

# The Lower Coast Gazette

PUBLISHED WEEKLY BY  
THE LOWER COAST GAZETTE CO.  
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POINTE-A-LA-HACHE, LOUISIANA.  
OFFICIAL ORGAN OF  
PLAQUEMINES PARISH POLICE JURY,  
PLAQUEMINES PARISH SCHOOL BOARD,  
PLAQUEMINES PARISH EAST BANK LEVEE DISTRICT,  
GRAND PRAIRIE LEVEE DISTRICT,  
LAKE BORGNE BASIN LEVEE DISTRICT,  
BURAS LEVEE DISTRICT

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SATURDAY MAY 1, 1909.

## A Gardeners' Association.

The secret of the success of the banana industry from the tropical gulf ports into New Orleans is based upon the wonderful facilities now afforded to banana shippers in the way of distributing the bananas to such markets up the country as may need them most, or are not overstocked. Ship loads of bananas entering New Orleans are now discharged under sheds and moved across a few feet and loaded into railway cars as rapidly as discharged, and these cars are dispatched up the country to certain leading centers, where orders will be telegraphed for the diversion of the cars to whatever special market it may be desired to send them. A generation ago all of the coffee coming into the United States from Brazil, amounting then to some three million bags, was transported in sailing vessels, carrying from 3,000 to 5,000 bags of coffee each. These sailing vessels were generally instructed to call for orders at St. Thomas, in the Danish West Indies. Vessels so calling would be instructed to proceed to New Orleans, Baltimore, Philadelphia, or New York, as the circumstances might indicate. Fifty carloads of bananas reaching Cairo, Illinois, could readily be diverted therefrom to St. Louis, Kansas City, Omaha, or to anyone of the large up river towns all the way up to St. Paul and Minneapolis or to be sent directly through to Chicago, Cincinnati, Louisville or Cleveland, as the demand might indicate.

For many years there has been a Gardeners' Association in New Orleans, and, learning as the gardeners have by bitter experience, that with any glut of supplies, their own market went all to pieces, they have in a manner similar to the banana importers and the coffee importers, elaborated a system of distribution very similar to that of the banana men and even more widely spread, as New Orleans sends no bananas to New York City as yet, and still has recently been shipping lettuce by the carload to that city. This good work done by the Gardeners' Association indicates what a well organized, willing and intelligent body of men can do when they are disposed to make the effort.

We believe that now is an opportune time for the gardeners of the parish of Plaquemines to organize an association, perhaps with one single organization and several branches, one each in the leading garden centers and, in this way, be able to bring out clearly before all of those interested the advantages and disadvantages of any of the methods or features of the business that may seem susceptible of improvement.

It has been found for many years that those in any industry who do their work the best generally find plenty of work to do. In other words, if our gardeners turn out the best lettuce, the best cucumbers, the best radishes, the best strawberries, or the best of any garden product that is available, they will soon build up a demand for more than they can turn out. Consumers become very critical and are very appreciative of good things wherever they can be found. One difficulty that environs us in the parish of Plaquemines is the fact that while we have greater advantages in the way of sunshine, rainfall and semi-tropical weather conditions generally, still we have but a comparatively narrow strip of available land on each side of the river and our parish extends for about a hundred miles on each side of the river throughout this narrow strip, the river practically dividing the parish into two somewhat separate parts, as its great width and depth and its condition during stormy weather are such as to render it somewhat difficult to bring close relations between the residents of the two sides of the river.

The ninth and tenth wards of our parish constitute quite a gardening district and are at the same time quite a populous community and it ought not to be difficult to organize quite an effective association there. The Jesuits' Bend country is looming up rapidly as a garden district, the old familiar fields of sugar cane and rice disappearing under the increasing attractiveness of lettuce and cucumbers. Jesuits' Bend could furnish the material for an excellent Gardeners' Association. In the second ward we pride ourselves upon having the most attractive gardening community in the parish and it ought to be very possible to organize an association of gardeners there. Further than this, we have hopes that with the excellent example set by Sheriff Meyers in his successful gardening ventures, that right at our parish seat there will develop a rapidly increasing business in the production of garden products.

It goes without saying that it is absolutely essential that the business must be well done to make it profitable and it must be made profitable, or our people cannot be induced to go into it. Gardening, apart from its attractive, scientific side, is very much a question of plain, hard work. Those who are intelligent and industrious are the ones that can be depended upon to make gardening a success. Without these two qualities it is practically impossible. We present these ideas to our readers, hoping that they will consider them carefully and adopt them if they can see their way clear to that end. On the West side of the river a monthly meeting might be held at Home Place, or at Buras, and if a Gardeners' Association would be started, there would be many people attracted from the other side of the river to these monthly meetings. The experience of one person related at these meetings becomes the knowledge and safeguard of all. Errors made and honestly reported, prevents others from making the same errors, and good things learned and honestly reported make a way for others to secure the same good results.

Associated effort in this way is the very cheapest method of securing the best information extant. It was said many years ago that he who will learn by his own experience only, has a dear teacher. We cannot afford to make every mistake known to mankind and the mistakes we do make, if carefully reported in public meeting, will save many others from falling into the same errors that we have made. Wont some of our gardening friends write their views to the Gazette upon this important subject.

## Cold Storage And Refrigerated Transportation.

Fifty years ago Cincinnati was known as Porkopolis, being the chief hog killing center of the United States. The hogs were all killed during the winter months and artificial refrigeration and pork packing houses were unheard of things. A very few years later efforts were made to pack beef in Texas and an almost insuperable obstacle was found in the fact that the beef would frequently spoil before it would absorb sufficient pickle to preserve it.

Up to within recent years, and we presume even now, it has been a problem with hog raisers in North Louisiana, where the hog crop is a very important incident of general agriculture, to make sure of weather sufficiently cold to warrant the killing of hogs with some certainty of saving the meat by the ordinary methods of preservation. In fact, at some agricultural meetings it has been urged that packing houses should be encouraged as they, equipped now with artificial refrigeration, would make hog raising a much more certain business, furnishing a certain market for hogs, their methods insuring the saving of the hog products, while the domestic methods now current sometimes fail in this state.

As the center of hog production proceeded westward, Chicago became the chief packing center and there artificial refrigeration was introduced very early in the sixties, and the enormous development of the packing industry at Chicago, Omaha and Kansas City has been largely based upon artificial refrigeration and cold storage.

At about the same time that refrigeration and cold storage were commanding attention and were generally adopted in Chicago, the same idea was applied to the preservation of fruits. We recall the fact that one of the early cold storage establishments was located at Wheeling, West Virginia, and among its advantages was the fact that apples could be bought at a very low price when the market was glutted and could be held in cold storage and preserved for many months, when the best temperatures for such preservation were known. That phase of the business has been developed enormously and here in Louisiana, when we use up our own orange crop, we are fed on California oranges and other fruits for many months, the California fruits being made available the year around because of their facilities in the way of cold storage.

We are not familiar with the method of handling bananas, as to whether or not they are shipped in refrigerator cars, but our Louisiana produce, such as lettuce, cucumbers, radishes, strawberries, etc., are shipped in refrigerator cars and these cars start with their ice bins full of ice and are always iced once and sometimes twice while in transit. The low temperature thus secured are a wonderful preservative, so far as the vegetables are concerned and, in fact, one of our leading shippers told us recently that in filling a car with vegetables for shipment to Chicago, or any other distant point, with a full refrigerating outfit, if any damage occurred, it was in the top layer of barrels or hampers, the middle and lower tiers always being the best. Of course, we all know that cold air sinks to the bottom of any container and any warm air that may develop rises to the top. The New Orleans Gardeners' Association has had this matter well in hand for some years and practically all the shipments of Louisiana garden truck going North, goes in refrigerator cars.

If we had meetings of our gardeners, where all of these matters could be discussed, we believe that the results would be found to be eminently satisfactory.

## The Recency of The Advent of Some Vegetables.

Hume, in his history of England, states that until the end of the reign of Henry VIII, carrots, turnips and other edible roots were not produced in England. The few of them that were used were imported and the state papers contain numerous references to the dispatch of messengers to the continent for rare vegetables and salads to grace the table at important royal banquets. Cucumbers were also unknown until the 16th century and celery owes its introduction in England to the French Marshall Taillard, who was imprisoned in England after his defeat by Marlborough.

The parish of Plaquemines is now doing its part in supplying the world with cucumbers, or at least the Western world, and we are inclined to think that as rapidly as our Italians can adopt themselves to the vagaries of our climate they will learn how to produce tomatoes here as successfully as they are produced in Italy, where the production of them is now so great that they became a staple food article there even before they were used in this country. It is said that the first tomatoes ever used by the public in the United States were used at a banquet in the Astor House, New York, in 1820. On the Lower Coast the growth of tomatoes is very prolific, but apparently the vines need to be kept up off the ground by some trellis work. This is no more difficult of doing than is the culture of pole beans, which require similar care. If some of our enterprising gardeners on the Lower Coast would experiment in tomato culture to some extent we are inclined to believe that they could remedy the difficulties that have thus far prevented that industry from developing as rapidly as the cucumber industry.

## Tow-Boat Eagle Turns Turtle.

The tow-boat Eagle, belonging to the Louisiana Petroleum Company, turned turtle and drowned eight of her crew. The Eagle left New Orleans with a barge of oil to be delivered to Dameron and White, contractors, who are at present engaged in building the Plaquemines East Bank back levee. Beginning her journey down the river on Saturday last, about 6 p. m., the Eagle tied up at Nestor Canal, discharged the cargo of oil, and then started to stem the stiff current on her way back to the city, having the barge, partially filled with oil, secured to the bow by ratchet tow chains. When abreast of Pointe Celeste, at about 4 a. m. on Sunday, she attempted to cross the river to the point marked by the Government light, and in so doing, one of the chains parted, and with the utmost suddenness men found themselves in the river, dashed by the cold water and from hurts from pieces of timber, broken doors and windows that were thrown when the Eagle foundered.

It seems, from all accounts, that a steam pipe must have exploded when the boat went down; screams were then heard by the people on shore.

Those who rushed to the rescue, in answer to the cries for help, were, Louis Chanove, Colin Chanove, Adrien Pellegall, Max Lightel, Louis Duplessis and Nerval Goguire; with only pirogues and one skiff these men rushed out into the darkness, to save. Those who were saved were found clinging to pieces of wreckage. Window casings, doors and mattresses were caught by the men in their attempt to save themselves. The crew of the Eagle were all good swimmers, but the catastrophe happened so suddenly that in the darkness of the hour that precedes the dawn, it was difficult to get hold of anything that would serve as a life preserver. The water was as cold as ice and being numbed thereby, the men were unable to strike out.

The Eagle foundered, but the barge, after drifting about twenty-four miles further down, was picked up by the R. W. Wilnot, the powerful tow boat of the Coyle Company, and towed back to the city. At the time that every available boat or craft went out to the wreck, Mr. John B. Hingle, who lives at upper

Pointe-a-la-Hache, opposite Pointe Celeste, realizing, that after the survivors reached shore they would need further assistance, saddled his horse as quickly as possible and went to notify the Sheriff of the disaster. The men were taken to Pointe-a-la-Hache, where they were given clothing and made as comfortable as the means at hand would permit. The lost were:

- Captain George George, Master of the Eagle, Algiers.
- Richard Le Blanc, mate, Donaldsonville, La.
- Charles Martin, fireman, Gretna.
- Charles Goodbub, second engineer, Philadelphia.
- Gammie Coleman, negro deckhand.
- Alexander Moore, cabin boy.
- Florence Morgan, negro chambermaid.

Unknown negro deck hand, picked up on Lower Coast. The rescued were: Daniel O'Driscoll, pilot of the Eagle, McDonoghville.

Raymond Carite, chief engineer, New Orleans. George E. Lankford, clerk and oil gauger.

Michael Driscoll, watchman of the Eagle. Anthony Hubert, white deck hand. Lewis Phillips, white deck hand. Robert Brown, white burner man. Abraham Johnson, colored cook.

The importance of a really important man doesn't show on the surface.

## A Hypocrite.

Frank Conway, a genial conductor on the Santa Fe, who always has a rich Irish story, is responsible for this: "Casey," said Mulcahey, as they met at Grogan's place, "do you know that Oim after thinkin' that Clancey is a blasted hypocrite?" "O dunno," says Casey, as he scratched the lace curtain under his chin. "Clancey works every day on th' section, keeps his family an' pays his debts an' makes his duties. What more cud ye be after askin' av a man." "Well, Oim tell ye, Casey," earnestly answered Mulcahey, "Oim have it on dependable authority that Clancey made th' Forty Hours Devotion an, chin wint an' voted th' rasypublican ticket."—Daily Democrat, El Reno Oklaboma.

## PARISH NEWS.

### Venice.

Messrs. Ernest Alberti and Benji Biaggini were the guests of the Misses Bernard.

A game of ball was played Sunday between the single and married men. By permission of the single boys Mr. Alberti joined the married men's team. Everyone enjoyed the game, the young ladies rooted for the married men. Our official members were E. Alberti, catcher, B. Biaggini, scorer, and Jos. Oscar Buras, umpire.

The score was 5 to 6 in favor of the single men.

On Thursday, April 22, Mr. Leroy entertained his friends with a launch ride to Buras, with the intention of meeting our friend James Wilkinson, but were disappointed. Mr. Leroy's hospitality was highly appreciated.

Mr. and Mrs. de Armas Jr. are the guests of Mrs. Eugene de Armas.

Mrs. Jos. Clark and daughters, Irene, Doris and little Magdalene, visited Mrs. Aug. Buras, Sunday.

Mr. Fred Conaway, of New Orleans, is visiting here. Miss Gertrude Conaway, returned to her home in Port Eads, after spending several days here.

### Ste. Sophie.

Mrs. Wies of Montecello, visited in Phoenix last Monday. Several persons from this locality attended the wake at Mrs. Dragons place last Monday evening.

Hon. S. Leopold went to the city to attend the wedding of Dr. M. David Haspel Wednesday evening. Miss Alice Dobson of this place and Miss Marguerite Hill of Monsecour, visited the Ste. Sophie schools Wednesday afternoon. Mr. Kelley and Mr. Fairbank, were here Friday on business concerning a dredge.

Mr. Oscar Wies of Monticello came Saturday morning on business. Rice planting and replanting still continues, with very favorable weather.

Mr. Alva Hingle was in our town Sunday morning. Mr. Foster Dobson, visited Monsecour Sunday afternoon. She brothers Leopold, went to the city for the day last Sunday, returning Sunday evening.

Last weeks items make me say that Miss Marguerite Hill went to the city. The statement should read "this place" instead of "the city." Whether the fault is mine or the typesetters' I beg to apologize to Miss Hill.

### Buras.

A good game of base-ball is anticipated for Sunday, May 2, '09. Buras La. vs. the Beavers, of New Orleans, La.

The Locals will play the All Stars, Sunday, May 9, and on Sunday, May 16, will meet their old rivals, the Jesuit Benders. All three of the above games will be played on the Buras ground. All wishing to see a good game of ball, should not fail to attend.

### Junior.

The large double cabin, situated on the lower line of T. S. Wilkinson's Junior Plantation, was totally destroyed by fire Friday morning. The house was occupied by Aristide Duplessis, colored, and his family.

### Pointe-a-la-Hache.

Among the many visitors to our pleasant little burg during the past week were, Messrs. Wm. Tabony and Clem. Lartigue. Mr. Tabony informed us that the artichokes in his section of the country are doing fine and that he has made quite a large shipment during the past week. Hon. Simon Leopold was in town and paid us an agreeable call.

Frank C. Meyers Jr., visited his relatives in our town on Sunday. Walter Andignac and Raoul Favret, were visitors at the home of Mrs. S. Favret on Sunday. Misses Lilly and Louise Barry, two charming and accomplished young ladies of New Orleans, were the guests of Mrs. F. C. Meyers on Sunday. Leon T. Fontenelle and his little son Herman, spent a very pleasant day in New Orleans Sunday, returning the same day.

The many friends of the Gazette will learn with pleasure, that Mrs. Frank Martin, who was conveyed to the Hotel Dieu in New Orleans some weeks ago for medical treatment is rapidly recovering.

Messrs. Jos. Walizer and C. Y. James, were visitors in our town on Sunday.

Mr. Louis Jeanfresau was a visitor at Pointe-a-la-Hache on Wednesday.

Hon. Dave Withan, paid us a pleasant call during the week.

Mr. Charles Wilkinson was attending to legal business at the courthouse on Thursday. Mrs. R. E. Hingle is spending some time with her parents in New Orleans. Judge R. E. Hingle, left for St. Bernard parish on Thursday evening to open court there on Friday morning. Dist. Attorney Nunez, could not attend court owing to the serious illness of his father Sheriff E. E. Nunez.

The Gazette force acknowledge with thanks a large and beautiful bouquet of sweet peas presented by Mrs. S. Favret. Mrs. Favret has one of the finest flower gardens in Pointe-a-la-Hache.

### Court Proceedings.

Court convened, Thursday, April 29, 1909, and the following cases were disposed of: State vs. R. M. White, selling liquor without a license, arraigned and plead not guilty.

State vs. Clous Bienieme, non payment of road tax, plead guilty and sentenced to five days work on public roads.

State vs. Willie Stewart, non payment of road tax, plead guilty and sentenced to five days work on public roads.

Free! Free! Free! Free! Free! Free!

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# Louis Leonhard & Son

LOUISA AND DAUPHINE STREETS.

### River News

Burrwood is making ice, real ice. The plant began operation on Friday last to test the machinery and everything proved satisfactory. Two tons every 24 hours, is the output or in other words, the capacity of the plant.

The machine shop is completed too and everything is ready now, to start the town on a boom.

The great need of Burrwood has always been a hotel and this great necessity, we understand, will soon be overcome by the ever hustling citizen and Judge of Burrwood, the Hon. Geo. W. Delesdernier. We can but speak in the highest terms of the Judge, who is always on the "qui-vive" to promote the interests of this parish. Dame rumor has it, that our genial friend, J. L. Hostenstein is contemplating matrimony and that report is based on the many sky blue envelopes he receives through the mails and the pink with blue borders, which he sends; a further evidence that the report be true, is his eagerness to have the work on the new cottages begun. You have started right "old boy," keep up your nerve.

Parker Buras vs. Jno. Lynch, affidavit slander, was the case called by the court crjer in Judge Geo. W. Delesdernier's court on Friday, 23d inst. Due to the very large attendance of prominent citizens, the Judge convened his court in the machine shop.

The witnesses in the case were, Jno. Morgan, Wm. Cobden, Wm. Johnson, Monroe Jackson and John Dublin. The evidence adduced was so mitigating, that the Judge felt that the dignity of the court would be questioned were he to render any other decision but "discharged."

Dr. P. D. Brown of Fort St. Philip, reports his near transfer to Fort Sam Houston, Houston Texas. The Dr. is to be congratulated on his transfer to the largest military post in the United

States—which shows his worth. This bit of news will be received by his many friends with regret, as the Dr. was a jolly good fellow. He has our best wishes.

Deputy U. S. marshal, B. F. Queen, was in the lower end of the parish serving subpoenas on citizens to serve as jurors in the U. S. court in the expropriation of lands for the U. S. Quarantine, at Oceanfront, La.

Men are as anxious to speak well of each other as women are not.

### The Uses of Adversity.

"Grogan," said the head of the department store, eying him sharply, "you've quit drinking, haven't you?" "Yes, sor," answered the red-headed Hibernian who worked in the packing department. "I havn't taken a drink av anything stronger th'n iced tay fr three monts."

"I am glad to hear it, Grogan. I'll make it an object to you to stay quit. But how did you break yourself off the habit?" "Be hittin' me thumb nail wid a hammer when I was packin a box o' goods." "I don't see how that could cure you."

"Well, Misher Barker, it was this way. If I'd been sober, d'ye mind, I'd niver have done it, but I wasn't. Whin I whacked me thumb instead av the nail I was thryin' to drive it made a black spot at the root av me thumb nail. I says to meself: Grogan, I'll punish ye fr thet. Ye shan't have a drink av sither beer'r whiskey until that black spot has gone."

"Well, sor, it was two months before it had growed out to the ind o' me thumb an' I cud cut it off, and be that time I'd lost all me appetite fr beer and whiskey."

"Thin I says to meself: Grogan, I'll reward ye fr thet. Ye, re a sober mon now, and ye'll stay sober." That's the whole story, sor.—Youth's Companion.

# REWARDS!

The following rewards are offered for the recovery of the bodies from the ill fated Tug-Boat Eagle

CHARLES MARTIN==  
DESCRIPTION:--Age 18 years, weight about 130 pounds, has "C. M." tattooed on one arm. \$50.00.

C. A. GOODBUB==  
Age 48 years, hight 5 feet 5 inches. Iron grey hair. \$25.00.

FLORENCE MORGAN==  
Colored Chambermaid, \$25.00.