

# Jefferson Seaway

**A forgotten piece of Louisiana port engineering history:  
Did Jefferson Parish win by losing?**

**William J. Thomassie, P.E.**

**Principal Partner**

**Infinity Engineering Consultants, LLC**

**4001 Division Street**

**Metairie, LA 70002**

**504-304-0548**

# Alexander Seaway

*...also known as the MRGO:  
Mississippi River Gulf Outlet*

**VERSUS**

# Jefferson Seaway

*...also known as the “Arrow to the Americas”*



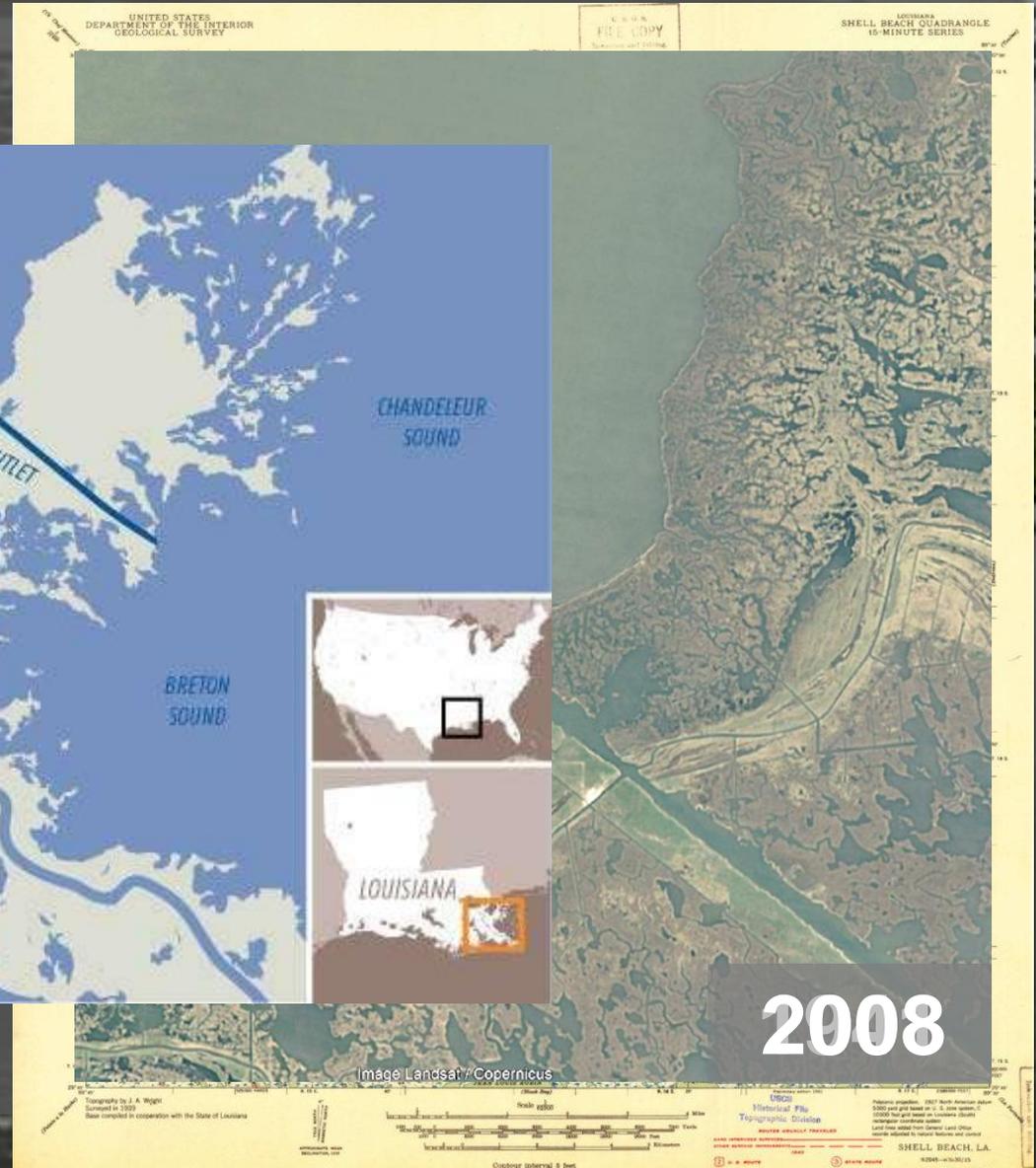
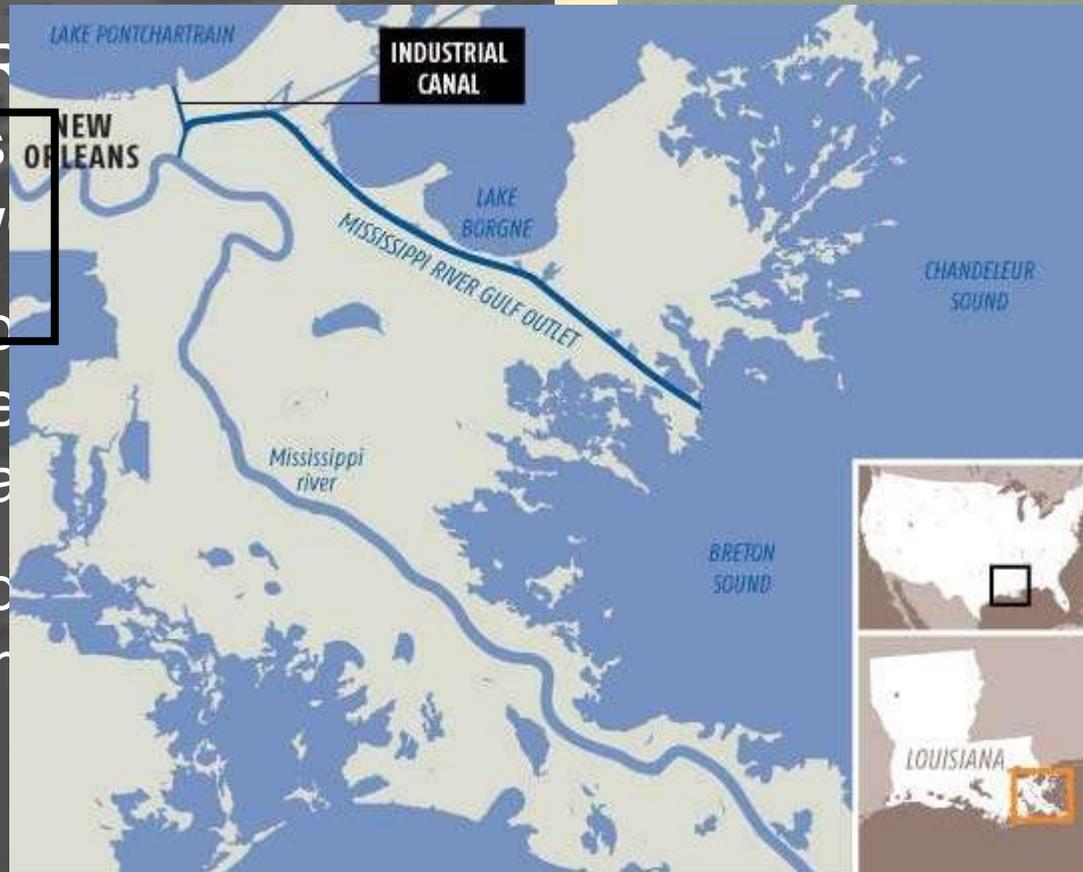
# Mississippi River – Gulf Outlet

## What is it?

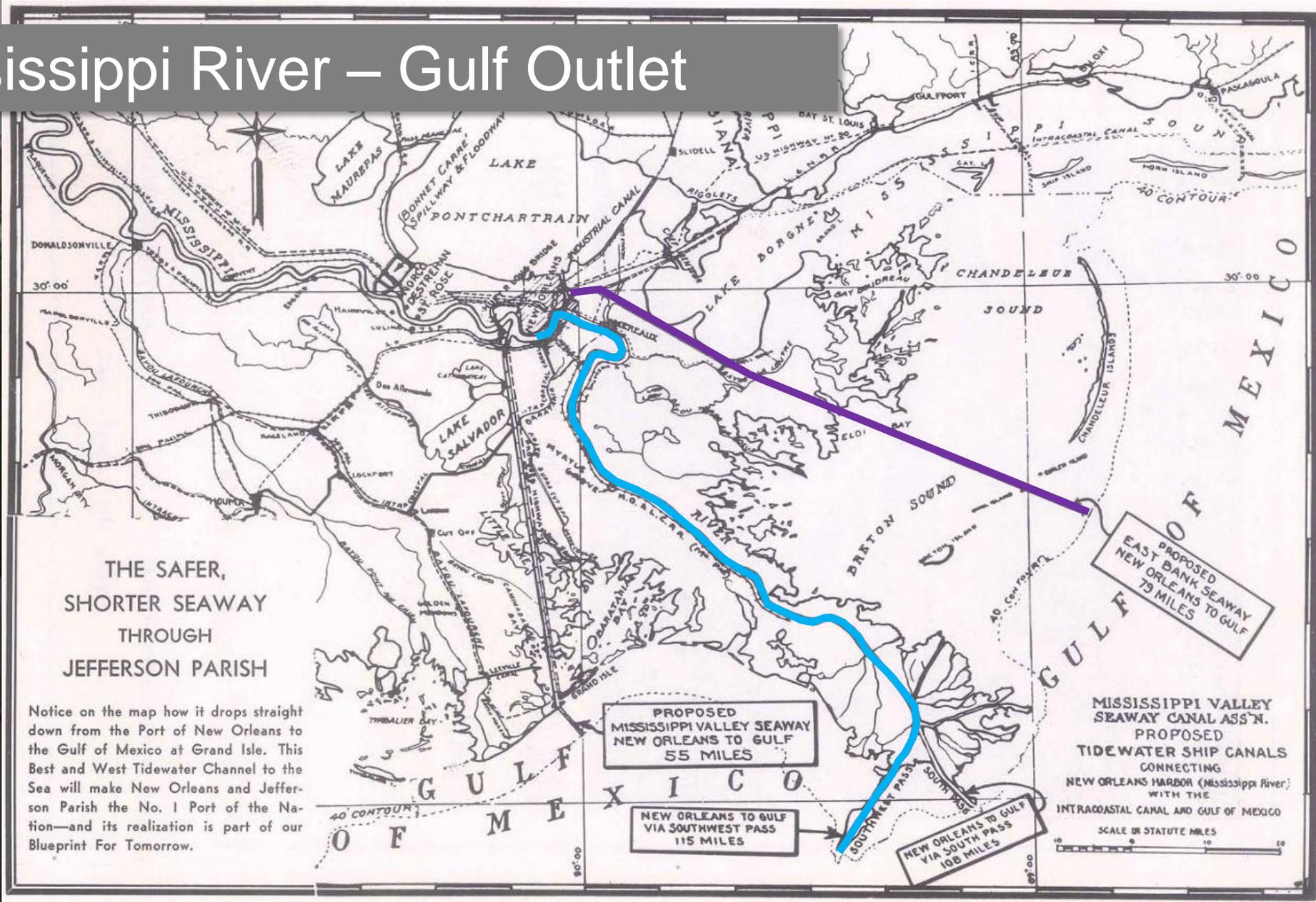
The Mississippi River Gulf Outlet is a 160-mile-long man-made channel that was built to allow cargo ships to travel between the Gulf of Mexico and the Mississippi River.

Authorized by Congress in 1965, the Corps of Engineers began construction in 1969 and completed it in 1984. The canal is the top and at least 10 feet deep.

More earth was excavated to construct the Panama Canal.



# Mississippi River – Gulf Outlet

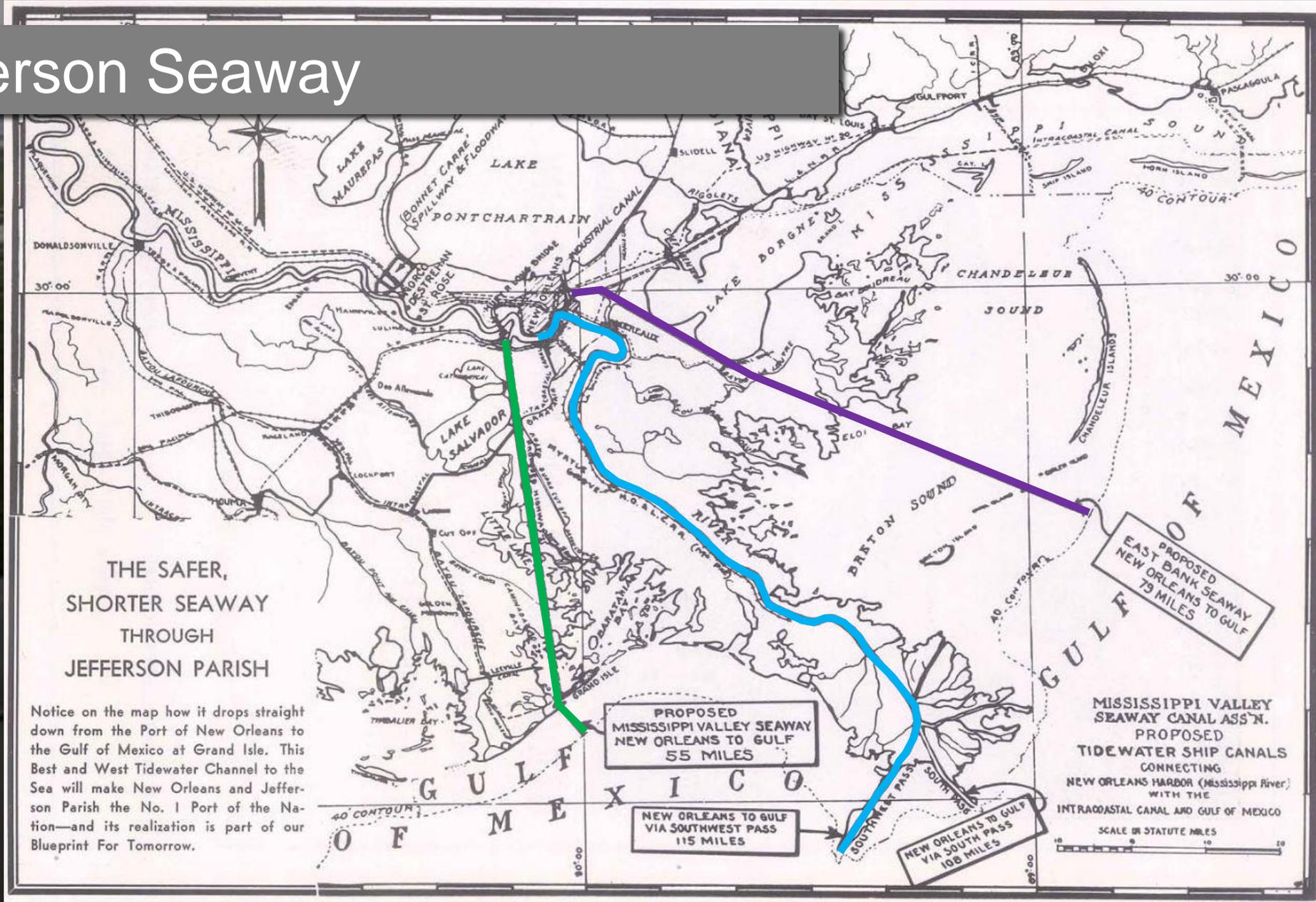


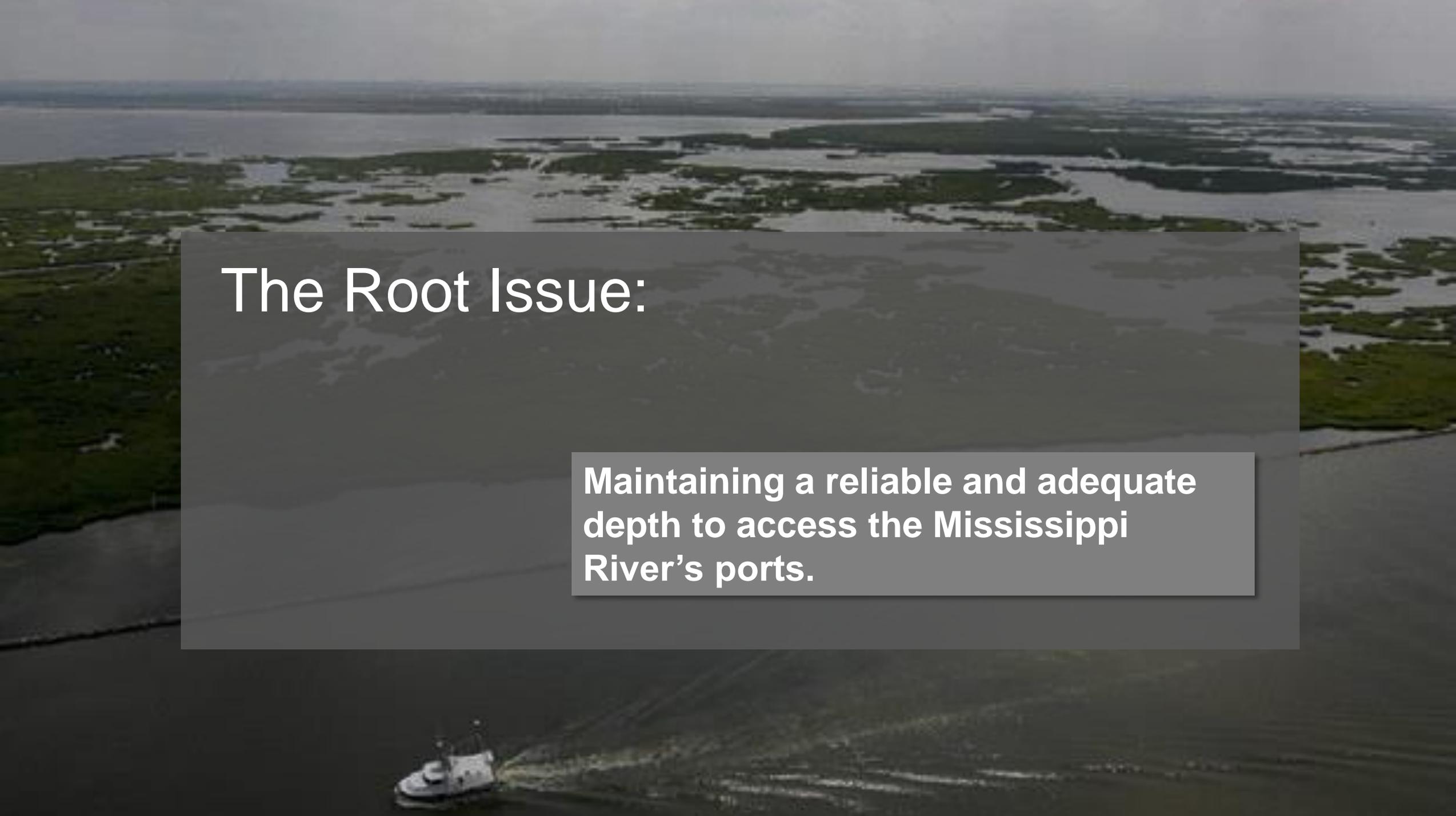
# Mississippi River – Gulf Outlet



2005: Hurricane Katrina

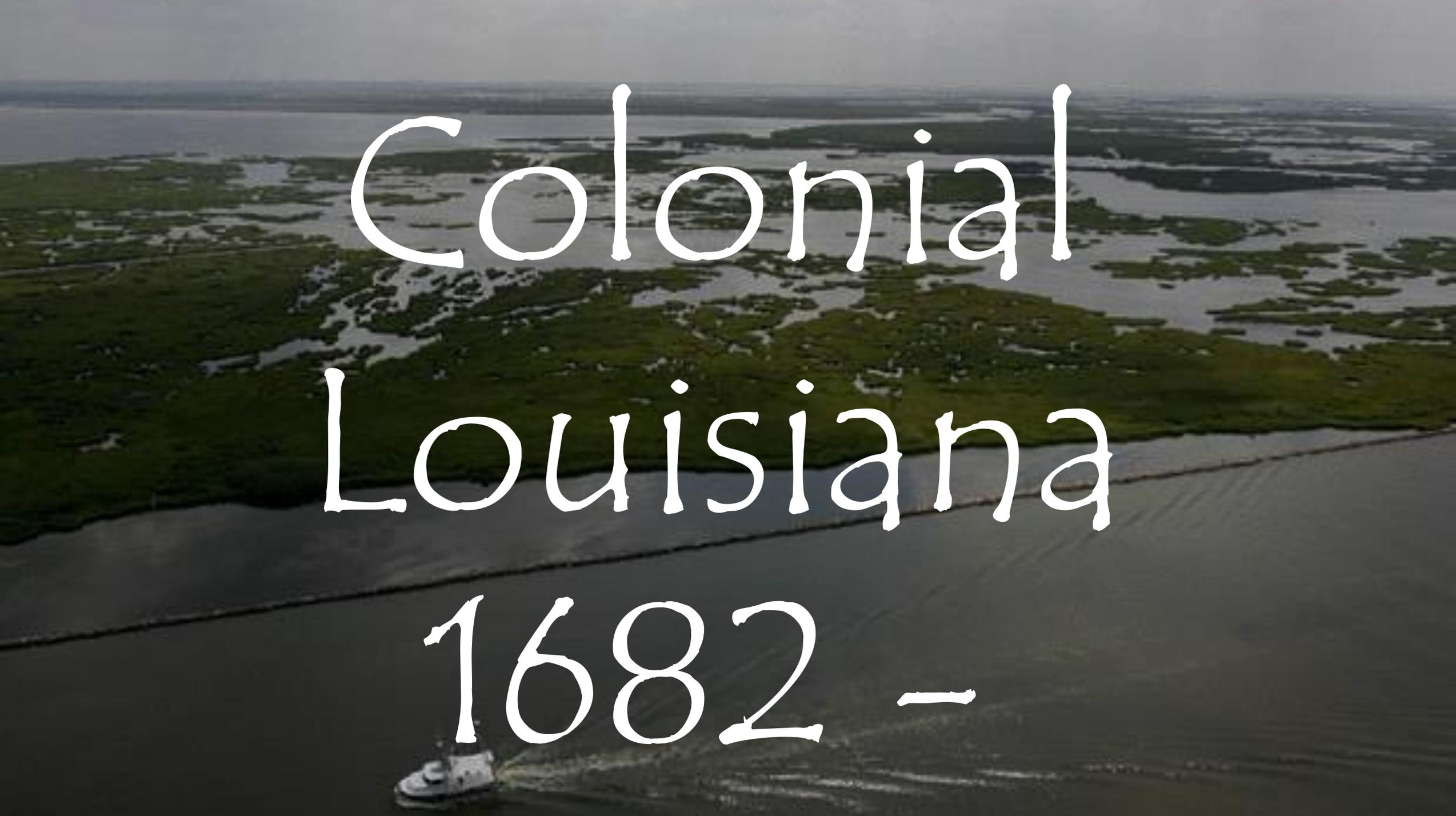
# Jefferson Seaway



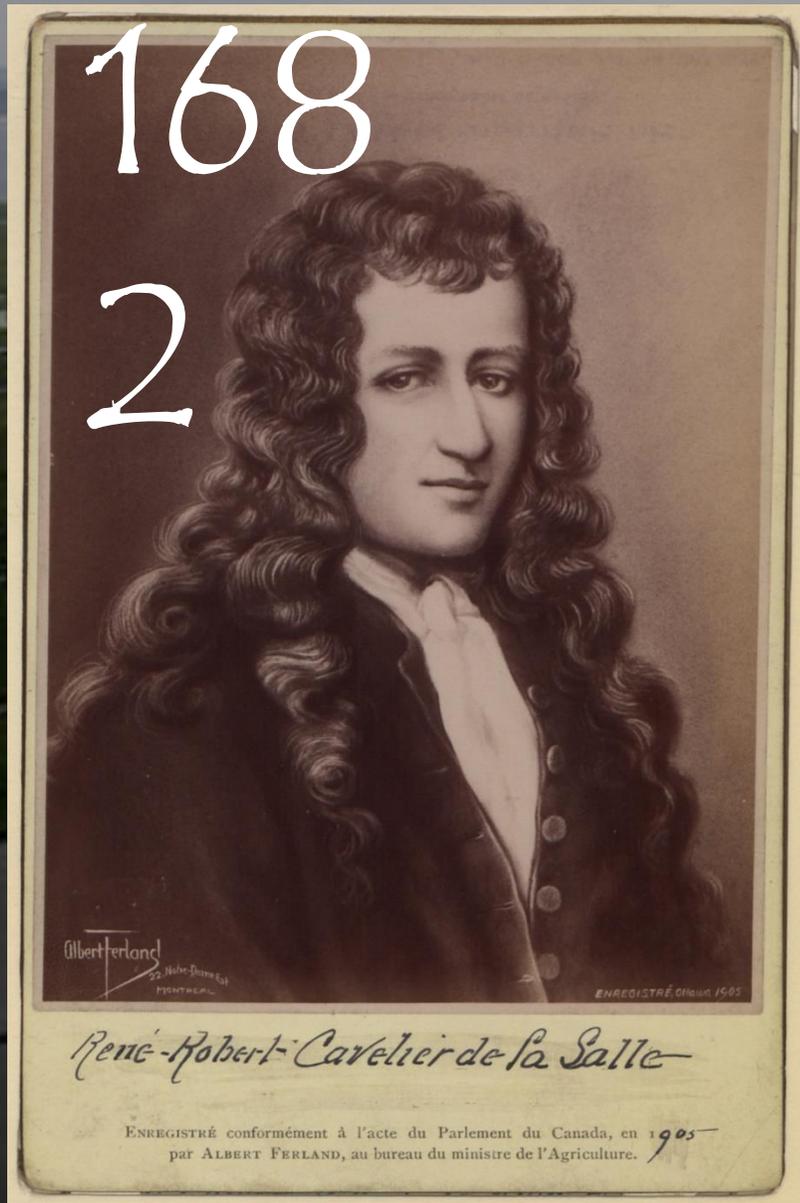
An aerial photograph of a large body of water, likely a river or bay, with a boat in the foreground. The water is dark, and the surrounding land is green. The sky is overcast. A semi-transparent grey box is overlaid on the image, containing text.

# The Root Issue:

**Maintaining a reliable and adequate depth to access the Mississippi River's ports.**

An aerial photograph of a coastal wetland. The landscape is a mosaic of dark green marshland and greyish-brown water channels. In the lower foreground, a small boat is moving across the water, leaving a white wake. The sky is overcast and grey.

Colonial  
Louisiana  
1682 -



## René Robert Cavelier de la Salle

- 1682: La Salle led a new expedition descends the Mississippi River from Canada, becoming the first European to do so. In April, they reached the Gulf of Mexico. La Salle named the region "La Louisiane," in honor of King Louis XIV.
- 1684: La Salle set out for North America with four ships and 300 sailors to establish a French colony at the mouth of the Mississippi River. Unable to recognize the river delta, the fleet landed at Matagorda Bay (near Houston) 500 miles west of their target. By 1687, mutiny erupted and five men attacked and killed La Salle.



Jean-Baptiste Le Moyne  
Sieur d'Bienville



Pierre Le Moyne  
Sieur d'Iberville

# 169

First Voyage to the  
Mississippi

The Journal of the Badine

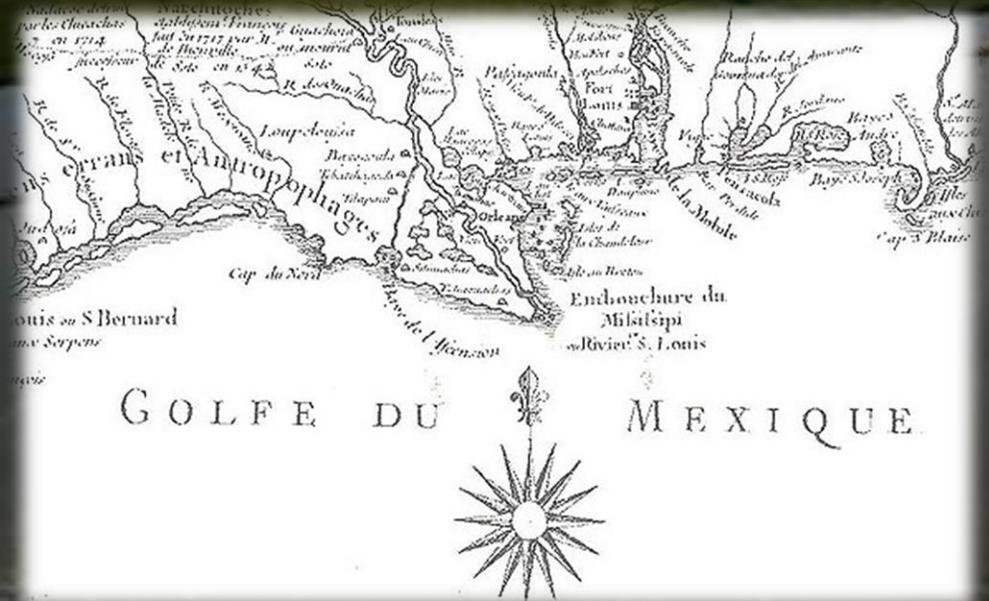
**March 2, 1699**

*“...I stood for these rocks in order to run ashore by day to save my men and longboats. When drawing near to the rocks to take shelter, I became aware that there was a river. I passed between two of the rocks, in 12 feet of water, the seas quite heavy. When I got to the rocks, I found fresh water with very strong current.*”

*“At its mouth there is only 12 to 15 feet of water where I came in, which seemed to me to be one of the best passes, where the waves were breaking least.”*

## March 3<sup>rd</sup> 1699:

*Mardy Gras day, wind in the northeast, so that I cannot take soundings to locate the passes in this river; however, I do not believe that there are any more. I went up the river, finding it quite deep: at a longboat's length from the bank, 20 feet of water; in the middle, 48 and 50 feet of water. Two leagues and a half above the mouth it forks into three branches: The middle one is as wide as the one through which I entered, being 350 to 400 fathoms wide; the other, which flows along the land to the southwest, does not appear to be so big."*



An aerial photograph of the Mississippi River delta, showing a vast expanse of water and marshland. The water is a mix of light and dark grey, indicating varying depths and sediment levels. The marshland is a mix of green and brown, suggesting different vegetation and soil types. In the bottom left corner, a large white barge is moving through the water, leaving a white wake behind it. The sky is overcast and grey.

# The Problem:

**The Mississippi River delta, by its geologic nature, creates a shallow and silty outlet.**

# The next 100 years...

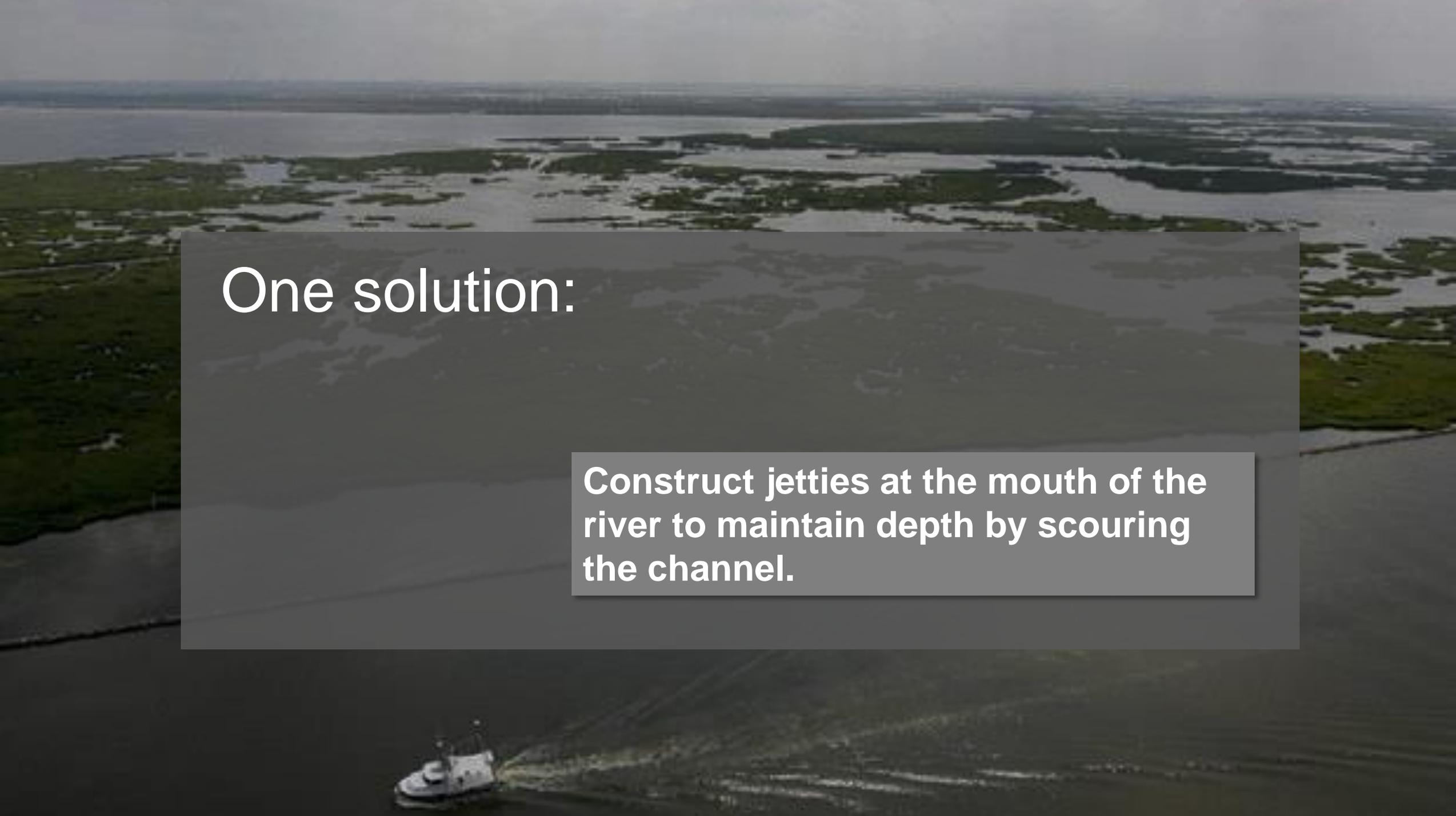
- **1706:** Iberville dies before completing the French colony project
- **1718:** Bienville establishes New Orleans
- **1755:** British expel Acadians, starting “Seven Years War” with France
- **1763:** Defeated, France cedes control of the “Isle of Orleans” to Spain
- **1776-1789:** The United States becomes a nation
- **1792:** France becomes a republic, King Louis XVI is executed
- **1803:** Napoleon recalls Louisiana from Spain and sells to the US
- **April 30, 1812:** Louisiana becomes the 18<sup>th</sup> State to join the union



Mississippi River Delta  
1813



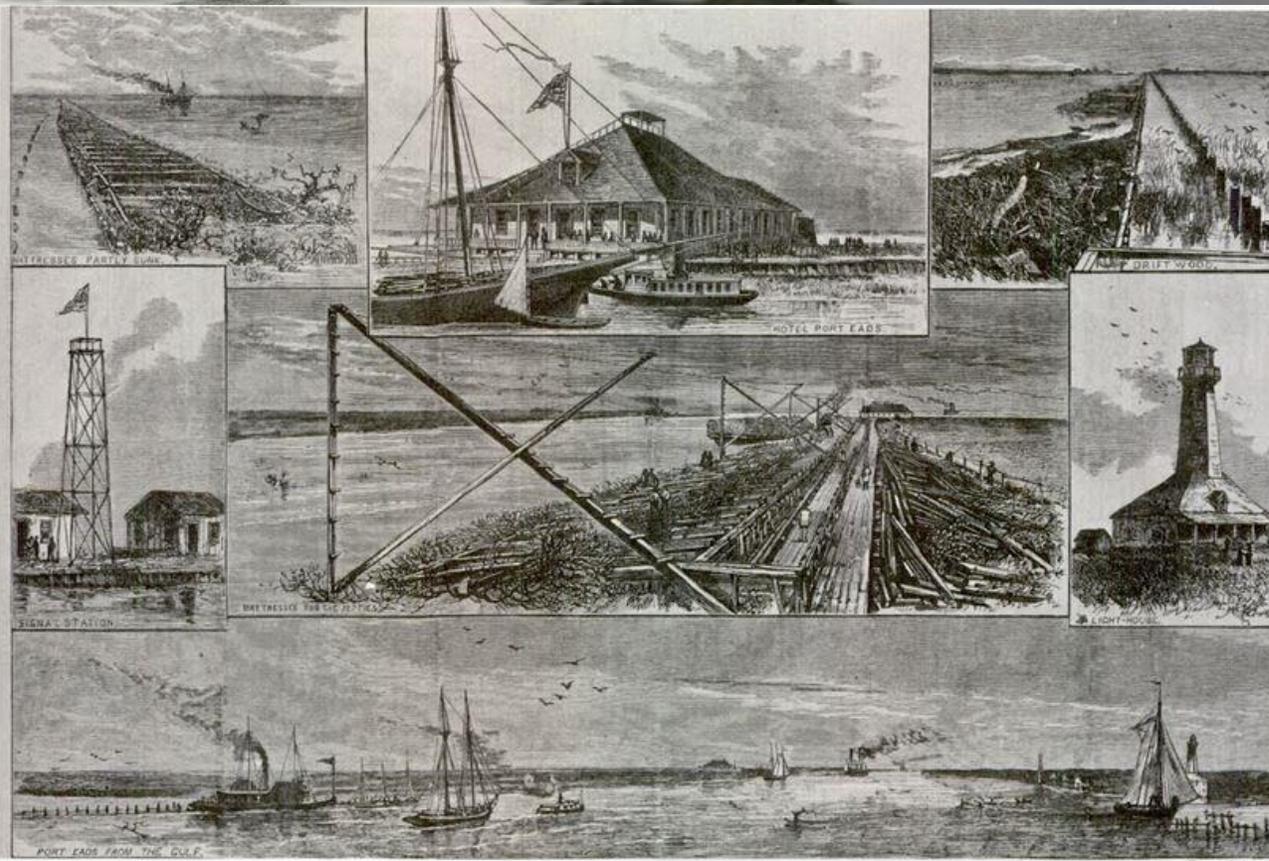
Mississippi River Delta  
1834

An aerial photograph of a wide river mouth or estuary. The water is dark, and the surrounding land is covered in green vegetation. In the foreground, a large white barge is moving through the water, leaving a white wake. The sky is overcast and grey.

One solution:

**Construct jetties at the mouth of the river to maintain depth by scouring the channel.**

# James Buchanan Eads





## THE JETTIES.

**A Picayune Reporter at South Pass.**

**His Observation Regarding Work Done and the General Appearance of the Jetties.**

**The Scouring Process, the Effect of the River Current and the Depth at Low and High Water.**

**The Shoal at the Mouth.**

The progress and details of the great work now going on at the mouth of South Pass have already been so fully commented upon through the press, that the experience of a casual visitor to this point will scarcely reveal any features which have not already been presented.

## THE PASSAGE OF THE JETTIES.

The passage of the jetties at the South Pass bar by the steamship Hudson, on Friday, will be hailed with pleasure as **“...the further deepening of the channel is rapidly progressing, and the attainment of a depth of twenty feet on the bar seems only a question of a short time.”**

Capt. Ead's theory that the scouring out process, resulting from the concentration of the current within the channel... appears to be fully demonstrated.

Capt. Ead's theory that the scouring out process, resulting from the concentration of the current within the channel... appears to be fully demonstrated.

Capt. Ead's theory that the scouring out process, resulting from the concentration of the current within the channel... appears to be fully demonstrated.

At the commencement of the work, the little tugboat engaged in towing the mattresses was frequently grounding in 7½ and 8 feet of water—she had to feel her way over the shallow bottom. One day last January Capt. Eads's steam tug was on the crest of the bar in 7½ feet of water. The soundings on the 13th of May, 1876, showed a channel giving from extending to 18, 20, 25, and sometimes 30

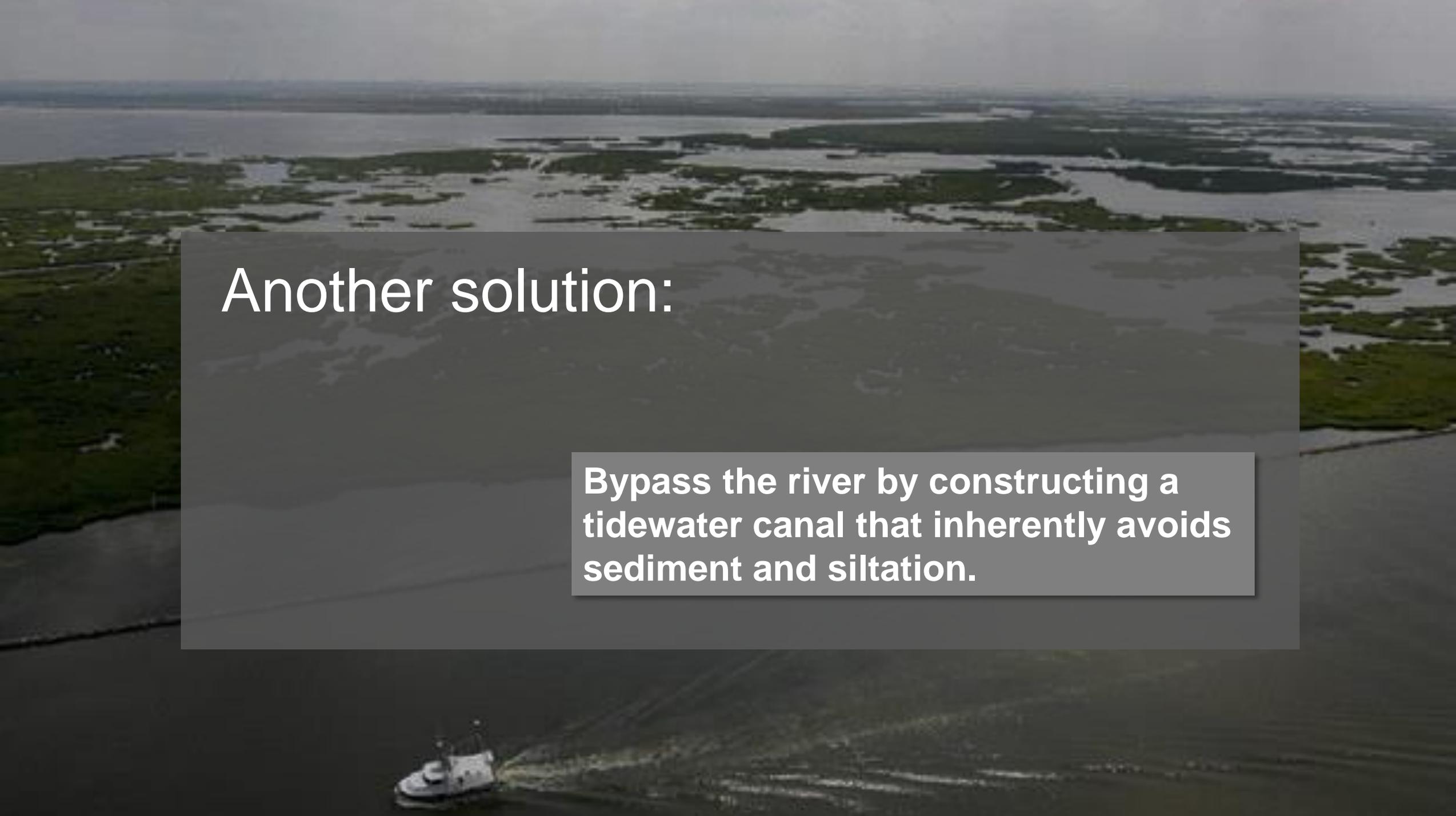
Capt. Eads's theory that the scouring out process, resulting from the concentration of the current within the channel... appears to be fully demonstrated. The stream is... large to accommodate the volume of water, and being confined within fixed limits, on either side, enlarges the section by deepening the bed. The swift current pushes its way down toward the Gulf, burrowing here and there, and washing out deep holes and channels in the material offering the least resistance.

# Eads Jetties 1876



Eads Jetties  
1900



An aerial photograph of a large body of water, likely a bay or estuary, with a boat in the foreground. The water is dark, and there are patches of green vegetation or marshland visible in the distance. A semi-transparent grey box is overlaid on the image, containing text.

Another solution:

**Bypass the river by constructing a  
tidewater canal that inherently avoids  
sediment and siltation.**



THE  
BARATARIA SHIP CANAL

—AND—  
ITS IMPORTANCE  
TO THE

Valley of the Mississippi.

AN ADDRESS

DELIVERED BY

*Capt. John Cowdon,*

AT THE REQUEST OF

THE PROPERTY HOLDERS' ASSOCIATION

OF NEW ORLEANS.

Nov. 5th, 1877

MEMPHIS:

TRACY & CO., PRINTERS AND BLANK BOOK MANUFACTURERS.

*"I ask, where is all this vast wealth*

SURVEY OF THE BARATARIA SHIP CANAL.

NEW ORLEANS, February 5th, 1877.

BRONSON BAYLISS, Esq.,

*President Baratavia Ship Canal Company:*

We have just made a survey of Capt. John Cowdon's Route to the Sea, and have found more depth and width of channel and harbor than he has represented in his publication. The route for a Ship Canal for vessels of the largest dimensions is not only feasible and practicable, but it can be easily and cheaply constructed.

Capt. Cowdon's Map of the Baratavia Ship Canal we find to be essentially correct, and that his estimate for the cost of opening a canal twenty-four feet deep, is fully ample. As yet, we have not completed our estimates of the cost of deepening the canal to a depth of thirty, and thirty-six feet, with sufficient width for the passage of the larger vessels.

C. G. FORSHAY,

J. J. WILLIAMS,

*Hydrographic and Civil Engineers.*

Barataria Ship Canal  
1877

# Eads Jetties 1882

COMMERCIAL. No. 4 (1882).

(TRADE REPORTS.)

REPORTS

FROM

HER MAJESTY'S CONSULS

" We desire to congratulate New Orleans and its Chamber of Commerce on the information your committee has obtained and have the honor of presenting to you at this time—and not only to you, but to the world at large, that this Chamber can announce there is a sufficiency of water for the commerce of this port and of the Mississippi Valley with foreign countries.

" Respectfully submitted,

(Signed)

" JAS. BOWLING.

" DAVID JACKSON.

" H. DUDLEY COLEMAN.

" JNO. C. HENDERSON, *Chairman.*"

*Presented to both Houses of Parliament by Command of Her Majesty.*  
FEBRUARY, 1882.

LONDON:  
PRINTED BY HARRISON AND SONS,  
PRINTERS IN ORDINARY TO HER MAJESTY.

1882.



Queen Victoria

# At the turn of the 20<sup>th</sup> Century...

A shift in private versus public waterways:

1. Port of New Orleans
2. Barataria & Lafourche (B&L)  
Company Canal
3. Panama Canal

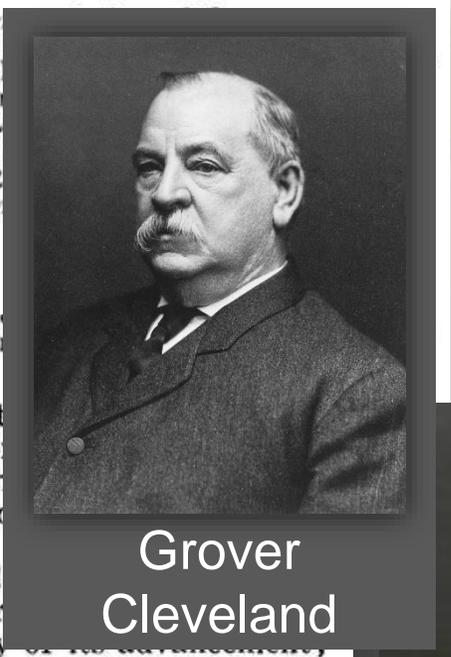
# The Port of New Orleans

1898



The Congress is legislating its  
"Port of New Orleans" to include  
Capt. John Cowdon  
West Bank of the Mississippi River  
New Orleans  
Public wharfs and regulate trade  
Port of New Orleans???

**Wants His Father Appointed.**  
James Seldon Cowdon of Vienna, Va., was at the White House today, and not being able to see the President, left the following open letter for the chief executive:  
"Sir: As a recent press item issued by the Treasury Department states that the politics of Louisiana are awfully corrupt, I would most respectfully suggest that you at once begin the work of purification by appointing one honest man to one public position in that state, and to that end I recommend my father, Capt. John Cowdon, for the position of collector of the port of New Orleans.  
"Very respectfully,  
"JAMES SELDON COWDON."



# Inland Waterway Planning

60TH CONGRESS  
1st Session

## PRELIMINARY REPORT

OF THE

## INLAND COM

### BARATARIA AND LAFOURCHE CANAL

MESSAGE FROM  
THE UNITED STATES  
A PRELIMINARY REPORT  
ON THE  
INLAND WATERWAYS

*Description.*—The Barataria and Lafourche Canal, generally known as Company Canal, is owned by an individual, Mr. R. R. Barrow, of Westwego, La. The canal proper extends from the Mississippi River at Westwego, La., just above and opposite New Orleans, for about 7 miles to Bayou Barataria. Passing through the canal and various bayous and lakes, small boats can reach Houma, La., a distance of about 57 miles, including about 22 miles of artificial waterways. The system of water communication passes through the parishes of Jefferson, Lafourche, and Terrebonne and includes the bayous Barataria, De Allemands, Lafourche, and Terrebonne. It is open to navigation for the entire year.

At present craft can go as far as Houma, La. Preparations are being made to cut a connecting link between Bayou Terrebonne and Bayou Black at the town of Houma. This when completed will furnish a through route to Morgan City.

The width of the canal proper is 45 feet, with a depth of 6 feet. The canal was constructed about 1830. There is one lock, connecting with the Mississippi River. This lock can accommodate vessels of 160 feet length, 25 feet beam, drawing 6 feet of water.

32595

FEBRUARY 26, 1908.—Read; referred to the Committee on Commerce and ordered to be printed with illustrations

WASHINGTON : GOVERNMENT PRINTING OFFICE : 1908

1908

# The Barataria & Lafourche (B&L Company) Canal



Capt. Joseph Tomasi  
1824-1928  
Corsica, France  
Cut Off, Louisiana



# The Barataria & Lafourche (B&L Company) Canal



View of the Barataria Canal at Westwego in 1893, looking toward the locks. This portion of the canal was filled in some years ago. (From M. Forrest, *Wasted by Wind and Water*, courtesy Special Collections Division, Tulane University Library.)



1997

# Panama Canal: August 15, 1914



## PANAMA CANAL THROWN OPEN TO TRADE OF WORLD

Official Passage by Ancon is  
Made Without Any  
Hitch

Panama, Aug. 15.—The Panama Canal is open to the commerce of the world. Henceforth ships may pass to and fro through the great waterway which establishes a new ocean highway for trade.

# Industrial Canal

**OLD URSULINE  
CONVENT TRACT  
PUT ON MARKET**

Aug.  
1917

...the old Ursuline Convent property...comprises 180 acres, with about 700 feet frontage on the river and extending back to a point near the intersection of the Louisville and Nashville railroad."

"The property has been owned by the Ursuline nuns practically since the founding of the city. They received the grant in the tract from the French authorities and founded one of the first schools of New Orleans."

N T C H A R T R A I N



**RIVER NAVIGATION WILL BE RE-ESTABLISHED  
ROUGH GOVERNMENTAL PRO-  
TECTION OR OWNERSHIP**

on the Mississippi River system will be re-established combination of the following recent considerations

5: necessity through the effects of the opening of the Canal of direct water routes from the Mississippi to points on the Pacific Ocean.

**ADVANTAGES OF A SHIP CANAL AND INDUSTRIAL  
BASIN TO MANUFACTORIES**

The present advantages of the port for manufacturing and warehousing of products a ship canal or industrial basin, as already noted, is authorized and proposed. The advantages are:

1. The removal of private ownership of land on private slips in the New Orleans for the location of manufacturing and plants.

# Industrial Canal

## The Times-Picayune.

**COMPLETE NEWS**  
The morning newspaper supplies complete, verified and well-told accounts of the news of the preceding day. The afternoon newspaper is content with brief bulletins.  
No Oriental can be well informed who does not read The Times-Picayune carefully every day.

**THE WEATHER**  
Partly cloudy. Highest temperature yesterday, 86; lowest, 71.  
Other Weather News on Page 13

**W. S. S.**  
WAR NEWS SERVICE  
MADE BY THE  
UNITED STATES  
GOVERNMENT

VOLUME LXXXII No. 105

THE TIMES-DEMOCRAT (1888) | Consolidated  
THE DAILY PICAYUNE (1837) | April 9, 1918

NEW ORLEANS, FRIDAY, MAY 10, 1918

ONE WEEK ..... 15 Cents  
ONE MONTH ..... 65 Cents  
SINGLE COPY 5 CENTS

### BRITISH CABINET VICTOR IN CRISIS; ASQUITH BEATEN

House of Commons Refuses  
Former Premier's Motion  
to Quiz Charges.

### IRISH LEADER BACKS GOVERNMENT FORCES

Lloyd George's Explanation  
of Ousted General Maurice's  
Attack Accepted.

London, May 9.—Ex-Premier Asquith's motion for the appointment of a select committee to investigate the charges made by General Maurice tonight in the House of Commons tonight by a vote of 293 to 105.

Sir Edward Carson, leader of the Irish Unionists, appealed to Mr. Asquith not to proceed with his motion. Sir Edward said if the veracity of the ministers was not believed in the House there was no longer any possibility of carrying on the government.

Premier Lloyd George was cheered loudly when he arose to speak. He said he had been treated unfairly. It was the business of General Maurice to come to the cabinet and point out where the ministers had made mistakes, he declared. He pleaded for "an end of this salping."

The premier, discussing General Maurice's motion, said he had ascertained Maurice had never made representations to the chief of staff on the subject. "Yes," the premier continued, sarcastically, "this is so important that a select committee must be set up to inquire into it so important as to justify General Maurice trampling on the king's regulations and setting up an example of indiscipline to the whole army."

### QUESTIONS GENERAL ACTS

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

With reference to the strength of the army, the premier said:  
"There is absolutely no doubt that

### MILITARY TRIAL IN U. S. AIRPLANE WORK IS REFUSED

Secretary of War Rejects  
Former Premier's Motion  
to Quiz Charges.

### "MIGHT INTERFERE WITH OTHER PROBES"

Department of Justice and  
Senate Committee Start  
Scuier and Aides.

Washington, May 9.—Secretary Baker announced today he had received from Mr. Asquith a letter and a copy of the motion for a select committee to investigate the charges made by General Maurice tonight in the House of Commons tonight by a vote of 293 to 105.

Sir Edward Carson, leader of the Irish Unionists, appealed to Mr. Asquith not to proceed with his motion. Sir Edward said if the veracity of the ministers was not believed in the House there was no longer any possibility of carrying on the government.

Premier Lloyd George was cheered loudly when he arose to speak. He said he had been treated unfairly. It was the business of General Maurice to come to the cabinet and point out where the ministers had made mistakes, he declared. He pleaded for "an end of this salping."

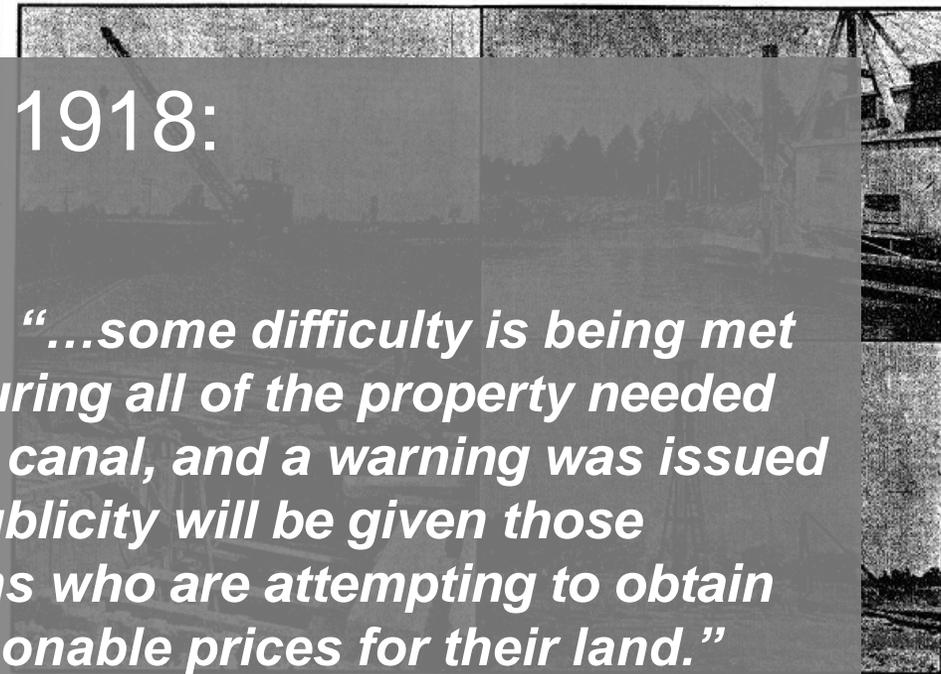
The premier, discussing General Maurice's motion, said he had ascertained Maurice had never made representations to the chief of staff on the subject. "Yes," the premier continued, sarcastically, "this is so important that a select committee must be set up to inquire into it so important as to justify General Maurice trampling on the king's regulations and setting up an example of indiscipline to the whole army."

### QUESTIONS GENERAL ACTS

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

With reference to the strength of the army, the premier said:  
"There is absolutely no doubt that

### CONSTRUCTION OF ORLEANS' INDUSTRIAL CANAL BEGUN



Below, left hand, test hole sunk to determine nature of soil. Right hand, pile-driver heavily engaged driving piles for locks. Top, left hand, working on extension of Public Belt Railroad along canal course. Top, right hand, huge floating dredge eating way from Bayou Bienvenue to the Industrial Canal right of way.

May 1918:

"...some difficulty is being met in securing all of the property needed for the canal, and a warning was issued that publicity will be given those persons who are attempting to obtain unreasonable prices for their land."

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

### NEW INDUSTRIAL CANAL WILL RUN OUT CONVENT ST.

Dock Board Announces the  
Route and Location of  
Ship Locks.

### MOST OF PROPERTY ALREADY OBTAINED

Arrangements Made to Purchase  
Entire Ursuline  
Convent Tract.

Developments in connection with the industrial canal and shipbuilding activities came rapidly Thursday.

Exact route of the canal, the location of the giant ship locks, and the Foundation Company's shipyard site all were officially announced by the Dock Board.

Actual work on the Foundation Company's plant was begun.

Work of extending the Public Belt railroad to serve the Foundation Company's yard was begun.

### WIDTH VARIABLE

As to the route of the canal, the announcement showed that, due to the necessity of providing an entrance into the canal for ships, of locating the ship basin, and of providing a site for the Foundation Company's shipyard, the width of the canal between the river and Florida Walk will be irregular, ranging from 800 feet to over 1000 feet.

The canal right-of-way, between the river and Florida Walk, runs on a straight line northward along Convent

### ALLIES RESTORE YPRES POSITIONS AT FOE'S EXPENSE

German Sacrifices in La Clytte  
and Voormezele Sector  
Are in Vain.

### HAIG REPORTS EVERY BIT OF LINE IS HELD

Bad Weather in Toul Vicinity  
Hampers the American  
Operations.

The Associated Press summary of its latest dispatches on the German offensive follows:

The Allied defenses on the Flanders front to the southwest of Ypres has again been tested by the Germans and has been found adequate. Two divisions of Teuton troops were employed on a relatively short front and were sent into the fight under cover of a terrific artillery fire. The front chosen for the attack extended from the village of La Clytte to Voormezele, but the center of the assault seems to have been at Vierstraat, a hamlet northeast of Kemmel hill.

The flanks of the German attacking line were stopped short by fire from the French and British artillery, posted on high ground and able to enfilade the German positions as they tried to advance. In the center, however, the Germans made quite a serious dent in the Allied line. Wednesday night, however, the Allies drove forward in a counter-attack, and the latest reports from Field Marshal Haig are to the effect the line has been re-established. The Germans are reported to have lost very heavily during the fighting.

There is a constant rumble of heavy artillery fire along the Somme front, but here the British have again improved their position by local attacks. The Canadian forces from New Brunswick and Nova Scotia have engaged in a successful local attack south of Arras.

### WOMAN SUFFRAGE

As to the route of the canal, the announcement showed that, due to the necessity of providing an entrance into the canal for ships, of locating the ship basin, and of providing a site for the Foundation Company's shipyard, the width of the canal between the river and Florida Walk will be irregular, ranging from 800 feet to over 1000 feet.

The canal right-of-way, between the river and Florida Walk, runs on a straight line northward along Convent

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

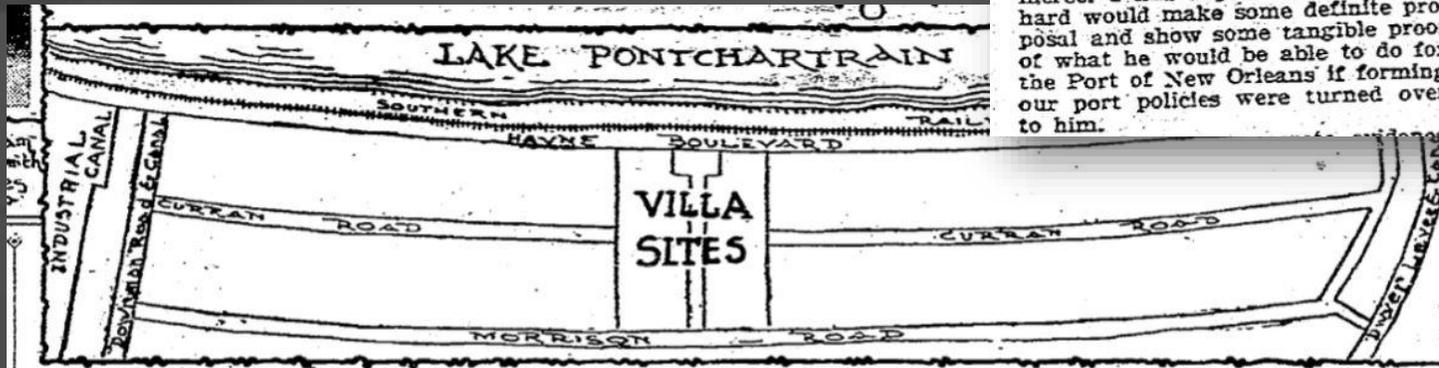
Both he and Mr. Bonar Law were anxious for an examination of their statements by a perfectly impartial tribunal. There was a mass of confidential documents involved, and he maintained a select committee was not the best tribunal to investigate facts when passions were aroused. The House of Commons long ago came to a similar decision when such questions as disputed elections were involved. Mr. Asquith had deprecated a select committee to investigate Messopotamia for reasons which the premier considered right.

# Industrial Canal

1925

The fight over the Industrial Canal and nearby property intensifies:

John H. Bernhard



The Lake Shore Tract acquired for \$2,000,000. by developing Syndicate, composed mainly of New Orleans capital, through Meyer Eisenberg and W. S. Bender's offices.

## HECHT REPLIES TO J. H. BERNHARD

### Insists That Land Man Seeks To Become Competitor

Rudolph S. Hecht, president of the dock board, Friday replied to the criticism of that body made by John H. Bernhard in a speech Thursday before delegates to the Association of Commerce members' council. Mr. Hecht's statement follows:

I have read with interest what Mr. Bernhard calls his reply to the address delivered by me for the Dock Board before the Member's Council of the Association of Commerce. I had hoped that Mr. Bernhard would make some definite proposal and show some tangible proof of what he would be able to do for the Port of New Orleans if forming our port policies were turned over to him.

## BERNHARD TO AIR HIS SIDE OF ROW

### Will Answer Hecht's "Undercover Propaganda" Charge Today

John H. Bernhard, president of the New Orleans Industrial Canal Land, Harbor and Development Company, will be the speaker at the weekly luncheon of the members' council of the Association of Commerce, at the Louisiana restaurant today.

Mr. Bernhard came in for some hot shots in a speech delivered at last week's luncheon by R. S. Hecht, president of the dock board. He was attacked on a charge of conducting an under-cover campaign of propaganda against the board's policies, particularly with reference to the \$20,000,000 Industrial canal, because the policies interfered with the operations of the land company.

The Hecht speech will be answered by Mr. Bernhard today. He was given a hearing by the council at the request of Frank B. Hayne and Edgard Stern.

Mr. Bernhard was absent from the city last week, but returned Monday. Commercial and shipping circles are waiting with interest his reply.

# Industrial Canal



1925



1929



1921

#### NEW CHANNEL TO THE GULF

George M. Wells, George R. Goethals, son of the General, Colonel E. J. Dent, U. S. district engineer at New Orleans, and other engineers who have studied the problem, say that the dredging of a channel from the Industrial Canal to the gulf through Lake Pontchartrain, or the marshes, is feasible, comparatively cheap, and maintenance would be simple. This would shorten the distance from New Orleans to the sea by about 50 miles, and would be a vast saving for ships. It is one of the objects towards which the Hudson Dock Board is working.

The Pontchartrain route has been laid off, by engineers, beginning at the Canal, paralleling the south shore of the Lake Pontchartrain to the south draw of the Southern Railway bridge, thence to the Rigolets to Cat Island Pass, from there to Cat Island Channel and so to the deep water of the Gulf, a total distance of 75 miles.

Sooner or later, one of these channels will be built by the government. That it has not already been begun is due to the fact that the Canal has not yet been completed, and the expected development has not taken place. But there is no doubt that it will.

## The Industrial Canal and Inner Harbor of New Orleans

History, Description and Economic Aspects of Giant  
Facility Created to Encourage Industrial  
Expansion and Develop Commerce

By Thomas Ewing Dabney

Published by  
Board of Commissioners of the Port of New Orleans  
Second Port U. S. A,  
May, 1921

(Copyright, 1921, by Thomas Ewing Dabney).



# 1930

## PROSPECTUS

— of —

New Orleans Ship Canal, Inc.

### Two key points of Nolan's plan:

1. Acknowledgement of the Port of New Orleans' jurisdiction over the locks.
2. Intention of government take over upon completion.

The proposed locks, and quite an extent of the proposed canal, are within the Port limits of New Orleans, as will be seen by an extract from the very extensive report of the Port Commissioners of the Port of New Orleans for the year 1930, which is also annexed hereto.

*What we want to do is to build up the commerce of New Orleans, and to make access to this Port easy, safe, quick and cheap.*

While the ship canal and toll road are planned ostensibly for gain, their real purpose is to add to the facilities of the Port of New Orleans. To that end it will be the policy of the Incorporators, (at least that is the idea of the subscriber hereto), that this canal and toll road may at any time be taken over at their cost, plus a reasonable profit, by the United States Government, the State of Louisiana or the City of New Orleans.



# 1935

John H. Bernhard, C.E.

what territory offers better transportation facilities than Jefferson Parish with its railroads, waterways and highways linked with the Mississippi System, connecting half of the United States, with ample space through which can be created *the most efficient and shortest channel to the balance of America and the world.*

**And where will this port be?  
On the GIWW in Crown Point,  
beyond the 4000' arm of the  
Port of NO.**

The harbor charges of the port of New Orleans make it difficult to compete with Houston, Beaumont, Gulfport and Mobile. But the new port of Jefferson could be created at such a low cost as would permit lower charges than these Texas, Mississippi or Alabama ports. The port of New Orleans costs the taxpayers of Orleans and Louisiana \$1,800,000 a year. The Parish of Jefferson would come to full bloom while the industries of Louisiana would save on costly means of transportation. But we should not delay too long. Louisiana and New Orleans are losing ground.

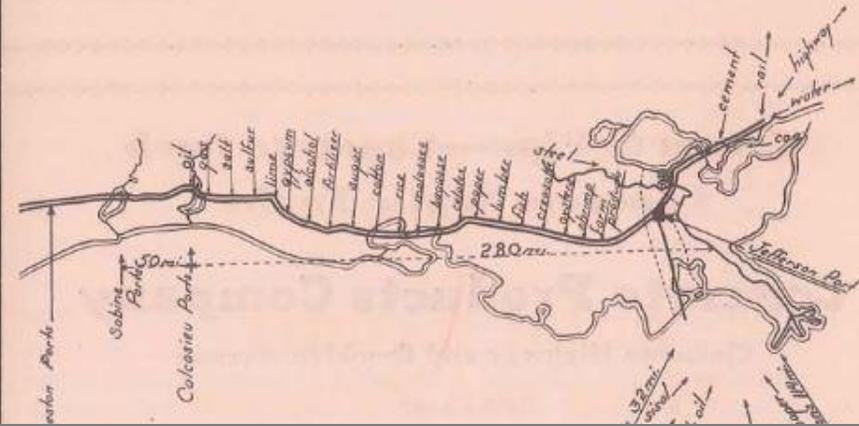
## Bayou Barataria

## Jefferson Parish, the Industrial Harbor of Southern Louisiana

By

JOHN H. BERNHARD, C. E.,

Consultant to the Parish of Jefferson on the Proposed Inland Port



**“The harbor charges of the port of New Orleans make it difficult to compete with Houston, Beaumont, Gulfport and Mobile.”**

1936

*“Mr. Bernhard explained that the port would be built outside the jurisdiction of the New Orleans dock board and that private interests would be permitted to buy land along the channel and erect terminal facilities” port.”*

## PLAN \$10,000,000 JEFFERSON PORT

### Channel from Barataria Pass to Intercoastal Canal Planned.

New Orleans, May 16 (AP)—Plans were revealed today for development of a \$10,000,000 port in Jefferson parish, near New Orleans.

John N. Bernhard, civil engineer, representing New York, New England and foreign capitalists, said the contemplated port would have a channel 37 miles long, 350 feet wide and 35 feet deep extending from Barataria Pass at Grand Isle to the intracoastal canal at a point three miles below Gretna.

Seymour Weiss, president of the dock board controlling port facilities here, said such a development would take business away from New Orleans but expressed the opinion the limits of the port of New Orleans might be extended by legislative action to include the development.

## PLAN \$10,000,000 JEFFERSON PORT

(Continued from page 1)

Mr. Bernhard explained that the port would be built outside the jurisdiction of the New Orleans dock board and that private interests would be permitted to buy land along the channel and erect terminal facilities.

Seymour Weiss, president of the dock board, declined to comment in detail on Bernhard's plan, but expressed the opinion that the limits of the port of New Orleans might be extended by legislative action to include the proposed port.

"Naturally such a port would injure the port of New Orleans," Weiss said, "because the bonded indebtedness of the port of New Orleans is about \$39,000,000 and this new port would take business away from New Orleans."

1942

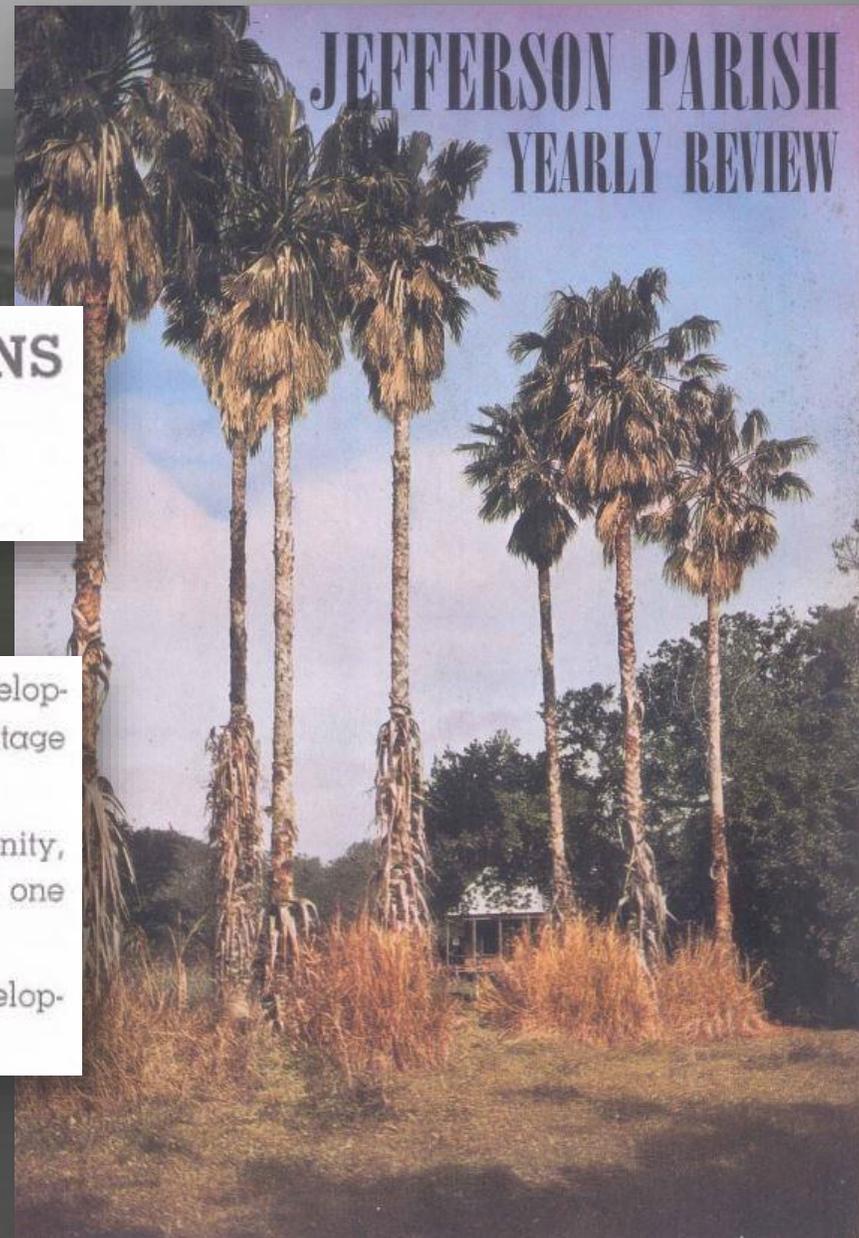
## JEFFERSON'S FABULOUS HARBOR PLANS

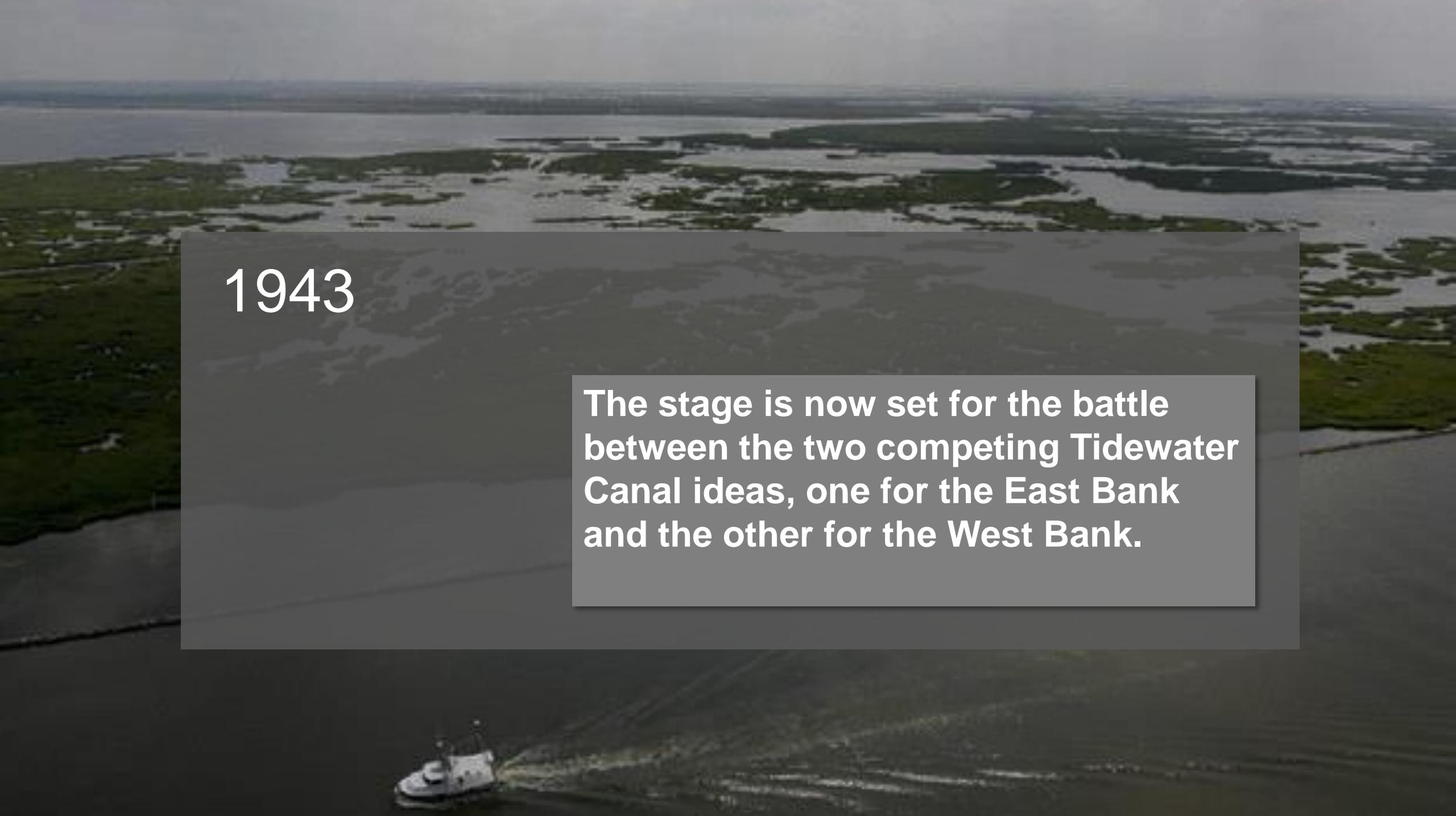
THOMAS EWING DABNEY  
Metropolitan Press Feature Writer

The west-bank development has not been at the expense of New Orleans, it has been to the advantage of New Orleans.

Regardless of parish lines, the east and west banks are one community, say the Men of Jefferson; regardless of municipal delimitations, this is all one port.

Future west-bank development will help New Orleans, as past development has done.

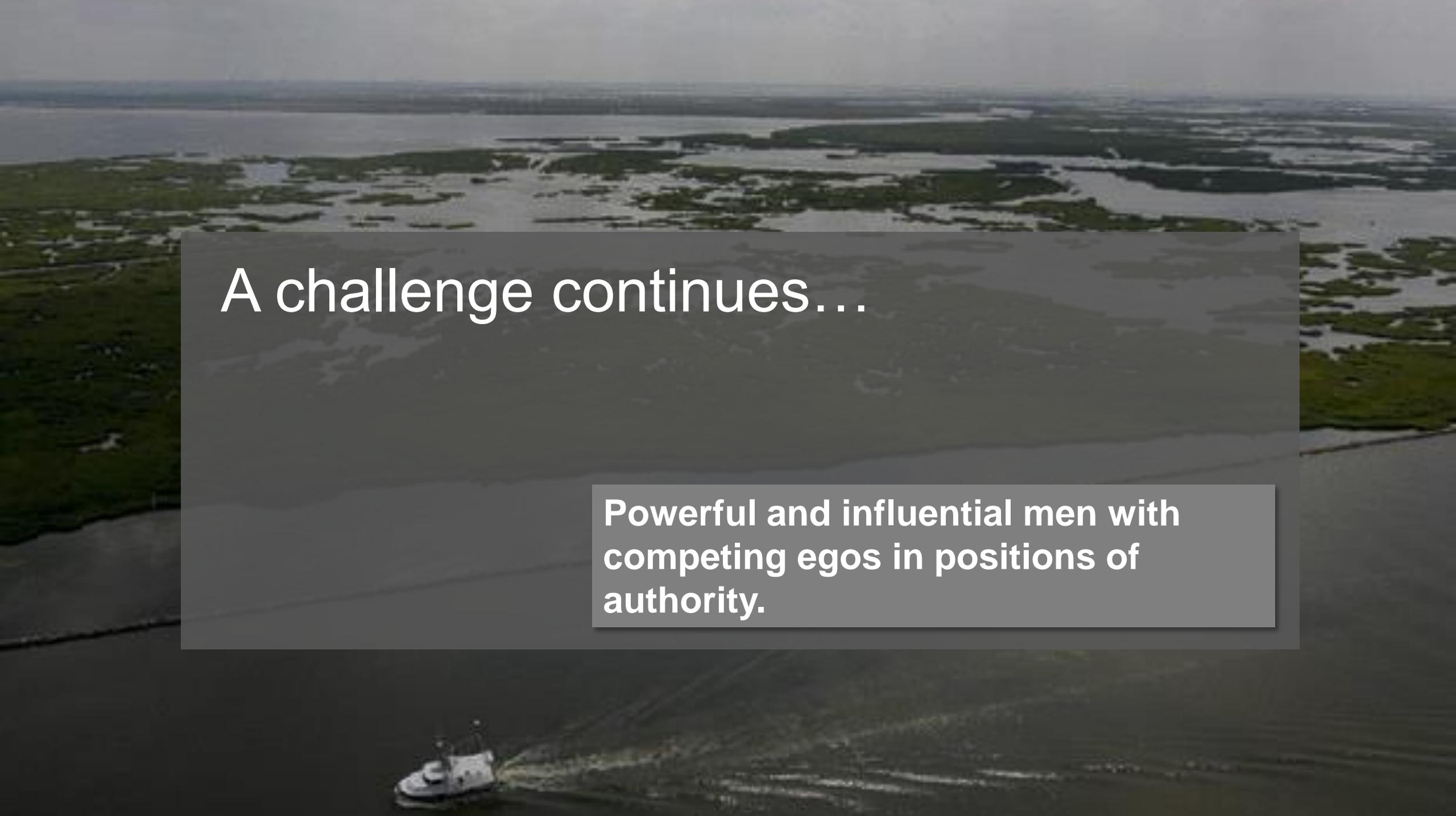


An aerial photograph of a vast, shallow body of water, likely a tidal estuary or bay. The water is a mix of light and dark grey, indicating varying depths and possibly mudflats or marshes. In the foreground, a small white boat is moving across the water, leaving a white wake. The background shows a distant shoreline under a hazy sky.

1943

**The stage is now set for the battle between the two competing Tidewater Canal ideas, one for the East Bank and the other for the West Bank.**

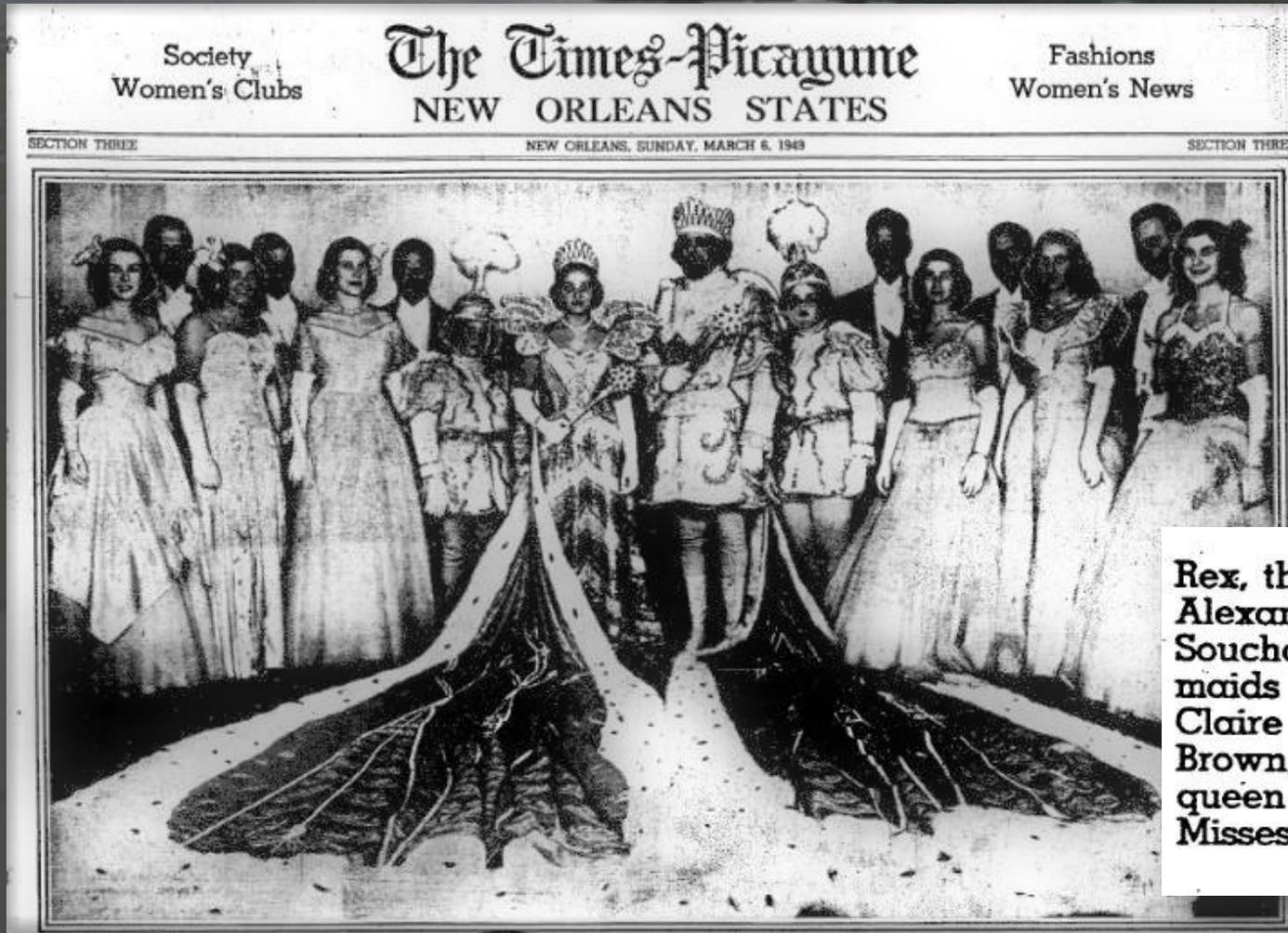


An aerial photograph of a vast, shallow body of water, possibly a bay or estuary, with numerous small islands and peninsulas. The water is a mix of light and dark shades, suggesting varying depths and vegetation. In the bottom left corner, a small white boat is moving across the water, leaving a white wake. The sky is overcast and grey.

A challenge continues...

**Powerful and influential men with competing egos in positions of authority.**

# Lester F. Alexander



—Photo by Patterson.  
Rex, the 1949 Carnival king, Mr. Lester F. Alexander, and his queen, Miss Dolly Ann Souchon, are shown with their court. The maids and pages (from left) are Misses Claire de la Vergne, Joan Favrot, Patricia Brown, William 'Hamilton (page), the queen and king, William Borah (page), Misses Isabel Ochsner, Alice Anderson and Beatrice Rault.

Rex, King of Carnival 1949

April 2, 1943

# The Times-Picayune

TODAY'S FEATURES INDEX

Amusements	18	Financial	2
Classified	21	Radio	2
Comics Page	28	Sports	18
Editorial	10	Society	22
Market	22	Women's Page	22

U. S. WEATHER REPORT

Warrenton, Highest temperature Thursday  
Warrenton, lowest temperature day last year  
Warrenton, lowest temperature day last year

107th YEAR—NO. 68

Exclusive Pictures by AP WIREPHOTO

NEW ORLEANS, LA., THURSDAY, APRIL 2, 1943

Published by C. Pennington as Second-Class

SINGLE COPY 5 CENTS

## DEMOCRATS AT O... ON TAXATION

Committee...  
Quick...

Washington, April 2 (AP)—The Democratic House committee on taxation today announced that it will recommend a 10 percent increase in the top rate of the income tax to 94 percent, effective in 1944.

The committee also recommended a 10 percent increase in the top rate of the corporate tax to 48 percent, effective in 1944.

The committee also recommended a 10 percent increase in the top rate of the gift tax to 50 percent, effective in 1944.

The Democratic leaders are directly confronted with the issue of a majority of the party and many members who opposed the plan, and the committee is expected to report on the issue in a few days.

The goal: to provide a more equitable distribution of the tax burden and to increase the revenue of the government.

The committee also recommended a 10 percent increase in the top rate of the estate tax to 50 percent, effective in 1944.

The committee also recommended a 10 percent increase in the top rate of the gift tax to 50 percent, effective in 1944.

These developments came shortly after nine Republican ways and means members issued a statement in support of a new tax plan.

## 40-FOOT CHANNEL TO GULF IS ASKED

### Dock Board Head Urges Port Project

Construction of a 40-foot canal approximately 75 miles long, with no bends or elbow entrances, from the Industrial canal to deep water in the Gulf, terminating at or near Chandeleur Island, was advocated Thursday by Lester F. Alexander, president of the dock board.

Tracing the history of the port of New Orleans in a speech at a luncheon-meeting of the members' council of the Association of Commerce at The Roosevelt, Mr. Alexander said: "The commerce of the port has increased in direct proportion to the improvements made to our inland water system, dock facilities and channels to the sea."

The dock board is a body of 12 members, representing the various interests of the port.

# In 1943, Lester Alexander

## as President of the Board of

### of New Orleans, Urged a new

#### venture

#### development

#### to establish

#### work from the

#### Placed Under Ceiling

#### Wholesale Veal Maximums Announced by OPA

#### GAS COSTS HINTED

#### Mayor Maestri Reviews Steps in Controversy

### Opportunities Noted

Stressing the importance of a ship channel to Chandeleur Island, Mr. Alexander declared:

"Along the banks of this proposed canal is an unlimited area for slips and lateral canals on which could be constructed wharves and docks of concrete, at tidewater level; the floor of these wharves to be at least 12 feet below those now on the river front; these new wharves and docks served, both front and back, by a well-laid-out system of railroads-shipside warehouses where cargo may be received and stored for reshipment by rail or barge to interior points, eliminating much of the present costs of trucking and storing in city warehouses with the consequent rehandling when shipment is made to final destination—too much cost and so unnecessary."

## ...IN NORTH AFRICA

...the Italian Port, ... Press On

...the Axis laid waste ... the heaviest raid of ... the Allied armies of the ... the Axis troops ... in all sectors of the ...

...the Axis laid waste ... the heaviest raid of ... the Allied armies of the ... the Axis troops ... in all sectors of the ...

...the Axis laid waste ... the heaviest raid of ... the Allied armies of the ... the Axis troops ... in all sectors of the ...

...the Axis laid waste ... the heaviest raid of ... the Allied armies of the ... the Axis troops ... in all sectors of the ...

...the Axis laid waste ... the heaviest raid of ... the Allied armies of the ... the Axis troops ... in all sectors of the ...

...the Axis laid waste ... the heaviest raid of ... the Allied armies of the ... the Axis troops ... in all sectors of the ...

...the Axis laid waste ... the heaviest raid of ... the Allied armies of the ... the Axis troops ... in all sectors of the ...

...the Axis laid waste ... the heaviest raid of ... the Allied armies of the ... the Axis troops ... in all sectors of the ...



August 6, 1943

## Vital Cl

## CONSUME PROGI

## OCR Urg Minim

Washington  
gram to ins  
lation enoug  
maintain its  
orous condi  
duce at ma  
war" was p  
production b

"We do not  
civilian popu  
subsistence I  
military situ  
report of A  
director of t  
requirements

The case for the  
nel was presented  
rection of Lester  
who represented  
which is officially  
project. In review  
of development of  
a port, Alexander  
the problem of a  
let to deep water  
stant one that sti  
isfactory solution.  
40-foot channel to  
Islands, he said, a  
no disadvantages a  
advantages, more  
which are:

### Lists Adv

1. It would prov  
and dependable tic  
of about 68 or 70  
Orleans to deep w
2. Its construct  
difficult problems
3. Its cost is rea  
parison to the be  
rived now and in
4. It would prov  
gable channel ev  
year.
5. It would no  
shoals occasioned  
of material carr  
waves.
6. It would not  
ficulties of shar  
strong currents or  
the jetty ends.
7. It would be  
deepening and w  
and when desired
8. It would  
large areas of rec  
use in the future  
a tidewater port,  
now being given c

### Arguments Advanced

In the brief presented by the  
Jefferson parish ship channel  
committee, urging that the seaway  
be located west of the Mississip  
pi river, the following arguments  
were advanced:

- 1—From Crown Point to the  
Gulf—42 miles—is the shortest  
practicable route to deep water.
  - 2—Because it utilizes present  
bayous and cut-offs, has favorable  
terrain, no bridges, and no silt  
problem at the Gulf end it is the  
most economical to build, costing  
an estimated \$10,000,000.
  - 3—It will have the least expen  
sive right-of-way, as it passes  
through no cities, and much of  
the route is owned by the state.
  - 4—It is a safe route, guarantee  
ing shippers the ability to main  
tain schedules and fulfill con  
tracts.
  - 5—Its construction will make  
possible easily acquired highway  
and industrial sites.
  - 6—Its completion will open up  
agricultural, cattle raising and sea  
food enterprises in lower Jeffer  
son parish.
  - 7—It will develop and make  
available to industry the rich oil,  
gas and sulphur resources imme  
diately adjacent to the proposed  
location.
  - 8—It will bring additional  
wealth to local, state and federal  
governments through increased  
taxes on lands now of low value.
  - 9—It will put New Orleans  
closer to the Florida straits, Cen  
tral and South America and the  
Pacific.
  - 10—There will be strategic land  
locations and facilities available  
for a large naval base and air  
field.
- Members of the canal commit  
tee, in addition to Holtgreve, are  
Sheriff Frank J. Clancy, President  
W. R. Toledano of the police jury,  
District Attorney Fleury, Repre  
sentative Alvin T. Stumpf, and  
Police Jurors W. R. White and  
Clem Perrin.

ned

endorse

g

a deep,  
lewater  
ew Or  
ined at  
Roose  
y Brig  
er chair  
er com  
near of  
United  
ineers.  
finan  
ders of  
he pro  
r pres  
which  
channel  
to the  
per end  
to be  
cost of

August 6, 1943

## The FACTS

### East Bank

#### Alexander Seaway:

- Newly conceived route through marsh
- 79 miles long
- \$23 million est. cost
- IHNC Locks

### West Bank

#### Jefferson Seaway:

- 1876 route through firm ground
- 55 miles long
- \$18 million est. cost
- New Locks

August 6, 1943

## The Ship Lock Dilemma:

### Panama Locks:

1,050' long

110' wide

42' over sill

### Jeffers IHNC Locks:

1,100' 640' long

115' 75' wide

40' 31' over sill

# August 6, 1943

*Assoc. of Commerce*  
*American Power Boat Assoc.*  
*Orleans Levee Board*  
*Real Estate Board*  
*Retail Merchants Committee*  
*YMBC*  
*Council of Civics Clubs*  
*Co-operative Club*  
*Kiwanis Club*  
*Sales Managers Council*  
*Toastmasters Club*

*Exchange Club*  
*New Orleans Insurance Exchange*  
*Clearing House Association*  
*Advertising Club*  
*ASCE – Louisiana Section*  
*Society of American Military Engineers*  
*Rotary Club*  
*Louisiana Engineering Society*  
*Louisiana Architects' Association*  
*Members Council*  
*Propeller Club*

# WESTSIDE ROUTE URGED FOR CANAL

THE TIMES-PICAYUNE, FRIDAY, SEPTEMBER 17, 1943

ese-American Soldiers Eye  
rman Prisoners on Harvest Jobs

## WESTSIDE ROUTE URGED FOR CANAL

1000 feet long w  
at our door after  
said. "I believe  
place for a chann  
to Grand Isle. I  
channel through  
"Want Great  
"The proposed  
way would bein

1000 feet long will be knocking  
at our door after the war," he  
said. "I believe that the best  
place for a channel is Westwego  
to Grand Isle. I would dig the

Groups C  
Beha

A shift in mess

### Westside Route Urged

"The object is not to offer com-  
petition to the port and city of  
New Orleans," he said. "but to  
support our claim that the west-  
side route is more feasible, and  
would furnish a more economical  
channel which would favor no  
particular route or landowner.

"Want Great World Port"  
"The proposed Alexander Sea-  
way would bring an unhealthy  
condition to half of Lake Borgne  
and interrupt the drainage of St.  
Bernard parish. I think that the  
west side would be just as con-  
venient to New Orleans. We want  
a great world port and need 40-  
or 45-foot depth."

Westside  
consider a  
their own  
Westwego  
Grand Isle  
J. J. Holtgr  
cial ship  
name a co  
ists and ci  
case before  
engineers.

Speakers  
a channel  
stalling loc  
ities could  
The projec  
and could  
tenth of th  
Alexander

Mr. Holt  
Jefferson  
which spon

its purpose was to explain what  
had been presented to the engi-  
neers at the hearing on August 5  
before Brigadier General Max C.  
Tyler, and to further steps for  
presenting a concise report to ac-  
company the original evidence.

No. 2 Can 20c  
No. 18 Points  
No. 2% Can 20c  
No. 19 Points

ge Lake  
HRIMP  
15c

reached before tomorrow morn-  
ing and said there was little hope  
of finding them alive.

Nearly 200 men were working  
in the mine when the explosion  
rocked the pit. All but the 16 had  
been accounted for late this after-  
noon. There was no official

nation about the cause of  
plosion pending an invest

Wires, children and oth-  
tives of the trapped men  
joined by hundreds of mi-  
mine folk in the traditions  
at the mouth of the mine

the rescue work went on  
the direction of James E.  
safety director for the Harlan



Fleury and others.

September 17, 1943

Hens 35c

Dressed Colored Fancy

if you had

Husbands

California

LEJON California

# 1944

**THE TIMES-PICAYUNE. THURSDAY, MAY 18, 1944**

Praising the Y. M. B. C. for the group's achievements in civic and business fields and in many accomplishments which have aided both the city and state. Governor Davis said "I know the club will play a dominant part in developing these great future possibilities for your city."

The Alexander seaway project was mentioned by Governor Davis as a project which "would solve one of the city's greatest problems—the maintenance of the river to the Gulf in a navigable and satisfactory manner."



—Photo by The Times-Picayune.  
**GOVERNOR SPEAKS HERE**—Governor Jimmie H. Davis is shown as he addressed members of the Young Men's Business Club at a luncheon here Wednesday. Seated beside him is Charles Durr, president of the club.

# 1944 Rivers and Harbors Congress

**THE TIMES-PICAYUNE, THURSDAY, JULY 27, 1944**

## **CHANNEL VITALLY NEEDED, HARBORS GROUP INFORMED**

### **Major Reasons Advanced for Tidewater Project**

The port of New Orleans, as the "service station" for the foreign trade of the Mississippi valley, vitally needs a tidewater channel to the sea, the projects committee of the Rivers and Harbors Congress was told at a hearing at The Roosevelt Wednesday, preceding the sessions of the congress itself which opens Thursday.

Four major reasons advanced in favor of the proposed channel were:

### **Arguments for the Alexander Seaway:**

- 1. The difficulty of maintaining the passes of the Mississippi River.**
- 2. Inadequate riverfront facilities and lack of space to build more.**
- 3. Great savings of building and operating as a tidewater harbor.**
- 4. Creating a location for a large Navy facility after the war.**

### **Rebuttal Given**

Alexander, speaking for the rebuttal, stated in principle that while he agrees in principle with some of the statements of the west bank channel advocates, especially as to their assertion that a west bank channel some-what adequate for the needs of the east side channel, the sponsors of the east side channel have no interest in it other than to lower the cost to shipping using the

# November 28, 1943

## West Side Seaway Advantages Outlined

Proponents Cite Time Saving, of New Term

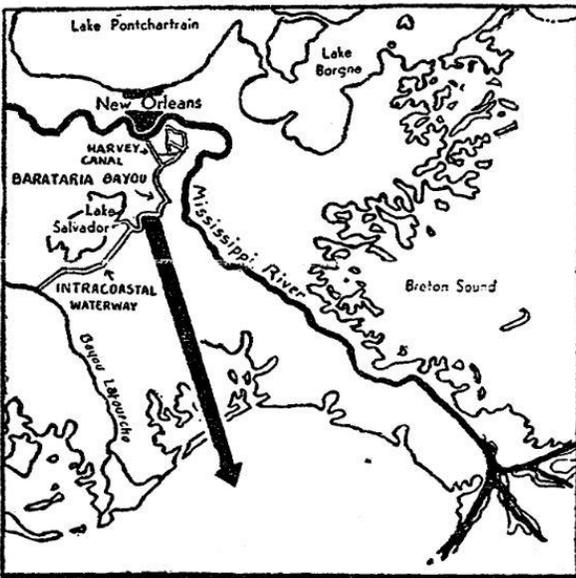
While awaiting the Corps of U. S. Engineers on the public here August 5, by General Max C. Tyler, alternate east side and routes for a tidewater for New Orleans were proponents of a west call attention to the their proposed route. J. J. Holtgreve, the west side ship committee, contrasted the advantages of their row to the American ning from Crown Point traacoastal canal to th of Grand Isle, a dis miles, with the Al way project, which dredged from a poin traacoastal canal to leur Islands, a distw between 65 and 70 mi the seaway project w at \$25,000,000 and th row to the Americas. 000,000.

All New Orleans ci ness agencies, all st of Louisiana, and part of Mississippi v tions and agencies h ed the appeal for a tidewater from N which would avoid th passes and river ha present route.

The Alexander se reclaim a strip of with fill from the d would connect with port with a shallower draft than the 40-foot proposed channel through the Industrial canal lock.

### Cities Growth

"The logical place for a ship channel serving New Orleans is on the west side of the Mississippi



Route of the proposed "Arrow to the Americas" seaway on the west side of the Mississippi river, designed to connect New Orleans with the Gulf with a saving in time and expense.

where the natural resources required by industry are ready at hand. Only on the west bank of the river in Jefferson parish are all these natural physical advantages.

"The growth chart of New Orleans over the years proves the soundness of these statements. To the east have centered the retail, residential activities. But to the west have gravitated the industries, the majority of all the trunk line railroads bringing in raw material to New Orleans, the railroad yards and the machinery of commerce.

"The west side of the river is the natural distribution area of Greater New Orleans. It is where the future growth of the city industrially must take place, and where the canal belongs.

"On the west side are concentrated electric power, natural gas, oil and water—all necessary to industry and available in unlimited quantities. Here also are miles of 10-year tax-free parish land, still uncrowded and ideal for industry. Room for railroads,

Orleans have located in Jefferson parish right in the area where the canal should be traced."

Arguments advanced by the west side canal committee included:

First, that this is the shortest practical route to Gulf deep water. The actual canal distance would be only about 42 miles. By this route a ship can reach Crown Point from tidewater in three hours as compared to the 12 now required by the river route. The saving over the coast of the river route by this proposed project would amount to one dollar per cargo ton, it was argued.

Second, it will be the most economical to build, because it will utilize present bayous and cutoffs part of the distance, has favorable terrain presenting no difficulties to dredging, requires no bridges and will encounter no silt problem at the Gulf end. Its cost has been estimated at only \$10,000,000.

Third, it will be the least expensive from the angle of right of way purchases. Practically the whole route will go through undeveloped, and therefore, cheap land. A great deal of it is the property of the state, under conservation department protection. None of it passes within the limits of any town.

Fourth, it has the additional ad-

"The Alexander Seaway would...connect with the present port with a shallower draft than the 40-foot proposed channel through the Industrial canal lock."

The Alexander seaway would reclaim a strip of marshlands with fill from the dredging, and would connect with the present port with a shallower draft than the 40-foot proposed channel through the Industrial canal lock.

Intracoastal canal to the eastern tip of Grand Isle, a distance of 42 miles, with the Alexander seaway project, which would be dredged from a point on the Intracoastal canal to the Chandeleur Islands, a distance of between 65 and 70 miles. Cost of the seaway project was estimated at \$25,000,000 and that of the Arrow to the Americas route at \$10,000,000.

**"TEDDY TOGS"**  
Ladies' Approved  
**Coveralls**  
3.95 up  
Ladies' and Men's  
Leather Work  
Garnets  
• Jackets  
• Gloves  
• Bibs & Shirts  
• Socks  
**STANDARD BRAND STORE**  
136 S. Rampart St.

"THE BEST CHRISTMAS GIFT I'VE EVER SEEN"

"MY WIFE'S A SMART GIRL who knows what a tired husband likes. This swell Streit Slumber Chair as my Christmas gift proves it. And here at her usual hour,

Join a War Worker's Family and  
**EXTRA INCOME!**  
Loyal, patriotic Americans have found war industries. But some of us because they can't find a place to live. They don't ask for a home as big as the one they left in their old home with a roof over their heads—and a yard to mow for it. They want space in your home—rooms your kids grew up and left home—a living room, or even in your garage—rented effort by renting this space. And remember, the extra steady income is yours in a hundred ways.  
Call today—  
**RENTING CENTER**  
823 Perdido St.  
PROMOTION COMMITTEE \*



Dec. 1945

# Views on Sundry Topics

From Readers of The Times-Picayune

## Tidewater Channel Delay

New Orleans

Editor, The Times-Picayune:

Champions West E

re the points of vital im-

Still for Westside Seaway

New Orleans

**Fighting words:**

*"The unanimity of the support of the Eastside seaway among the many prominent persons who endorse it is quite mystifying in view of the great weight of the evidence against it."*

GO EAST!

WEST!

*"One can believe that some 'supersalesman' has very successfully 'sold this bill of goods' to them – and did it from the background."*

of goods" to them—and did it from the background.

And meanwhile our officials will continue lamenting the fact that other ports are outstripping New Orleans in progress.

LEO C. BROWNE.

LEO C. BROWNE.  
Jefferson Parish Ameri-

An important observation:

It wasn't a question of,  
***“should we?”***

It was a question of,  
***“which one?”***



1946

JEFFERSON PARISH  
YEARLY REVIEW

Poetic irony...

# *The Problem of a TIDEWATER SEAWAY*

By T. G. NICHOLSON

President, First National Bank of Jefferson Parish

## OUR COVER

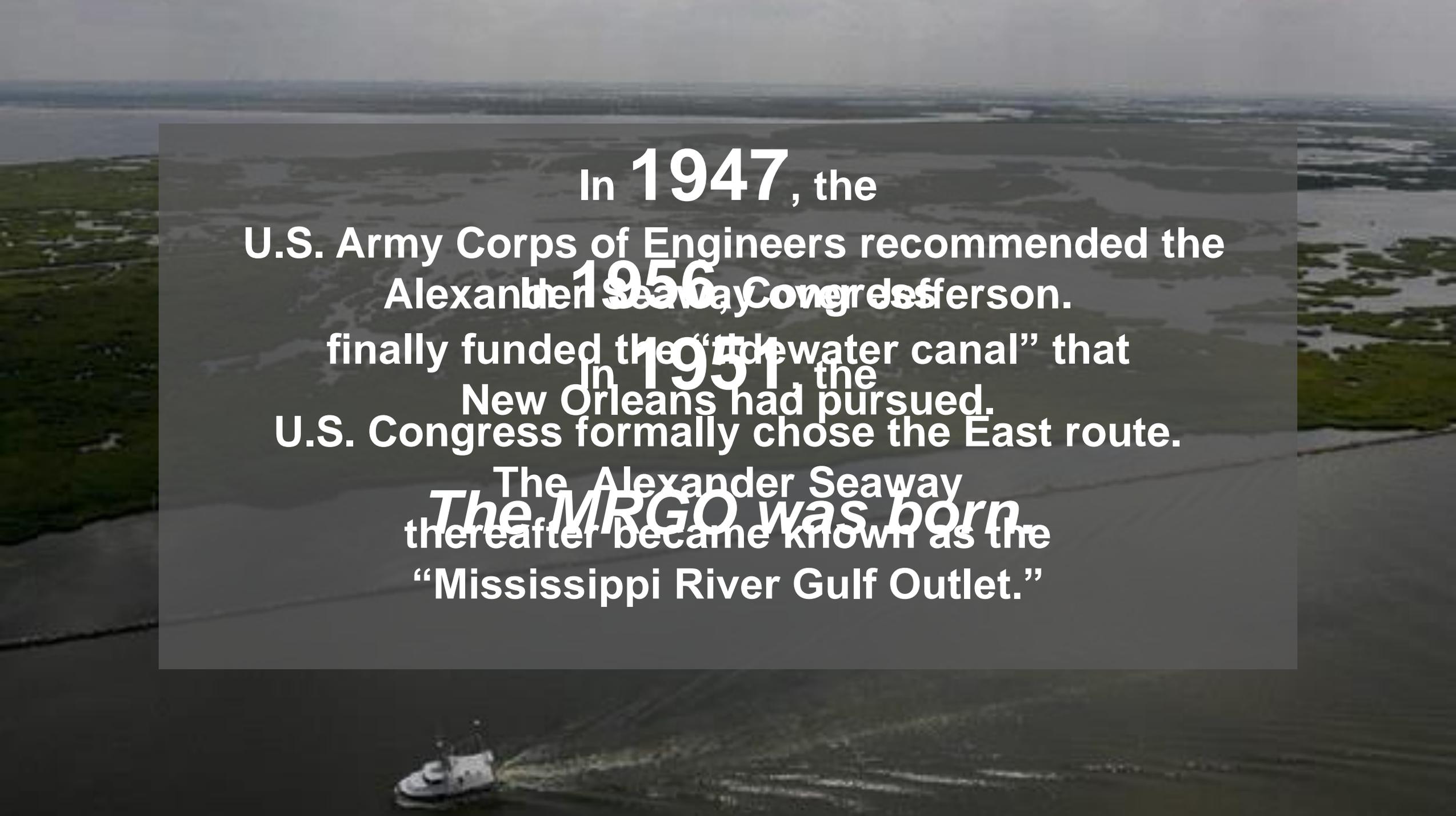
Our beautiful cover is an original watercolor painted especially for the Review by Morris Henry Hobbs, one of the country's outstanding artists and top-ranking etchers. Mr. Hobbs has faithfully captured the beauty of Bayou Bayou Parish's lo

PRICE \$1.50

Morris Henry Hobbs

THE WEST.. AND BEST  
*Seaway to the Gulf*

It would seem that before expending the amount of taxpayers' money necessary to produce a tidewater ship channel, a thorough investigation should be made by the press, various organizations and well-meaning citizens of the Mississippi Valley who are espousing this so-called Inner Harbor Navigation Canal route to determine the necessity for the expenditure of public funds amounting to many millions of dollars for such an improvement. We might agree that the same applies equally to the advocates of the West Bank route, Westwego to Grand Isle, but for the fact that insofar as the average New Orleanian is concerned, and generally the New Orleans press, that route just happens to be "on the wrong side of the river."

An aerial photograph of a vast, shallow body of water, likely a bay or estuary, with a small boat in the lower foreground. The water is a mix of light and dark tones, suggesting varying depths and vegetation. The sky is overcast and grey.

In **1947**, the  
U.S. Army Corps of Engineers recommended the  
Alexander Seaway, Congress  
finally funded the “freshwater canal” that  
New Orleans had pursued.  
In **1951**, the  
U.S. Congress formally chose the East route.  
The Alexander Seaway  
**The MRGO was born.**  
thereafter became known as the  
“Mississippi River Gulf Outlet.”

**BRIBERY TRIAL JURY VERDICT NOT GUILTY**

Clay, Dr. Harthill Cleared in Doping Plot Case

A five-man jury in criminal district court returned a verdict of not guilty shortly before 7 p. m. Thursday in the trial of Cassius L. Clay and Dr. Alexander Harthill on charges of public bribery.

The verdict came after about 40 minutes of deliberation.

Clay is a former director of the food and drug division of the Louisiana board of health. Dr. Harthill is a Louisville, Ky., veterinarian.

The charges against them grew out of an alleged horse doping

**MISTRIAL RULED IN MORRIS CASE**

Jury Deadlocked in Coast Murder Trial

By JAY HALL  
 (Times-Picayune Staff Correspondent)  
 BAY ST. LOUIS, Miss., March 29—The Dale Morris murder case ended in a mistrial Thursday afternoon.

A juror stated later that 11 men wanted a verdict of guilty but one persistently held out for acquittal in the trial which began Monday.

**Oceanian Killed in Crash at Cemetery's Gates**



—Photo by The Times-Picayune.  
 CROWDS GATHER at the scene of an accident that Thursday took the life of Louis A. Lanoux, 61, of 1663 Valmont. Lanoux's sheet-covered body lies at an entrance to the Gates of Prayer cemetery near one of the autos involved in the accident.

**Louis Lanoux, Sugar Broker, Fatally Hurt in Car Collision**

Rites Today at Our Lady of Lourdes Church

An 61-year-old New Orleans sugar broker was fatally injured Thursday in a two-car collision at the intersection of Garfield and Arabella.

Police said Louis A. Lanoux, 1663 Valmont, was pronounced dead on arrival of a Charity hospital ambulance. He was president of the sugar brokerage firm of T. Lanoux Son.

Two others were injured in the accident. They were his wife, Mrs. Hilda Thibodaux Lanoux, 64, who was driving the car, and Leonard Tate, 31, 1445 Webster, driver of the second vehicle.

Burial in St. Louis Cemetery  
 Funeral services for Mr. Lanoux will be conducted Friday at 11 a. m. from the House of Sultman, 3338 St. Charles, with religious services at Our Lady of Lourdes church. Interment will be in St. Louis No. 3 cemetery.

His death was classified as an automobile fatality by the Orleans parish coroner's office. Death resulted from a back fracture with severance of the spinal cord, a rupture of the heart and a fractured skull.

**PRESIDENT FOR CHAMPIONSHIP GAMES ADOPTED**

Council Votes Ordinance on Beach Projects

The ordinance which will permit the operation of "skill games at such places as Pontchartrain Beach and Lincoln Beach was passed by the council by a 7-to-3 vote Thursday.

The action was taken after Councilman James E. Fitzmor Jr., chairman of the council's police and fire committee, reported that the committee had met as a committee of the whole of the council and recommended adoption.

The only comment on the ordinance Thursday was made by Councilman A. Brown Moore, who remarked that the city attorney had ruled that the ordinance was legal and that he thought the ordinance would clarify the law so as to avoid the "embarrassment" of a repetition of last summer's city police raid on Pontchartrain Beach.

The ordinance permits amusement games of skill or "amusement games where skill predominates, or where the player has dominant control of the outcome at "outdoor amusement parks as defined by state law.

The ordinance sanctions such games "whether mechanical or manual, whether the contestants participate against each other or not, and which through the outcome of said amusement game or contest do not return to the player or contestant thereof anything but additional free games or awards of merchandise prizes."

At its meeting, the council also voted by a four-to-three margin to abolish its standing committees, which have been in existence ever since May, 1954, when a new charter substituted the present mayor and council form of government for the former modified commission form.

The change, which represented a triumph for Council Vice-President Paul V. Burke, will become effective on May 1.

Most On Shore Leave  
 Humble spokesmen said at 8:50



**Dwight D. Eisenhower**

**1956**

Remember...  
 there were no locks included in the Alexander Seaway project.

the examination of saliva and urine samples taken from winning horses.

Going immediately to the racing commission which, in turn, had been convicted of plotting with Yugoslavia's Marshal Tito, then bitterly at odds with the Soviet bloc, and with Americans to overthrow Hungary's Red regime and

the jury's results he said, "I'm @-grateful, very, very very grateful."

District Attorney Holloman was emphatic in saying the public need not expect a public report on the case.

He and the others had been convicted of plotting with Yugoslavia's Marshal Tito, then bitterly at odds with the Soviet bloc, and with Americans to overthrow Hungary's Red regime and

The state accused the NAACP of violating an old anti Ku Klux Klan law unless they are filed.

The remainder of the case is held in New Orleans by a federal judge.

The NAACP is pursuing its lawsuit against the NAACP in the state court.

U. S. Dist. Judge J. Skelly Wright acted on a motion by attorney A. P. Tureaud Sr., Louis

The state accused the NAACP of violating an old anti Ku Klux Klan law unless they are filed.

The remainder of the case is held in New Orleans by a federal judge.

The NAACP is pursuing its lawsuit against the NAACP in the state court.

U. S. Dist. Judge J. Skelly Wright acted on a motion by attorney A. P. Tureaud Sr., Louis

the planning money will be forthcoming at this session of Congress." He said he based this observation on contacts he has had with members of the public works subcommittee.

DEPARTMENTAL INDEX	
Amusements	32-33
Bridge	39
Classified	34-43
Comics	22
Editorial	10
Women's Page	30
Financial	43
Marine	42
Radio-TV	16
Society	30-32
Sports	24-27

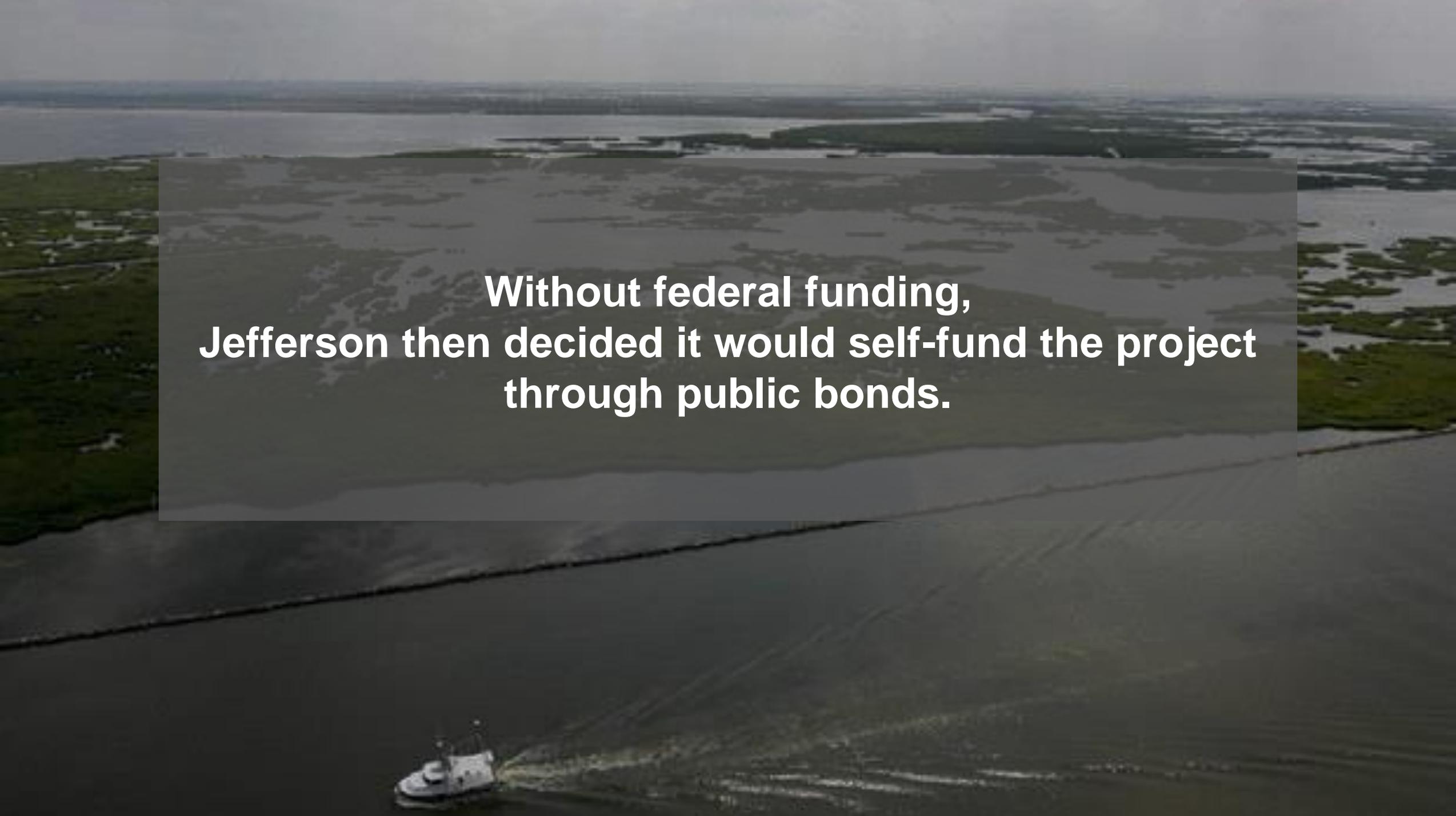
# The Times-Picayune

**FAIR AND WARMER**  
with gentle to moderate northeast winds is the weather bureau forecast. Highest Thursday 70, lowest 55; same day last year, highest 60, lowest 42. Weather map, details, Page 22.



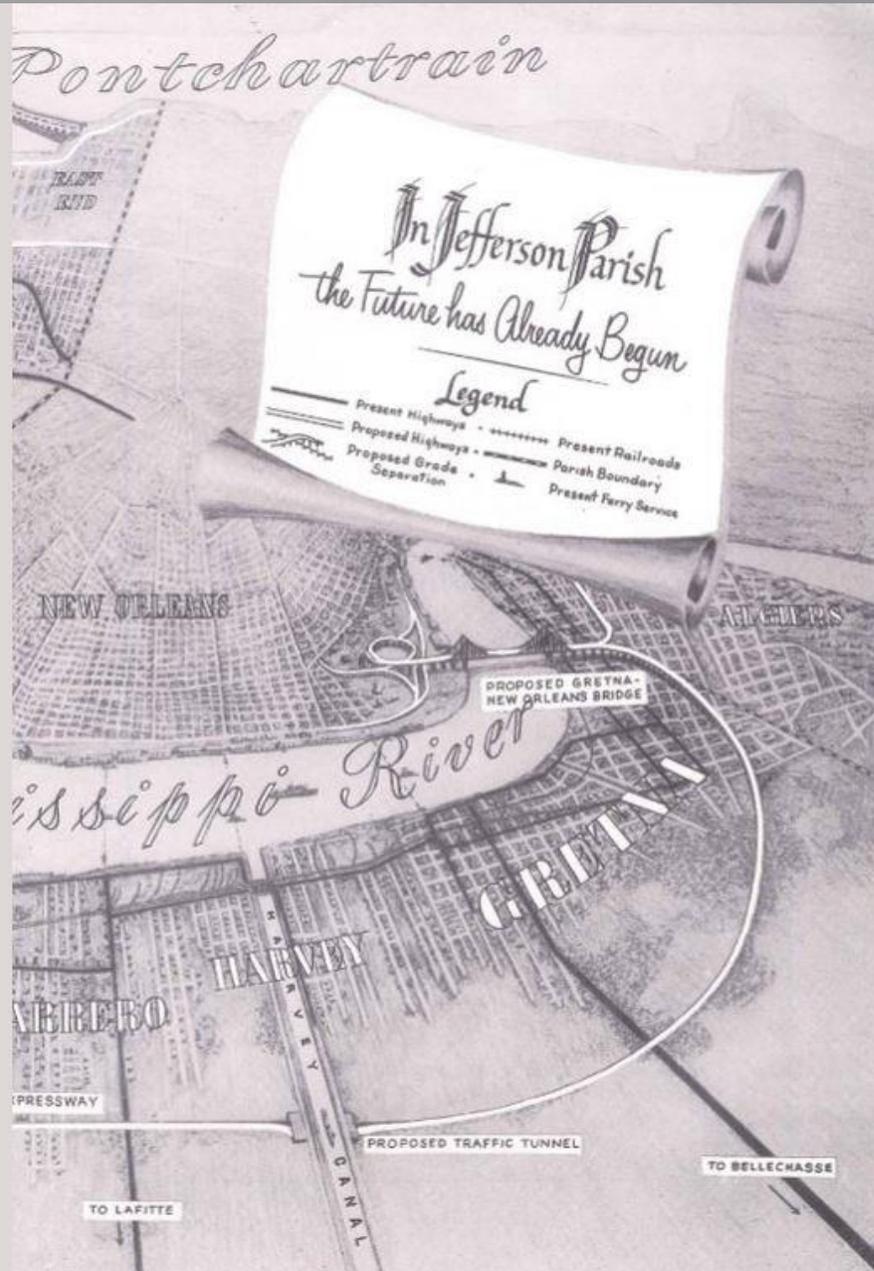
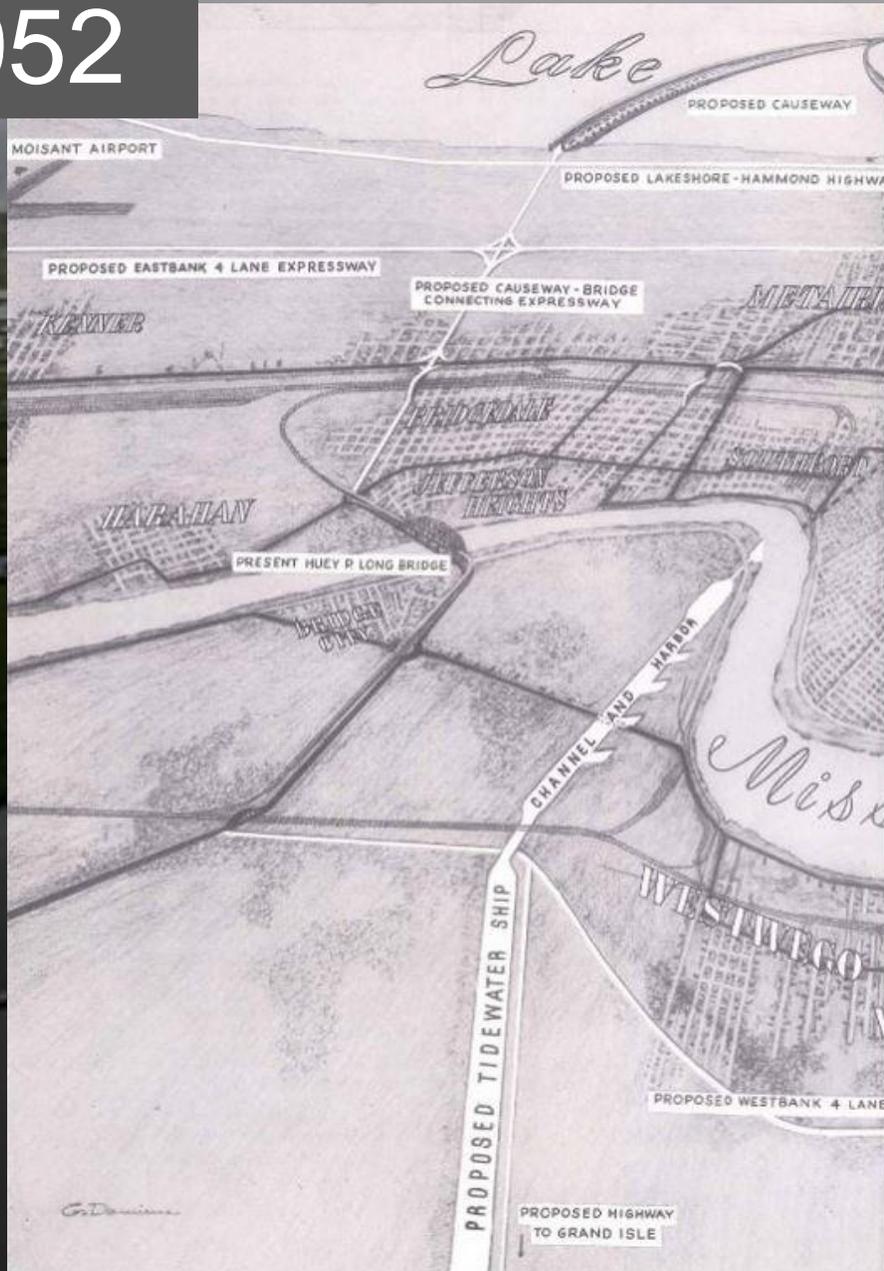
## Who's here?

1. *U.S. Congressman F. Edward Hebert*
2. *Mississippi River Commission President William Carter*
3. *Port of New Orleans President W.D. Roussel*
4. *U.S. Senator Allen J. Ellender*
5. *Orleans Levee Board President Claude W. Duke*
6. *Louisiana National Guard Adjutant General Raymond F. Hufft*

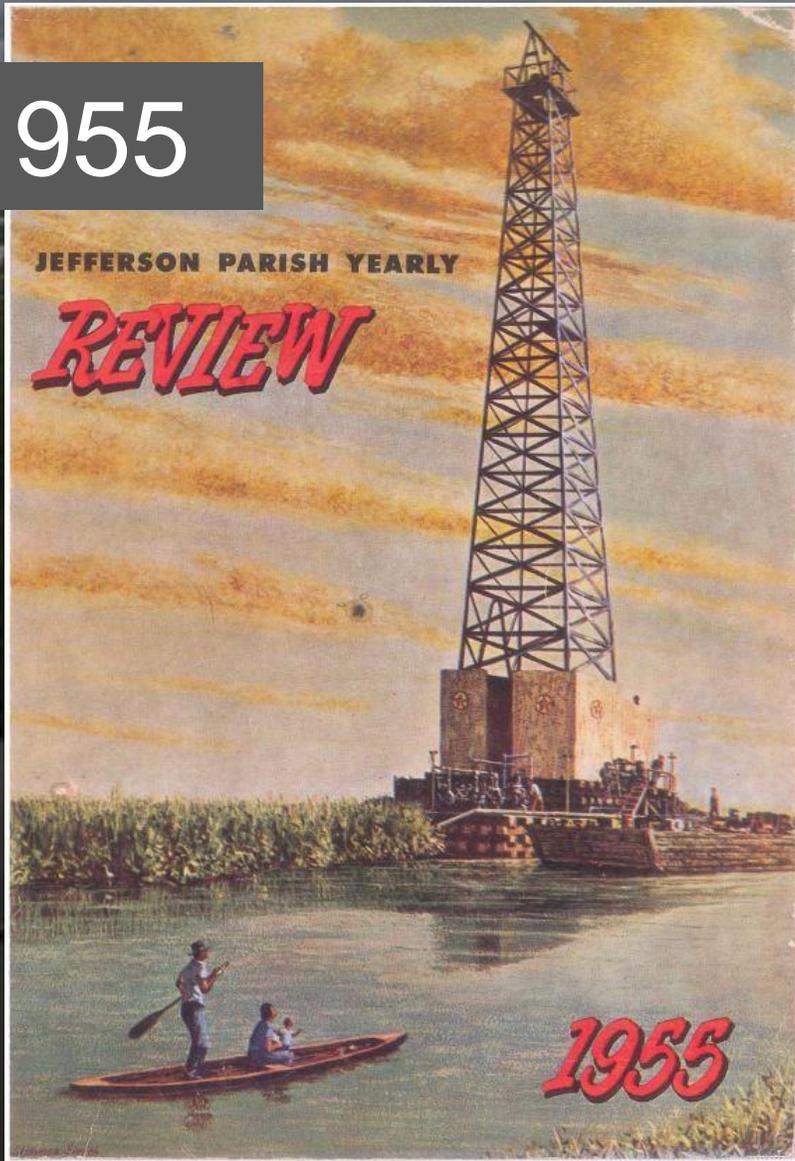
An aerial photograph of a vast, shallow body of water, likely a bay or estuary, with a small boat in the lower-left foreground. The water is dark and reflects the overcast sky. The surrounding land is green and appears to be a marsh or wetland area. A semi-transparent dark grey rectangular box is centered over the water, containing white text.

**Without federal funding,  
Jefferson then decided it would self-fund the project  
through public bonds.**

1952



1955

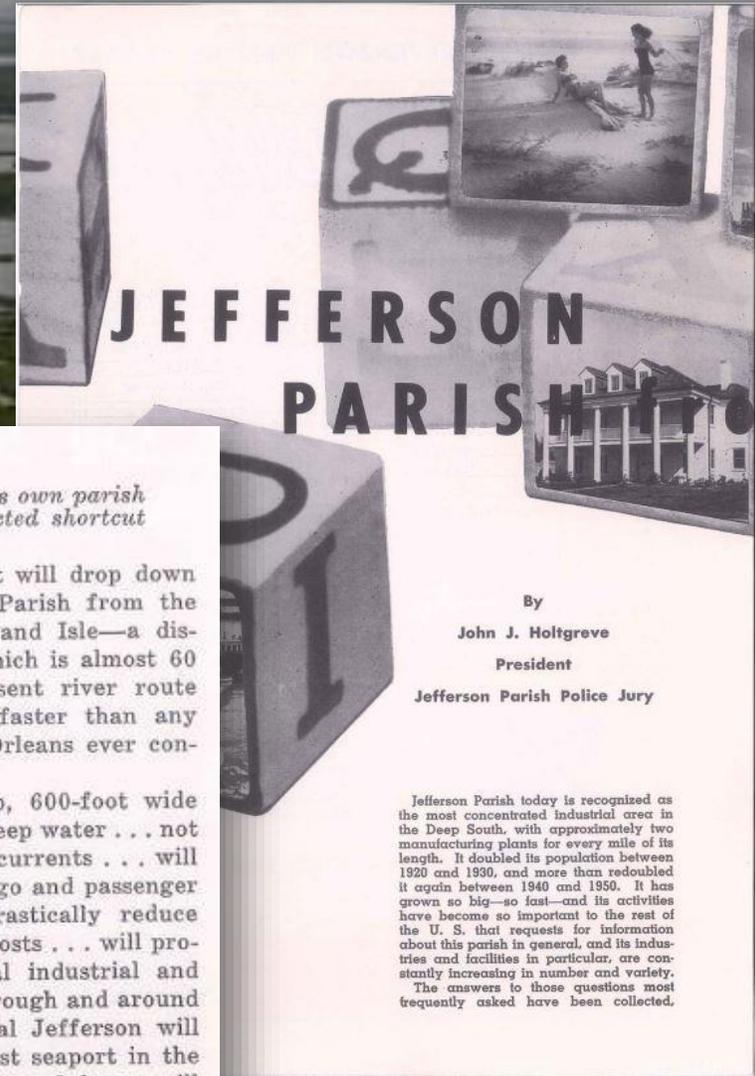


#### CHANNEL TO THE SEA

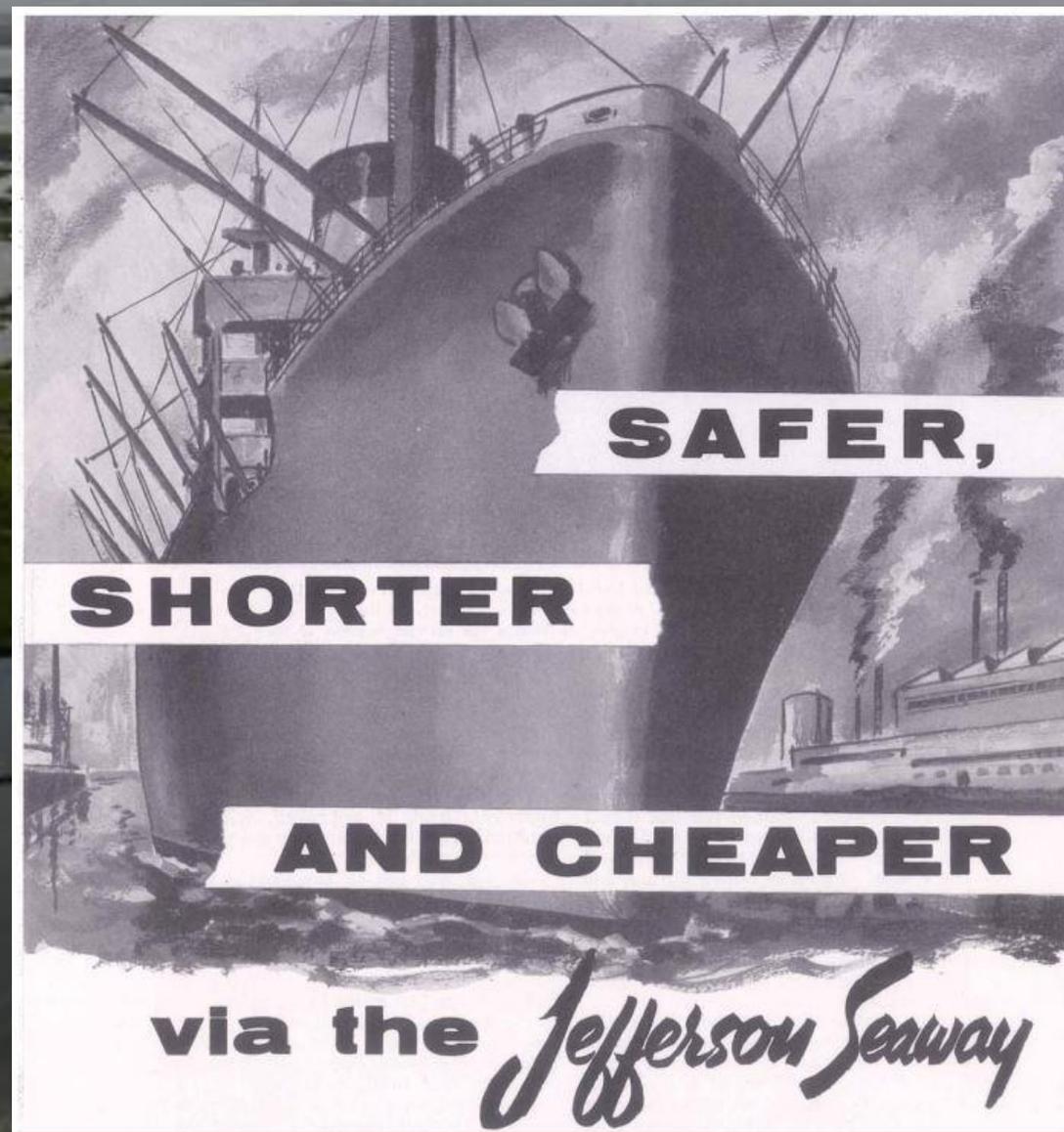
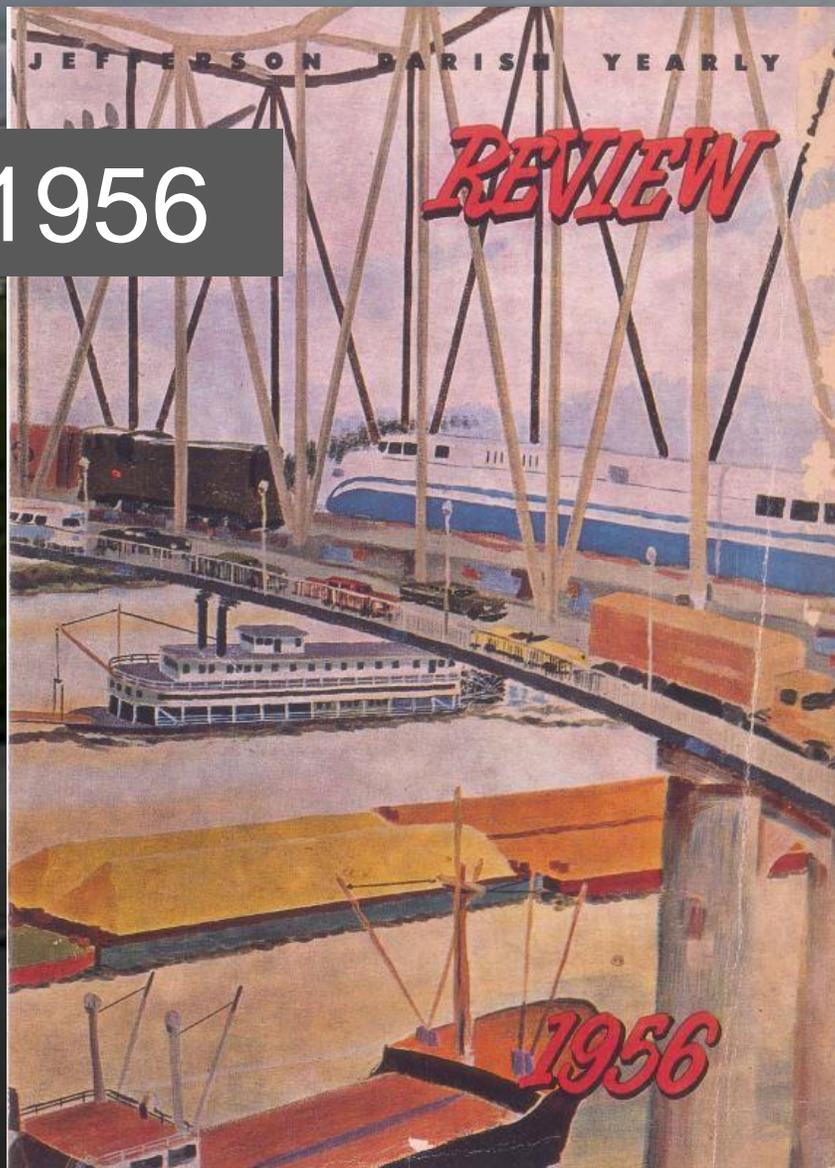
*Jefferson Parish plans its own parish financed, parish constructed shortcut to the sea.*

Beginning at Westwego, it will drop down straight through Jefferson Parish from the Port of New Orleans to Grand Isle—a distance of about 55 miles—which is almost 60 miles shorter than the present river route and 31 miles shorter and faster than any other sea route from New Orleans ever considered.

It will be a 40-foot deep, 600-foot wide tidewater channel direct to deep water . . . not affected by fogs or tides or currents . . . will accommodate the largest cargo and passenger vessels afloat . . . will drastically reduce distance, time and shipping costs . . . will provide on its banks additional industrial and warehousing sites, so that through and around a greatly expanded industrial Jefferson will flow and flourish the greatest seaport in the South . . . and Greater New Orleans will grow even greater.



1956



1958

JEFFERSON  
PARISH  
YEARLY  
REVIEW

TWENTY FOURTH VOLUME

1958

### THE PROPOSED DEEP WATER SEAWAY TO THE GULF

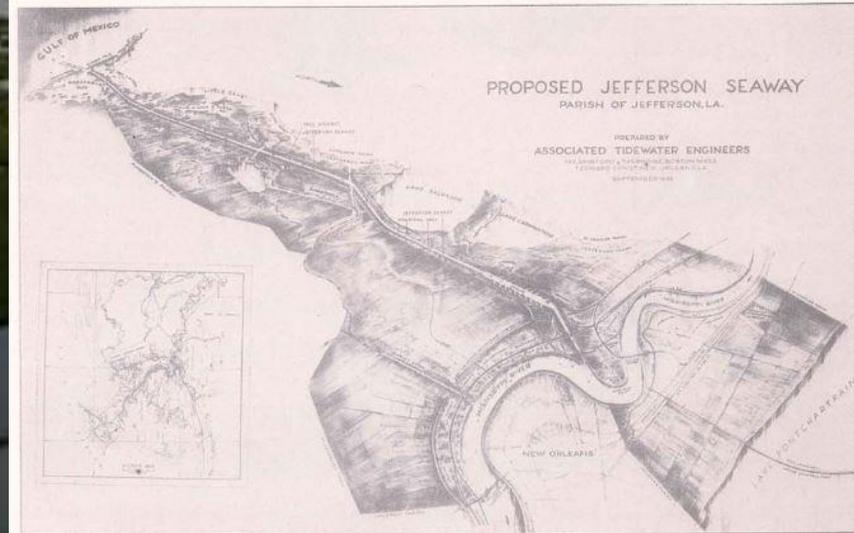
A project of great economic importance to Jefferson Parish is the proposed Jefferson Industrial Seaway, a 55-mile-long tidal-water canal which would run from the Mississippi River at Westwego, to deep water in the Gulf beyond Grand Isle.

The proposed seaway, which would have a minimum depth of 40 feet and a bottom width of 500 feet, would reduce by half the distance shipping now travels along the river to the Gulf.

The waterway would make possible the reclamation of vast areas for industrial

development, which would also have access to rail lines and would be served by a paralleling highway to Grand Isle built as part of the project.

During the past year, the Jefferson Industrial Seaway Commission has held meetings with legal, fiscal and engineering experts in connection with the proposed project and is convinced that a sound plan can be worked out for construction of the seaway. The seaway would be financed from revenue bonds.



### MEMBERS OF JEFFERSON INDUSTRIAL SEAWAY COMMISSION

**NAT B. KNIGHT, JR.**, Chairman; Attorney, banker and chairman Louisiana Public Service Commission.

**CHARLES L. DOERR, SR.**, Vice-chairman; Businessman, banker and investments.

**LEROY L. HALL**, Secretary-Treasurer; Investments.

**HENRY Z. CARTER**, Member; Vice president of Avondale Marine Ways, Inc.

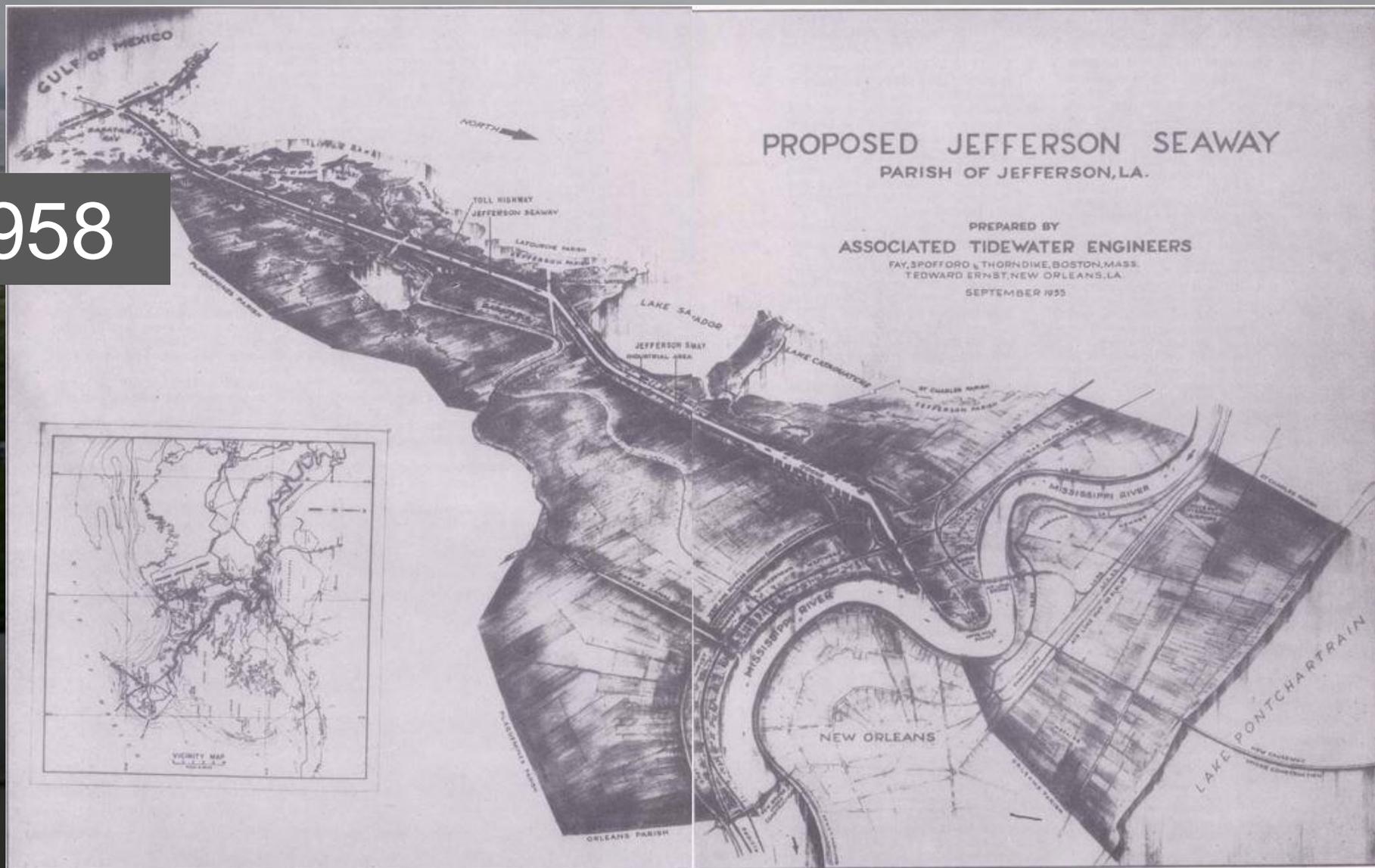
**RALPH F. FREEMAN**, Member; Operation Manager, Louisiana Division of the Celotex Corporation.

**LEON NUNEZ**, Member; Wholesale Seafoods and businessman.

**WILLIAM O. TURNER**, Member; President, Louisiana Power and Light Company; Director Middle South Utilities Inc.; vice-chairman, Mississippi River Bridge Authority.

**S. L. WRIGHT**, Member; Assistant to the President, Texas and Pacific Railroad.

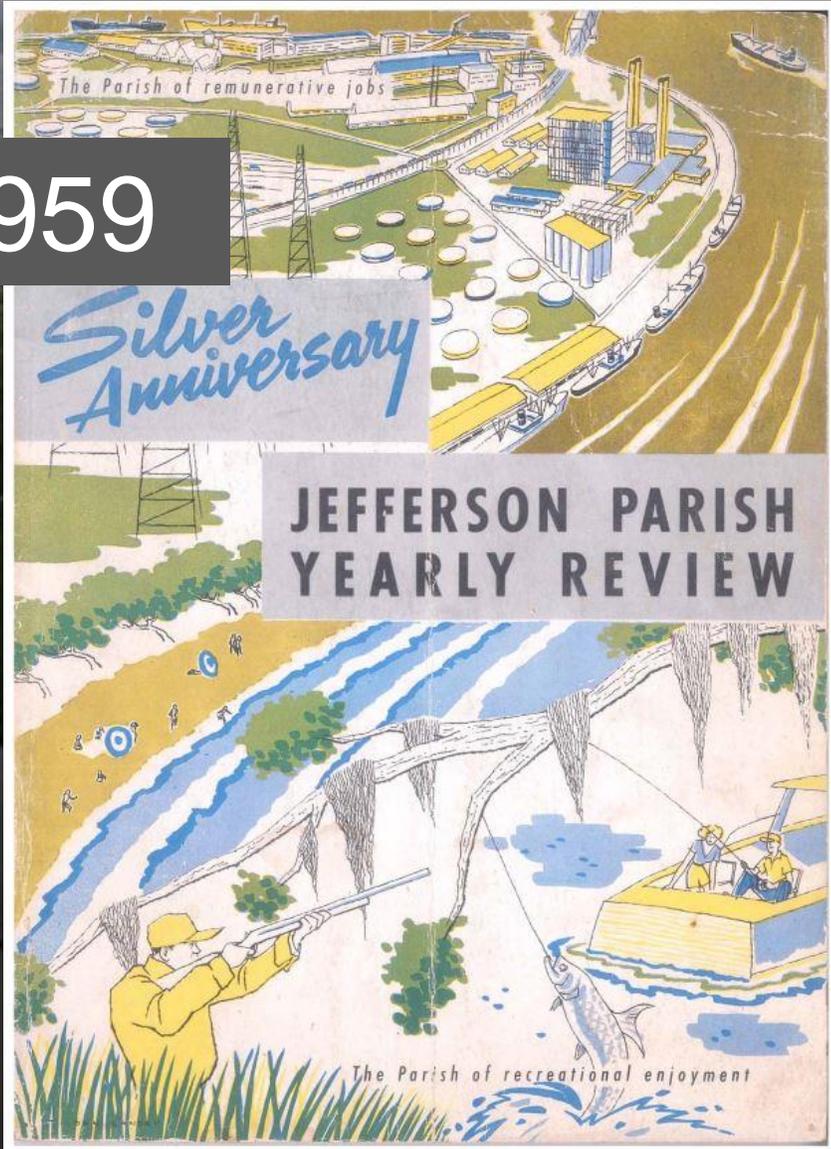
1958



THE PLANNED SAFER, SHORTER, CHEAPER TIDEWATER

CHANNEL FROM THE PORT OF NEW ORLEANS TO THE GULF

1959



# 1959

U.S. Congressman  
Hale Boggs



# South to the Sea

**THE STORY  
OF THE  
JEFFERSON  
PARISH  
INDUSTRIAL  
SEAWAY**

By  
**Hale Boggs,  
Member of Congress,  
Second Louisiana  
Congressional District**

PROPOSED  
SEAWAY  
AND MODERN  
HIGHWAY

**“We are on the march in Louisiana and a West Bank seaway is as much needed to continue this forward progress as much as anything that I can think of.”**

**“Suffice it to say that the West Bank seaway is something that must and will come.”**

## EDITOR'S NOTE

Congressman Hale Boggs, the author of the following article, has served in Congress with the exception of three years, since 1937. He is a native of Louisiana and has lived in Jefferson Parish, Louisiana, since 1937. He has served as a permanent delegate to the United States with the rest of the Louisiana delegation since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937.

He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937.

He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937.

He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937.

He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937.

He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937. He has served as a permanent delegate to the United States since 1937.

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

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

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

During the past four years I have served as Chairman of the foreign trade subcommittee of the Committee on Commerce, Finance and Administration of the United States House of Representatives.

During the past four years I have served as Chairman of the foreign trade subcommittee of the Committee on Commerce, Finance and Administration of the United States House of Representatives.

During the past four years I have served as Chairman of the foreign trade subcommittee of the Committee on Commerce, Finance and Administration of the United States House of Representatives.

During the past four years I have served as Chairman of the foreign trade subcommittee of the Committee on Commerce, Finance and Administration of the United States House of Representatives.

An aerial photograph of a large body of water, likely a bay or estuary, with a small boat in the foreground. The water is dark, and the surrounding land is green and hilly. The sky is overcast. A semi-transparent grey box is overlaid on the center of the image, containing white text.

In **1959**

**the Jefferson Seaway Commission planned to call an election for the approval of \$130 million in bonds to finance the Jefferson Seaway.**

1959

### SEAWAY TALKS SLATED TONIGHT

Jeff Property Owners  
Urged to Attend

Jefferson parish property owners were urged Monday to attend a public meeting at 8 p. m., Tuesday in the Jefferson playground gymnasium, 4100 S. Drive on the East Bank near the old Mississippi river bridge.

### Jeff Seaway Meeting Called

\*\*\*

### Seaway 'Must' Grow

\$460 Million Yearly Is

the case of the Seaway presently being constructed on the East Bank?

17. It has been stated that if the bond issue passes, the fiscal agent will advance \$100,000 to be spent

### JEFF PAIR ASKS FOR ASSURANCE

Demand Legal Opinion  
on Bond Plan's Effect

Two Jefferson parish councilmen demanded Wednesday that the Jefferson Seaway commission assure property owning voters that a proposed \$130 million bond issue would not damage the financial affairs of the parish or the

### Defeat Jeff Bonds, C

A group formed as the Jefferson Parish Taxpayers Committee for Study of Bond Issues Sunday called for the defeat of

to the voters and tax-paying public until such time as a need has been shown for the sponsored project, that funds are sufficient to accomplish the project, that the bond has a market in readiness and that the ele-

1959

### SEAWAY CRITICS

Chairman of Commission  
Replies in Jefferson

### BUSINESS GROUP

HIT

### KNIGHT BOOSTS SEAWAY PLANS

Jeff  
Dr

The Jefferson  
Organizat  
day it op  
dustrial S  
issue to t

Sees 'Incalculable Benefits' for Jefferson

The proposed Jefferson industrial seaway would provide Jefferson parish "incalculable benefits," Nat B. Knight Jr. told the West Bank Rotary Club Tuesday.

### Opinion on B

Asking Attorney General  
'Good Idea'—Knight

and We  
sponsible  
if the s

This Saturday, February 21

Of the \$130 Million Seaway I

PROponents SAY: "The people of Jefferson Parish will be getting something for nothing. Taxpayer has no responsibility. Income not only from wharves and docks but from industrial sites."

### PROPOSED JEFF SEAWAY BONDS BALLOT SLATED

\$130 Million Issue to Be  
Voted on March 3

A bond election to finance the proposed Jefferson industrial seaway will be held in Jefferson parish March 3.

letter  
ision

Feb. 19

ssed

the seaway  
no sense will  
tation on the

1959,—

said bonds to con-  
ations of Jefferson  
as well as obliga-  
on."

Mar. 4

Jan. 20

Jan. 8

Feb. 16

# 1969

## Jefferson Parish Bond Committee

### CHEHARDY CITES FIGHT ON BONDS

#### Asserts They Threatened Home Tax Exemptions

Hasty and unwarranted bond issues have threatened Jefferson parish residents with increased taxes twice within the last two years. Lawrence A. Chehardy, candidate for district attorney of Jefferson parish, said Monday at a dinner at the American Legion home in Westwego.

Chehardy said he had fought both the efforts "because of their threat to the homestead exemption privileges of our people."

"The first, the \$130 million seaway proposal could have wrecked the financial structure of Jefferson parish, as well as the city of Westwego, because the bonds would have been obligations of both government-

"We were asked to write a blank check for this seaway, even before a feasibility study was made. At the same time, this proposal could have wiped out the fishing industry of the parish because it would have destroyed valuable shrimp breeding grounds."

erson  
m  
Martin, who is also a member of the state bond and tax board, said in the telegram that the board has not approved the March 17 seaway bond election.

Chehardy, cochairman of the Jefferson Parish Taxpayers Committee for the Study of Bond Issues, at first demanded that the council call off the election until a feasibility report is made and a scientific study of the seaway's effect on wildlife has been completed. He later expressed satisfaction at the council's action of cutting off the election funds.

easea Sun-  
Jan. 13  
Chehardy told the council that the state board on several occasions had approved bond elections after the elections had been held, "but never in a case where the amount of the issue was as great as in this bond election."

He called it "unthinkable" that a \$135 million bond issue should be placed before the voters before it was given bond and tax board approval.

the cr  
mee  
M. Dan Hogan  
A. Chehardy.  
of the group's  
committee. Oth-  
John Dane Jr.,  
to, Hal Ross  
nidor and Mrs.



LAWRENCE A. CHEHARDY

**FOUGHT SEAWAY ISSUE**  
He noted that he had helped fight successfully the defeat of "the abortive \$130 million seaway bond issues which would have bankrupted the city of Westwego and the parish of Jefferson"

An aerial photograph of a vast, shallow body of water, likely a bay or estuary, with a small boat in the foreground. The water is a mix of light and dark tones, suggesting varying depths and possibly submerged vegetation. The sky is overcast and grey. A semi-transparent dark grey rectangular box is overlaid on the center of the image, containing white text.

**The bond proposition was defeated before it ever went  
to the poles.**

**Jefferson would now rely on private industry to build  
its Seaway.**

THE JEFFERSON PARISH YEARLY

# Review

1961 EDITION



# 1961

## Thomas Ewing Dabney

Believing that the jetties provided only temporary relief (for the Mississippi river still rolled down a volume of mud sufficient to make a prism, every year, a mile square by 268 feet in height) other engineers revived the Bayou Baratavia proposal. An address on "The Baratavia Ship Canal and Its Importance to the Valley of the Mississippi" delivered by Captain John Cowdon on November 5,

1877 to the Property Holders Association of New Orleans, emphasized the principal values of this solution to the river problem: a saving of more than 50 miles between the New Orleans port area and the Gulf's deep water, no current to slow down incoming traffic, less fog danger and the new economic values that would be created by the land reclamation along the waterway.

Following a slightly different route, today's plans for Jefferson Parish's tidewater harbor extension calls for a channel 500 feet wide at bottom and 700 feet wide at top by 40 feet deep to deep water beyond Grand Isle. More than 50 miles shorter than the river route, this

would bring ships into the port area, especially those from the southern part of this hemisphere and from the Pacific via the Panama Canal, by the shortest route possible. Channel dredging along this route would create thousands of acres of land upon today's marshes and swamps, opening preferred sites for factories, warehouses and industrial development generally, all served by land, air and water transportation facilities, from the port on the river all the way to the Gulf of Mexico.

On the east side of the river, New Orleans interests are pushing work on a similar but longer and more costly channel to the sea. Its completion will increase the need for the westside development in Jefferson, just as the Harvey Intracoastal Canal in Jefferson made necessary the creation of the New Orleans canal below Algiers. In both Jefferson Parish and New Orleans we have seen how every economic advance

The federal government is putting through the eastside seaway, but, for the present at least, the men of Jefferson are envisioning their westside harbor extension as an undertaking for private enterprise.

be forthcoming later. Whether or not it is, sooner or later Jefferson's Industrial Seaway will open its channel to the argosies of world trade, for the need is as great on the westside as on the eastside and the *potential is greater*.

# More poetic irony, or recognizing the silver lining?



Only Jefferson's bayous remain complacently unchanged! Above left, is a pleasure boat photographed appearing out of the morning mist on Bayou Barataria one day in 1914. Right is a modern boat plying the same waterway. It is the "Doris B," powered by George Engine Company with a pair of series 53 V-6 General Motors Diesels. To quote Dabney again: "Jefferson's water recreational facilities are astonishing and it has hunting and fishing resources which, for pleasure or profit, are the answer to a prayer."

1961

# 1963

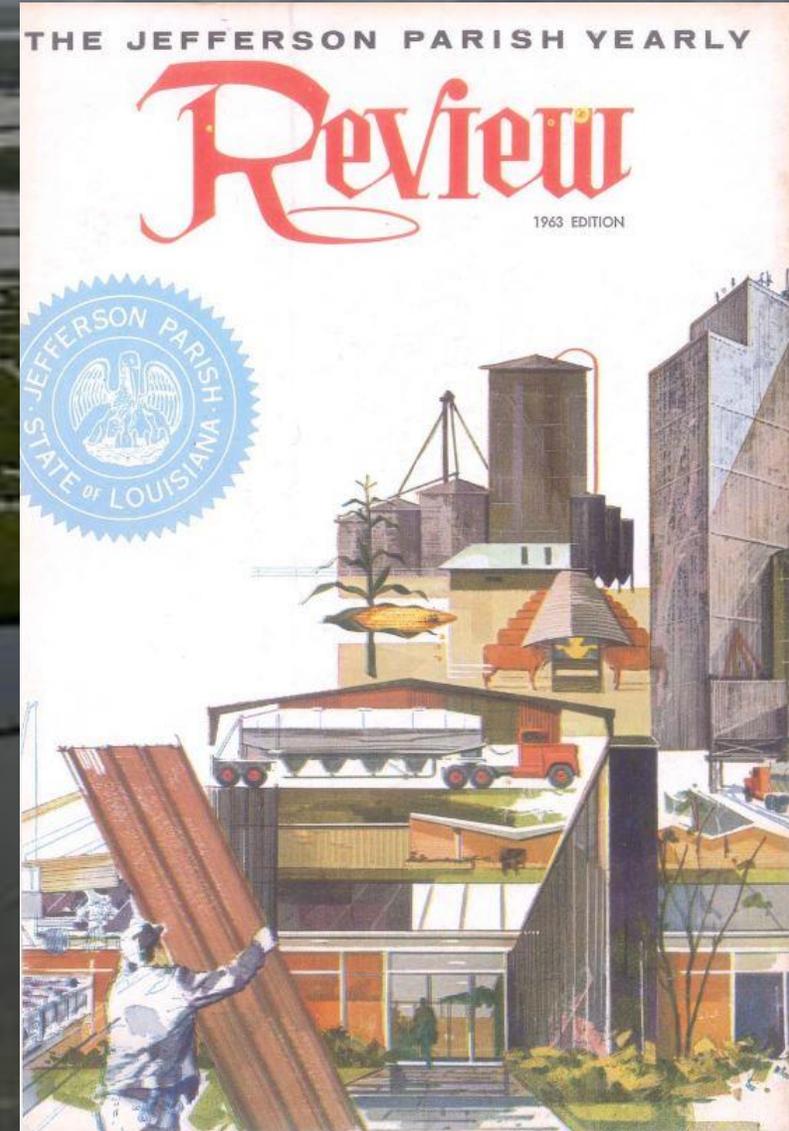
## Jefferson's West Bank Waterways

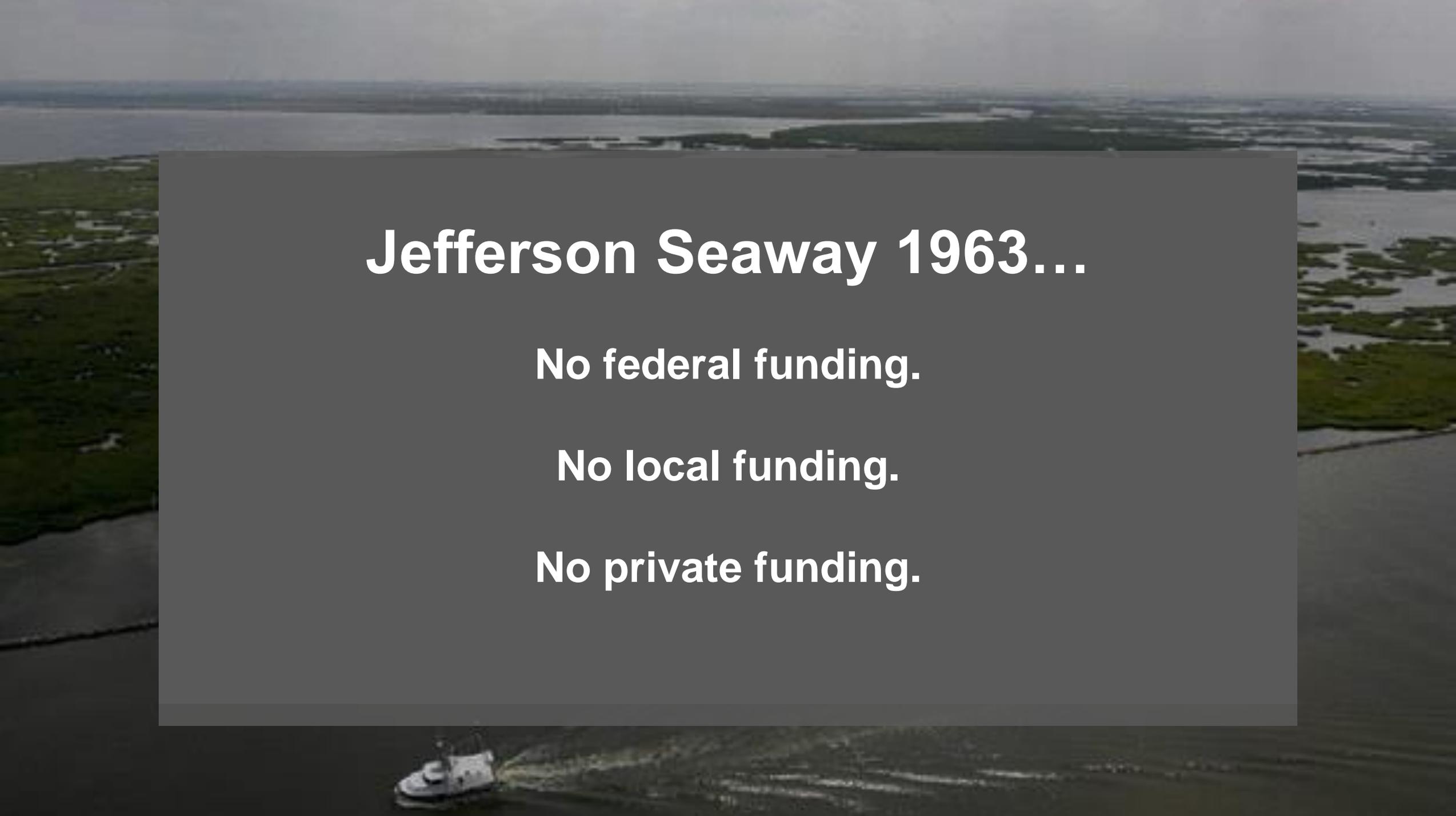
By Hale Boggs, Member of Congress, Second Louisiana  
Congressional District



1963:

In 1963, Congressman Hale  
There was no mention of the  
once prominent plan for the  
Jefferson Seaway.



An aerial photograph of a coastal region, likely a salt marsh or estuary. The water is a mix of light and dark green, indicating varying depths and vegetation. In the foreground, a small white boat is moving across the water, leaving a white wake. The background shows a vast expanse of water meeting a hazy horizon.

# Jefferson Seaway 1963...

**No federal funding.**

**No local funding.**

**No private funding.**

# So what happened?

- **The ever changing need for a deep draft port and a silty river spawned the idea for a tidewater canal.**
- **The first idea dated to the mid-1800's, which used the Baratavia route.**
- **New Orleans used a collective political advantage to promote its own competing plan.**
- **Despite being shorter, more direct, more completely thought out, better planned and less expensive, Jefferson's option was not selected by the U.S. Government.**
- **Without federal funding, Jefferson turned to local funding ideas, but was defeated.**
- **Without any public funding options, the project counted on private industry to make it happen.**
- **Because private funding never materialized, the Jefferson Seaway effectively died.**

## ...and the Alexander Seaway?

- **With Federal funding secured in 1956, the Alexander Seaway assumed the generic name “Mississippi River Gulf Outlet” – MRGO.**
- **Construction ensued in the 1960’s and was completed in 1968.**
- **Utilization never materialized to the degree envisioned or predicted.**
- **Blamed for the rapid erosion of marshland, the MRGO became a target for environmental criticism of the Federal government.**
- **In 2005, Hurricane Katrina devastated the region. Many blamed the MRGO for exacerbating flooding.**
- **With no political support, high operation costs and minimal use, the MRGO was finally closed in July 2009.**
- **It’s creator and biggest promotor, Lester Alexander, died in 1954, before his seaway was funded or constructed.**
- **The depth of the IHNC locks remains an issue to this day.**

# ...and the Alexander Seaway?

## Lawsuits following Katrina related to the MRGO:

### St. Bernard Parish Government v. United States

St. Bernard Parish Government, sued the federal government in Claims Court, claiming that, under the Tucker Act, both action and inaction by the Corps constituted a “taking” by causing flood damage to their properties. Specifically, Plaintiffs asserted that the construction, operation, and improper maintenance of MRGO caused a variety of adverse impacts (e.g., increased salinity in the water and erosion of MRGO’s banks) that increased storm surge along the channel.

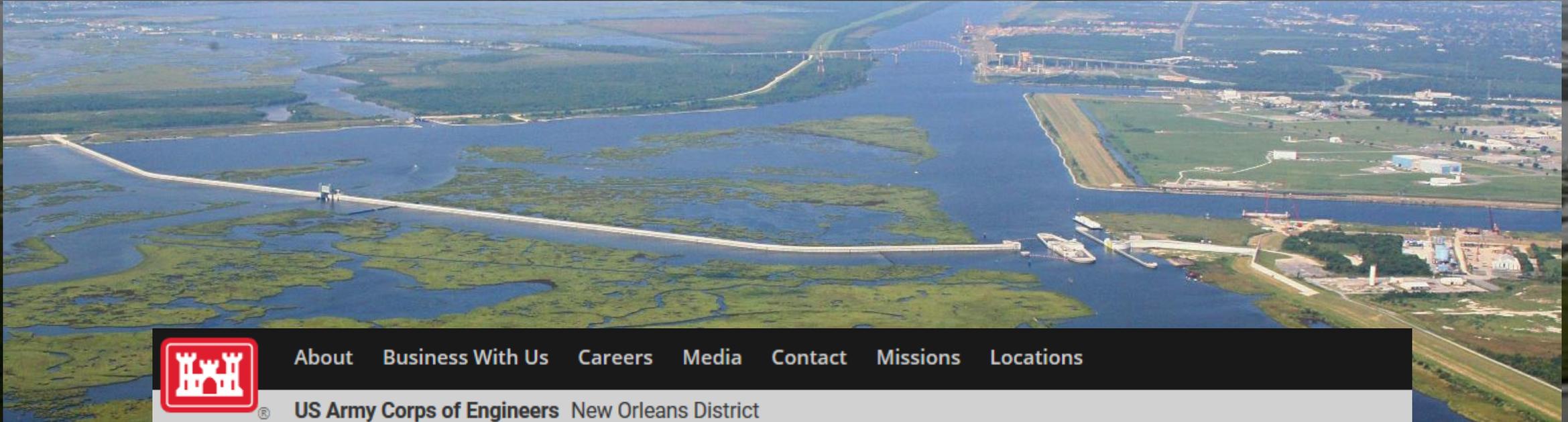
### Robertson et. al v. U.S. Army Corps of Engineers

Consolidated class action lawsuit claiming damages to property caused by flooding as the result of certain defalcations of the U.S. Army Corps of Engineers (“Corps” or “Army Corps”) with respect to the maintenance and operation of the Mississippi River Gulf Outlet (“MRGO”).

### State of Louisiana v. U.S. Army Corps of Engineers

Louisiana filed a \$3 billion lawsuit against the U.S. Army Corps of Engineers to repair damage done to the State’s wetlands as a part of the MR-GO project. The suit sought \$3 billion in damages done to environment by the MR-GO project. The state claimed that Congress ordered the Corps of Engineers to pay for all damage done to the wetlands in St. Bernard and Plaquemines Parish as a result of the creation and maintenance of the MR-GO channel, and it has not complied.

...winners?



[About](#) [Business With Us](#) [Careers](#) [Media](#) [Contact](#) [Missions](#) [Locations](#)

US Army Corps of Engineers New Orleans District

## Corps of Engineers, New Orleans District project wins top award

Published March 21, 2014



NEW ORLEANS – The U.S. Army Corps of Engineers (USACE), New Orleans District Inner Harbor Navigation Canal (IHNC) Lake Borgne Surge Barrier project was recognized yesterday by the American Society of Civil Engineers (ASCE) with the 2014 Outstanding Civil Engineering Achievement (OCEA) award, the organization’s highest and most prestigious honor. The IHNC Surge Barrier is part of the Greater New Orleans Hurricane & Storm Damage Risk Reduction System, which reduces the risk of flooding from a storm surge that has a one percent chance of occurring in any given year.

...winners?





An aerial photograph of a coastal wetland area. The landscape is a mosaic of green marshland and greyish-brown water channels. In the lower foreground, a small white boat is moving across the water, leaving a white wake. The sky is overcast and grey. The word "Fin" is written in a large, white, cursive script across the center of the image.

*Fin*