

The Lower Coast Gazette

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PLAQUEMINES PARISH ROAD DISTRICT No. 1,
LAKE BORGNE BASIN LVEE DISTRICT,
BELLE CHASSE DRAINAGE DISTRICT.

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Our Oyster Fisheries.

MAKING some inquiry lately as to the conditions of our oyster fishing industries we received the report that they were all doing fairly well. There did not seem to be any great prize money in the business, but where the usual good hard work has been done, such as has been done for many years by our old-fashioned oystermen, the results are generally quite satisfactory and they are able to lay by some money for a rainy day that may come later on.

There is every reason to believe that the oyster industry intelligently managed can be made to give large returns in the Parish of Plaquemines. The waters are singularly well adapted to the production of oysters on the so-called natural reefs and also for the development of these oysters into oysters of the finest quality by their proper transplanting, as has been the general custom on the Lower Coast. We have been hoping that with better fortune the Louisiana Southern Railroad would be extended by its owners or by its lessees down to the New Canal, or even down to Neptune, where being then in close relation with the great industries of the east bank the railroad could get probably several car loads of oysters daily and this almost all year round. We presume that we shall get this railroad extension in the course of time and we shall hope that the present management, which seems to have confidence in the ability of the Louisiana Southern to take care of itself thoroughly well, will undertake these improvements in the course of time. All these things will add materially to the wealth of our parish and to the prosperity of our people.

The Favorable Winter Season.

We have had this winter one of the most favorable winter seasons that we have had in Louisiana for quite a number of years. It would seem quite unfortunate that cane culture has been reduced to such small proportions in our parish, as has been the result during the last five years. This year alone, as far as it has affected the possible future of any existing cane crop has been so favorable that unless untoward conditions prevail later on during the year any cane crop that is growing will probably be of excellent quality. We have had occasional showers that were very advantageous to the crops generally when they fell and have had a drier winter than usual, without much freezing weather. These conditions have been conducive to the preservation of seed cane in the country and to the preservation of fall planted cane, as well as to the stubbles of the last crop, which make the ratoon crop of 1914.

In regard to the effect of the season thus far upon the coming rice crop the rice planters have been permitted to do a good deal of work under advantageous conditions. The prevailing low river at the present time would seem rather as a guarantee that we would have an ample supply of water during June and July. When the high river comes early in the season the bulk of the water has been found to run out thus giving us low water in June and July, when it is badly needed for the perfecting of the rice crops.

In regard to other cultures in our parish, truck gardening seems to be going along in good shape and we shall hope that in the future as in the past, with a moderate diversity in truck gardening so far as favorite crops are concerned, that the average of the whole of them will result in fair profits. The disasters that have come to those who had nothing but cucumbers, or lettuce, or cabbage or some one crop that might be grown in excess of the demand, has taught a lesson in the past that we presume will be remembered in the future and that instead of one leading crop our truck gardeners will have their risks divided up into three, four or five separate crops, each of which will contribute to the security of the rest.

The general results of the orange crop of this last season are reported to have not been very good, the damages done by the white fly and other causes having been very considerable. While there has been no disaster at the same time the results have not been as good as were hoped for and we shall hope for better results this season.

The Dairy Business on the Lower Coast.

SEVERAL fine dairies have been established on the Lower Coast on the line of the Louisiana Southern Railroad. One of them, however, is so near the city that its deliveries would probably be made without the use of the railroad, but by motor truck. The Louisiana Southern Railroad seems disposed to encourage dairying and other industries along its line and it is a well recognized fact that it is the dairying industry that has made Wisconsin one of the richest states in the Northwest and that has made Holland and Denmark the richest dairying countries in the world.

The trouble with the dairying industry, if we may so call it, is the intense work that is essential to make it a success. Every feature of the industry from the beginning to the end must of course be undertaken with the extreme care and with the utmost cleanliness. Apart from this, however, comes the question of profit in the ventures and how to secure the best financial returns, all things considered. The climate is promotive of the growth of excellent natural grasses and apart from this, a number of cultivated crops can be utilized.

The matter of the use of silage is being considered and some of our dairymen are contemplating the erection of silos for the purpose of testing this method of feeding to their own satisfaction. The casual observer may think that silage, having a natural fermentation and the acidity of such fermentation, would not be relished by cattle. On the other hand, however, it is ascertained by actual experience among all the dairy states up in the Northwest that dairy cattle are fond of silage and are fond of it in this fermented condition and do extremely well with it. It would be therefore wise for those contemplating going into the dairying business, either in a large or in a small way, to take into consideration also the fact that with silage they can produce on their own lands an immense amount of excellent food, which will materially lessen the cost of the stock food that they would otherwise have to buy. We are inclined to think that the future success of the fertile lands below the city of New Orleans on the Mississippi River and in the interior of St. Bernard depend more on the development of the dairy industry than we have hitherto thought.

The Coal Trade and the Lake Borgne Canal.

AFTER fifty years of anticipation the Lake Borgne Canal has become the means of bringing coal from the warrior river up in Northern Alabama through to the Mississippi River by the way of this canal. At the canal there have already been built some four or five great steel coal barges, each of which will contain a thousand tons of coal, about the same amount as has come from Pittsburg in the wooden boats with which we have been so familiar for many years. These newer supplies from Alabama are now loaded in Alabama by machinery and reaching the canal at Violet, about ten miles below the city of New Orleans, the coal can there be taken from the barges by machinery and loaded into railway cars at a less expense than with any transferring system hitherto developed or utilized in this state. The work is done so quickly and so well that it is fair to infer that there will soon be an enormous amount of coal brought from Alabama in these barges and loaded in the railway cars at the Canal. This will be beneficial to the Louisiana Southern Railroad for the freights thus furnished to it and will give New Orleans and all of the adjacent southern country a supply of excellent coal at a less cost we believe than it can be secured in any other way.

The increased demand for fuel oil seems to be placing it at such a high level of value as to interfere seriously with the demand for it, some sugar planters this last season having already gone back to the use of coal as a sugar house fuel. This great coal industry and other similar industries which we believe will gradually grow up below the city will be of great benefit to the Louisiana Southern Railroad, which under its present management is in better condition than ever before in its history. The road is well ballasted nearly all the way to Pointe a la Hache and seems to be doing an excellent business.

Queer Condition of Carnarvon Levee.

THE great Carnarvon levee at the upper end of the first ward in Plaquemines Parish, the highest levee in the parish, a considerable portion of which is now being rebuilt, is reported as again sinking into the ground before it reaches its full height. The location of the levee was changed by the U. S. Engineers because of the sinking of the earlier work done and now, after that change, it is again reported as not maintaining its height, the presumed cause being the presence of quicksand below the surface which being disturbed by the superabundant weight is forced out laterally and back into the pits whence the excavated earth for the levee building was taken. No exact details have been reported so far as we have learned at this writing and there is no doubt but that the whole situation will be properly cared for, as a crevasse at that point would practically destroy the parish of St. Bernard and the east bank of Plaquemines Parish. The levees throughout the parish are generally in excellent condition and at this writing we have no evidence of any early approach of high water.

A favorable report was made by the senate fisheries committee on Senator Thornton's bill appropriating \$50,000 to establish a government fish hatchery in Louisiana. Location of the institution is left to the Bureau of fisheries of the Department of Commerce. The favorable report of the committee practically assures the appropriation being made at this session.

Some of us bury the hatchet all right, but we have the handle sticking out so that we can find it easily in time of need.

A scientist says that a whale's tongue sometimes yield's a ton of oil. If it is as oily as all that, no wonder Jonah was taken in.

"What becomes of a journalist?" asks a pithy and vivacious contemporary. We don't know in every case, but the majority of them go to heaven.

The Youth's Companion tells the story of a girl who lived in Mississippi and who asked her brother to give her the money to go to college. He told her he could not afford it, and, tossing her a nickel, added, "unless you can go on that."

The plucky little girl took the five-cent piece and bought some calico, from which she made a bonnet that she sold for twenty-five cents. With this money she bought more calico and made more bonnets. After she had made several dollars in this way she determined to raise potatoes. She did all the work in the field except the plowing. The venture was a success, and she had enough money to start at school. She did not stop work, however, and it is not surprising that a girl of so much determination was able to borrow enough money to supplement what she made.

She was graduated with honor from the State College of Women, attended a medical school, still bearing all her expenses, got a degree, and is now a successful practicing physician in a large town in the south, and it all began with a nickel.

After all is said and done, the out-and-out newspaper reporter generally does a better job, when it comes to setting down facts, than the most competent expert. It is because of this generally recognized truth that a new series of articles in the Country Gentleman will be of peculiar value and interest to the entire South. Barton W. Currie who while on the staff of the New York World made a reputation as one of the most accurate reporters in the country, recently journeyed through the south and as a result of that trip has written these articles which he calls "Down South." Mr. Currie writes:

The opening of the Panama Canal and the consequent shortening of trade routes will add another spur to industrial enterprise.

The railroads of the south are bending all their energy to assist in a healthy growth and direct attention to the advantageous opportunity for investment in the south.

The new currency law has arrived at the psychological moment when expansion of credit for both agricultural and industrial activities was in immediate demand.

When you can take mulatto soil that was cropped for cotton for fifty years until its fertility became a microscopic quantity and its wealth fell to one bale for every four or five years, and produce on it five tons of alfalfa to the acre you have got something in the way of an asset that invites the attention of all nations. When you can take a sugar plantation that has produced cane for one hundred years and raise a record crop of rice on it you are performing practical miracles that spell anything but disaster. There are vastly better things in store when we get down to the discussion of the crop of folks and the Southern farmers of tomorrow.

Sharp Witness.
A humorous man being subpoenaed as a witness on a trial for an assault, one of the counsel, who was notorious for brow-beating witnesses, asked him what distance he was from the parties when the assault happened; he answered, "Just four feet five inches and a half." "How come you to be so very exact?" said the counsel. "Because I expected some fool or other would ask me," said he, "and so I measured it."



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6th Ward—C. Grabert, Jesuits' Bend P. O.
7th Ward—.....
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