

The Lower Coast Gazette

PUBLISHED WEEKLY BY
The Lower Coast Gazette Co.
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 Pointe-a-la-Hache, Louisiana.
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 PLAQUEMINES PARISH POLICE JURY,
 PLAQUEMINES PARISH SCHOOL BOARD,
 PLAQUEMINES PARISH EAST BANK LEVEE DISTRICT,
 LAKE BORGNE BASIN LEVEE DISTRICT,
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Good Roads.

The good roads movement so successfully inaugurated by Gov. Sanders culminated recently in the practical unanimity of all those concerned in agreeing to build two public roads from New Orleans to Baton Rouge, one on each side of the river. Just how the details of the work are to be carried out has not yet been formulated, but the unanimity of the meeting called by the governor at Baton Rouge to consider the matter is such that there can be but little doubt that these good roads will very soon materialize. The work is in good hands, the state engineers are already surveying the routes and before long our capital city, Baton Rouge and metropolitan New Orleans will be connected by two fine roadways that will very quickly revolutionize country life along these roads. As brought out in our editorial on Good Roads in our issue of August 7, local conditions in the parish of Plaquemines, with its coast line of two hundred miles, requiring good roads, make it seemingly difficult to enter into the good roads movement here as effectively as can be done elsewhere in the more thickly populated and more wealthy sections of the state.

On the other hand, in this parish we have a number of oyster factories and have easy access to supplies of shells that are extremely valuable for road building and can be got for that purpose with a comparatively light expense. In the parish of St. Bernard the good roads movement has already reached to within a few hundred yards of the Plaquemines parish line and along the line of the good roads movement in that parish lands have already doubled in value because of the ease of access that the new shell road now gives to the various gardens, farms and plantations in St. Bernard parish and the easy transfer of all produce from the farms and gardens directly to the wholesale markets in New Orleans.

If we had good roads in our parish, and they certainly can be secured along the line suggested by Governor Sanders, that is by the capitalization of an allotment of the revenue to be made by the police jury for that purpose, there would be a revolution in land values in this parish equal to that experienced in St. Bernard. Four thousand dollars per front arpent has been offered and declined for much of the Story plantation in St. Bernard parish and if a good shell road ran ten miles down from St. Bernard, say through English Turn and beyond, the lands there should command an equal price.

As brought out in our recent editorial, we now again state that one of the difficulties that we have, and we believe the chief difficulty, would be in doing justice to all of the residents of the parish in constructing these expensive roads. It would take a number of years to accomplish any very considerable work along these lines and therefore we should undertake it at once, as every year's delay in the beginning means a year's delay in completion. Recognizing the capital town of the parish, Pointe-a-la-Hache, as our common center, our roadways should radiate from that location and be built as rapidly as could conveniently be arranged for. This would require the building of roads on each side of the river and upward and downward, so it would make four lines along which to build, upward and downward from Pointe-a-la-Hache and upward and downward from West-Pointe-a-la-Hache. As the parish of St. Bernard has already built its roadway almost to the Plaquemines parish line, we should endeavor to begin a line road also, to connect with St. Bernard and thus have the advantage of the long line of shell road already constructed there. This would give us five points wherein shell road construction should go on and if we should build ten miles a year it would only take a few years to give our general road system a very valuable aid by these newly built shell roads, which, in turn, might induce us into still more earnest efforts toward the final completion of the system.

It would be very desirable, indeed, if our Police Jury, at its next meeting would take up this matter and appoint a committee to formulate a plan to carry out the development of good roads in Plaquemines parish. The times are propitious; we have a governor who has his heart in the cause and will aid us by every method within his power, and if we will make the effort we can unquestionably build from ten to twenty miles of road per annum and, if built along the lines that we have herein suggested they would begin to be of great benefit to our people right from the very first mile built. Those in this parish interested in this matter should take it up with their police jurors and endeavor to secure their cooperation in the movement. There are no axes to grind, but simply good roads to be built, and to be built as cheaply as possible and our parish has a better opportunity to build these roads and a better supply of material with which to build them and more permanent river banks than any of the rest of

the river parishes of the state. Let us see what can be done between now and the October meeting of the Police Jury.

Major Henry B. Richardson.

In the death of this distinguished gentleman, who died in New Orleans, Saturday, August 21, the Mississippi River Commission loses one of its most experienced and able members and the state of Louisiana loses perhaps its most distinguished civil engineer and one who has been identified with our levee system practically ever since its recovery after the civil war. Major Richardson was born in the state of Maine and came to Louisiana more than fifty years ago, locating in Tensas parish and was engaged in engineering work on the Vicksburg, Shreveport and Pacific Railroad. At the outbreak of the civil war he entered the army and served as a confederate soldier until the end of the war, his value as an engineer being there recognized and resulted in his attachment to Gen. Dick Taylor's staff and afterwards to Gen. Ewell's and Gen. Jubal Early's staffs. He was captured at Gettysburg and held as a prisoner for some time at Johnson Island; he was subsequently exchanged and a few months later the war ended and he was stranded at Bedford, Virginia and some friends gave him some money and a horse, on which he proceeded through the mountains West to Louisiana. Even in this he was captured by some Tennessee soldiers, who did not know that the war was over and was carried to Nashville and imprisoned there. As a ragged confederate soldier, on the banks of the Mississippi River at Memphis, he made every effort to get back to New Orleans until finally a stranger recognized him, bought him some clothes and paid for a stateroom and his passage back to his adopted state. Major Richardson's career in the army as a soldier constitutes one of the romances of those times that only a Cable could handle with justice.

When the State Board of Engineers was organized in 1876, Major Richardson was appointed by Gov. Nicholls as one of its members and ever since that he was connected with that Board, until the resignation of Major Harrod from the Mississippi River Commission led to the selection of Major Richardson to succeed Major Harrod on that Board in 1905.

Major Richardson was a quiet man, of exceptional ability, with an attractive personality that won him friends among all those who came to know him. Taking up the work of the restoration of the public levees of the state of Louisiana, when public resources were reduced to a minimum, the fortunes of war having almost annihilated the levee system and the river floods having destroyed the value of the property that was so frequently overflowed, the situation was one that commanded the extreme good judgment and tact. The people were willing to tax themselves and to tax themselves largely for the support of the public levees and yet those that had the largest levees and whose relief would cost the largest amount of money were among those who were then unable to pay the moderate taxation indicated by the market value of their lands. Through all of the difficulties of the case, Major Richardson, with consummate skill and a tact that few men possess, reconciled conflicting interests and led on to the grand success that we now see crowning the levee system of our state; the exclusion of the waters from the fertile fields of fair Louisiana and an increase in its assessed wealth from under 200 millions of dollars, back in those days, to its present assessed value of nearly 600 millions of dollars.

In discussing the character of Captain Eads, who built the great St. Louis bridge and whose crowning work was the successful construction of the great jetties at the mouth of the Mississippi River, it has been remarked that the work was all very simple when you come now to look at it. But it required the services of an engineer who was competent to make the work simple, who was competent, by his natural ability, by his lucidity of statement and by his energy and earnestness in the work in hand to convince the powers that be that these ventures would result in success. This was done in St. Louis and done at Port Eads at the mouth of the river in the construction of the jetties and Capt. Eads became not only one of our greatest civil engineers, but also one of our greatest political engineers, using political in this instance in its highest, or diplomatic sense. Just so, Major Richardson handled the levee system of the state of Louisiana, taking it in its tattered condition in 1879 and with the cooperation of our famous levee governor, Samuel Douglas McEnery, began its construction under the provisions of the constitution of 1879, with the organization of levee districts and local contributions, until now the levee system of Louisiana is the finest in the world. The dikes of Holland and of the Eastern coast of England sometimes give away, but we believe that we have now reached a degree of safety behind our own Louisiana levees that, while not absolute, will permit even the timid to sleep behind the levees in safety, even when the river is at its greatest height and assuming its most threatening attitudes. Much, if not most of this progress is due to Major Richardson, and everyone who knew him will long lament his loss to himself as a personal friend and the loss to Louisiana of one of its ablest engineers and greatest benefactors.

River Pollution.

Since publishing the editorial on River Pollution in our last issue, we learn from the New York Journal of Commerce that the United States is now prosecuting the state of New Jersey and the Bronx Valley Sewerage Commission

for the discharge of raw sewage in New York harbor, and has in view inaugurating a suit against the New York city government in regard to the disposal of the Brooklyn sewage, which is reported to be menacing the health of the people along the line of the probable flow of sewage. Enormous expenditures have been incurred in New York City for handling of the city's sewage and of late years it has been carried out to sea as far as practicable in dumping barges. The Brooklyn sewage that has been discharged into Gowanus Canal, it is said, makes a horrible show, demanding frequent dredging and lately at an expense of a million dollars a pumping apparatus has been arranged to reverse the flow and now it is proposed to discharge this in the river at Governor's Island and a line of tide water that will carry the sewage up along Columbia Heights and by the Brooklyn Navy Yard and on to Hell Gate, thus doing incalculable harm to the money value of the property affected by the sewage flow and also equal harm to the health of the people there living, Columbia Heights being the most aristocratic part of Brooklyn. The difficulties that environ them in the disposition of the Brooklyn sewage and garbage were spoken of by one of the Pollution Committee investigating the affair who, while admitting that the situation in the sewage canal was horrible beyond description, thought it was unwise to reverse the flow and remove the nuisance from the back yard to the front yard.

Our friends in New Orleans, who had arrangements some years back for incinerating all of their garbage, discarded the process because of its cost some years ago, and now incontinently dump the garbage into the river, to affect the people throughout the route of two hundred miles of coast line below the city, that is a hundred miles on each side of the river. The United States government is now taking a hand in the pollution about New York and an effort may be made to suppress the conditions incident to the handling of their sewage, which are now pronounced intolerable.

Gov. Fernald of Maine is inaugurating a movement to prevent the pollution of the rivers of that state and he hopes to interest the neighboring New England states so that joint efforts shall be made throughout all of them to preserve their brooks and rivers from pollution by the sewage of the cities.

We believe that it would be wise for our Police Jury at its next meeting to address a memorial to the Mayor of New Orleans, protesting against the dumping of its garbage and the dumping of its sewage into the Mississippi River by the city of New Orleans and thus polluting the water supply of the Lower Coast. At the same time we believe that it would be wise to prepare a memorial addressed to the War Department, protesting against this input to the river of garbage and sewage and ask the congressman of our district to present it to the Secretary of War with a request for early action in regard to the matter.

Effingham Lawrence & Co.

We were quite struck with the advertisement in the Wall Street Journal of August 20, of Effingham Lawrence & Co., members of the New York Stock Exchange, bankers, brokers and dealers in investment securities, 111 Broadway, New York. Effingham Lawrence and his brother, Henry Lawrence, were born on Long Island, if we recall the date correctly, and came to Louisiana many years before the civil war. Those old branch pilots down at the passes at the beginning of the 19th century, Capt. Bradish and Capt. Johnson, accumulated sufficient money to buy the Magnolia plantation, now belonging to Gov. Warmoth, and the Woodland plantation, now belonging to Hon. T. S. Wilkinson. So far as we know, we have no descendants of Capt. Bradish left in the parish, or of whom we have any knowledge. Capt. Johnson had two sons, William Johnson and

Bradish Johnson, and on the death of the former shortly after the civil war, his property passed into the hands of Mr. Bradish Johnson, who was then of the firm of Johnson and Lazarus, sugar refiners in New York. At that time Effingham Lawrence had become owner of the Magnolia plantation and one of Mr. Johnson's sons had also the given name of Effingham. With the death of Mr. Effingham Lawrence, who was one of our most distinguished citizens and an enterprising and able sugar planter, his plantation passed into the hands of Gov. Warmoth, who has developed it far beyond the dreams of its former owners and who there concentrates now a very large central manufacture, including his Sarah, Live Oak Grove, Concord and Concession plantations. The heir of the Lawrence estate in Louisiana withdrew from the state and now it comes to us as a surprise to note the advertisement of the New York brokers as hereinabove stated, who are unquestionably scions of the Lawrence house on Long Island, which include our well known friends of a generation ago, Mr. Effingham Lawrence and Mr. Henry Lawrence.

PARISH NEWS.

Happy Jack.

Mr. Espy Cannon, son of Hon. N. B. Cannon, spent Sunday in the Crescent City.

Mrs. Howard McCurdy and baby who had been staying with her father since the death of her mother has returned home.

Miss Bertha Miller, the charming and accomplished daughter of Jake Miller, of Lutecher, La. is the guest of her sister.

Miss Sophie Beeher of Junior, La., is the guest of Misses Ada and Natalie Cannon of this place.

Mr. Joseph Cannon is spending a few days in New Orleans with his sister, Mrs. F. Baril.

Mr. C. Beiber spent the day with friends on Saturday.

The rice cutters in this section of the parish are much discouraged over the bad weather of the early part of the week.

Crabs are being caught in quantities in our bays and crabbing parties are the order of the day.

Venice.

A very delightful trip was enjoyed on Bird Island last Wednesday evening. Those who participated were: Misses Aurelia, Katie and Nellie Bernard, Messrs. E. P. Biaggi, A. Baril and Louis F. Buras, chaperoned by Mrs. J. Bernard and Mrs. Oscar Buras. Immediately after the arrival to the island each one donned their bathing suit to enjoy a salt water bath; owing to the obscuring of the moon the bathers were compelled to leave the water, nevertheless the innumerable stars illuminated the scene sufficiently to allow the cook to ignite a large fire, then a delicious supper of crabs, shrimp and oysters was promptly cooked and enjoyed by all. As the hour approached they all expressed their reluctance to leave by stating that the trip was too short.

Mrs. Eugene DeArmas is visiting friends in the Crescent City.

We are sorry to learn that Mrs. A. G. Blaise is on the sick list, but her recovery is confidently expected by her numerous friends.

Miss Rena Durabb, a very popular young lady of this town visited Miss Nellie Bernard on Monday, when they conversed about the dear old school days which are rapidly approaching.

Messrs G. M. Thomas and J. H. Brown, from Quarantine, visited friends here Saturday.

Miller-Hansen.

Mr. Frank Miller and Miss Anna Hansen, were united in marriage, at the home of the bride's parents at Southwest Pass Lighthouse on August 19. The groom is the son of Mr. Frank Miller a prosperous citizen of Cameron, La. The bride is the lovely daughter of Jacob Hansen, keeper of Southwest Pass Lighthouse.

The maids of honor were Misses Anna, Birdie and Alice Sauvage and the groomsmen, were Messrs. Tom Jones, Dan Hartnett and J. D. Coleman.

The wedding was followed by refreshments and the entertainment was furnished by J. D. Coleman, H. J. Kelley, Tom Armstrong and John Sauvage. The ladies were given a moonlight ride on the Southwest Pass Lighthouse Railroad by Messrs. Pochie, Jones and Hartnett, and the bride and groom with their guests enjoyed a midnight ride on the steamboat Picket, at the invitation of Capt. John B. Linche. The ladies present were: Mrs. Sprinkles, Misses D. Wright, M. Halberg, the Sauvage sisters and others, the gentlemen, Capt. J. B. Linche, Mr. Cefalu, Capt. J. W. Hansen of Picket, and B. R. Hill, chief engineer of Picket, Thulo Conaway, George Hingle and others.

The bride and groom will leave on the commodious launch, Depend, for their future home in Galveston, Tex. They take with them the best wishes of their many friends for a long and happy life.

Drowned.

At Pas a Loure Lighthouse, on Sunday, 22nd inst., William J. O'Brien, a native of this parish, Mr. O'Brien had been in the employ of the U. S. government as lighthouse tender for the last twenty years. While out bathing, at the pier head of the lighthouse, he dove under the water and came to the surface struggling and immediately sank out of sight, his friends who were with him

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thinking he was joking paid no immediate attention to him, until they noticed that he did not come up again. Search was then made for the body, which was found an hour later in fifteen feet of water. The supposition is that he struck a floating timber under water or some large fish, as his face was badly bruised, showing that he had come in contact with some unseen obstruction.

Pointe-a-la-Hache.

Hon. Simon Leopold and State Engineer J. W. Monget, were in Pointe-a-la-Hache on Wednesday on an inspection tour.

Sidney Bergeron, our jolly good friend and drummer, was in our town on Tuesday.

Judge G. V. Groleau put in an appearance in our town on Wednesday. The Judge states that he has entirely recovered from his recent attack of indigestion and that he feels as good as new.

Misses Mabel and Ruth Borne, two charming and accomplished young ladies, are the guests of their sister, Mrs. R. E. Hingle.

The Plaquemines Centrals met the Daisies on St. Thomas' green last Sunday and for the first four innings the game bid fair to be all up with the P.C. Raoul C. Favret opened the game for the P. C.'s, but after the fourth inning the sphere was turned over to Ezekiel Gravolet, who also proved unequal for the fierce Daisies. A stop was soon put to the Daisies' frolic, when Ovide Cosse began twirling the sphere across the plate, and man after man died where he stood. Had Ovide Cosse, the P. C. twirler, taken his stand in the pitchers box in the beginning the game would have been a very exciting one. The Daisies succeeded in winning the game however, but it was not as easy as they expected, the score being 8 to 1.

Mr. and Mrs. A. P. Perrin and Julius Gerson were the guests of Mr. and Mrs. O. S. Livaudais this week.

Mr. W. J. Loubereaux was a business visitor in our town on Wednesday.

The many friends of the Gazette will be glad to hear that Miss E. Schayot, eldest daughter of Hon. E. A. Schayot,

who has been quite ill in New Orleans, is now improving rapidly.

Messrs. G. S. Livaudais and A. P. Perrin made quite a catch in Oak river last Wednesday. They landed 10 large bull red fish, 7 large drums and several hundred croakers.

Empire

Mr. and Mrs. Rodriguez' little son John and Miss Odile Hingle, have returned from a two weeks' stay at Little Woods, La., the guests of Mr. and Mrs. W. J. Warren.

The stork has visited the home of Mr. and Mrs. Stocklieth and left them a bouncing baby boy.

Potash.

Mr. Chester Coulon was the guest last Sunday, of the Misses Chevillat.

Miss Ellen Chevillat is now home, after a pleasant week spent at Jesuits' Bend, the guest of relatives and friends.

Messrs. C. and H. Rigaud are back from a pleasant trip to Chicago.

Miss Leah Chevillat entertained a few of her friends at an ice cream party last Sunday, the guest of honor being Miss Daisy Rigaud.

Mr. Renel Chevillat was the guest of relatives in Jesuits' Bend, Saturday and Sunday.

An Accident.

Last Tuesday, while three colored children, one boy and two girls, were attempting to cross the river in a skiff and when at a point opposite Mr. Andy McCormick's orange grove, at Boothville, the skiff capsized and one of the girls, Alberta Coleman, was drowned. The body has not yet been recovered. The other girl and boy were saved by clinging to the skiff until help came.

Salt Water.

The high easterly winds which have been prevailing for the last ten days, have caused the Gulf waters to rise very high on the lands in the rear of the protection levee. In most places five feet of water was against the levee and at no time during the last ten days has the water receded from the levee. Rice cutting and harvesting have

(Continued on page 3)

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