 to present Mrs. Raymond Waguespack of 712 Barbe Drive, Westwego, when she was also 10 years old (see picture at left). In closing this resume of 25 years we consider it appropriate to again present the little girl who, now married and with children of her own, is still, like the Review, a happy resident of Jefferson Parish 15 years later.



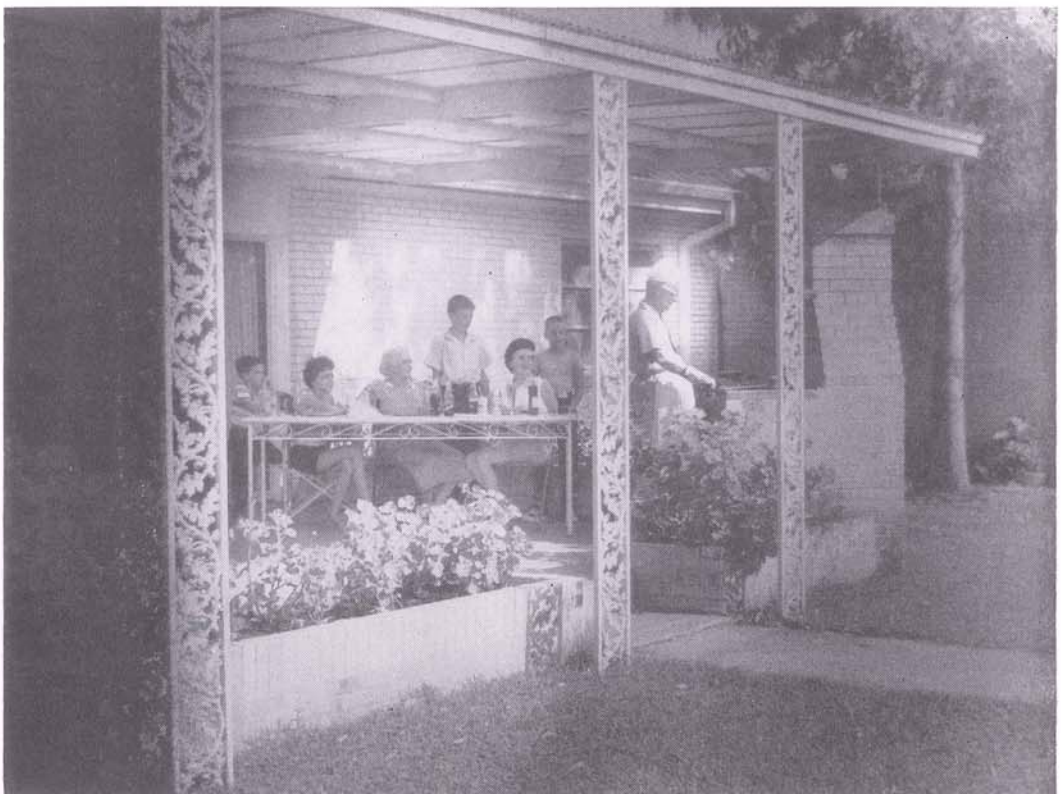


The spacious lawn and shrubbery surrounding French Provincial home of Mr. and Mrs. William F. Surgi, Sr., at Elaine Avenue and the East Bank River Road. Built around 1954 the downstairs comprises parlor, dining room, kitchen and dinette, 2 bedrooms, powder room and a large den. Upstairs are 4 bedrooms, a large playroom and bath.

MORE RESIDENTIAL JEFFERSON

Home and Patio (Continued from Page 43)

And back of the Surgi home is the always popular tile floored and roofed patio and permanent barbecue pit where the family and friends enjoy many an informal evening and many a charcoal broiled steak. Mr. Surgi in the above photograph is officiating as both host and chef and the group hungrily awaits his culinary artistry.





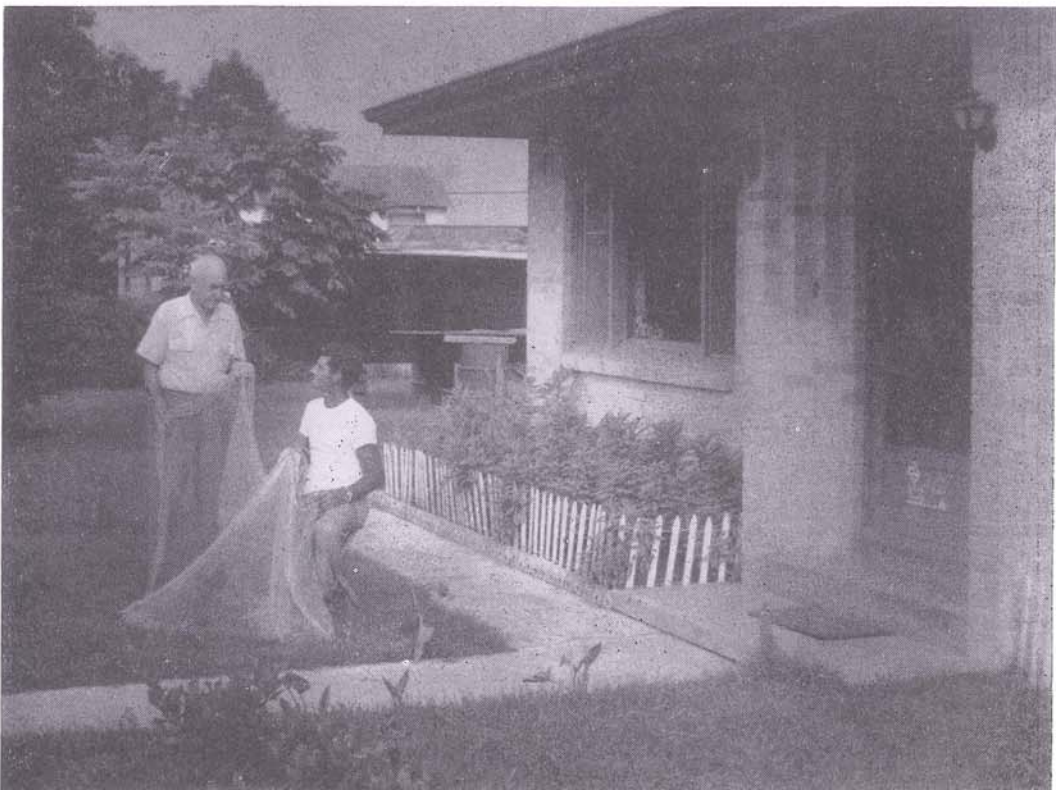
This El Dorado model split level home of Mr. and Mrs. James B. Grobman at 10040 Joel Avenue in Paradise Manor, Kenner, was built about 1½ years ago. On the intermediate level are the living room, dining area and kitchen. On the lower level are utility room, den, half bath and garage. Three bedrooms and a full bath occupy the top level.

MORE RESIDENTIAL JEFFERSON



Paradise Manor and Lake Shore

This cozy home of part time fisherman and electrician Ernest Bowers and his wife at 402 Live Oaks in East End on Lake Pontchartrain is representative of a modern fisherman's house. Ernest is explaining the way he knit a cast net to Captain "Uncle Johnny" Bruning, the benefactor and friend of Jefferson fishermen all his adult life.





The historic heart and still the business heart of Gretna. The Memorial Arch and the Old Jefferson Parish Courthouse stand on the site of the original Destrehan tract that became the village of Mechanickham which later, with McDonoghville, blended into the one community finally called Gretna.

GRETNA

THE GATEWAY TO GREATER JEFFERSON

By Wm. J. White
Mayor of Gretna

Gretna — the oldest city in Jefferson, its capital, the center of its banking and business activities and the closest in the parish to the Mississippi River Bridge and to downtown New Orleans — had two anniversaries it could have celebrated this year. Both of which, however, busy Gretna took in its stride.

This year of 1959 marks the 75th anniversary of Gretna's existence as the continuous seat of parish government, for it was 1884 when the administration of parish wide public affairs was finally and permanently moved from historic Harvey Castle to the Wm.

Tell Hall in Gretna. Although it cannot be called an official celebration, this year that marked its three quarter century service as parish seat was dramatized by the occupancy of its new, big and beautiful Court House, to which from the Old Court House the move had been made smoothly, without confusion, without interruption of parish business and without the loss of a single record or piece of equipment.

The other anniversary was the first birthday on April 14 of the new \$65 million Mississippi River Bridge, with 2000 feet of its western approach in the

City of Gretna. Over this new bridge in that first year had passed more than 5 million vehicles, with the experts predicting 7½ million at the end of the second year of operation. This was quite an important anniversary, for the year old bridge had tremendously increased Gretna's retail business, had boosted its property valuation at least ten percent and was the stimulation behind at least six separate housing developments in and around Gretna.

Gretna, in this year of 1959, proudly reports a certified census of 20,641, an increase of 49.1 percent over its census of 1950 which showed a population of 13,841 people. And, its rapidly rising normal annual population increase has been suddenly and sharply accelerated this year by the opening of the new bridge, the completion of the Expressway and the development of new sub-

divisions.

Gretna, however, is not only growing in size—it is growing in service. In March of 1958 the property owner voters of Gretna approved a \$646,000 Bond Issue, to be liquidated with ad valorem taxes, for the extension of sewerage throughout the whole city, a program that was completed in July of 1959 and which makes Gretna the only incorporated community in Jefferson Parish with a complete modern sanitary sewerage system.

Fifteen miles of lateral and trunk sewers were constructed, plus two miles of force mains. Gretna has seven sewerage pumping stations.

With this sewerage program Gretna catches up with its long obligation to its long faithful residents, and has created a sewerage service that should remain city wide, even with the calculated

A PARTIAL AIRVIEW OF INDUSTRIAL GRETNA



In the foreground of this aerial photo of industrial Gretna is the historic Southern Cotton Oil Company (today Wesson Oil and Snowdrift Company). This pioneer manufacturing plant, that is the largest producer of cottonseed oil products in the U. S., was established in 1890, only six years after Gretna became the parish seat. It was in this plant in 1899 that Dr. Wesson discovered the exclusive process of shooting steam through the cottonseed oil under vacuum, deodorizing it and making it appetizingly acceptable by the American housewife as a cooking and salad oil.



Mayor Wm. J. White of Gretna and W. Richard White, President of The First National Bank of Jefferson Parish are shown presenting the cups to Miss Lorainne Pfeiffer of Gretna (left) who was chosen "Miss Westside of 1959" and her two closest contestants Miss Viola Bouquet of Algiers and Miss Barbara Di Pascal of Marrero.

enormous growth already on the planning boards of architects and real estate developers. For it will be the obligation of all future subdividers opening up new residential areas to provide sewers, paved streets, water lines and subsurface drainage.

In November of 1958 the people also enthusiastically voted a 5 mill tax to finance improved and embellished street lighting.

By the end of 1959 the Louisiana Power and Light Company will have completed a \$125,000 street lighting improvement program in Gretna. There

will be 273 of the 400 watt color improved 20,000 lumen mercury vapor street lights installed on company poles located on Huey P. Long Avenue, Lafayette Avenue, Fourth and Fifth Streets and Franklin Avenue.

Also, the entire lighting system on the other streets in the city of Gretna will be vastly improved by the installation of larger street lights with enclosed globes, mounted on mast arms.

Coincident with this Louisiana Power and Light Company investment in Gretna's bright future — to make it, if you'll excuse a pun, still brighter — the

This new home on Willow Drive in Gretna Park is one of the hundreds of new houses just built or being built in expanding residential Gretna.



Southern Bell Telephone and Telegraph Company is spending \$1½ million on the expansion of its Forest Exchange, a program which will by December of 1959 begin to provide over 7000 additional phones on the West Bank.

In this year of 1959 Gretna also extended its water mains all through the city. As in the case of the sewerage, all subdivision operators opening up new residential areas will be obligated to provide the water distribution lines to tie in with the city's system.

*IT IS NOT ALL WORK AND NO
PLAY IN GRETNA*

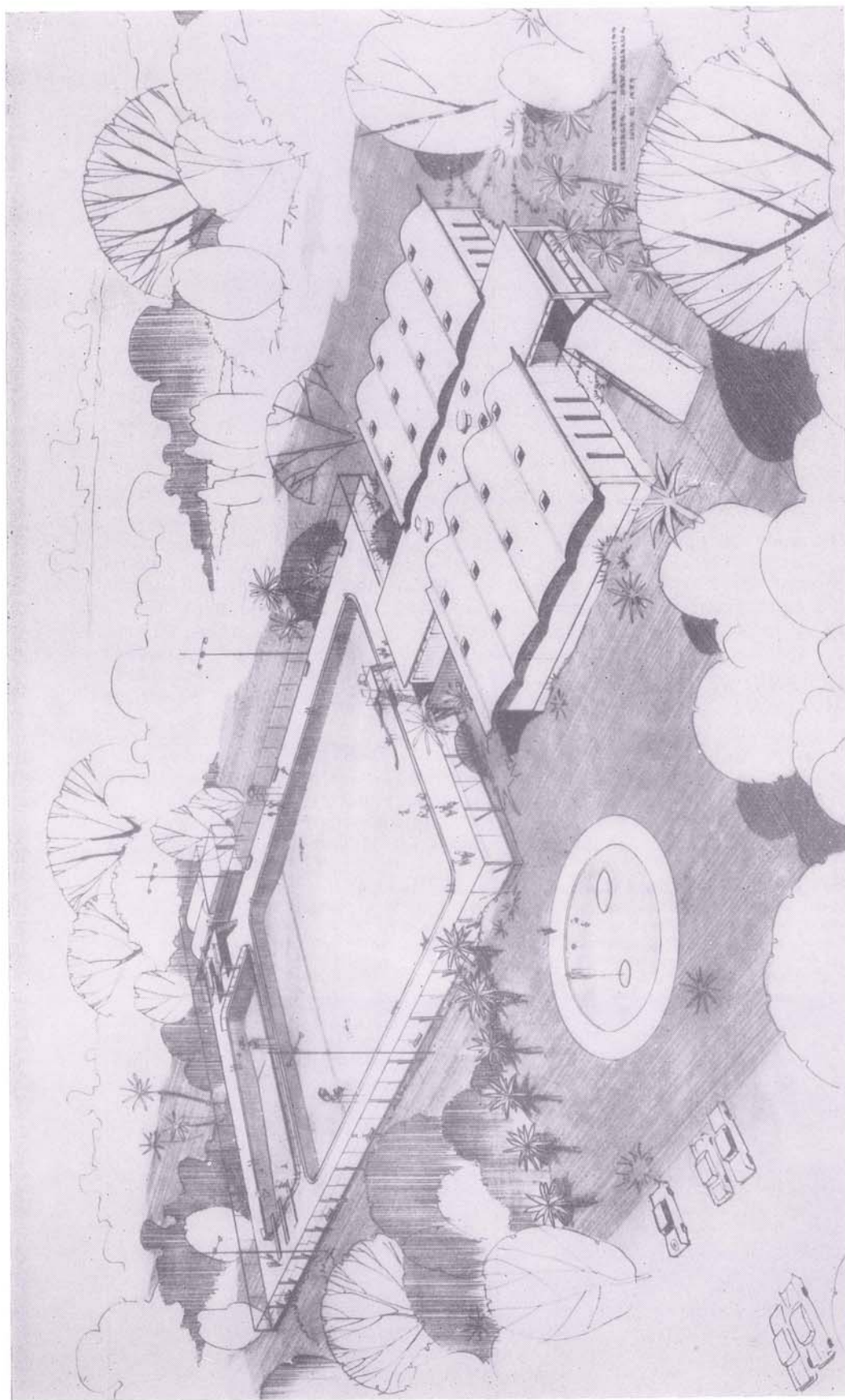
Proud of their already existing recre-

ational and playground facilities the people of Gretna also voted in November of 1958 a sum of \$300,000 for the construction of two natatoriums or city swimming pools—one for white and one for colored use. The city also made an investment of \$2329 for a playground service truck. Plans are now in the making for a 23 acre park site on the Belle Chasse highway. And—as a tribute to a native son of Gretna who was also one of baseball's all time greats—the Mayor and board of aldermen in April adopted a resolution

THE NEWLY NAMED MEL OTT PARK



Mel Ott, in whose honor Gretna City Park was recently renamed, is included in Baseball's Hall of Fame and holds the all time record for home runs in the National League. Mel was born in Gretna, was a catcher for Gretna High School and played semi-pro baseball in Patterson, Louisiana, for Frank Williams who was a personal friend of John McGraw, then manager of New York Giants. Williams persuaded McGraw to give young Ott a chance who, at 16 years old and before he finished High School, went to the Giants as a catcher. McGraw converted him into an outfielder and he played right field for years. Later he managed the Giants and was killed in 1958 in an automobile accident near Bay St. Louis, Mississippi.



Gretna has approved \$300,000 for two new city swimming pools, one for white and one for colored. The architects' drawing of the white pool is reproduced above. It will accommodate 900 swimmers, divided into swimming and diving areas. A half million gallons of water will be circulated and purified through

sand and gravel taking 8 hours per complete cycle. Pool will have underwater lights. Bath house will have adequate dressing rooms, showers and toilets with first aid station for pool area. It will be the fourth largest natatorium in the greater New Orleans area. The pool for colored will be slightly smaller, with a capacity of 400 swimmers, but general characteristics will be the same.



Part of the May 1959 Firemen's Parade in Gretna, when the David Crockett Fire Company No. 1, the oldest still functioning volunteer fire company in America, celebrated its 118th birthday with the participation of all Jefferson Parish fire companies and many other visiting firemen throughout south Louisiana.

changing the name of popular Gretna City Park to Mel Ott Park. Relative to baseball, the city of Gretna this year spent \$18,000 on a fixed baseball diamond as part of its popular recreational program.

GRETNA'S STREET IMPROVEMENT PROGRESS

Realizing that the prosperity, the progressive spirit and also the civic pride of a city are all reflected in the condition of its streets Gretna is meeting its rapid growth with a paving program that in the last year has accom-

plished the following:

At the end of 1958 the city completed 2.3 miles of paved streets and subdivision developers at the end of March 1959 had completed 2.1 miles. Three and three quarters miles of proposed paved streets paid for by property owners proceeded as soon as sewerage was completed.

NEW HOMES IN GRETNA

Gretna's Department of Regulatory Inspections report on the new building permits granted in 1958 shows that Gretna built 110 homes of all types last

The old steam fire engine "Iona Iver," which has been in use since 1884 and is in good condition today, had an honored place in the parade. Seated on the engine was petite Ysonde Gomez, great-great-granddaughter of Mrs. Iona Iver Carroll after whom the engine was named. Throughout the four generations of Mrs. Carroll's family practically every male member has served in this David Crockett Fire Company.





Aerial view of the massive \$32 million West-Side Shopping Center, conceived by the late Dr. John F. Stumpf and now operated by Senator Alvin T. Stumpf and his brother Archie C. Stumpf, builders and civic leaders in Gretna for half a century.

year to the total value of over a million and a half dollars. On the basis of 5 working days to the week Gretna last year completed a new home every 60 hours.

In addition to these homes Gretna last year built the new \$125,000 Gretna Presbyterian Church and the \$60,000 addition to the Jefferson Parish Trade School was completed May 1959.

FOR PROTECTION OF LIFE AND PROPERTY

To give 24 hour protective patrol of its expanding property valuation and

its increasing population Gretna this year expended \$6,000 on two new police cars equipped with two way radio.

Gretna is already famous for its fire fighters, being the proud possessor of the oldest volunteer fire company in continuous service in the United States, the David Crockett Fire Company No. 1 which celebrated its 118th birthday in May and which today has three fire stations and five modern fire fighting engines all owned by the company. In addition, the Gould Volunteer Fire Department has two stations and three modern pumps.

A view of the attractive Mall of the West-Side Shopping Center, decorated with thousands of dollars worth of rare plants and shrubs including palms from India as shown in the photograph. The covered walkways permit shoppers to go from store to store without getting wet when it is raining.



**THE LARGEST SHOPPING CENTER
ON EITHER SIDE OF THE RIVER**

When Stumpf's West Side Shopping Center, in the flow of the West Bank Expressway and Bridge traffic, was opened on January 1958, it made easily and immediately available to the whole West Bank the facilities of the largest shopping center in the entire New Orleans and Jefferson Parish area, including 21 separate and distinct stores, one of which was and is historic Maison Blanche, which this year is celebrating its Fiftieth Anniversary.

This Shopping Center concentrates its 21 stores within a great and four-way accessible parking area. This \$32 million investment in Gretna is already planning to expand with an office building and a crescent shaped arc of more retail stores.

It has brought business and taxes to both Gretna and Jefferson. It has created a flow of business westward via the bridge that is already reflected in the prosperity of the entire parish and area.

Gretna's huge suburban shopping center and newly developed outlying residential sections, its busy and bustling downtown business district, its expanding industrial strip and its parish government centered around the new Court House — all now linked together with new improved streets and an expressway — have combined in the last year to suddenly transform Gretna from a small riverside city to a sprawling metropolitan area. Gretna is the flourishing and welcoming western gateway to a growing greater Jefferson.

OFFICIALS OF THE CITY OF GRETN



Seated left to right are: John R. Ridge, Alderman; Eugene Gehring, Alderman and Mayor Pro-tem; William J. White, Mayor of Gretna; Anthony P. Markase, Alderman; G. Ashton Cox, Alderman; and Edward L. Hodge, Alderman.

Standing left to right are: Andrew H. Thalheim, City Attorney; Alvin E. Hotard, City Engineer; Beauregard Miller, City Marshal and Chief of the Police Department; and Julius F. Hotard, City Clerk.

KENNER

COMMUNITY COOPERATION TEAMED WITH CONSTRUCTIVE PLANNING

By Mayor Joseph S. Maggiore, Sr.

Kenner again confirmed its long recognized status as the fastest growing city in Louisiana with its recent certified census showing a 1958 population of 13,926, nearly three times its size only 8 years ago in 1950 — which figure, incidentally, increased its annual tobacco tax revenue from \$24,000 to \$55,702.

Part of this husky population increase is due to the tremendous growth of the entire parish, but a great deal of it is due to the initiative and vision of the people of Kenner itself — dramatically illustrated by what is going on right now as this is being written.

In its own building next to Kenner's new City Hall, the recently organized Kenner Board of Regulatory Inspections is setting up a new electrical and building code and building inspection program which will go into effect January 1, 1960.

Kenner has completed a city wide sewerage survey, now in the process of being accepted by the Federal Housing

and Home Finance Agency, preliminary to going to the voters for approval of a Sewerage Construction Bond Issue of over \$3 million.

Also, with money advanced by the Federal Housing and Home Finance Agency, a survey is being made for a city wide paving and sub surface drainage program. Kenner's street naming and house numbering project in conjunction with the Master Plan of the Planning and Zoning Commission has been completed.

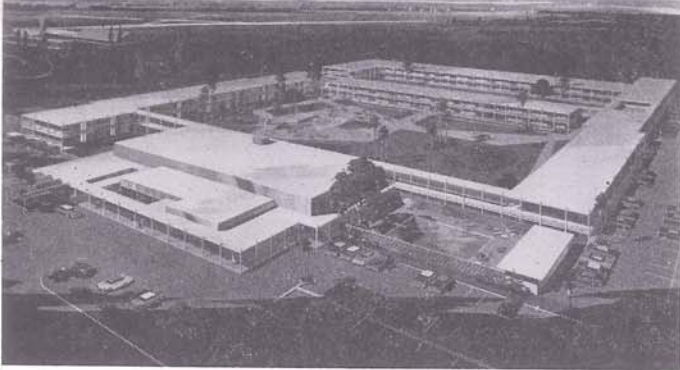
Within this last year, for the expanding city's police and fire protection and beautification, an emergency unit has been added to the 64 man veteran volunteer fire department, with its fire fighting equipment already rated the most modern in Louisiana; a new patrol car, together with an additional policeman, have been added to the police department which now gives Kenner 24 hour round the clock police patrol protection of both city and airport; and additional equipment has been pur-

Kenner's new United States Postoffice (dedicated May 1959) was financed by private enterprise, built with local labor and materials and leased to the government on which it will pay local taxes.



Alongside this old faithful site the Merchants Trust and Savings Bank is constructing its new \$100,000 bank and office building to be completed late in the Fall — to which it will immediately move and sublease this building.





Opposite Moisant Airport on Airline Highway is this new 310 room multi-million-dollar two-level Hilton Inn, with every modern hotel feature, bar and shops, convention hall, swimming pools and a private club for local residents.

chased for the maintenance department, including weed cutters for the beautification of the neutral grounds.

Proud of its six civic playgrounds, Kenner has expanded its popular summer planned recreational program to a year round basis — with all activities under the supervision of a Citizens Recreational Playground Board to be appointed by the Mayor.

The most recent demonstration of community cooperation for community betterment was the appointment by the Mayor on May 25, 1959, of the new Kenner Housing Authority Board, composed of five carefully selected citizens, an architect and an attorney. It is this Board's province to study, plan and make recommendations for the elimination of blighted areas and sub standard dwellings and the procurement of modern low rental units. In July this Board's program was officially approved by the Public Housing Authority in Washington, which approval is the preliminary step to Federal financial assistance.

Probably the most significant measurement of Kenner's pulsing progress is the cold, statistical report of the Department of Regulatory Inspections which show that in 1958 there were 402 new homes built in Kenner to the total valuation of \$4,652,075—averaging well

over a new home completed every 24 hours within Kenner's city limits. And 1959 continued to hold the pace with 160 new homes built up to May 20. Also, in that same period of 1959 up to May 20, Kenner had issued building permits for 15 new commercial buildings.

Other spectacular indications of Kenner's growth in all directions are the new Kenner Postoffice dedicated in May, the first public building in Kenner designed exclusively for federal use; the construction of the \$100,000 new Merchants Trust and Savings Bank building and offices; the new West Gate public school and the addition to the St. Lawrence Parochial School, both recently constructed to accommodate Kenner's increasing school age citizens; the addition of 5 new motels in 1958, including the 310 room new \$3 million Hilton Inn. Not to be overlooked is the \$6 million expansion program taking place at Kenner's Moisant International Airport.

Straddling the busy, booming Airline Highway and sprawling in that recently opened, recently developed lake area toward which Jefferson is expanding, Kenner is just now beginning to grow. That 13,000 will be 30,000 faster than you think — but not faster than Kenner is planning.

OFFICIALS OF THE CITY OF KENNER

From left seated: Philomene Paasch, Sec.-Treas.; Michael J. Damiano, Mayor Pro-tem and Alderman; Joseph S. Maggiore, Sr., Mayor; Fred Roth, Marshal; Thomas LeBlanc, Alderman. Standing left: Paul Ragyom, Associate of the City Attorney; Michael Mancuso, Plumbing Inspector; Lorraine West, Asst. Sec.-Treas.; Betty Celestin, Tax Collector; E. G. Roessle, City Engineer; Wm. R. Mancuso, Fire Chief and Alderman; James A. Hollingsworth, Building and Electrical Inspector; Edward J. Stoulig, City Attorney; Ray S. Dupepe, Alderman; and Edward J. D'Gerolamo, Alderman.



WESTWEGO

Seafood Capital of Jefferson, Growing Center of Diversified Industries and Gateway to the Planned Jefferson Parish Industrial Harbor and Seaway

By Roy C. Keller, Mayor

Ever since its beginning as a fishing village nearly 75 years ago Westwego has maintained its parish seafood leadership, its present seven seafood concerns employing over 500 people and its brand names of canned shrimp and oysters, stuffed crabs and breaded shrimp soundly established.

Without relinquishing any of its seafood status Westwego has also grown industrially along with the parish, its rail and river facilities and available plant sites attracting a growing list of diversified industrial concerns, the most recent being the million dollar annual payroll National Gypsum Company. In the near future will be completed the new Continental Grain Elevator outside the city limits for which Westwego will supply the water.

And . . . its strategic position on the bank of the Mississippi and at the head of the Jefferson bayou country has long destined it to be the northern gateway to the proposed inner harbor industrial area and tide water channel shortcut through the heart of Jefferson to the Gulf of Mexico.

Although its population has only recently topped 10,000, Westwego's aggressive and united citizenry are in the habit of trail blazing. In 1956 Westwego pioneered the 10 o'clock curfew ordinance for children under 17. Strongly supported by both parents and children this simple solution has effectively prevented juvenile delinquency in Westwego. It is still in effect and faithfully observed.

The most recent demonstration of Westwego's willingness to lead was the



City employee Miss Gomes demonstrates how easily and quickly a fire alarm can now be turned in almost anywhere at Westwego, with these boxes available at sixty public points all over the town. Seconds saved is property saved, and sometimes lives.

first full scale Civil Defense Test Evacuation in the entire New Orleans and Jefferson area. At 2 p.m. on September 20, 1958 when the siren sounded the entire population of Westwego was removed in 350 cars and five large boats in one hour and fifteen minutes. Under the supervision of the city co-ordinator and assisted by the Westwego Volunteer Firemen, together with City and State Police and members of the Sheriffs' forces of the Parishes of Jefferson and St. Charles, the boats were loaded in 10 minutes and sent to their pre-

One of Westwego's Modern Homes . . .

As this story went to press the government had just approved a loan for the construction of 100 new low rent homes in Westwego's slum elimination program.





OFFICIALS OF THE CITY OF WESTWEGO

From left: Calvin W. Shewmake, Alderman; Charles G. Muller, Alderman; L. J. Bernard Jr., Alderman; Antoine Alario, Alderman; Clarence A. LaBauve, Alderman and Mayor Pro-tem; Roy C. Keller, Mayor; and Mrs. Adeline Martinez, Office Manager.

determined point of safety at the mouth of Bayou Villars, and the convoy of cars was out of the city headed for Luling when the "all clear" sounded. Three Civil Air Patrol planes kept close watch over the operation and the evacuation itself was controlled by the Communications center set up in the Westwego City Hall. This remarkably smooth and swift test evacuation of the whole city was under the supervision of Civil Defense Director Mayor Roy C. Keller, Co-ordinator Alcine Lacour and Assistant Co-ordinator Thomas L. Boggan.

To be completed before the end of 1959 is Westwego's new Fire Alarm System consisting of 60 alarm boxes located at strategic points throughout the city. The equipment is supplied by the city and the installation and wiring connection with Central Fire Station is being handled by the efficient Westwego Volunteer Fire Department under the direction of the officers of the Fire Company. This fire alarm box program, together with Westwego's five fully equipped fire trucks complete with

walkie-talkies and its 275 Volunteer Firemen of which Westwego is very proud, give citizens and property owners excellent and efficient fire protection.

The Westwego end of the West Bank Expressway connecting with U.S. 90 near the Huey P. Long Bridge is now under construction. And when the present black topping of Barbe Street and Avenue B is completed Westwego will have 95% of its city streets either paved or blacktopped.

The Westwego Youth Program has been so successful and popular that the city is now negotiating for a lease on another piece of ground on the old highway for another city playground, and is adding lights to the present Westwego Park and Playground for night activities and athletics.

The 61 new homes built in Westwego in 1958 and the steady expansion of the Wego Shopping Center are easily noted tangible indication of the healthy growth of this future Gateway to the Seaway.



One of the operations in the packing of breaded shrimp at the Ed Martin Seafood Company in Westwego. The shelled raw shrimp are dipped in batter and then bread crumbs, placed in cardboard containers, wrapped, sealed and immediately sent to the quick freeze plant across the street by conveyor. This firm also packs deviled crabs and fresh crab meat and cans shrimp.

WHAT IS HAPPENING IN HARAHAN

...Jefferson's City of Homes

By Mayor T. F. Donelon

Harahan, only 5 automobile miles and 13 cents bus fare in tokens from New Orleans, has tripled its population in the last nine years to its present recent census figure of 8485.

Partly due to the surge to suburbia of people in the entire surrounding metropolitan area, seeking yard room to raise their children (over 45% of Harahan's population are under 18 years old) . . . and partly due to the new plants being constantly added to the booming industrial area that flanks Harahan's city limits, many of whose workers have established their homes and invested their future in handy, hospitable Harahan.

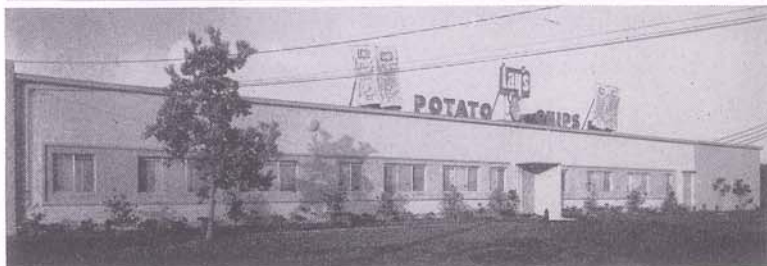
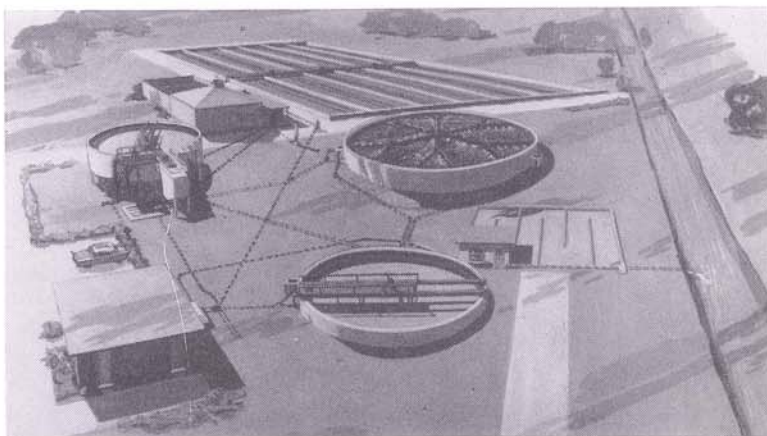
Among the many established Harahan industrial plants are Freiberg Mahogany Company (the world's largest manufacturer of mahogany lumber and veneer), Zansler Brothers Sheet Metal Specialists, United States Steel Products, Underwood Glass, Atlas Lubricant Corporation, Louisiana Transit Company, W. A. Ransom Lumber Company, Robert H. Moore, Southern Ford Tractor, Nutrition Products Inc., A

Mark and Sons Co., Inc., Jahncke Service, Inc., Joslyn Manufacturing and Supply Company, Hill-Behan Lumber Company, Kieckhefer-Eddy Division Weyerhaeuser Timber Company, Petroleum Distributing Company, Wholesale Market, Hyde Sales Co., General Services Administration Harahan Depot Defense Material Service (two warehouses owned by government), and several mud and sand concerns on the batture. Harahan's recently added industrial neighbors are the Winn-Dixie Divisional Warehouse, Lay's Potato Chips plant, Chevrolet's Southern District Parts Warehouse, and the King Cotton meat products plant. Also, Anheuser-Busch has re-opened its negotiations for a nearby Budweiser Beer brewery site in the South.

This year of 1959 has brought to Harahan a new stimulus that will jet propel its present population increase — easier accessibility. In addition to the comparatively recent two lane asphalted Hickory Avenue shortcut to the Airline Highway, the parish and state officially opened on lucky Friday, March 13th the two lane black topped

Proposed Harahan \$454,000 Trickling Filter Plant for treating sewage, designed to serve 12,000 population. The process includes a primary degritting chamber where sand settles and scum floats to top and is carried to digester. Gravity flow carries remaining liquid through trickling filter over rocks. There is a final chlorine treatment through tanks before being discharged as clear water into Soniat Canal. Scum and sludge are treated under heat in digester, placed in drying beds and finally sold as odor free fertilizer for flower gardens.

This modern Lay's Potato Chips plant is one of the several manufacturing concerns that have recently located in the expanding Harahan Industrial Area.





This attractive residential neighborhood in the 6700 block of West Magnolia Boulevard is indicative of the comfortable suburban living, just a few minutes from the metropolitan area, that has transformed Harahan into a growing city of homes.

extension of the River Road from the Huey P. Long Bridge to Harahan's Oak Street. And, to be finished by the end of the year is the federal and state project of four-laning Jefferson Highway through Harahan.

In a planned program to keep pace with its rapid progress and increasing population Harahan's city officials have begun the several year project of covering its open ditches as rapidly as the money is available. This was preceded by a combined Harahan and Parish Public Health citywide rat eradication campaign that was executed in two phases—one in January and one in February—and the Clean Up, Fix Up, Paint Up Campaign of April.

Harahan is negotiating with the U.S. Postoffice Department for a combination postoffice, city hall and fire station which the city will build and in which the postoffice space will be leased to the government. It is also investigating the near future possibility of installing mercury vapor lights for the city streets, and is working on an acceptable and feasible city sewerage Bond Issue

program which can be submitted to the people.

A Parks and Playground Committee of leading citizens has been appointed which will have complete control of Harahan's civic recreational program to be financed half by the city and half by money raised by this Committee. It will augment the activities of Harahan's popular 16 acre Park with planned athletic events, a dancing school and a program of arts and crafts.

This year of 1959 Harahan for the first time has round the clock police patrol car protection; three new trucks have been added to the city's maintenance department and 6 new men have been added to the city payroll to handle the increasing civic responsibilities of this growing community. As the revenues are available the Harahan Planning Board and city officials will prepare for the pulsing progress of this almost completely residential city, in which during 1958 one hundred and fifty new homes were constructed, practically a new home every second working day.

OFFICIALS OF THE CITY OF HARAHAAN

From left: John Coutrado, Marshal and Fire Chief; Clinton J. Cressionne, Alderman; James Alexis, Alderman; Roy Geoghegan, Alderman and Mayor Pro-tem; Thomas F. Donelon, Mayor; Mrs. Lillian Bourg, Tax Collector and City Clerk; Lloyd B. Marshall, Alderman; B. E. Galloway, Engineer; and J. Hugh Martin, Attorney. E. Landry Murphy, Alderman, was absent.



From CANE to Cobalt




THE LAST HUNDRED YEARS OF THE HUNDRED MILE LONG PLAQUEMINES PARISH

By Leander H. Perez, District Attorney
Plaquemines and St. Bernard Parishes

Historically the dramatic story of picturesque Plaquemines Parish, which follows both banks of the Mississippi River from just below New Orleans to the state's gulfward boundary, three leagues from the coast in the Gulf, began nearly three centuries ago. It was the first spot occupied, settled and fortified in what is now the state of Louisiana.

On the bank of the lower river in 1682, in what later became Plaquemines Parish, the explorer LaSalle planted the flag of France and took possession of the million square miles drained by the Mississippi and its tributaries, naming this new colonial empire Louisiana in honor of his King, Louis XIV. This was the vast territory which the young United States purchased a little over a century later for \$15 million and which is now the huge Mississippi Valley.





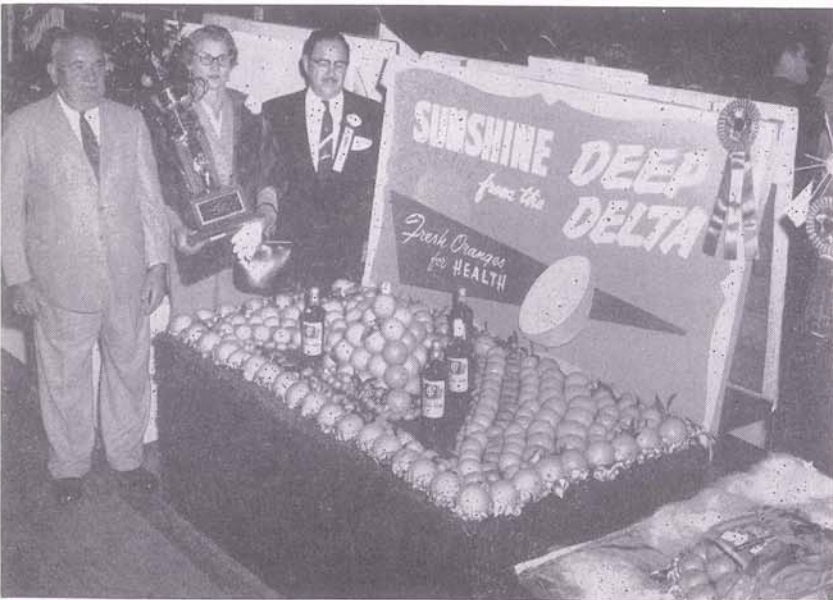
The always fascinating loading operation of the six Seatrain vessels that maintain weekly service between this dock at Belle Chasse in Plaquemines and the Port of New York. Each vessel will hold 100 fully loaded railway cars. The cars are lifted aboard on cradles by the 125 ton car lifting crane and lowered to any one of the four decks, each of which is four tracks wide. There is a total trackage of one mile on each vessel.

When the French returned in 1699 to colonize Louisiana, it was on the upper river at English Turn in Plaquemines (recently re-christened Port Nickel) that Bienville's colossal pretense of possessing more force than he had turned back an English man-o-war bent on the same errand of settling this New World empire — a fantastic bluff that saved Louisiana for the French and, as it turned out, for us.

Following this incident Bienville, as a precautionary measure, immediately established near the present Plaquemines community of Phoenix the first fort and white settlement in what is today the state of Louisiana.

Although bound up with the beginnings of Louisiana and especially New Orleans, Plaquemines' own early story was primarily the simple tale of its few fishermen, vegetable farmers and fur trappers, and the citrus trees planted by the Jesuit Fathers on their plantation at Jesuit Bend, which laid the foundation of Plaquemines' future and famous Orange industry.

It was sugar that pulled Plaquemines Parish out of its lower river anonymity, first gave it fame and propelled it into that long period of sugar planter prosperity when Plaquemines was known as the Empire Parish. This period started with DeBore's successful crystallization of sugar in 1793, continued through the South's Golden Age of the Forties and Fifties, suffered its first reverses with the secession of the South and the following desperate years of Reconstruction, and finally ended when the economic centralization of the sugar mills destroyed the prestige and profits of the individual sugar plantations.



The prize winning Citrus Growers Booth of the December 1958 Plaquemines Parish Fair and Orange Festival at Buras. The winners of the Citrus Booth Trophy, donated by Judge Perez, were Mr. and Mrs. George Pivach of Triumph. At the reader's right of Mrs. Pivach, holding the trophy, is Joseph P. Sendker, President of the Plaquemines Parish Fair and Orange Festival and editor and publisher of the Plaquemines Gazette. Nestling among the beautiful golden fruit can be seen several bottles of the delicious Pivach Orange Wine.



The year round good grazing of Plaquemines lush land, plus the reclamation of hundreds of rich acres from the marshes, have encouraged Plaquemines farmers to raise and breed fine cattle. Scenes like this healthy herd on the Chalin Perez farm on the East Bank are becoming more and more frequent.

History still recounts stories of that fabulous sugar planter period. Old timers still talk about the splendor of Magnolia Plantation, once owned by Louisiana Governor Henry Clay Warmoth who, as the story goes, built a railroad 60 miles long from New Orleans to Buras because his wife did not enjoy making the trip to town by steamboat. At Magnolia was written the scholarly treatise by Spencer on sugar cane and refining.

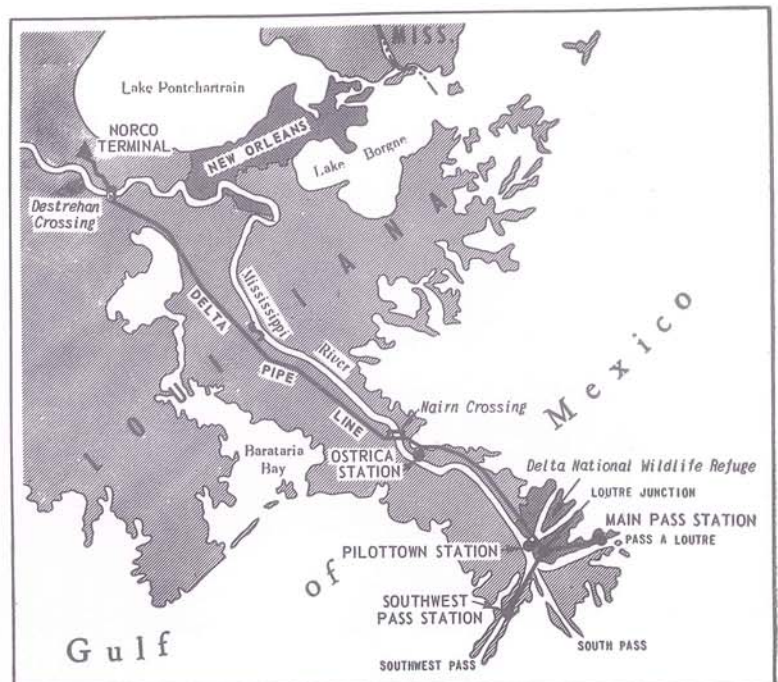
After the collapse of the planter period — with nothing to fall back upon except its fishing, its farming, its trapping, its mouth of the river "Providence" rice crops and its orange trees—Plaquemines lapsed into the lowest ebb of its history, a period of struggle high-spotted by the violent storm of 1893 that virtually destroyed its orange groves, a period that lasted nearly a

half century during which Plaquemines was the poorest parish in the state. As late as 1924 the parish police jury budget for public administration and schools was only \$25,000 a year.

Then, by a strange quirk of destiny, just as the rest of the country was heading into the nationwide Depression Thirties, Plaquemines was catapulted into its present period of permanent prosperity by the almost simultaneous discoveries of oil and sulphur in the parish.

In June, 1930 Plaquemines' first oil well began flowing at Lake Washington, or Grand Ecaille. Hardly had this momentous news subsided when the Freeport Sulphur Company, after years and millions of dollars patiently spent in experimentation, began in December 1933 to successfully mine sulphur in this same Lake Washington area.

This map of Plaquemines Parish and vicinity shows the new 120 mile long Shell Pipe Line completed in February of 1959 from the mouth of the Mississippi River to Shell's Norco Refinery. It permits continued shipment of crude oil from the Mississippi's mouth to the Shell Refinery despite adverse weather conditions or fog. Shell's production from Block 24 at the mouth of the River, Louisiana's largest oil field, and Block 27 field is approximately 36,000 barrels of oil daily, plus 28 million cubic feet of gas.





Proud winner of the Best Poultry Trophy donated by Dewey Cognevich, at the December 1958 Plaquemines Parish Fair and Orange Festival at Buras was John J. Vogt, Jr., of Port Sulphur. His entry obtained 204 out of 210 possible points.

Today, less than three decades later, Plaquemines is the largest producer of oil and sulphur in Louisiana. As of July 1959 its 1451 inshore oil wells produced a total daily allowable of 117,783 barrels and its 1122 offshore oil wells produced a daily allowable of 103,909 barrels of oil, making a total daily production of 221,692 barrels or 80,917,580 barrels for the twelve month period.

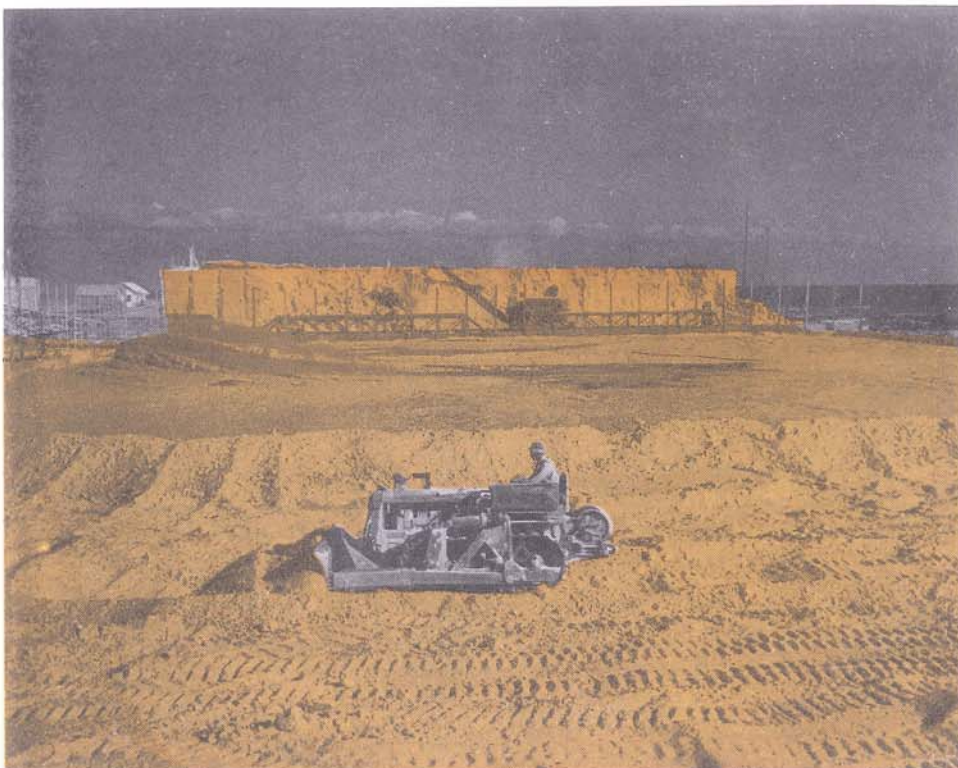
Its gas wells inshore produced a daily allowable of 149,259 MCF and its offshore gas wells produced a daily allowable of 189,279 MCF, making a total daily gas production of 338,538 MCF, or a total of 123,556,370,000 cubic feet for the year. Freeport Sulphur Company produced 1,601,230 long tons of sulphur in Plaquemines in 1958, and 783,103 long tons in the first 6 months of 1959 at its Garden Island Bay and Grand Ecaille sulphur mines in this Parish.

Today Plaquemines is considered one of the richest in natural resources of any area its size in the nation, having begun also in the early Fifties to pipe its abundant natural gas, which formerly had been burned as waste, from its several fields to its residents and its own and nearby industries, including the mammoth Kaiser Aluminum Plant. This natural gas service is handled by Delta Power and Gas Company.

A lot has happened in the last three decades. To Plaquemines has come not only prosperity, but diversity. Plaquemines today is noted for its shrimp, oysters, fur and menhaden; is famous for its sweet and juicy oranges, the only parish in Louisiana producing citrus fruits commercially; is proud of its growing production of vegetables and its recently introduced cattle raising;



At the annual Plaquemines Parish Experiment Station Field Day ceremonies held on May 23, 1959, Judge Leander H. Perez presents the beautiful trophy to Vincent DeCarlo of Braithwaite, Louisiana, Champion Tomato Grower of Plaquemines Parish in 1959. The Creole Tomato is one of Plaquemines featured farm products.



This huge stockpile of sulphur (the technical name is Vat) at Plaquemines' Freeport operation in Port Sulphur, Louisiana, measures 266 feet by 200 feet in area and normally contains about 70,000 tons of the vital element, the consumption of which is 75 pounds per capita per year in the U. S. From this vat the sulphur is loaded into cargo ships, freight cars and barges for shipment.

boasts a 60,000 acre hunter's paradise at Pass a l'Ouvre and a 45,000 acre migratory bird refuge; hit the headlines a few years ago with the first underwater tunnel in the state (the Belle Chasse Tunnel under the Intracoastal Canal Link); and this summer, when its new \$119 million Freeport nickel plant begins operation in the expanding industrial area at the upper end of the parish, Plaquemines will become the largest producer of nickel in the United States and the largest producer of cobalt in the Western Hemisphere, both vital elements in the nation's program of defense.

HOW PLAQUEMINES HAS HANDLED ITS PROSPERITY

In the early 1930's Plaquemines Parish, after nearly seven decades of penny pinching and poverty, found itself with sufficient and constantly increasing severance revenue to plan and finance the public improvements it had long so sorely needed. This story from now on is a recountal from that period up to the pulsing present — a recountal of not only what has been accomplished but how it has been made easier and done faster through the perfect teamwork between the citizens of the parish

and their elected public officials.

One of the first moves of the parish, and the one upon which the sensational progress of the parish during the last quarter century has been based, was to concentrate its responsibilities and taxing powers under the one elected governing body of the parish so that its long range plan of public improvements could be efficiently, economically and expeditiously handled without overlapping authorities or overheads and without imposing any tax burden on the people.

This was done by a constitutional amendment and enabling acts, drafted by me as District Attorney and sponsored in the state legislature by our parish Representative and Senator, permitting Plaquemines (and any other Louisiana parish so minded) to assume the outstanding indebtedness of all its various local taxing bodies and consolidate them under the parish governing body to reduce the overall tax burden. By this means the parish taxes supporting outstanding bonded indebtedness of the School Districts, Levee Districts, Drainage Districts and Road Districts were reduced from as much as 25 mills to 3 mills.



Three grammar graders of the new \$2 million Belle Chasse Consolidated High and Elementary School pause to let the Review photographer take their picture. They are Barbara Cockrill, Pamela Jean Braud and Walter Sisung. This beautiful, functional, modern school, the most recent in the parish \$9¾ million school building program, covers 13 acres and is equipped with the latest advanced educational facilities and is under the veteran direction of L. M. Tinsley, who has been the Belle Chasse principal for 21 years.

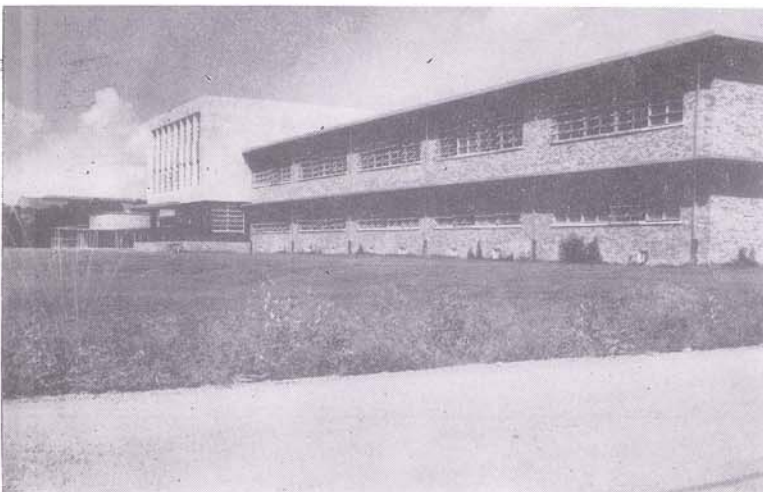
When this streamlined parish administration program was put into effect in the early Thirties, Plaquemines reduced its total tax rate from 37½ mills to 15¾ mills — a drastic cut of 60% — and ever since **THE PEOPLE OF PLAQUEMINES HAVE ENJOYED THE LOWEST TAX RATE OF ANY PARISH IN LOUISIANA** with no interruption in the steady program of tax free public improvements involving multiple millions of dollars that have been planned and completed in the intervening years.

PLAQUEMINES PUBLIC SCHOOLS ITS PROUDEST ACCOMPLISHMENT

Strangers who visit the unique Parish of Plaquemines, that boasts no cities

and a total permanent population of only 22,000 people, are amazed at the excellent laboratories, libraries, auditoriums, athletic facilities and new modern school buildings of the Plaquemines public school system for both white and colored.

At the beginning of the 1958-59 school year Plaquemines Parish had a total registration of 4844 pupils of which 1508 were colored. To serve this enrollment, which has increased 20% just since 1955, Plaquemines has been moving steadily forward on a \$9-3/4 million school building program since 1950, completely tax free and bond free, financed entirely out of surplus parish funds, following the plan which I initiated in 1932, with the help of a united parish administration.



The Buras Consolidated High and Elementary School and Gymnasium built at an original cost of \$1,535,000. Since the completion of this handsome two-story brick and stone structure additions have been made to provide more room for the ever increasing enrollment which is near 1200. In the background is the Auditorium where every December is staged the Plaquemines Parish Fair and Orange Festival.

Just this last May the new \$2 million Belle Chasse white Consolidated High and Elementary School was dedicated. Others previously built were the white Consolidated High and Elementary Schools at Buras, Woodlawn and Port Sulphur and the three new Negro Consolidated Schools, costing \$2½ million, at Sunrise, Phoenix and Scottsville. On the agenda right now is another planned million dollar school in the Boothville-Venice area.

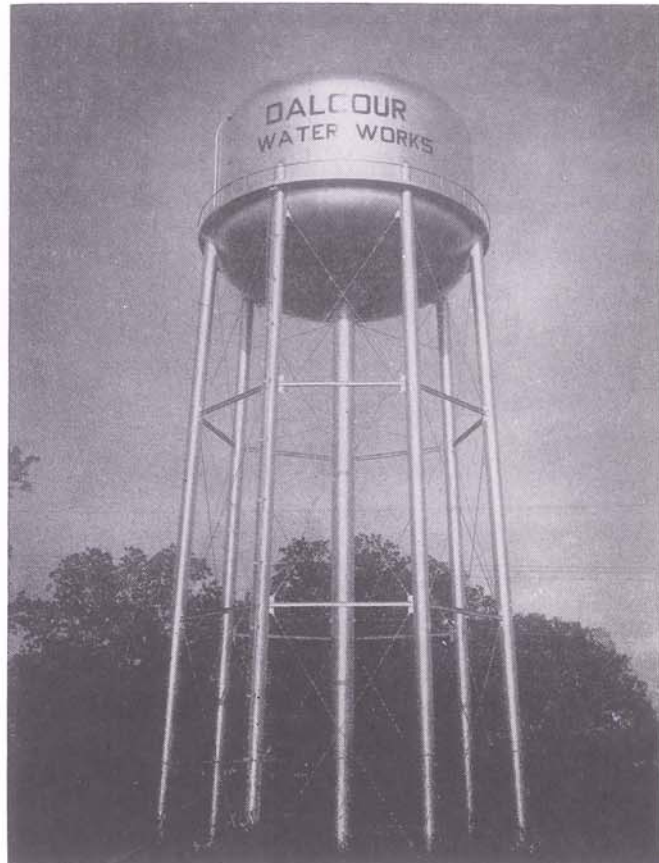
Under the administration of School Superintendent S. A. Moncla, the Plaquemines public school system is one of the most efficient, modern and forward looking in the state. All High Schools are fully accredited, active members of the Southern Association of Colleges and Secondary Schools. The system is noted for the excellence of its school lunches and for the wide range of its curriculum — to which has been added this year a course in driver education, comprising both school room and road training. I have discussed plans with Superintendent Moncla to lay special stress on teaching science in our High Schools by the employment of trained science teachers.

WATER BOTH A PROBLEM AND AN ASSET

In spite of the fact that Plaquemines Parish is flanked by water — with the encroaching marshes in the back and the Mississippi in front — providing potable water for drinking and household purposes, and for fire protection, has long been a parish project just now approaching complete parish coverage.

With the \$850,000 Dalcour Water Works Plant and System dedicated on May 15th and the Boothville Water Works Plant and System near completion at a cost of \$1,100,000, practically the entire parish now has the advantages of water purification plants and distribution systems—pure water from the faucet rather than from the traditional cistern.

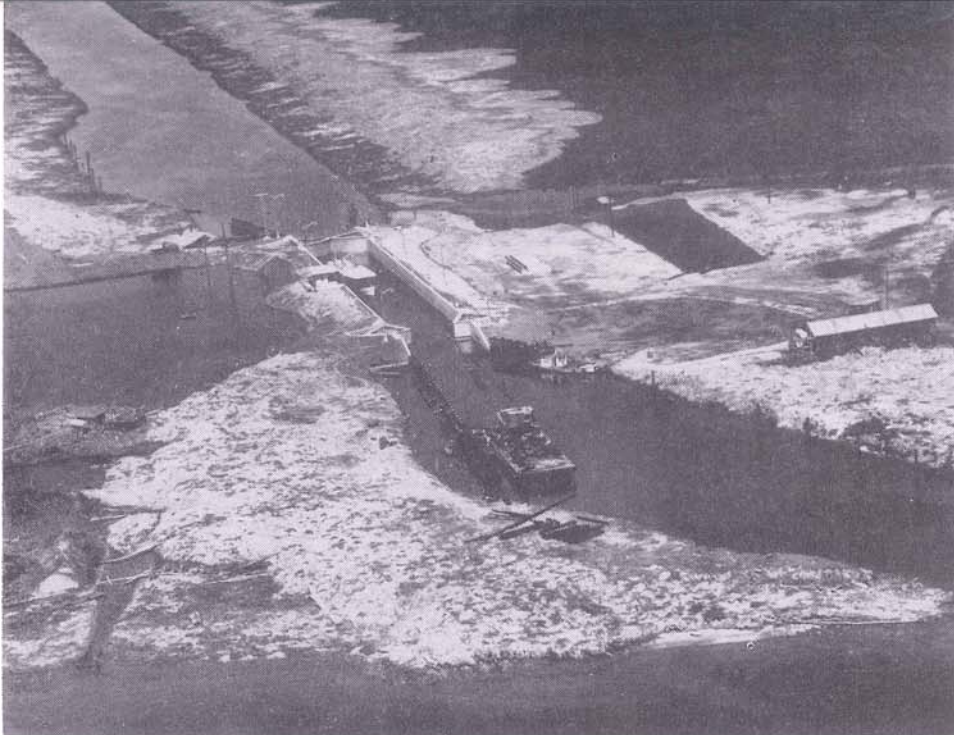
This Dalcour Water System just completed, in conjunction with the 1½ million gallon capacity elevated water tower on the Freeport Nickel property, will pump 1½ million gallons a day through 16 miles of pipe line from the upper parish line. The Boothville Venice Water System has a 1 million gallons a day capacity, 25 miles of pipe line and a half million gallon elevated water tower.



This half million gallon elevated tank, on Freeport Nickel property, of the new Dalcour Water System, was completed just in time to serve the increased population that will gravitate to the Braithwaite area when the Freeport Nickel plant begins operations this summer.



The recently renovated Plaquemines Volunteer Fire Station at Venice, which serves Fire District No. 5 which is Ward 5 on the West Bank. Shown in the picture is its 500 gpm Mack Pumper. Plaquemines has five fire districts all tied together for mutual aid by an emergency fire radio system. At least one piece of equipment in each district is radio equipped.



The Free Ostrica Locks, completed in 1953, connecting water traffic on the east and west of the river. It, and its counterpart, the free Empire Locks, represent thousands of miles and thousands of dollars saved every year by the Plaquemines fishing fleet and by the increasing number of small boats that are necessary in the development of Plaquemines natural resources. Both locks were constructed from funds provided by the Police Jury of Plaquemines and the State Legislature by special appropriations sponsored by the Parish Representatives.

The parish wide availability of water and water pressure, not only for consumption but for fire protection, is reflected in the fact that Plaquemines Parish now has invested a quarter of a million dollars in fire fighting facilities including nine pieces of modern equipment for its 500 volunteer firemen. The latest development in parish fire fighting efficiency was the \$8000 repairing and renovation this Spring, without cost to the property taxpayers, of the Boothville-Venice Volunteer Fire Station with its 90 men under Paul Bernard, Fire Chief.

For years the parish master plan of public improvements and construction has been working on another facet of the water problem—the encroaching marshes in the back. Up to this time

over 25,000 acres of rich alluvial land have been reclaimed, by ingenious parish financed storm protection levees, drainage canals and modern pump stations, for the Plaquemines farmers and home owners and business places, and the increasing number of cattle raisers. Last year a half million dollars of parish funds were spent on levee protection and drainage throughout the parish. There are now in Plaquemines seven artificial drainage districts. Another 3/4 million dollars is on the planning board for the pumping station between Port Sulphur and Empire.

Throughout these years of progress since the early Thirties the parish has never forgotten the shrimp and oyster fishermen and trappers who were its first faithful citizens . . . and who, in



The completely equipped new ambulance and emergency unit of the Port Sulphur Volunteer Fire Department, which will serve the new 50 Bed Hospital. At the wheel for this picture was Deputy Earl Johnson of the Plaquemines Sheriff Patrol. This and the other parish emergency units is another free service of Plaquemines to its citizens.



spite of the influx of oil and sulphur and natural gas, still produce 200,000 barrels of oysters a year, still operate around 186 boats for shrimp trawling and still catch a million dollars worth of fur annually.

For these water borne citizens there has been a constant construction of canals and free repair ways. For them and the steadily increasing boat traffic of the oil fields the Free Empire Locks were constructed in 1950 and the Free Ostrica Locks in 1953—the completion of which saved all types of boats the long hazardous and expensive hundred mile trip around the mouth of the Mississippi.

Right now, for the benefit of the parish oystermen, the parish is financing the setting back and repairing of the lower levee on the East Bank from Fort St. Phillip to Baptiste Collette Gap.

THE PLAQUEMINES FIELD DAY AND ORANGE FESTIVAL

All year long Plaquemines County Agent Murphy W. McEachern, Home Demonstration Agent Mrs. Mildred Ezell and Ralph T. Brown, Superintendent of the Plaquemines Agricultural Experiment Station, together with their staffs, work with the farmers, cattle and poultry raisers, and citrus growers on their problems.

Then in the Spring, on Experiment Station Field Day, the farmers dramatically demonstrate what they have learned by exhibiting and competing for awards on their farm products, livestock and poultry . . . and in December the citrus growers have their big two

The King and Queen of the 1958 Plaquemines Parish Fair and Orange Festival parade before their subjects for a day. The Queen was Miss Linda Marie Sullivan of Buras and the King was W. Harold Childress, a native and citrus grower of Buras and the first president of the Fair and Festival celebrating its ninth year.



To the beautiful pageantry and theme of Winter Wonderland the 1958 Orange Festival Queen, Miss Linda Marie Sullivan, was escorted to her throne at the Coronation Ball by Judge Leander H. Perez.

day Plaquemines Parish Fair and Orange Festival.

These two annual events are steadily growing in popularity, are attracting more and more interested outside visitors and are effectively publicizing

Plaquemines farm and citrus industries.

The Field Day headliner this year was the magnificent Creole Tomato, one of Plaquemines most important vegetable crops, which is now being promoted by a merchandising and advertising program backed by parish growers.

THE ONLY ORANGE PRODUCING PARISH IN LOUISIANA

Long before its production of oil and sulphur carried the name of Plaquemines Parish into the busy marts of commerce, it had already attained widespread recognition for raising the nation's sweetest and juiciest oranges — the famous Louisiana Sweet and Washington Navel, which are still 50% of the citrus production of Plaquemines.

Its orange history however has been hectic. Twice the groves were virtually destroyed. Once in the previously mentioned storm of 1893. Recovery from that blow was extremely slow. It was

not until these same dramatic Nineteen Thirties we have been talking about, when the parish came to the aid of the growers by providing spraying equipment, that the comeback of the orange industry really started. It was again soundly established when the first Orange Festival was celebrated in 1947.

Then came the bitter freeze of 1951 that again hit the Plaquemines Orange groves a devastating blow, and it looked as if the orange industry would not recover. But with the determination of the growers and the cooperation of the Experiment Station and the County Agent's office, production was again back up to 215,000 cases in 1955. And today 4600 acres of citrus (including the famous Louisiana Sweets, navels, mandarins, tangerines, satsumas, kumquats and grapefruit) are mainly concentrated in the Buras, Boothville and Venice area, representing the operations of around 450 small and large growers . . . plus the two families of Pivach and Lulich licensed to produce the delicious Plaquemines Orange Wine.



The following, proudly grouped around a display of Plaquemines Creole Tomatoes and Red LeSoda Potatoes during the May 1959 Field Day festivities, are left to right: Sidney McCrory, State Commissioner of Agriculture; Murphy McEachern, County Agent; Judge Leander H. Perez; Ralph T. Brown, Superintendent, Plaquemines Experiment Station; Ralph Lally, President, American Fresh Vegetable Growers Association, and Dr. J. C. Miller, Head of Horticultural Research, L. S. U.



At the 1959 Field Day ceremonies Mrs. Mary Kenner presented a trophy to this Boothville girl group who were selected as the outstanding entertainers in the talent show which was part of the extensive program.

THE PACE OF PROGRESS HAS BEEN ACCELERATED

In the last few years of Plaquemines' progress innovations and improvements have occurred with such rapidity that the list becomes staggering.

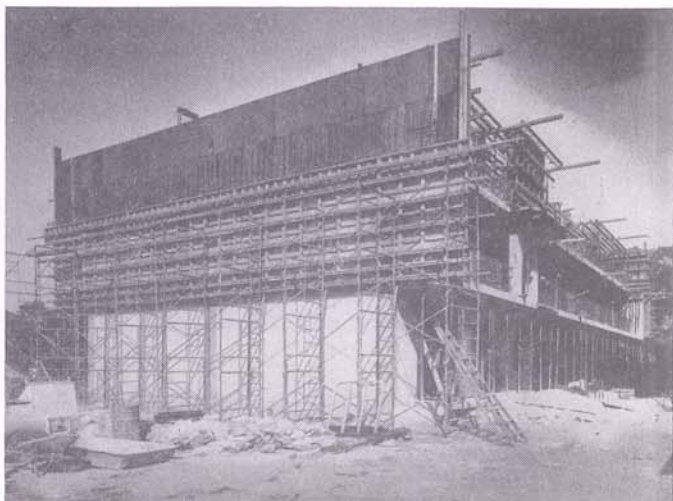
Reflecting its faith in the future of Plaquemines the Southern Bell Telephone Company has recently spent \$300,000 on a dial exchange and system at Venice to service Venice, Port Sulphur and Buras.

A new library system, comprising two locations and a bookmobile, were added this year to Plaquemines increasing facilities for its citizens. The main library is at Nairn on the West Bank and the East Bank branch is housed in the basement of the Parish School Board building at Pointe a la Hache renovated for that purpose. There are now 8000 books in the system, with 100,000 more available through the State Library, which established this Plaquemines system, aided by a parish

appropriation of \$2500 and expenditures for temporary library housing.

At Pointe a la Hache the new Parish Jail and addition to the Court House are under construction at a cost of \$480,000—again without taxation. The long faithful old jail will be retained to store records and house an auxiliary power plant.

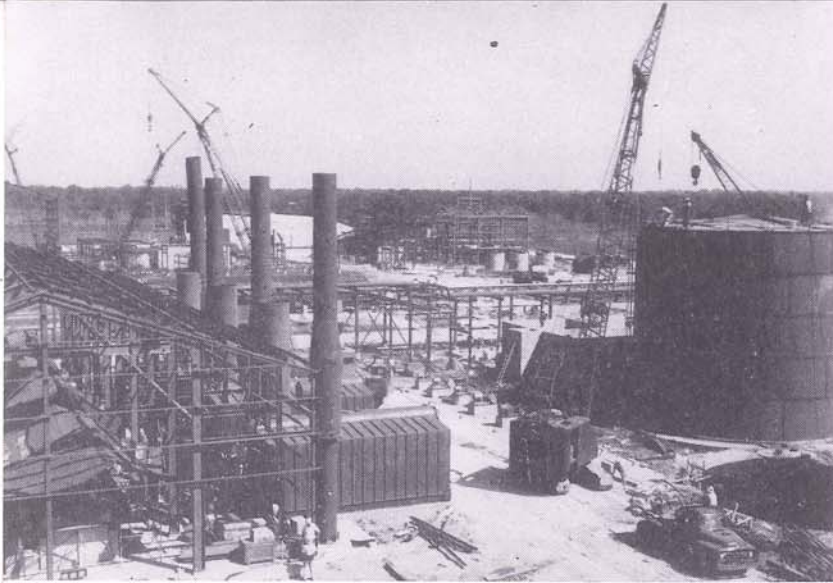
At Port Sulphur the new 50 bed modern, air conditioned Hospital is approaching completion on 7 acres of parish land conveyed to the Hospital Board. Its cost of \$1,057,000 was financed through the subscriptions of parish individuals and industries, a \$480,000 grant through the Hill Burton Fund, and \$150,000 grant by the Parish Police Jury. This plan was adopted by the Parish Administration with the cooperation of industry and small business and other local interests to avoid a more expensive tax supported bond issue to finance the Hospital construction.



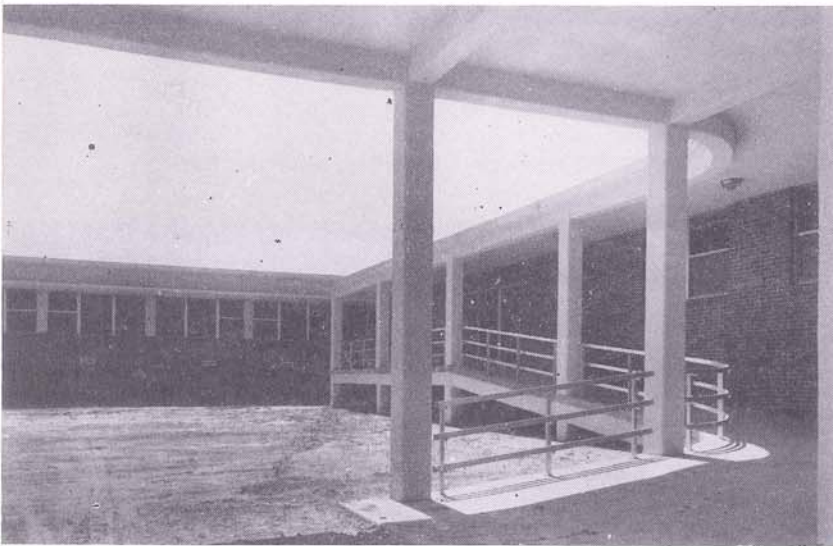
Construction work on the new \$480,000 Plaquemines Parish Jail and Court House Addition, joined by covered walkway. The new security proof jail will be composed of three concrete floors. The first floor will be mostly parking. The second floor will house Booking and Records, the Sheriff's office, Interrogation Rooms, Coroner's Office, Morgue, Jailer's Quarters, Kitchen and Laundry, Toilets and Mechanical Equipment plus an Overnight Lockup. The third floor will have cell blocks for 70 prisoners—separate for white, colored, juveniles, women, insane and isolation. The old jail, lacking one year of three quarters of a century of faithful service, will be used for the storing of records and auxiliary power equipment.

Interior of the new trim and attractive Branch Library at Point a la Hache with Branch Librarian Mrs. Estelle Serignet at far right. It is located in the reconverted basement of the School Board Building donated for that purpose. John Uhler is Head Librarian with headquarters at the Main Library at Nairn on the West Bank. The Parish Bookmobile which made its first trip March 31, 1959, is operated by Mrs. K. Stone.





Section of Freeport Nickel Company refining plant at Port Nickel nearing completion. This new Plaquemines industry, when production begins this summer on a 24 hour basis, will employ 600 people with an expected annual payroll of \$3 million. It will refine from ore transported by ship from Cuba around 50 million pounds of nickel and 4.4 million pounds of cobalt a year, both vital in modern defense. This plant will make Plaquemines Parish the largest producer of these two elements in the U. S.



The front entrance of the Plaquemines Parish new air conditioned 50 Bed Hospital for both white and colored at Port Sulphur, nearing completion when this picture was taken. It will have two operating rooms, two delivery rooms, a laboratory and X-ray equipment. There will be no multiple bed wards. Because of the unusual terrain of Plaquemines the hospital will have a landing space for oil field helicopters and a landing ramp for amphibian planes.

Now in operation is the West Bank road project, widening its 18 foot paved roads to 24 feet and blacktopping them.

Already famous for its long efficient Free Ferry at Pointe a la Hache on the lower river, Plaquemines is putting into operation another Free Ferry between Belle Chasse and Scarsdale to accommodate the upper river residents and the employees of the new Freeport Nickel plant. The old Third District Ferry Boat "New Orleans" was purchased for \$90,000 and will be converted from coal to diesel, and the parish is investing (again without taxes) \$213,660 in the construction of the ferry approaches and ramps.

The Louisiana Power and Light Company has laid a 115,000 volt power line under the Mississippi (the most powerful ever to cross the river) to serve the Freeport Nickel Company at Port Nickel and the Belle Chasse area.

PLAQUEMINES GROWING INDUSTRIAL IMPORTANCE

Attracted by the availability of industrial water and natural gas and the cooperation of parish officials, a growing number of new industries have gathered around the upper New Orleans end of Plaquemines over the last few years. The most recent in operation was the Belle Chasse plant of TIMCOAT Corporation of Houston, Texas. This company's product "Timcoat" is a combined corrosive protection and weight coating for underwater pipe lines. It is obvious with Plaquemines' other activities involving pipe that the Belle Chasse location is a strategic one.

And then — this summer — will start the operation at Port Nickel of the Freeport Nickel Company, a wholly owned subsidiary of Freeport Sulphur Company, which will refine nickel and cobalt from ores mined and partly processed in Oriente Province, Cuba. It is

This construction picture symbolizes the \$2 million in road improvements that have been either completed or are in progress throughout Plaquemines Parish, all out of the Plaquemines Parish Royalty Road Fund, all without taxation on the people of Plaquemines. This picture represents work being done on Highway 23 on the West Bank, widening the original 18 feet to a safer 24 feet and blacktopping.



expected this plant will produce 50 million pounds of nickel and 4.4 million pounds of cobalt a year. This plant will employ 600 people.

THE BIGGEST PARISH PROJECT OF 1959

To be financed out of the Plaquemines Parish Royalty Road Fund is the new tax free and bond free 56 mile Braithwaite to Ostrica Highway on the East Bank — to be started this summer and completed in five stages. Engineering plans for stages One and Two are completed and advertisement for bids for construction should be published in August.

Stage One costing \$7½ million is the 16 mile stretch of storm-flood proof highway from Lower Bohemia to Poverty Point near Phoenix. Stage Two costing \$600,000 is the 3.3 miles from Braithwaite to Scarsdale.

This will be a two lane all weather

paved highway, 44 feet wide with ten foot shoulders, to be constructed on an embankment (or levee) twelve feet above mean Gulf level. The highest flood water ever reached on the East Bank was 10.2 feet. Since the embankment will be higher than the highest tidewater flood mark, this will not only be a new modern highway but a protection to the East Bank towns against tidewater flood and storm damage. The entire five stages of the project will take several years for completion.

And so Plaquemines marches steadily forward on its highways and waterways — its resources being matched by the resourcefulness of its people and elected leaders — a parish that is constantly planning or completing some new tax free improvement for the comfort, health, safety, convenience or better way of life of its population, both permanent and transient.

OFFICIALS OF PLAQUEMINES PARISH

Left to right: Joseph P. Hingle, police juror, tenth ward; George A. Hero, Jr., police juror, sixth ward; John Friedman, police juror, fifth ward; Heard Ansardi, police juror, third ward; Judge Leander H. Perez, district attorney of the 25th judicial district and legal adviser; E. C. Marshall, president and police juror, ninth ward; Mrs. E. LaFrance, secretary; Clyde Kennair, police juror, seventh ward; John Trumbaturi, police juror, first ward; Joseph Antonio, police juror, second ward; and Chester Wooten, sheriff. Not present, Joseph Jurjevich, police juror, fourth ward.





At Harvey in Jefferson Parish, the Little Houston of Louisiana—looking down on the Harvey Canal with the locks and the Mississippi River in the background—a view of some of the around two hundred business concerns that line both banks of the canal, all but two or three of them directly or indirectly serving the oil industry.

(Continued from Page 59)
supplying it. The young oil industry had given the world a new fuel cheap enough to brightly illuminate the meanest hovel. Gasoline, in that first forty-year period, was an undesirable and dangerous by-product to be disposed of as waste.

And then, with the advent of the 20th century the introduction of gas and electric lights slowly and inexorably destroyed the kerosene market the oil industry had created and built up — BUT — sturdily and steadily taking its place was a new greater market—the fuel and lubricants needed for the Machine Age—the era of the automobile, truck, tractor, plane and diesel engine.

LOUISIANA DISCOVERED OIL JUST AS THE CENTURY TURNED

In 1901, just as they did with the former railroad conductor in Titusville forty-two years before, the local skeptics smiled and tapped their craniums with a knowing leer when Scott Heyward, a former unsuccessful gold miner from Alaska, said that black gold lay waiting beneath the lush soil of his native Louisiana and began drilling.

But they wiped off the smile and climbed on the bandwagon when in that same year of 1901—the same year as Spindletop, Texas—the beautiful black viscous liquid poured forth at harvest

time and inundated a rice field at Jennings, Louisiana.

Today, Louisiana is the second largest oil producing state in the nation, with more than one new field a week discovered in 1958, with 24 new fields discovered the first 5 months of 1959, and with only 5 of its 64 parishes not producing oil.

JEFFERSON BRINGS IN NATION'S DEEPEST WELL

It was 34 years after oil was discovered in Louisiana that Jefferson took its place among the state's oil producing parishes—but when it did in 1935 it dramatically brought in the world's deepest well. The story of Jefferson's oil development up to the discovery well is intensely interesting.

The first inhabitants of Jefferson's almost 60 mile long liquid labyrinth of bayous and bays were Indians, the Chetimachas and Houmas. Their mocassin tracks were overlapped when Louisiana was a French and Spanish colony by the fur trappers and the fishermen. Then came between the Louisiana Purchase and the Battle of New Orleans the era of Lafitte the Pirate, whose men used this bayou water wilderness as their smuggling route between the Gulf of Mexico and New Orleans, losing and laughing at the customs patrols in its intricate twists and



Typical of the crew boats which transport oil field workers to and from drilling sites in the tidelands is "Citation" above, photographed on a trial run on Lake Salvador in Jefferson Parish. She is an all-steel twin screw 48 footer powered by symmetrically matched turbo charged General Motors diesel engines. George Engine Company of Harvey, world's largest distributor of GM marine diesel engines, powered this speedcraft which has a top speed of almost 35 mph.

turns. Always it has been the haunt of the heron and the muskrat — and until oil was discovered its annual production was limited to furs and seafood — nothing else.

The first actual organized exploration of Jefferson's beautiful Barataria country was around the turn of the century when a man named Edward Wisner owned a million acres in the heart of it and was known as the Reclamation King. His aim was to drain its lush acres and bring in trainloads of farmer settlers. For years his faithful surveyor, James Webb, tramped the Jefferson swamps and paddled his pirogue through its waterways on the gigantic job of charting it into understandable acreage.

Nothing came of Wisner's dream, although a few Yankee investors around 1912 did organize the Louisiana Meadows Company, did buy land around a new Drainage District No. 3 around the village of Barataria which they renamed "Lafitte," and did sell lots and farms to settlers. But that boom busted when the Drainage District went out of business and the salt marshes began claiming their own again.

Although neither Webb nor Wisner realized it, they were laying the groundwork for Jefferson's coming oil production. It was Jim Webb, because of his first hand knowledge of the area, who helped assemble the Louisiana Land and Exploration Company's acreage on which Jefferson's discovery well was drilled by The Texas Company (now TEXACO Inc.)

TEXACO'S LONG PREPARATION FOR JEFFERSON'S DRILLING PROBLEMS

Texaco was among the first oil companies to tackle under water drilling in South Louisiana and devoted much time and money in working out practical methods in the tricky marshlands. It is still today the largest operator throughout South Louisiana's stretch of bayous, swamps, bays and lakes.

From 1928 until 1932 Texaco had drilled by erecting derricks on foundations constructed by driving pilings into the lakes and swamps — effective but adding considerably to drilling costs.

Finally in the early Thirties, Texaco acquired exclusive patent rights to a new practical and economical method of under water drilling — the oil industry's first submersible drilling barge — invented by a retired sea captain named Louis Giliasso and designed to be submerged during drilling and to be re-floated after the completion of the well and moved by water to the next location. In 1932 and 1933 — just two years before oil was discovered in Jefferson — two were built for Texaco, with equipment layout supervised by the company's Petroleum Engineer T. I. McBride, and appropriately named "McBride" and "Giliasso."

By the time the block that is now the Lafitte Oil Field in Jefferson was scheduled for drilling in 1935, Texaco had both the experience and the equipment to do the job. As it so happened



Louisiana Gas Service Company of Harvey lowering four 10 inch pipelines under the Mississippi River at Nine Mile Point carrying natural gas between the East and West Banks of Jefferson Parish.

the discovery well did not require the submersible barge. It was drilled from a mat foundation. However, Texaco's preparations were based on the overall problems of Jefferson's trembling prairie, not a single well. This was well borne out, because after the first two tests the submersible barge was used for all the rest of the wells at Lafitte.

There are now, of course, many barges of this type in operation in Southern Louisiana, and its big brothers are being used in offshore drilling. But it was Jefferson's oil bearing bayouland where the submersible barge first proved its economy and efficiency.

Texaco had sent its geophysical crews into Jefferson in 1928 and 1929 for refraction seismic shooting and again in 1933 and 1934. And then on January 16, 1935, a Texaco crew began rigging up at a spot just about the center of Jefferson Parish, approximately 40 miles below Harvey in an open expanse of muskrat marshland just off the Dupre Cut from which to the well site Texaco had dredged a 1200 foot canal.

The Drilling Foreman was B. L. Bundy who just died in July of 1959 — and it is an interesting sidelight that one of the drillers on that discovery well was W. H. McNeese, who has been Drilling Foreman of the Lafitte Field since 1940. Three of this original 1935 drilling crew are still actively with Texaco and a fourth just retired from active company service in December of 1955.

Although this was Texaco's first try at an oil well in Jefferson — an unusual sight which brought the bayouland's curious pirogue paddlers for miles around — the attempt was nothing new

or novel to this professional Texaco crew. In spite of the fact that they had picked one of the coldest winters the bayou country had ever experienced, the drilling went along smoothly with only the normal amount of problems encountered on every job.

They completed the well, without even a lost time injury, on May 13, 1935 — bringing in at 9572 feet not only Jefferson's first well but the deepest in the nation at the time. This pioneer oil well of the now famous Texaco Lafitte Field — which covers about 14 square miles and in which Texaco has drilled 160 wells of which 110 are now producing — is still flowing. It started out as a 1,000 barrel a day well and still continues twenty-five years later to produce the maximum daily allowable permitted by the Louisiana Department of Conservation. This same Lafitte Field named after the pirate smuggler who once roamed and ruled this Jefferson bayou country, but who never dreamed of the treasure of black gold that lay waiting in its depths for its cue in history — today, in addition to oil, also furnishes a production of about 12 million cubic feet of gas daily.

Jefferson's discovery well has had two official names — Bayou St. Denis No. 1 and Lafitte No. 1. When originally discovered the field was known as the Bayou St. Denis field, and the first two wells were named L.L.E. Bayou St. Denis No. 1 and No. 2. But when the third well was completed later in August the name of the field was changed to the Lafitte Field and the first two wells were renamed accordingly. Later on certain sections of the field were



TEXACO WORKERS' HOME AWAY FROM HOME

At the upper left is a panoramic view of the clean, cozy, comfortable Texaco Camp at Lafitte. To the right of it is one of the most popular spots in the camp, the "kitchen door" beyond which expert cooks constantly concoct and generously dispense steaks, fried chicken, fresh vegetables, wonderful salads, red beans and rice, homemade ice cream, bacon and eggs, ham and hot biscuit, pancakes, ad infinitum—and, oh yes, the kind of pies that Mother would like to make shown in the photograph below fresh from the never idle oven of Cook George Pesce.



unitized and the unit which included L.L.E. Lafitte No. 1 well was named the Land Company Unit. Because of this the Louisiana Land and Exploration Lafitte No. 1 well is often unofficially referred to as the "Land Company No. 1 well."

THE WITNESSES OF THE BIRTH OF JEFFERSON'S NEW INDUSTRY

When Jefferson's discovery well came pouring in that May morning, it was seen and saluted by R. C. Stewart, Division Manager of Texaco; Paul T. Seashore, Vice President of the Louisiana Land and Exploration Company; O. B. Trotter, Superintendent of the Houma District of Texaco; James C. Webb, Civil Engineer and President of the Madison Realty Company; Clem Perrin, a bayou resident and descendant of one of Lafitte's original band of privateers; and the jubilant drilling crew.

By 1936 Texaco had completed a pipeline through the marsh to its tank farm at Marrero. By 1938 the Lafitte

Field had 26 producing wells, and by 1939, the year The California Company also moved to Jefferson and opened the Barataria Field, the Lafitte Field had 49 producing wells from 8,000 to 12,000 feet deep. Jefferson was solidly and permanently in the oil business.

TEXACO IN JEFFERSON A QUARTER CENTURY LATER

During the intervening years since that May day in 1935 Texaco has drilled a total of 237 wells in Jefferson Parish. Of these 175 were completed as oil producers, 8 were completed as gas wells and 54 were dry and non-productive.

Texaco is now producing in Jefferson approximately 11,000 barrels of oil per day from 141 oil wells and also considerable quantities of natural gas from 8 gas wells.

Texaco is still very active in the Parish and on September 1, 1959, Texaco had 3 drilling rigs running and 242 employees working in Jefferson Parish.

HARRY X. BAY

CONTINUE NEXT PAGE FOR ADDENDA
ON THE OIL INDUSTRY IN JEFFERSON

HOW OIL AND WATER MIXED IN THE PARISH

In the early 1920's the U. S. government built a cut-off canal, called the Dupre Cut, for a distance of 9 miles between Bayou Cutler and Bayou Dupont in Jefferson Parish as a vitally needed navigational boon to the oystermen and shrimpers. Over this Dupre Cut they were able to bring their catches all the way to market from Grand Isle through the bayou country, without miring down in the mud during low water periods.

To secure this Dupre Cut for its fishermen the Jefferson Parish Police Jury agreed to buy the 400 foot wide right-of-way out of parish funds and turn it over to the government.

Fortunately the government accepted the use of this right of way but did not take title. So, when oil was discovered in Jefferson, this right-of-way through the Lafitte Field became the source of a regular annual revenue to the parish treasury from oil royalties amounting to around \$135,000 a year — money which is invested in the development of the parish.

Also — just two years before oil was discovered in Jefferson the magnificent \$1,700,000 modern locks of the Harvey Canal, able to handle a towboat and five barges at a single locking and connecting the Mississippi River inland waterways traffic with the Intracoastal Waterway, was completed. It was officially accepted by the government in 1934.

This Harvey Canal, without a doubt Jefferson's oldest landmark, was started as a private drainage ditch a hundred years before Jefferson became a parish. Its first crude but ingenious locks were constructed about 1902. But

it was not until the early 1930's, when the U. S. purchased it as the Mississippi River Link, in the new Louisiana-Texas section of the Intracoastal Waterway that now stretches 1116 miles from Apalachicola Bay, Florida to Brownsville, Texas on the Mexican Border, that this waterway became a vital transportation asset to the parish.

It was all ready and waiting to welcome Jefferson's new oil industry, to provide a liquid highway to the marshland for its equipment and from the marshland for its products.

Today around two hundred concerns line both banks of the Harvey Canal directly or indirectly serving the oil industry. From them to the fields go tools, mud and equipment. From the oil fields come petroleum and petroleum products by barge.

There are no rails and few roads serving the oil bearing bayouland of Jefferson — but its combination of natural and man made inland waterway has greatly assisted the development of the oil industry in the parish. Over two thirds of the tonnage that goes through the Harvey Locks comes from the oil industry of South Louisiana and Texas. No wonder Harvey, Louisiana, is known as the Little Houston of Louisiana.

CALIFORNIA JOINED TEXACO IN 1939

Four years after oil was discovered in Jefferson the California Company opened up the Barataria Field, the closest oil operation to the business heart of the parish.

California's "Adam Rutley" discovery well was drilled with a whipstock, the bottom of the well being 200 feet away from the dredge in the middle of

When oil was discovered in Jefferson in 1935 the firm of Charles E. Spahr was already distributing gasoline and oil products on the bank of the Harvey Canal—one of the oldest firms allied with the oil industry in Jefferson Parish.



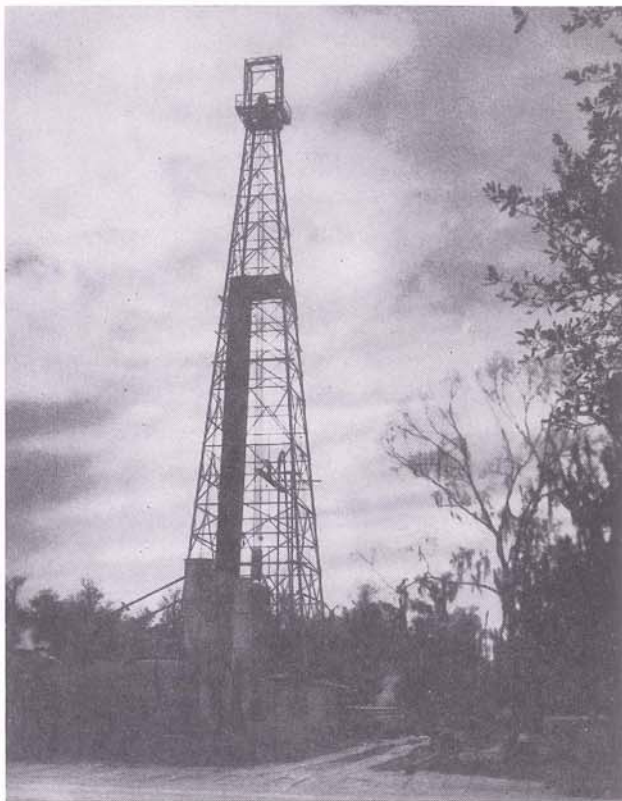
the bayou. This first Barataria Field well tested 936 barrels of oil and 879,000 cubic feet of gas per day.

Since that first well California Company has produced some 32 million barrels of oil and 47½ billion cubic feet of gas from this Barataria Field in Jefferson (including the satellite fields of West Barataria and South Barataria). Now, 20 years later, Calco's production of oil and gas in the Barataria Field is still substantial — producing over 2,000 barrels of oil and nearly 10 million cubic feet of gas per day.

While Calco's Barataria Field activity is perhaps the most important company operation in Jefferson Parish, Calco also operates the Bayou de Fleur, Bayou Perot and Marrero Fields. Altogether Calco's production in Jefferson Parish for a single representative month — taking the month of January 1959 — is 3363 barrels of oil and 39,629,000 cubic feet of gas daily.

In recent years, California constructed an absorption plant at the Barataria Field. Although a comparatively small one, its cost materially increased California's already heavy investment in

THE CALIFORNIA DISCOVERY WELL



→
A dramatic photograph by Eugene Delcroix of the California Discovery Well in Jefferson, taken in 1939, the year the well came in.

The California Company's Absorber Plant at Barataria, just across the highway from the Barataria Field office, is said to be the most efficient plant of its type in the oil and gas industry.





Handling the production in the field requires complicated and scientific storage methods. This tank battery framed by moss covered trees is located in the California Company's Barataria Field in Jefferson Parish.

the complex equipment which assists Calco's Marketing Department in converting Barataria oil and gas into income.

AFTER THE WAR CAME HUMBLE

During the War, of course, the development of new oil fields in Jefferson, as elsewhere, came almost to a standstill while the nation's oil industry concentrated its efforts on expanding the production of existing wells.

But in 1949 another of the major oil companies — Humble Oil and Refining Company — also began operation in Jefferson Parish, bringing in its first land well on June 18, 1949, the Texas and New Orleans Railroad No. 1 in the Avondale field. However, Humble's most dramatic contribution to Jefferson's early oil history was its first offshore well — the pioneer Grand Isle No. 1.

By that year of 1949 thirty-five American oil companies had expanded their land search for oil into the offshore waters of Louisiana and Texas, and their combined efforts had by 1949 already spent one hundred million dollars seeking oil under the offshore waters overlying the continental shelf. The submerged lands of Grand Isle, Grand Terre and Cheniere Caminada represent Jefferson's part of the 18 million acres of this offshore oil potential. The

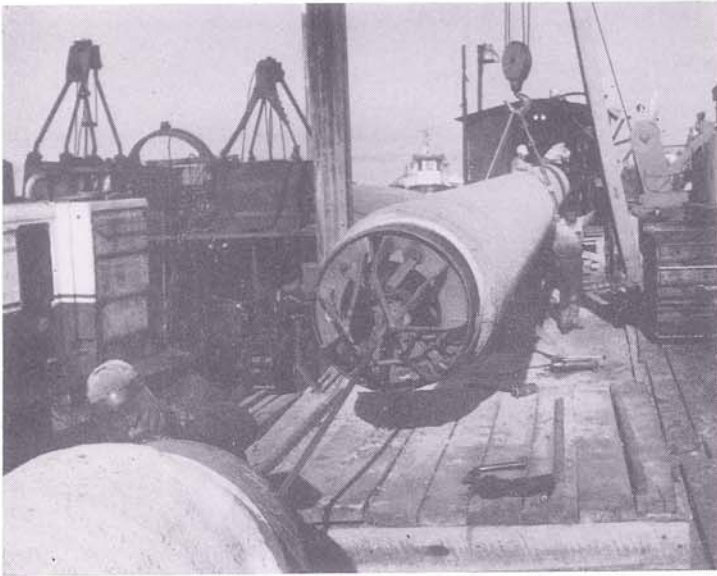
expensive offshore search still continues with production not yet sufficient to offset the millions already spent — but the oil reserves are there and the oil companies are the greatest investors in the future of any industry in the nation.

Humble's most recent development in Jefferson Parish is the planned headquarters in early 1960 of a new production district, when Humble Oil and Refining Company's eastern division in New Orleans combines its Port Sulphur and Paradis Districts. The new building will be in the 900 block of Maple Street in Harvey.

When completed this office in Harvey will house 67 employees, 52 of which will reside in Harvey or the neighboring residential area. Harvey was chosen as the centrally located district office of the new combination of districts because it is the concentration spot of general oil field facilities and is already used as an operating center by several oil companies. Its combination of road and waterway system provides efficient and economical transportation and communication.

OIL TODAY IS JEFFERSON'S LARGEST SINGLE INDUSTRY

There are now, beside the three pioneer companies already mentioned, other oil companies operating in Jeffer-



Part of the United Gas Pipe Line Company's 202 miles of 30-inch main from the gas fields of south Louisiana to Mobile, Alabama. The two views show operation of contractor O. R. Burton, laying the pipe under the Causeway over the 25 mile stretch of Lake Pontchartrain.



son—including Phillips Petroleum Company, American Petrofina Company of Texas, Aladdin Oil Company, Bateman Drilling Company, Tidewater Oil Company, Richardson and Bass, British American Oil Company, Pan-American Oil Company, Perrin and White and Rimrock Tideland, Inc.

As of July 1959 the allowable of Jefferson's 20 inland oil fields with their 292 producing oil wells was 27,304 barrels a day. At the fair average of \$3 per barrel Jefferson is producing about 2½ million dollars worth of crude oil every month.

In addition these 20 Jefferson oil fields, with their 23 producing gas wells, are producing around 46,800 million cubic feet of natural gas a day.

Grand Isle's three offshore blocks (Grand Isle Block 16 and 18 of the Humble Oil and Refining Company and Block 47 of Continental Oil Company) are producing approximately 21,477 barrels daily allowable.

But actually the oil production and value itself is only a small part of the parish business created by the oil industry. Already, as we have mentioned, around 200 concerns are concentrated along the two banks of the Harvey Canal, mostly to serve the expanding parish oil industry. And because of its

strategic position at the crossroads of the inland waterways system Jefferson Parish is the headquarters for tank terminals and tank storage.

The payrolls of the oil workers, among the highest paid of any industry in the country, find their way into the cash registers of many Jefferson Parish merchants.

And last but not least, industries such as the \$100 million American Cyanamid Company have chosen Jefferson Parish because of its wealth of natural gas, which used to be a by-product of the Jefferson oil industry wasted and burned in flares but which today, piped from the wells and profitably sold, has become in recent years a twin product of the Jefferson oil industry. And the Sherwood Refining Company, Division of the Continental Oil Company, at Harvey which was the first "petrochemical" plant in the parish and one of the first in the South and which chose Jefferson because of the nearness to the crude oil.

In saluting the Silver Anniversary of the Oil Industry in Jefferson simultaneously with the salute to the oil industry nationwide, the parish is paying deserved tribute to one of the largest contributing factors to its prosperity and progress.



Convenient dunes of sand along Grand Isle's more than 8 mile long beach afford ideal spots for sunbathing and the acquisition of a golden tan.

(Continued from Page 141)

Along this same road and near the same spot is held the annual Blessing of the Fleet, that colorful and ancient ceremony of fisher folk when the shrimpers of Lafitte, Crown Point and Barataria parade their decorated boats on a given Sunday each season, elect their Shrimp King and Queen, and invite the assembled visitors to join with them in the dancing and enjoy the boiled shrimp and the bayou cooking always present in impressive quantities.

This road is also the land entrance to the bayou country's varied hunting and fishing.

In the fresh waters of Big Bayou Barataria or the bayous and canals

running into it are perch, catfish, gaspergou, sac-a-lait, bream, striped bass and green trout, the Southern name for the big mouth bass. On down through the heart of the parish via Bayou Cutler the fresh water fishing merges into the saltwater with redfish, sheepshead, speckled trout, drum, channel mullet and white trout rewarding the persistent piscator.

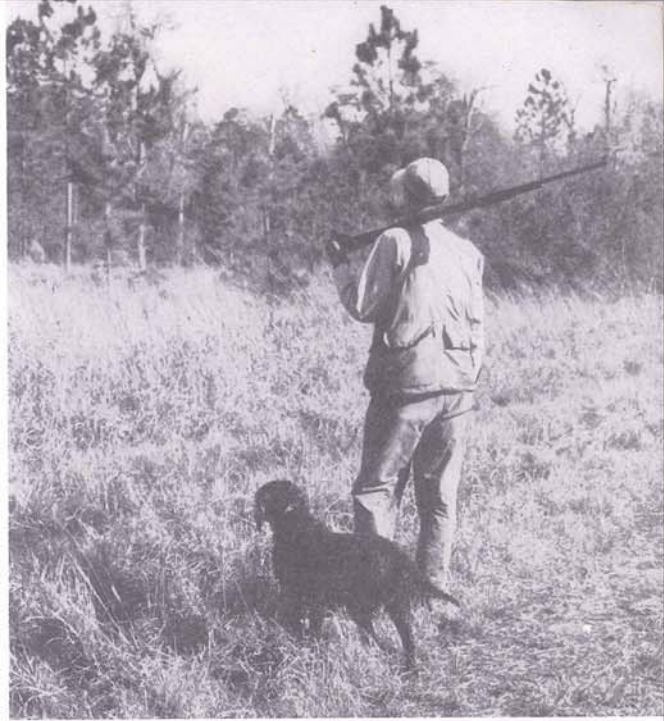
In Jefferson—from early Spring when the fresh water fish, especially the bass or green trout attract the angler, through Summer when tarpon, mackerel and jacks come up from the sea, into Fall when the redfish, drum and sheepshead are favorites—there is not a month without fishing enjoyment.



It's not the easiest form of fishing, as this pulchritudinous piscator making a gallant attempt at it will testify, but once you've mastered the art of the gather and the throw of the cast net, the catch will compensate for the hours of practice. And, incidentally, the surf at Grand Isle is okay for both the tyro and the expert cast netter.

In this bayou country from the first frosty night to the return of the flocks northward in the Spring the waters abound with the various species of waterfowl from the splendid green heads to the fast flying blue winged teal. The clapper rail and king rail or marsh hens are highly prized game birds which do not rise but run through the brackish marsh grass providing excellent sport for hunters with bird dogs. There is also the abundant Poule d'Eau or American coot which competes with the wild duck and Canadian and blue geese for the hunter's favor and for the natural food provided in the shallows of Jefferson's bayous and lakes.

This is great bird country with Grand Isle and lower Jefferson being the stopover for millions of migratory birds before and after their 500 mile non-stop flight across the Gulf of Mexico. Peter Stackpole, the staff photographer of Life Magazine on his Jefferson Parish picture shooting trip, completely lost his aplomb when thousands of nigger geese rose in front of him from the waters of Barataria Bay and silhouetted themselves against the sky.



Hunting woodcock above the airport in East Jefferson.

BIRD HUNTING IN JEFFERSON



At the left is Leonard Fultz, who lived at Little Farms in Jefferson Parish when this picture was taken, with the bag limit of coots, a favorite game of Jefferson hunters and very delicious in a stew. At the right is Mel Duffy with a brace of Jefferson Parish Blue Bills, locally known as "Dos Gris." Yes, siree, Jefferson is good bird country!



An eight point buck shot around Bridge City at the beginning of Jefferson's 60 day deer season.

On the higher ground of this bayou country are the abundant mourning doves and snipe, the occasional woodcock and the quail or Bob White which the Louisiana Department of Wildlife and Fisheries program is rapidly replenishing.

There are the plentiful rabbits — which have encouraged and developed a new form of sport in Louisiana — hunting the bunnies with specially trained beagles. The South Louisiana Beagle Club, an outgrowth of this sport, is domiciled in Jefferson Parish.

There are also the squirrels of which 90% of Jefferson's hunters shoot some every year — thousands of them in the trees along the previously mentioned road to Lafitte. In fact the statisticians say Louisiana has a population of from 5 to 8 million squirrels prepared to play hide and seek in season with its hunters.

But the red letter days on Jefferson's hunting calendar are those of deer season. The white tails have splendidly adapted themselves to the coastal lowlands and oak grove ridges for concealment, breeding and food. So well that deer hunting in Jefferson is quite different and more difficult than the same sport in the North, where the hunter personally stalks or awaits his own buck.

JEFFERSON'S HAPPY HUNTING GROUNDS

Jefferson's plentiful population of squirrel, of course, affords its hunters the pleasant day in the woods, the dismissal of business worries, the building up of a huge appetite and the libation at the end of the day that keeps a man young and fit and perpetuates hunting as one of the most popular sports of the parish.





About 100 miles of Grand Isle in the summer of 1956 John L. Lauricella, Sr., landed the first marlin ever caught with rod and reel off the coast of Louisiana. It was a white marlin, weighing 50 pounds and measuring 7½ feet long. Here is that famous fishing party: Jim Merriweather, Sr.; Paul Kalman, who landed the second marlin on the same trip; Robert Norman, who also caught the first officially identified yellow fin tuna in Louisiana waters on rod and reel; and Lauricella far right. In front of them are their prize catches.

But here the sport, staged in the wooded areas, requires the combined efforts of men and dogs, plus a lot of luck and a great deal of knowledge of the idiosyncracies of the deer itself. The standers are placed to block off the known deer paths and then the game is driven through the tangled thickets in their direction.

Getting your deer requires the keen eyesight to spot him at that critical split second when he breaks cover and the marksmanship to bring him down

before he disappears again. All of which makes deer hunting in Jefferson intensely exciting. The odds are all in favor of the white tail — which probably accounts for the fact that there are about 30,000 in the coastal lowlands right now.

The oldtimers of Jefferson still brag how they used to bag six bucks a night, but that was when Jefferson was wilder, the laws were laxer and the deer would often walk right up and invade the gardens of Gretna.

In a two day expedition this group, comprising members of three skin diving clubs training for the Scuba Divers International Tournament held at Grand Isle in August, speared 10 varieties of fish to the total of 1000 pounds. SCUBA diving which means (Self Contained Underwater Breathing Apparatus) has gained world wide popularity since World War II. Grand Isle was selected as site of the International Tournament because of ideal diving conditions and abundance of many fish species.





In the bayou country of Jefferson are many such quiet, scenic spots of restful beauty that are ideal for the Sunday afternoon or holiday family picnic.

LESSER SPORTS BUT NOT LESS FUN

There's hunting for coon — and for possum, which the original French called *Rat de Bois* (rat of the woods) and there are those that claim the Louisiana muskrat, when the sacs are removed, is as delicious as squirrel cooked with bacon.

There's soft shell crabbing, which is both an industry and a pastime in Jefferson. The finest soft shell crabs in the world come from Jefferson's Lake Salvador. It is extremely long, eight miles wide and ten to twelve feet deep — and the foliage lining its bank is a Heaven sent haven for crabs about to

shed their shell. Here in Jefferson is also the longest soft shell crabbing season in the world — from March until November.

It was soft shell crabbing back in the Depression Thirties that kept many a Jefferson family off relief during the moneyless gap between the trapping and shrimping seasons.

And don't overlook Jefferson's pleasant sport of crawfishing, with every road side ditch and swamp in Spring a potential place for your scoopnet or set net — the ultimate object perhaps being that epicure's delight, that delicious old Creole dish "*bisque ecrevisse*" or crawfish bisque.

Fifty years ago the red and orange sails of the fishing schooners dotted the bays, bayous and lakes of Jefferson, for sailing was then a business. But today sailing is one of Jefferson's many outdoor pleasures.



There's cat fishing in the Mississippi, an almost forgotten former parish pastime, and pole fishing in the barrow pits along the levee cooperatively and periodically restocked with fish by Ol' Man River's risings.

SAILBOATING IN JEFFERSON MEANS LAKE PONTCHARTRAIN

At its lower end Jefferson possesses Grand Isle, Louisiana's only saltwater resort on the Gulf. At its extreme upper end it shares with New Orleans one of the nation's largest lakes, forty mile long Lake Pontchartrain. Here Jefferson concentrates most of its sail boating and much of its power boating, enjoys more brackish water fishing (mainly speckled trout and croakers) and fishes frequently for lake shrimp with a cast net. In Lake Pontchartrain Jefferson also fishes for hard shell crabs.

LAST BUT NOT LEAST GOLFING AND SKEET SHOOTING

For its golf addicts, Jefferson provides two excellent courses on the East Bank and one on the West Bank. At the Metairie Country Club Golf Course every one of the holes was deliberately designed as a replica of one on some other famous course, including beloved St. Andrews in Scotland where golf was born.



Dr. John G. Pratt, prominent New Orleans surgeon, shown relaxing from professional tensions by enjoying skeet shooting at the Southern Louisiana Skeet Club on Jefferson's Old River Road.

Richard Boutall, the great grandson of Jefferson's historic Captain John C. Bruning, goes fishing at the same spot in the 17th Street Canal where the late Frank Swanson pulled in from a skiff the 169 pound tarpon known as Old Tiger, battling it for 45 minutes. For this unique exploit he received a gold medal and a citation from Field and Stream. Recognized as one of the best fishermen in the parish, Frank also established the record of catching 9 tarpon in 11 days in Lake Pontchartrain.



The Colonial Country Club course at Harahan was laid out on 200 acres of the historic Tchoupitoulas Plantation and its Club House was created from the ante bellum mansion that belonged to the sister of the wife of Louisiana's first Governor, William Charles Cole Claiborne.

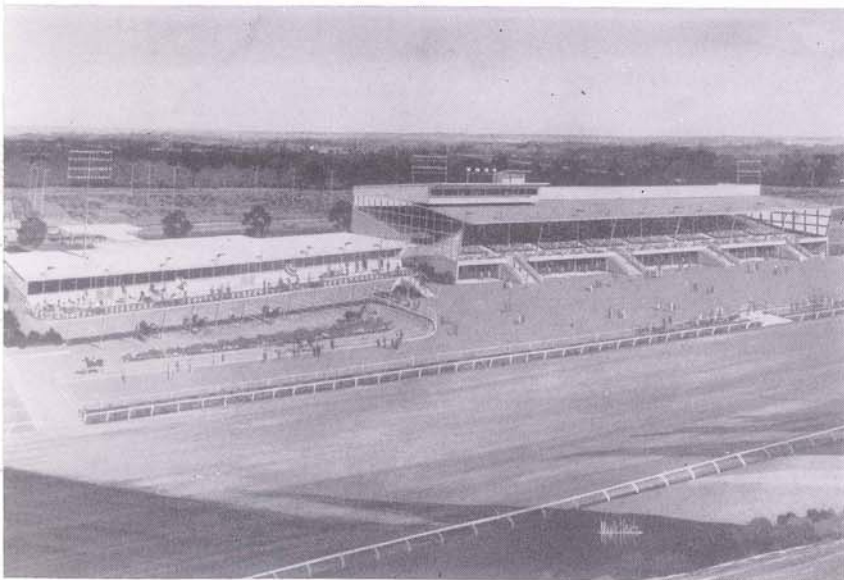
On the West Bank the West Side Course is both public and popular.

Skeet shooting is represented and encouraged in Jefferson Parish by the Southern Louisiana Skeet Club on the old river road from the West End of the Huey P. Long Bridge which is open to the public except on those days on which inter-club skeet shoots are scheduled.

Jefferson oldtimers and long time residents smugly accept and fail to get excited that their parish possesses one of the ten top deep sea fishing spots in the world, one of the safest saltwater beaches in the nation and some of the finest hunting in the Deep South. But those who are moving to Jefferson from other areas, who have been attracted by its industries and are making their home here, are amazed and mightily pleased when they discover the many fascinating ways they can enjoy their leisure — every member of the family. Jefferson is not only the parish of remunerative jobs but the parish of recreational enjoyment.



From 200 acres of the historic old Tchoupitoulas Plantation which became the property of Chevalier Joseph Soniat Dufossat was laid out, in the early Twenties, the present day Colonial Golf and Country Club of Harahan and from the beautiful antebellum mansion of the family was created the Club House pictured here.



Panoramic drawing of the track, club house and facilities of Jefferson Downs Race Track —which opens for racing on the 25th of September, closing before Fair Grounds opens on Thanksgiving Day. And then, when Fair Grounds closes in March, Jefferson Downs presents racing again until May.

PHOTOGRAPHY, ART AND CREDITS

ARTWORK: Cover by Tilden Landry. For page 4 illustration, photograph was taken by Dan Leyrer and artwork produced by Dale Nichols. Drawing of Nez Coupé house on page 47 also prepared by Dale Nichols. Illustrations on pages 8 and 9, 24 and 25, page 36, pages 44 and 45 and pages 53, 60, 65 and 193 were produced by Tilden Landry Associates.

PHOTOGRAPHY: All photographs not otherwise credited below were taken especially for this 1959 Silver Anniversary Issue of the Review by Fulcran Randon.

All photographs for the articles **RESIDENTIAL JEFFERSON** beginning page 36, **THE STORY OF MAGNOLIA LANE** pages 60 to 63 inclusive, and **MOODS OF NATURE** pages 128 to 136 inclusive were created by Eugene Delcroix. He also supplied pictures on other pages as follows: pages 30, 127, 139, 163, bottom 181, 211, 212, 218, bottom 219 and top 220.

Jack Beech, Industrial Photography, supplied the following: pages 13, 23, 26, 33, 83, top 147, bottom 149, bottom 151, bottom 157, top 159, 169, top 171, top 172, bottom 174, 206 and 213.

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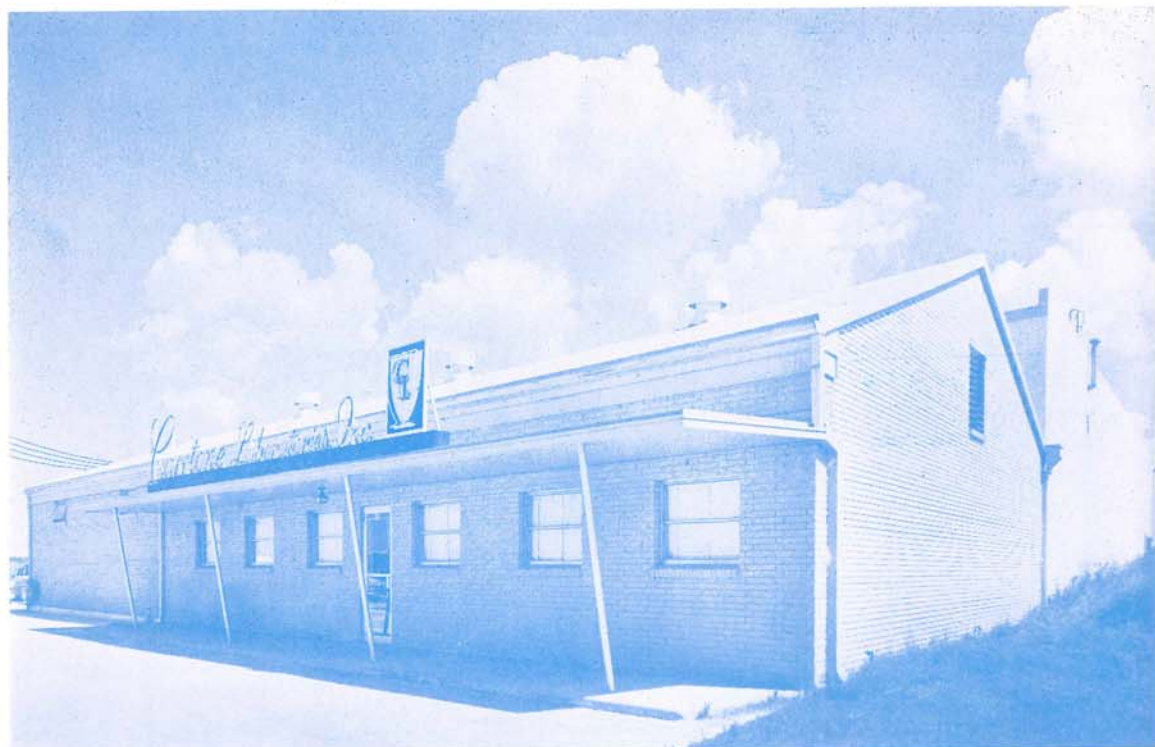
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