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ALGIERS POINT: HISTORICAL AMBIENCE AND PROPERTY
ANALYSIS OF SQUARES TEN T..(U) NATIONAL PARK SERVICE
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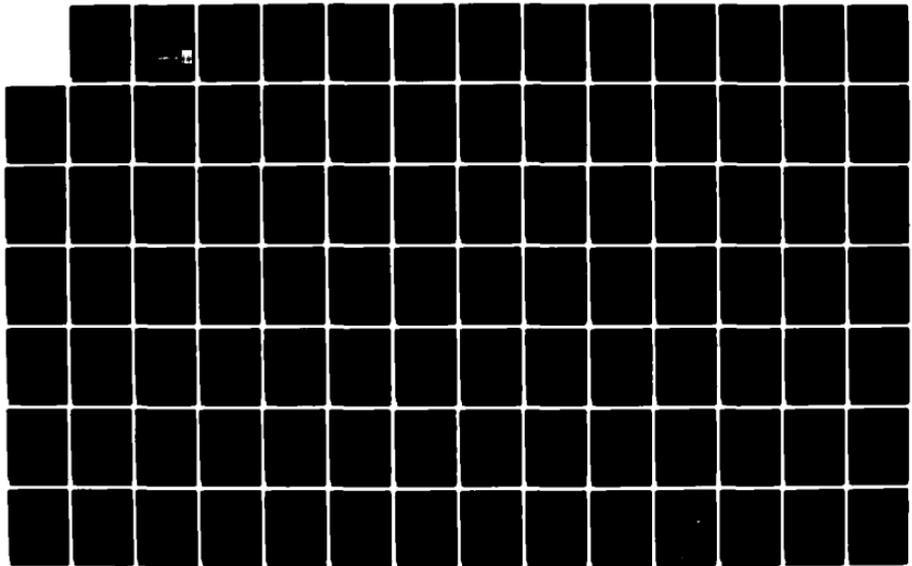
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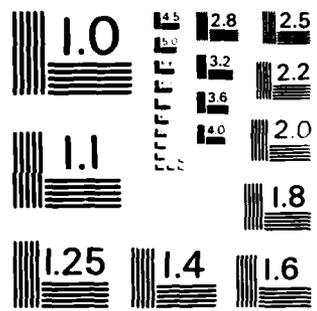
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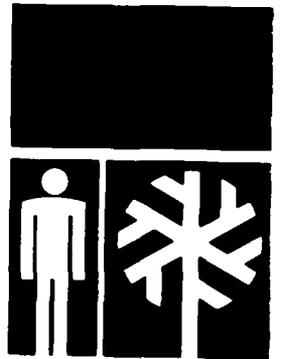
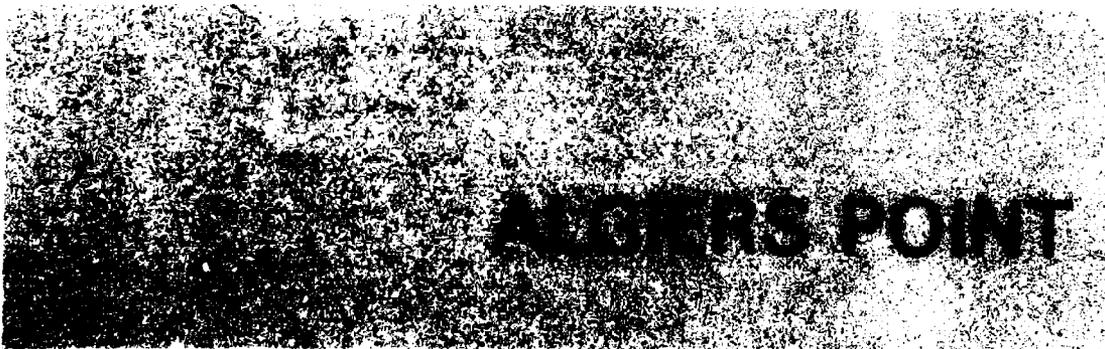
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historical ambience and property analysis of
squares ten, thirteen, and twenty, with a view
toward their archaeological potential

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| 16. Abstract (Limit: 200 words) Subject report is intended to reveal all historical data available concerning squares ten, thirteen and twenty at Algiers Point, New Orleans, Louisiana, for the purpose of informing archaeologists about the potential of subject area for their discipline. The report has two parts: Part One is an historical narrative of two chapters, and Part Two is an appendix containing more site-specific historical data than Part One. The two parts were done separately, but cooperatively, by a National Park Service historian out of Denver and a private subcontracted historian residing in New Orleans. Chapter One of Part One deals with the various influences on the Impacted Area, including: caveins, crevasses, floods, economic influences, cultural influences (ethnic), social influences, ferryboats, railroads, streetcars, the Navy Yard and personalities. Part Two, included as an Appendix, goes over much the same ground as Part One, but provides very site-specific information concerning the Impacted Area. Chapter Two of Part One makes observations concerning the archaeological potential of sites mentioned in this Appendix. | | | 13. Type of Report & Period Covered FINAL |
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ALGIERS POINT: HISTORICAL AMBIENCE AND PROPERTY ANALYSIS
OF SQUARES TEN, THIRTEEN, AND TWENTY,
WITH A VIEW TOWARD THEIR ARCHAEOLOGICAL POTENTIAL

by
David L. Fritz
and
Sally K. Reeves

The preparation of this assessment was accomplished by means of
Contract LMPD-83-17 for professional services between the
U.S. Army Corps of Engineers, New Orleans District, and
National Park Service, Denver Service Center.

Dedicated to the late

Dr. Nick Scattish

United States Department of the Interior
National Park Service
Denver Service Center



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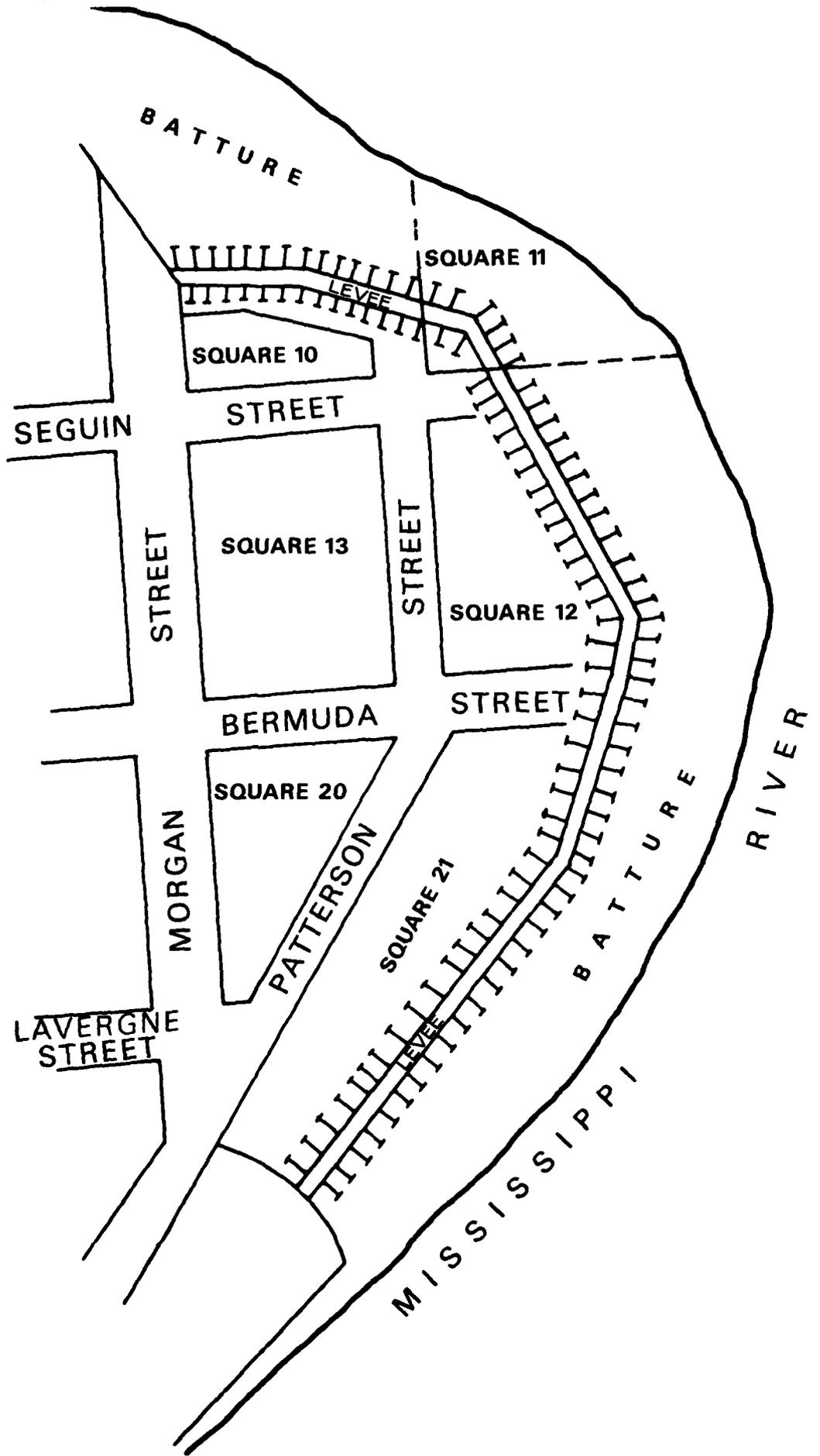
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Figure 1

Orientation Diagram
of
Impacted Area (IA) to Illustrate
Location of Squares
[Not drawn to scale].



CHAPTER ONE

THE HISTORICAL AMBIENCE OF THE IMPACTED AREA

I. Definition or Description of the Impacted Area (IA)

A. Project Background

Before describing the ground, we must delineate the parameters of this research effort: The US Army Corps of Engineers, New Orleans District, is planning to realign the existing Mississippi River levee in the vicinity of Algiers Point, Algiers, Louisiana. The realignment is specifically designed to provide adequate flood protection for the community of Algiers. Previous historical investigations by the National Park Service (NPS) under contract to the New Orleans District have demonstrated the historical and archaeological potential of Algiers Point. To better² understand the character of these archaeological (subsurface) deposits, the detailed historical assessment ~~will~~ focus on individual properties within the IA, and relates them to the larger social, economic and cultural picture that was the entirety of Algiers Point. The detailed historical assessment will be used to prepare the archaeological research design and guide future anticipated archaeological investigations in the project IA.

B. The Definition

The IA consists of that landed territory bounded by a line that passes down the center of Morgan Street, Algiers, from levee to levee, and encloses all ground between the line and the Mississippi River. The IA encompasses those city squares of the City of New Orleans that are now denominated #10, #13, #20, #11, #12, and #21 [Figure 1]. These numbers superceded an earlier set of square designations that were used until Algiers became incorporated into the City of New Orleans in 1870. Most of the Old Square #1, for example, fell into the river during the cave of Wednesday, 23 February 1842, and in subsequent nineteenth century caves Old Square #1 disappeared altogether, so that its relative position today (1983) would be approximately beneath the waters below the present-day tie-up for the Canal Street Ferry, Algiers Landing.

Present-day squares numbered 10, 13 and 20 are of primary interest to this study. Squares #11, #12 and #21 are of secondary interest.

C. Additional Considerations

The researcher will take cognizance of any noteworthy personalities associated with the properties mentioned, with a view to enhance and enliven the narrative with human interest and to use individuals to illustrate and exemplify various aspects of the social, cultural and economic milieu of Algiers Point. These personalities will in some cases relate to properties in the IA, in others, to Algiers generally.

II. How the Question Was Approached

A. A Word on the Research Methodology

Because of the availability of a professional research team in the New Orleans area which is totally conversant with the peculiar legal record keeping system of New Orleans and Louisiana, that is, the Notarial Archives, the NPS historian utilized them to gather expeditiously the factual data relating to the chains of title for individual properties. The research team consists of Dr. William D. Reeves, Ph.D, and his wife, Sally K. Evans Reeves. The Reeves have gathered a compendium of facts that is enriched by details that will facilitate future archaeological investigations. These facts are included in Appendix I and will be commented upon by the NPS historian in Chapter Two.

The Reeves' data makes possible a detailed historical assessment of each property located within the IA. The NPS historian and the Reeves will relate the data from individual properties to the larger social, economic and cultural history of Algiers. As shall be seen, the Reeves data, together with the NPS historian's commentary, will answer all of the following questions:

1. When the land was subdivided.
2. Who were the owners.
3. When initial building construction began.

4. What type of construction was used.
5. The names of property owners, sequentially, their ethnic backgrounds, and their economic and social status within the community.
6. Trends in property ownership.
7. The economic use of property, whether for residential, rental, or commercial purposes.
8. Movements toward renovation or development in the area, tending to imply a basic change in land use; and tending to illustrate architectural and general economic conditions.

III. Direct Influences on the IA

A. Physical: Caves, Crevasses and Floods

Because of the geographical position of Algiers Point, at a sharp turn in the Mississippi River, the hazard of cave-in is considerably greater than at points along a straight stretch of the river. Historically, the pressures against the bank at Algiers Point have been greatest just above the turn in the river, and also somewhat further below the turn. The current is merely behaving in accordance with the laws of hydraulics by exerting increased pressure at points where its force is greatest. The resultant erosion has been considerably mitigated by the human efforts to slow the process of erosion through levees, pilings, and other obstacles to the river's progress.

Another factor of the physical threat to Algiers Point from the river's waters is the deep trench or "hole" that exists at midstream directly opposite the foot of Bermuda Street, Algiers. For years, New Orleans newspapers have ruminated about this menace, variously describing the trench at some depth in the neighborhood of 190 feet below mean sea level. Since the various dimensions of the trench are in continuous flux, the imminence of cave-in is considered greatest when it wanders closest to the tip of Algiers Point. A Corps of Engineers spokesman, Dan Judlin, told the Times-Picayune in June 1981 that "We looked at the 'footprint' data since 1874 and we concluded that by February 1980 the hole off Algiers Point was as deep and had moved as close as it had ever been in the past." [T PIC, 6-26-1981]. An editorial

in the same paper for 8 May 1962 agreed with more recent assessments, that the Algiers Deep is the greatest depth in the whole course of the Mississippi's 3,700 mile wanderings.

A brief look at several caves and crevasses from the past 140 years will give a notion of the regularity of bank erosion near Algiers Point and a realization that considerable potential for archaeological investigation has been sucked into the river and lost forever, at least at this site.

The several authors who tried to relate a summation of events regarding Algiers in the nineteenth century listed caves for the years 1844, 1855, 1867, 1884, 1894, and in the twentieth century, 1920 [Seymour, 1971: 35-6, Dixon, 1971: 10]. Doubtlessly there were others of lesser or more subtle occurrence that slowly eroded a given section of bank or levee. Where there was a breach of the levee, usually called a crevasse, the status quo ante could be nearly restored through engineering efforts. A recent archaeological field survey speaks of other caves before the more documented era, such as in 1802, and other breaches of the levee that were spatially more distant, but caused flooding in Algiers, as in 1858 and 1891. There were smaller caves too, such as in 1848, 1865 and 1892, but not all of them made the public record (Beavers & Lamb, 1980: 45-6; Dixon, 1971: 169 and caption with photo on rear cover].

The cave-in of 23 February 1842 is of particular interest to this study because it reveals, to a limited extent, the amount of construction existing at that early date in Algiers. The Lafayette City Advertiser reported the event in this way:

LAND SLIDE AT ALGIERS - On Wednesday evening, about 9 o'clock a portion of the Levee at Algiers, gave way, and the Willow Grove Hotel, the ten pin alleys attached, the house belonging to the boat club, and several out houses, sunk into the river. The catastrophe was so sudden and unexpected that no time was afforded to save any of the property in the buildings. Mr. Bell, proprietor of the Willow Grove, is the principal loser. This event has excited great alarm among the

inhabitants of Algiers, and the most energetic exertions are being made, we learn, to check the further inroads of the Mississippi [LA C A, 2-26-1842, p.2,c.2].

The quotation reveals, inadvertently, that Algiers was sufficiently populous to have need for commercial accommodations for wayfaring strangers and ample demand for at least two recreational facilities that provided social outlets for the residents. It is true that patrons for these enterprises could come in to Algiers by ferry, as ferry service is known to have been established by the legislature in 1827. But the ferry itself is added proof that Algiers was amply peopled to have need of a ferry. Coincidentally, it was the first husband of Octavie Duverje (one of the five heirs to the Barthelemy Durverje estate), August Coycault, who obtained, with his partner Bazile Gosselin, the exclusive ferry privileges from the City of New Orleans to Algiers.

William H. Seymour, the best amateur historian for Algiers in the nineteenth century, elaborated on the February 1842 cave-in, giving a few additional details. To digress for a moment: in this instance, Seymour must have relied on the faulty recollection of an old-timer, because he casts the dating of the event as 30 May 1844. He must have been speaking of the same cave-in, however, since he included the disappearance of the Willow Grove Hotel as part of the collapse. The date from the Lafayette City Advertiser must be accurate, as that paper would hardly chronicle an event from 1842 that was to happen two years into the future. Like all newspapers, it did not have the gift of prophecy.

Returning to Seymour's story, he stated that the collapse of the bank occurred in two stages. He wrote: "The bank above the point [italics added] caved in, carrying with it a number of small shanties and sheds and some cotton. Below this spot stood the boathouses, a produce store and a tavern," Thus Seymour gave witness to greater numbers and diversity of structures existing there. The location of the cave is imprecise, but it gives a notion that the place was upstream from the point where the river takes its abrupt turn. A few lines further on, Seymour added that late in the day, at about 9:30 P.M., while many

residents were at church, these worshippers were summoned to the river bank to witness the disappearance of the roof of an old warehouse, indicating another type of structure. The next morning, in Seymour's narrative, several boathouses were also numbered among the missing. Seymour then added a curious touch, stating that only a canary in its cage had been rescued from all of this destruction. It is several paragraphs later that he tied his story to the newspaper account by speaking of the loss of the Willow Grove Hotel in this 1840's cave-in (Seymour, 1971: 35-6).

The Daily Picayune revealed the occurrence of a crevasse at Algiers "directly opposite Canal Street," on the 8th of May, 1847. This time there appeared to be both a cave-in and a breach of the levee that was two hundred feet wide. At the point of rupture "a frame house was upset and others were much damaged." The article said that several people were drowned, that the hull of an old steamer was procured and scuttled abreast of the crevasse, but that many streets of Algiers were nevertheless flooded. Plans were being laid to construct a new levee behind the location of the former one, because at the place where the levee once had been, there was a depth of water measuring one hundred and twenty feet. So the disaster was both a cave-in and a crevasse and its location was placed in the article by reference to something called the Bingaman Course, apparently a race track, because there is reference to a number of horses and cattle in the "inclosure of the Bingaman Course" [D PIC, 5-9-1847: p.2., c.2].

The Bell Crevasse of 1858 is well chronicled by several commentators. Though the breach was some distance upstream from Algiers Point, it nevertheless produced flooding in the young community and caused conditions conducive to further levee erosion both inside and out. The New Orleans German language newspaper, Die Deutsche Zeitung, related one instance of direct threat to Algiers on the 8th of May 1858. The low ground behind the levee was so much softened by standing water from the Bell Crevasse, that signs appeared that a new section of the levee was about to give way. In fact, there were two small breaks starting on the outer side of the levee and these apparently were

connected by underground pressures with an internal hole beneath the levee. This hole was ten to twelve feet deep and about fifteen feet wide. The location of the hazard was "einige hundert Schritte oberhalb des Landungsplatzes des Fährbootes" (several hundred steps upstream from the ferryboat landing). There was a small frame house on stilts at the location, and onlookers simply dismantled it without consulting the owner, to use its materials for shoring up the levee. They were successful with their ad hoc remedy and preserved Algiers until the waters receded [D ZTG, 5-9-1858, p.2, c.5].

The high waters of spring 1865 created conditions similar to the 1858 Bell Crevasse. This time, McGee's Plantation, about four miles below Algiers Point, got most of the attention. While great gangs of manpower were fighting the breach at McGees in late April of 1865, a large portion of the bank collapsed on the Algiers side above the Canal Street ferry landing. One paper said the cave-in was about three hundred yards in length and about fifty feet wide. One newspaper tried to avert panic among the people of Algiers, for some were fleeing to New Orleans. This paper reminded the timorous that "Algiers has ground above the reach of overflow, and which would be the Ararat of the Delta if New Orleans and all its surroundings were under water." After the first cave, more land fell into the river, so that within several days the New Orleans Times reported at least three acres of ground had been lost [D PIC, 4-29-1865, p.4, c.2; 4-30-1865, p.3, c.1; 5-4-1865, p.2, c.2; 5-5-1865, p.2, c.1; NO TIMES, 4-29-1865, p.1, c.3; 5-5-1865, p.3, c.2; 5-28-1865, p.1, c.4].

There were other caves or crevasses between 1865 and 1892, but in the latter year the type of destruction caused by a cave-in above the Algiers ferry landing caught the fancy of local newspaper writers for extended coverage. One writer made the point that this type of cave on 14 August 1892 was different from the usual spring flood caves or crevasses when the melted snows of Minnesota were finally being poured into the Gulf of Mexico. He said that frequently, several months after the flood had receded, weakened banks, even though high and dry, would collapse into the river. Such a bank collapse, he said, was caused by subterranean passages hollowed out by river currents. He added that

this fact was ascertained by divers who had seen the subsurface tunneling at the site, and with each subsequent dive, saw that the cavity had grown larger and that the water velocity had increased even more.

What made this particular cave-in so sensational was that it took a train depot with it while a large number of railway passengers looked on. The New Orleans, Fort Jackson and Grand Isle Railroad had only recently, in 1889, invested \$20,000 in a new passenger and freight facility, thinking the site to be a safe one. The location of the depot was identified as being about a hundred feet upstream from the Canal Street Ferry landing, which words, taken descriptively, do not constitute a very precise historic placement of the station, because of all the erosion in this area during the nineteenth century.

Discussion of the depot cave reminded New Orleans City Engineer Brown that in 1890 there had been a similar cave immediately below the ferry landing and that this latter collapse was reversed by the placement of pilings, so that some of the bank was even reclaimed [T DEM: 8-15-1892, p.3, c.3-5]. Various observers charged that the cause of the erosion on the west bank was the proliferation of wharves on the other side of the river which both diverted the current and intensified it on the Algiers side. Someone added that John McDonogh, a west bank man of wealth who died about 1850, had warned more than forty years before, that extension of New Orleans wharves would have such a deleterious effect on the Algiers banks. The spectrum of opinion on Algiers erosion varied from a cautious claim that Algiers was a veritable Rock of Gibraltar because of its relatively high ground, to a panicky charge that Algiers would soon be an island with the river cutting a new channel directly through McDonoghville toward Jackson Barracks or Aurora. City Engineer Brown recommended immediate placement of pilings at the point where the sloughing had occurred as well as discussing longer range policy with the New Orleans Levee Board with a view toward changing general levee placement; equally with better controlling construction on the east bank. Brown thought that an arrangement with the federal government would have to be made, and that millions of dollars were needed, rather than the piecemeal spending of thousands, to

stabilize the river's course within permanent banks [DC ITEM, 8-14-1892, p.1, c.4; 8-15-1892, p.1, c.4; 8-16-1892, p.1, c.4; T DEM, 8-15-1892, p.3, c.3-5; 8-16-1892, p.3, c.1; D PIC, 8-17-1892, p.3, c.3; 8-18-1892, p.3, c.6].

As days passed in August of 1892, there was more crumbling of the bank where the Grand Isle depot had been, so that cracks were appearing near the Algiers ferry landing. But the bank was stabilized during the following year when the Orleans Levee Board spent \$96,118.19 on upgrading west bank levees and pilings. Such expenditure did not sit well with board members who had an east bank constituency. The near hundred thousand dollars was about one-fourth of their total annual budget for that year and they considered that properties on the east bank were more important to conserve than the upstart properties around Algiers [D PIC, 6-4-1893, p.3, c.6-7].

Despite these levee improvements in Algiers, there was and is a continuing need for further enhancement of the levees. There was a curious episode connected with levee repair in 1897 that revealed a few nearly lost facts about building construction in Algiers. There was a house, alleged to be ninety years old, that had to be removed from its location near the 1892 cave, adjacent to the lost Grand Isle depot. The story depended on fragile human memory over ninety years, but placed construction of an independent house on Duverje' land, or alienated Duverje' land, perhaps as early as 1807. But allowing for quirks of human memory, it seems that the putative Father of Algiers, Barthelemy Duverje', actually parted with a small plot from his riverbend estate way before his death in 1820; or else the house builder was a renter. It is well known that Duverje' sold a piece of ground to Andre Seguin in 1819, so that the latter could start a shipyard; but it had been thought that Seguin's purchase was perhaps the first to break the integrity of this Duverje' tract. But it would be to claim too much, to concede that the ninety year old house had been built first, before Duverje' himself completed his own mansion. The continuity of the story about the old house has the further weakness that it came from the son of the man who acquired the dwelling from a man named Valentine in 1835. But the

narrator, Jean Pujol, Junior, was certain that the house was standing in 1835 and had been there for some time. He had the word of his father on that. Only the exact antiquity of the dwelling is in doubt. The elder Pujol gave the added piece of information that there was only one street in Algiers during 1835, and that street was Villere, now called Morgan [T DEM, 5-25-1893, p.12, c.1-4].

This clue from Jean Pujol, Junior, is confirmed by a newspaper article drafted largely from information provided by William H. Seymour. Seymour told a newspaper writer in 1893 that "In 1815 Algiers was an unbaptized and embryo town, consisting of plantation buildings and a few scattered houses, for a plan of New Orleans and its suburbs of that date show the estates of Mossy, Duverje and Prosper Marigny, and each of these places had houses on them, . . ." [T DEM, 5-25-1893, p.12, c.2]. This revelation gives impetus to a new perspective on Algiers, at least to twentieth century readers on Algiers, who had lost some of the details concerning the development of Algiers as an urban center. Pictures from photo anthologies showing Algiers Point in 1850 lend credence to the supposition that, because of all the structures in place by 1850, there must have been several decades of development to reach such a proliferation of buildings. The 1850 illustrations tell us also that early construction started near the point and worked from there to the hinterland. Also, the illustrations seem to show structures of some solidity, possibly brick, which were later replaced by less stable construction. Three paintings from 1842 by P. Cavailler add to the evidence for earlier urbanization, by showing a number of wooden frame structures at the water edge near Algiers Point [Dixon, 1971: title page, page opposite page one of the text, and page 189]. Preliminary research in notarial records also confirms more frequent early real estate transactions in Algiers than had hitherto been contemplated.

To return to the subject of levees and their weaknesses, it must be admitted that the improvements and modifications of the 1890's went far toward assuring Algerines of a placid existence. The fact that there were no further significant caves or crevasses until 1920, is evidence of this. Then, on the 2nd of October 1920, the Algiers ferry

house fell into the river. Thankfully, the collapse was gradual enough to give ferry travelers a warning to clear the area. The property loss was estimated between \$25,000 and \$30,000 [ITEM, 10-3-1920, p.1, c.6]. This modest calamity resulted in the construction of a new ferry building that endured until 22 January 1952, when it burned down [Dixon, 1971: 76]. But after the cave of 1920, erosion in the vicinity of Algiers Point has not produced as many prominent newspaper headlines as occurred during the nineteenth century.

B. Economic Influences on the IA: Shipyards, Drydocks and Ship Repair

The single greatest economic influence on the IA at Algiers Point since 1819 has been shipbuilding and ship repair. With Andre Seguin's purchase of a plot of land from Barthelemy Duverje in that year, the process of converting Algiers from a semi-plantation into an industrial complex began. Even if the early house built by the Canadian, Valentine, preceded Seguin's endeavors at Algiers, the chances are that Valentine too earned his livelihood by means of ship repair or a supportive or associated vocation. The man who bought his house in 1835, Jean Pujol, was a shipwright.

In the New Orleans City Directory for 1842, there are listed at least 118 people who claimed to reside in Algiers. Doubtlessly there were more residents of that community who were not recorded, plus their dependents. Occupations are listed for only about half of the residents. Ships carpenters are most numerous, with twelve, followed by regular carpenters at eight. The presence of the latter would indicate that Algiers was expanding somewhat with a need for carpenters to build houses. Other occupations associated with ships included three ship captains, two painters, two engineers, a joiner, a ship's blacksmith, a mechanic, a caulker, a blockmaker and two shipbuilders. These latter consisted of the firm of Hughes & Stockton, and one independent ship builder, Gregory Byrne. The firm of John Hughes and James Stockton, shipwrights, had their offices across the river at #21 Camp Street, but their business was in Algiers.

Other occupations in Algiers for 1842 included a barber, an oysterman, a planter, two grocers, four boarding house keepers, a constable, a druggist, a blacksmith, a law student, a bank runner who worked in the city but commuted to his residence in Algiers, a coachmaker, a ballroom keeper, five widows and one medical doctor. We know from the newspaper story of the 1842 cave-in that C.L. Bell was the owner of the Willow Grove Hotel and coffee house; and coupled with the data on other boarding houses (four in all), and coffee houses (a total of six), one gets the impression that the Algiers population was somewhat transient and had not as yet established too many dwellings. There were no street addresses then with the listings, and this fact tends to confirm that houses were few in number.

The listing of only one planter for 1842 is interesting. The name is that of Martial Le Boeuf, a name identical to that of the individual who sold the riverbend land to Barthelemy Duverje' in 1805. The listing is probably for his son, or sons, because in the 1846 directory the listing reads "Le Beuf, [sic] Martial fils, below Algiers." The 1842 director had spelled the name with the "o", just the same as the elder Martial Le Boeuf from the 1786 purchase date. The 1846 entry adds the extra piece of information that his cultivated tract of ground was downstream from the little settlement. But the presence of only one planter near Algiers in 1842 instructs us that by and large the Duverje "Plantation" had already been converted from a wholly agricultural place into a shipbuilders' domain. One added fact is revealed by the 1842 directory: There were a few residents who used the ferry to commute to their businesses or jobs in the city [Pitt & Clarkes, 1842: passim].

But the paramount trade of the place shines through; Algiers Point was a place dominated by shipbuilding and ship repair. Seymour told us that Andre Seguin started the trade at Algiers in 1819. It may be that Seguin's shipyard was within the IA at the foot of what is now Seguin Street. The notarial records in Appendix I answer this question in the affirmative. We do not know how long he carried on the business; but in 1842 there was still an A. B. Seguin listed in the directory as a joiner. Once again it may have been a son of the first shipbuilder, or indeed the original founder of Algiers's most important industry.

After speaking of Seguin, Seymour jumps to the story of drydocks in Algiers. While this narrative does not purport to chronicle the development of drydocks around the world, an early New Orleans newspaper article speaks of the invention of that marine device. The Daily Delta, in 1846, referred to the origination of the drydock as occurring in 1841, and the inventor was John S. Gilbert of New York. His device was christened the Balance Floating Dry dock (D DELTA, 2-1-1846, p.2, c.4]. Despite apparent conflict with this article, Seymour asserted that a state sponsored company brought the first dry dock to Algiers in 1837 from Paducah, Kentucky. The New Orleans Floating Dry Dock Company became the owners and managers of this first New Orleans dry dock.

Seymour went on to recite the sequence of dry dock appearances in Algiers. He wrote that Stockton & Hughes brought in the second one from Cairo, Illinois in 1840. Theirs was the only ship repair firm listed in the city directory for Algiers in 1842. The exact location was not given. This dock was transferred to Bailey & Hughes, who found it wanting, and destroyed it.

There were constantly shifting partnerships among the ship repairers. Captain James Stockton apparently moved his abode out of Algiers as the 1840's progressed. John Hughes left Stockton, joined up with Captain John Bailey, and ended with the Louisiana Dock Company by 1849. Bailey had been a ship's carpenter until he became Hughes' partner; he finally settled into harness with Peter Marcey, another socially mobile carpenter. With Marcey, he listed his business once again as that of ships carpenter by 1850. Bailey & Marcey had had the third dry dock in Algiers in 1843, but that one sank. The two men remained partners, however, and acquired the fifth dock, sequentially, that had graced the Algiers shoreline, in 1848.

The fourth dry dock to appear was the Louisiana Dry Dock, which also was listed in the city directory as John Hughes & Co. Hughes' cohorts included J. P. Whitney, Francis Vallette, another perennial shipbuilder/repairer, and Mark Thomas. This dock was a

balance dock, patterned after John Gilbert's invention, closed at one end, and a gate at the other which closed when raising boats.

Seymour continued:

The next year [1849] the Pelican Dock was built, and it was [till 1896] the largest ever erected in Algiers. It was a sectional dock and had the capacity to lift a vessel 400 feet long. In 1857 it docked the steamer Eclipse, which was the largest, finest and heaviest steamboat that, either before or since the [Civil] war, has floated in the Mississippi River. The dock was built by Charles Robinson, Mackie & Hyde, and was in service a long time before meeting with the usual fate.

In 1854 the seventh dock was built by the Crescent Docking Company, George W. Hynson, president, and Thomas Hasam and James Anderson, managers. It was called the Crescent. These parties subsequently controlled the Pelican Dock.

The eighth dock built was the Louisiana No. 3, by John Hughes and Francois Vallette. It was 265 feet long and 85 feet wide, and was built in 1855.

This year also saw the building of the ninth dock by Hyde & Mackie, which was a large section dock.

The tenth was built the following year by Mooney & Gerard. In 1856 the Fourth Louisiana dock was built by Hughes & Vallette, the Louisiana No. 3 having met with disaster. This one was 280 feet long by 89 feet wide, with a lifting power of 3500 tons.

The fourth Louisiana dock was built in 1860, in Pearlington, by Captain James Martin, and was named the Atlantic.

The thirteenth dock was built from the hull of the steamboat Illinois, by Tilton & Kalk, in 1863 or 1865.

The Southern dock was built in the west and went to work in 1864, under the management of D. O'Connor.

The Vallette dock was the fifteenth dock built in Algiers, and was put in operation in 1866, owned and built by the Vallette Dry Dock Company and was sunk several years ago. It was built across the lake in 1865 and completed in 1866.

The sixteenth dock was the Ocean, built in 1866, first owned by Mackie, Follette & Field, then by A. & O. I. McLellan and now [1896] by the McLellan Dock Company. It

was towed down from Cairo in 1865, as an old barge, carrying 5000 bales of hay.

The seventeenth dock was also started in 1866, but was not put in operation until 1867. It was bought from the original owners by J. W. Black, who sold it to Major Robertson in 1888. It is the Marine dry dock.

The eighteenth dock was the Good Intent, which started to work in 1867, and is owned [1896] by the Red River Line.

The nineteenth was the Louisiana dry dock, and owned by McLellan, Brady & Cothell. It was lost in 1881 [Seymour, 1971: 64-6].

To backtrack for a moment, the city directories for 1849 and 1850 give an approximateion of the location of these dry docks and shipbuilders yards. Actually an 1846 directory gave an even rougher approximation of locations: That directory listed only two shipbuilders for Algiers, John Conningham [sic], at the corner of Bouny and Patterson streets, an area now fallen into the river; and H. Laskey on the Public Road (upstream). The 1846 directory listed John Hughes, but did not identify his occupation. The log of entries for Algiers and McDonoghville for 1846 had 166 names, and gave occupations for only 43. Of these, 22 can be considered directly associated with marine industries. There were eight ship carpenters, four blacksmiths, two shipbuilders, two ship joiners, two ship captains, a painter, and a man who owned a warehouse. The preponderance of these people were located on Patterson Street, so some of them lived within the IA. Doubtlessly, most were downstream from the point.

Among the 1846 ship carpenters, Seymour has already identified Peter Marcey, Mark Thomas and Francois Vallette as partners with dry dock firms.

The 1849 and 1850 Cohen's directories are practically identical regarding shipbuilders. Bailey & Marcey were listed for both years as ship carpenters, their business inside the IA, on Patterson between Lavergne and Bartholomew (now Bermuda). James A. Bass and a Mr. Segan teamed up in 1850 to form Bass & Segan, Ship Joiners, at Seguin, between Patterson and Villere (now Morgan), also within the IA.

There were two Cunninghams listed as boat builders in the 1849 directory, J. R. and J. J. In 1850 J. J. left Algiers and J. R. switched J. J.'s locations to J. R.'s old one at Patterson between Sequin and Bonis (now Bouny). This site may have fallen into the river, or be beneath the present (January 1983) levee in what is denominated Square #11. The Cunningham brothers left the other site on Villere (Morgan) between Bonis and Seguin. This site might have fallen into the river with Old Square #1 or be beneath the present levee at Square #10, provided it had been on the riverward side of Villere (Morgan); otherwise it would be outside the IA.

The Louisiana Dry Dock Company under the direction of John Hughes was located downstream from the IA at Patterson opposite Chesnut (now Vallette) in 1849 and 1850. An imposing structure across the street from Hughes' concern was the Belleville Iron Foundry on Patterson between Elmira and Chesnut. From 1850 illustrations it appears to be the largest building near Algiers Point, being three stories tall and probably made from brick. It extended the total length of an extra-long city block and had at least one tall smokestack. Indubitably a lot of its products related to marine interests [Dixon, 1971: title page and page one].

The next 1850 entrepreneur of note was Charles Moore, an independent boat builder, whose business was located on the corner of Powder and Villere (Morgan). This site fell into the river. Reese & Seeger's place of business was adjacent to J. R. Cunningham's. They were ship joiners and may have cooperated with the Cunninghams. The fate of the site was the same as that for the Cunninghams, as conjectured above.

John Sneak was another boat builder listed in the city directories for 1849 and 1850. His place of business was at the corner of Powder and Villere (Morgan). This site also fell into the river.

The eighth and last firm of boat builders in Algiers for 1849 and 1850 was McLean & Keppel. This business was on Patterson near Verret, downstream from the IA [Cohen's, 1849: 191-6; 1850: 177-183].

The Civil War wreaked havoc upon the Algiers dry dock industry. Before all of the dry docks were destroyed or scuttled on the night of 23 April 1862, one of the yards in Algiers, said to be at the foot of Lavergne Street (within IA), was reported to have been the fitting yard for the Confederate blockade runner and commerce raider, the Sumter. An article written in 1928 said that the demolition of the Algiers dry docks and shipyards took place because of a rumor that the arrival of the Yankee fleet under Faragut was imminent. The article continued: "Every dry dock and shipyard on the Algiers river front were [sic] blown up and sunk to the river's bottom to keep them from falling into the hands of the Yankees. The ancient structures still rest [1928] at the bottom of the river, all attempts to raise them having been in vain [M TRIB, 3-16-1928, p.14, c.5; D PIC, 8-6-1865, p.1, c.6]. So the wartime interval must have been a bleak one for all of the men of Algiers who had once earned a living repairing ships, not even to speak of their families.

But by 1866 the Algiers yards were well on their way toward recovery. Thomas G. Mackie, Follette and Field set up the Ocean Dry Dock in that year at the foot of Bartholomew (now Bermuda) Street, within the IA [M TRIB, 3-16-1928, p.14, c.5].

In 1872, besides the Ocean, Algiers had the Good Intent Dry Dock, then located above the point at the foot of dela Ronde Street; the Marine, at the foot of Lavergne and just outside the IA; the Vallette [sic], also downstream and out of the IA at the foot of Chesnut (now Valette). Just upstream of the Vallette Dry Dock was the Louisiana Dry Dock opposite Patterson Street between Verret and Olivier, also outside the IA [Ibid.].

These same dry docks were in existence during 1883 and held the same relative positions [Robinson's 1883 Atlas of NO]. By 1896 there had been several changes in location. The Good Intent Dry Dock people abandoned their site at the foot of dela Ronde; probably because of the 1892 cave, and acquired portions of Squares 11 and 12 to carry on their ship repair business. Ocean Dry Dock abandoned its site at the foot of Bermuda, (no dry dock there for the moment); and moved downstream

about five blocks to the former location of Vallette Dry Dock, opposite Patterson between Valette and Belleville streets. The Marine Dry Dock was still at the foot of Lavergne in 1896, and still just outside the IA; but it was the largest dry dock in that section of the country, even though it had only a maximum capacity of 1,500 tons and was 220 feet long [Dixon, 1971: 66].

Several new dry dock names were in the picture by 1896. There was the McLellan Dry Dock Company which took over the Ocean Dry Dock Company opposite Patterson between Valette and Belleville streets. Wood's Sectional Dock Company located itself in the 1880's upstream immediately adjacent to the Algiers ferry landing on Jefferson Street between Alix and Peter (now Pelican) streets. From this description they must have been between the ferry landing and the depot for the Grand Isle or "Orange Blossom" railway. The dry dock company was afterwards (1896) called Wood, Schneidau and Co. Seymour wrote that their dock was worked by hand. Seymour also said, in summary, that more than two hundred men found employment with the various dry dock companies of Algiers in 1896 [also Soard's, 1889: 1013; 1895: 1064].

Besides dry docks, there were other businesses in Algiers associated with either ship or boat building and repair. One was the Southern Marine Works, located on Square 13 in the IA. Southern Marine held Lots 1 and 2 there, and shared Lot 3 with Alfred Tufts who worked with copper, tin and sheet iron. Doubtless there was a working relationship between the two adjacent firms, but Tufts died on Christmas day in 1897, leaving a widow and at least eight children. The city directory had carried his name at least since 1884 as a coppersmith [T DEM, 12-26-1897, p.2, c.5; 1-2-1898, p.2, c.7; Soard's, 1884, p.732; 1889, p.871; 1896, p.818].

Southern Marine Works had an office building, a blacksmith shop, a boiler shop, and shared Lot 3, Square 13, with Alfred Tufts [Sanborn-Perris, 1896/1903, Plate 363]. Charles G. Coyle was their president in 1905 and F. J. Weinberger, vice president. Walter Goldman was secretary/treasurer. In 1906 they added Mark A. Morse, Jr. to their

staff as superintendent. In the latter year they were listed under "Boilermakers" [Soard's, 1905, p.895; 1906, p.1086]. By 1909 the Southern Marine Works had been superceded at this location by the Johnson Iron Works.

Seymour wrote that Richard Cogan had a small shipyard at the very head of Patterson Street in 1896. This site is inside the IA. It is not shown on the Sanborn maps. Instead there were shown vacant lots at that location on Square 10 for 1896/1903. Seymour described Cogan's operation in this way:

Richard Cogan's shipyard is situated at No. 1 Patterson street, on the river front. It was formerly known as Mahoney's shipyard, but was bought by the present owner's father some time ago, and who had been in business for thirty years or more. It is within a stone's throw of the ferry landing, and, unless you went around by the front way and peered within, you would never suspect that it was a shipyard. There you see a barn-like structure about 75 feet long and 40 feet wide, with an open space to the river. In here Mr. Cogan, with his half dozen assistants, builds all kinds of small craft from 50-foot pleasure to 10-foot skiffs. A good portion of his business is building lighters for the Central American trade [Seymour, 1971:68-9].

The elder Richard Cogan died on the 27th of January 1888. His obituary read:

An old and respected citizen of Algiers, a native of County Cork, Ireland, aged 65 years, 6 months; resident of Algiers for the past 45 years [since 1843]. He was a boat builder by trade and was considered one of the finest workmen in the south. At his yards in Algiers he constructed many boats of various classes, including several fast sailing yachts, among others the famous Gypsy, owned by Mr. A. A. Maginnis. He was a member of the Pelican Fire Company of Algiers for 35 years; an honorable, charitable and highly esteemed man. He left a widow and four children [D PIC, 1-28-1888, p.4, c.4].

The 1849 and 1850 city directories had misspelled Richard Cogan's name as "Croghan," but correctly identified him as a ship's carpenter. At that time he lived on dela Ronde between Lavergne and Bartholomew (now Bermuda). The 1874 directory had him residing on the

"eastside of Patterson between Bartholomew (Bermuda) and Seguin." This place is inside the IA. In 1879 his brother John was a partner in the boat building business, which then was located "on the southside of Patterson between Bartholomew [Bermuda] and Seguin", also in the IA. The 1884 directory had these partners in business at #15 Patterson, again in the IA. The 1889 directory had the Cogan brothers moved to #1 Patterson, as Seymour described. John outlasted Richard, passing away on St. Patrick's Day, 1906, aged 74. His nephew Richard had long before taken over the business. The site at #1 Patterson had to be in the IA on Square 10, as Seymour described it, even though a great deal of Square 10 had either fallen into the river or was covered by levee improvements [Ibid.; John's obituary: `D PIC, 3-18-1906, p.8, c.4; trade data: Cohen's, 1849, p.191; 1850, p.177; Soard's, 1874, p. 22; 1879, p.199; 1884, p.228; 1889, p.247; 1890, p.247].

1. The Coming of Lewis Johnson to Algiers

The size of Lewis Johnson's business and the great number of years that it thrived in Algiers, warrants a momentary diversion on his career. The location of his plant dominated much of Squares 11, 12, 13 and 21, all inside the IA, from 1906 until about 1955, long after his demise.

Lewis Johnson had an iron and brass foundry in the city on the east bank as early as 1874. Gradually that business expanded until it extended the full length of a city block on Julia Street from Delta to South Water. In 1885 his firm was listed as "Johnson & Fithian." In 1886 he dropped his partner and called his company the "Johnson Iron Works." In 1895 he added "Limited." In 1906 he had facilities both on the east bank and in Algiers. By then we know from the records that the firm had gone into ship repairs. His son Warren was manager of the plant in Algiers [Soard's, 1874, p.432; 1885, p.433; 1886, p.449; 1895, p.489; 1906, p.510].

It seemed that Johnson Iron Works would decline with the death of Lewis in 1910, but instead it continued to expand during the following decade. At the time of his death Lewis Johnson was 74 years

old and his obituary stated that he had been in the iron works business for more than forty years. Besides his personal occupation, there were two things in which he took most pride: his position with the Sewerage and Water Board, and his large role in the development of Audobon Park. In 1916 the city erected a monument in his honor for these contributions to city leadership [D PIC, 5-27-1910, p.9, c.2; 5-28-10, p.5, c.6; TPIC, 10-2-1916, p.6, c.4; 10-13-1916, p.7, c.4].

After Lewis Johnson's demise, his son-in-law's name first appeared on the masthead as president of the firm. This was Henry D. Stearns. By 1918 Wilmer Johnson, a son, had replaced Stearns as president. Even though Lewis' three sons, Wilmer, Warren and Eads, figure prominently on the organizational chart of the firm, notarial records indicate that his widow, Rosena Smith Johnson, had managerial skills for advancing the company far beyond the talents of her children.

In 1921 the company name was changed to reflect the expansion of the previous decade: "Johnson Iron Works, Dry Dock and Shipbuilding Company, Incorporated." But Rosena Johnson died in the following year, at age 84. The company did not visibly decline after that, but in 1936 the Johnsons merged with a firm with New York roots, the Todd New Orleans Dry Docks, Inc. The combination became Todd-Johnson Dry Docks, Inc. During the mid-1950's the Johnson name disappeared in the city directories from its association with Todd Shipyards Corporation. At the same time, Todd moved its location from Algiers to the Lower Coast of Algiers which had once been called McLellanville. From this moment, about 1956, to the present, there were no further dry docks or shipyards in the IA. The data from the notarial records in Appendix I give the precise information on the property exchanges. On the Lower Coast, in 1970, Todd employed between 500 and 600 people, but during World War II, as Todd-Johnson, they had had as many as 4,000 employees [Soard's, 1921, p.1635; Rosena Smith Johnson's obituary: T PIC, 5-24-1922, p.2, c.7; Todd-Johnson merger: M TRIB, 1-1-1936, p.21, c.6; further history of Todd-Johnson: Polk's, 1938, p.1699; 1940, p.1338; 1950, p.1882; 1954-1955, p.1441; 1956, p.265; Dixon, 1971: 95].

2. Other Shipyards and Ship Repairing Facilities in Algiers
Since 1906

Since the Johnson name so dominated Algiers' ship repair from 1906 to the 1950's, a word should be said about their competitors. Strictly speaking, the New Orleans Navy Yard was not a Johnson competitor, but its influence on Algiers will be treated separately later.

Besides the Navy Yard, a new dry dock, the New Orleans Dry Dock & Shipbuilding Co., came onto the scene at Algiers Point around 1906. The directory gave their location as: "Docks at Algiers Point just below Canal St. Ferry landing" [Soard's, 1906, p.1116]. They must have acquired the Cogans' old site. Around 1920 Johnsons had their land.

The Algiers Iron Works and Dry Dock Company, Inc., was founded in 1903; it occupied ground immediately upstream from the Algiers ferry landing. In 1970 it had 600 feet of river front property, employed 80 people and had a 3,200 ton and an 800 ton dry dock [Dixon, 1971: 96]. It is still (1983) at that location. It may have existed under different names, because the city directory showed a "Sectional Dry Dock Company" at the foot of Alix Street from 1911 to 1915 [Soard's, 1911, p.1387, 1912, p.1283; 1913; p.1307; 1914, p.1328; 1915, p.1298]. It may be that the Algiers Iron Works & Dry Docks Co., Inc. chose to advertize only rarely in the directory, such as in 1932. Then their address was given as #434 Powder, roughly the same as previously listed at the foot of Alix [Soard's, 1932, p. 1510].

From 1916 to 1918 there was a Slidell Dry Dock & Shipbuilding Co. active in New Orleans, but the directories did not cite the location of their works. From 1920 to 1931 the Jahncke Dry Dock & Ship Repair, Inc. appeared in the city directories; and, marvelous to say, in 1924, a merger of Jahncke and Johnson was indicated. That was the same year Todd Engineering Dry Dock & Repair Co., Inc. came to New Orleans; and as we have seen, merged with the Johnsons in 1936 [Soard's, 1916, p.1434; 1917, p.1423; 1918, p.1425; on Jahncke's: 1920, p.1909; the temporary merger: 1924, p.1654; *ibid.*, for the appearance of Todd's in New Orleans; Jahncke's last entry: 1931, p.1555].

In 1938 the Avondale Marine Ways came into the picture for the first time. They located a considerable distance upstream from Algiers, opposite Harahan, Louisiana [Polk's, 1938, p.1699].

In 1950 Alexander Shipyard, Inc. joined the competition. They settled at a place quite a ways downstream from Algiers Point. In 1961 Saucer Marine Services appeared in the directory. They were downstream too and only repaired small tugs and barges. The 1982 directory only listed two repair facilities: Algiers Iron Works & Dry Dock Co., Inc. and Gretna Machine & Iron Works, Inc., both upstream from the point [Polk's, 1950, p. 1882; 1961, p.228; 1982, p.176].

From this recitation of the connection between the IA and various forms of shipbuilding and ship repair over a span of 130 years, it is obvious that the entire area, Squares 10, 11, 12, 13, 20 and 21, has a high probability of containing subsurface artifacts associated with this industry. The documentation in Appendix I, relating a sequence of ownership, will pinpoint even more the most likely locations for marine artifacts.

The types of artifacts could illustrate a developmental sequence in technological advances through most of the nineteenth and twentieth centuries. The very recital of the list of occupations shows the observer many of the changes in the structural makeup of ships and boats. Wooden ships often still had sails and required sailmakers. The presence of ships carpenters emphasized a similar point, the need for men who still worked with wood. In 1842 there were several engineers residing in Algiers. Their presence showed that ships were gradually converting over to steam propulsion. But joiners, caulkers and blockmakers were evidences of the old ways.

As the nineteenth century advanced, and ships by degrees acquired metal hulls and compartments, the vocations of their masters were transformed into diverse types of metalsmiths, engineers, machinists and boilermakers. Some of this technological transmutation may be reflected in the subsurface archaeological remains in the IA.

3. Other Businesses in Algiers That Related to the IA

a. Undertakers

Directly across Villere Street (now Morgan) from the Duverjé Mansion there stood for several decades an undertaker's business. The chain-of-title sequence on this property is presented in Appendix I. Louis Guillaud was the first to establish an undertaker's establishment here in 1883. Since a church stood at that place for about twenty years, about which more in due course; there was a legal dispute between the Duverjé heirs and the archbishop of New Orleans, Napoleon J. Perche, to determine who still had the best legal hold on the property. The heirs won and promptly sold the "Church Lot" to Guillaud in 1883.

It appears that Guillaud was a renter at #30 Villere (Morgan) for some years during the 1870's before he acquired title to the land. From the history of the church we know that it had been considerably damaged in 1870 by a storm and that the pastor started a fund raising drive immediately thereafter to build a new church at a different location. Guillaud's obituary stated that he conducted the only undertaking and furniture business in Algiers for thirty years. Since he retired in 1896, he must have been an undertaker from 1866 onwards, but probably from some other address before the 1870's. He had been a native of Lyons, France, and died in 1908 at age 67 [ITEM, 6-18-1908, p.1, c.3; Soard's, 1874, p.386 & 915; 1879, p.326; 1884, p.375; 1889, p.419; 1890, p.420 & 1074]. In 1889 Soard's gave the address differently as #34 Villere (Morgan). Under his successor, G. Mothe, the address was given as #222 Morgan. There must have been considerable readjustment of address numbers in the IA after Algiers was incorporated into New Orleans in 1870; because addresses, such as this one, were repeatedly readjusted in the city directory as year followed year.

Guillaud's successor as undertaker on Villere or Morgan Street was Guillaume Mothe, who bought the former out in 1895. G. Mothe had been well established in the undertaking business by 1890, when he had an establishment across the river at #78 St. Louis Street. In 1899, after he had set up a branch in Algiers, Mothe retained a collateral establishment at #817 Toulouse in the central city. At this

place he was a partner in Mothe, Mutti Co. Ltd. His son, Emile J. Mothe, worked as an embalmer for that firm. The Mothe family continues in the funeral business in Algiers to this day, through four generations; but they moved out of the IA in 1917 to 619 Seguin, and in 1940 to 1300 Valette [Soard's, 1890, p. 420 & 1074; 1895, p.1128; 1896, p.1018; 1899, p.603; 1917, p.1552; 1940, p.1343].

There is an apparent discrepancy between the notarial records and the city directories regarding the location of the Mothes' mortuary between 1902 and 1917. The notarial records show that the Mothes sold their properties in Square 13, the site of the funeral business, to Oswald Iron Works (soon to be Southern Marine Works), in 1902 and 1903. Yet the city directories claim the Mothe business was at 222 Morgan Street from 1903 till 1916. It may be that the family kept a residence on Morgan Street as renters or leasers. Yet the Sanborn map for 1909 shows a machinery warehouse in place at 222 Morgan Street. It may be that the 1909 depiction reflects modifications made in later years [Soard's, 1905, p.1201; 1910, p.1399; 1915, p.1414; 1916, p.1554]. For comparison purposes, see the notarial records on the Church Lot in Appendix I; also the Sanborn-Perris map for 1909, Plate 699.

Guillaume Mothe died on 21 October 1927 at age 82. His son, Emile J. Mothe, Sr., died on 23 November 1944 at age 68. His obituary stated that he had been in the funeral business for half a century. E. J. Mothe, Jr., died 31 December 1960; he was 55 years old. The founding father of this Algiers institution, Guillaume, had been a native of Monteguet, France; but he lived in New Orleans for sixty years, from about 1867 till his death in 1927 [Guillaume's obituary: T PIC, 10-22-1927, p.2, c.5; Emile J., Sr.'s obituary: T PIC, 12-24-1944, p.2., c.5; Emile J., Jr.'s obituary: T PIC, 1-1-1961, p.2, c.6].

When the founding Mothe bought out his predecessor, Louis Guillaud in 1895, the inventory of possessions included with the funeral establishment, numbered three hearses, one furniture wagon, two undertaker's wagons, two horses, one buggy, and the "custom and good will of said establishment except accounts due- nor household and

personal effects in upper portion of premises where he now resides, nor office clock and grey horse "Dick." Valuation \$3,000 for real estate; and stock in trade and livestock, \$5,000." It is conceivable that some subsurface relics of these things might have survived at the Church Lot site [Appendix I, Square 13, Church Lot].

b. Merchants/Stores

From very early times there have been a few stores on either side of Villere or Morgan Street leading toward or away from the perennial ferry landing site near the foot of Villere/Morgan. Early city directories listed a lot of businesses along Patterson Street, but most of them were below the IA, as Patterson wended its way for miles alongside the river going downstream. But in 1850 Antoine Benan had a restaurant on Patterson between Seguin and Bonis (Bouny). This segment of Bouny has long since fallen into the river, but Benan had doubtlessly taken advantage of the proximity of a popular gathering place, the ferry landing, to enhance his business. John Sprada, a German from East Prussia (Danzig), utilized a similarly strategic site from 1907 to 1954, running a place that was variously labelled a "saloon," a "soft-drink parlour," "liquors," or a "cafe," depending on the status of the Prohibition Amendment to the constitution at the time. Sprada's address was 128/130 Morgan Street, very close up against the levee for all of those years [Cohen's, 1850, p.177; on Sprada, see Section VB, *infra*].

Probably in the early years there were more small businesses or artisans in the IA than later when the large dry dock and shipyard concerns established their pre-eminence there. Excluding maritime occupations and browsing through the 1850 listings in the city directory, one finds, retaining the old street names: Simon Ackerman, dry goods, at Bonis between Patterson and Villere; the Algiers & Belleville Market on Patterson between Lavergne and Bartholomew; Carl Bauman, barber on Patterson between Bonis and Seguin; J. W. Bauman, dentist on Patterson between Seguin and Bonis; F. Berard, grocer, corner of Bonis and Villere; James Flamingan, boarding house on Villere between Lavergne and Bartholomew; Henry Fogg, restaurant on Lavergne

between Patterson and Villere; John Formon, dry goods store, corner of Bartholomew and Patterson; Bartholomew Galebart, distiller, corner of Patterson and Villere, Garg & Lover, butchers on Patterson between Bartholomew and Seguin; John Gross, shoemaker on Patterson near Bonis; Joshua A. Harris, boarding house on Villere between Bartholomew and Patterson; Hasling & Cook, coffee house on Patterson between Bartholomew and Seguin; Mrs. Higgins, boarding house at the levee; Charles Johnson, shoemaker at Patterson between Lavergne and Bartholomew; Dr. L. Johnson, dispensary at Villere between Bartholomew and Lavergne; C. M. Jousin, shoemaker on Patterson; G. R. Laubuze, baker at corner of Patterson and Lavergne; D. Lorient, livery stable on corner of Bonis and Villere; Francis McConnell, boarding house on Villere between Bartholomew and Lavergne; Maillard & Ettevenard, livery stables at the corner of Patterson and Bonis; Mr. Marche, baker at the corner of Villere and Bartholomew; Merie & Davis, feed store on the corner of Patterson and Bartholomew; Ferinat Paull, tailor on Patterson near Bonis; Julius A. Peterson, Telegraph Coffee House on Villere opposite the church; R. Plauche & Co., dry goods on Patterson between Lavergne and Bartholomew; Mrs. Catharine Roberts, dry goods at the corner of Patterson and Lavergne; Charles Roberts, dry goods on the corner of Patterson and Lavergne; M. Rostrop, apothecary of E. Wilder & Rostrop on the corner of Bonis and Villere; John Rugol, baker on Villere between Bonis and Seguin; Peter Ruis, saddler on the corner of Bonis and Patterson; Sallot Brothers' Coffee House and Grocery on the corner of Patterson and Seguin; Sophia Sapher, boarding house on Villere between Bartholomew and Lavergne; P. R. Sellier, saddler on Patterson between Seguin and Bonis; Philip Shaeffer, shoemaker on Patterson between Seguin and Bonis; E. Venard, fruit store on Bonis between Patterson and Villere; Joseph Walker, coffee house on Patterson; Christian Wolff, Algiers Coffee House on the corner of Bonis and Patterson; and Frederick Young, coffee house and livery stables on Patterson between Bonis and Seguin. All these businesses were either in the IA or very close to it on the other side of Villere/Morgan [Cohen's 1850, pp.177-183, passim].

These occupations, existing within a few hundred yards of one another, tell us that the IA of Algiers had become by 1850,

in the words of Adam Smith, "a nation of shopkeepers." In most instances these shops were the residents' homes; and the crowding of so much commercial activity close to Algiers Point proves that the extant illustrations of the place are accurate. The presence of three livery stables, two saddlers, a feed store and four shoemakers, demonstrates the usual type of land transportation for that era, on horseback or on foot. Five boarding places indicate that not all residents owned their own dwellings. The six coffee houses provide commentary on the social intercourse for that period, as well as the mode of beverage distribution.

After the Civil War, when more and more shipbuilding and repair took over the extremity of Algiers Point, the shopkeepers were pushed out from the head of Patterson Street; and Villere or Morgan Street became the avenue for shoppers as they made their way to or from the ferry landing. Then the street of commerce for this neighborhood extended from Morgan onto Patterson, as the two streets met at a slight turn where Patterson proceeded downstream to Morgan's Louisiana and Texas Railroad depot.

c. Metal Shops

Through most of the interval from 1850 to 1950 there was one or the other blacksmith businesses in the IA. These men may have done work in conjunction with ship repair or independent smithing for horses, carriages and other non-maritime demands. An early example was Nicholas Glasser, who lived and worked in Algiers from 1842 until his death in 1887. From 1866 to 1871 he had a lot in Square 10 near the ferry landing. In 1874 his blacksmithing business was on Bartholomew (Bermuda) near the northwest corner of Patterson, also in the IA. Glasser had been born in Lorraine; his name suggests that he was one of those immigrants of mixed German-French ancestry. In 1884 the city directory listed him as a shipsmith, so his work had drifted more toward marine interests [Soard's, 1874, p.350; 1884, p.356; Glasser's obituary: D PIC, 1-15-1887, p.4, c.7; see also Appendix I, Square 10].

Another metalworker in the IA during the 1890's was Albert S. Daniels. His shop was in Square 21 at the corner of Bermuda

and Patterson. Presumably he too supported boat or ship repair, because of the proximity of the river. By 1909 he had been superceded at this site by the Johnson Iron Works [Soard's, 1890, p.301; Sanborn-Perris, 1896/1903, Plate 364].

A third metalworking enterprise, this one just outside the IA, at 157 dela Ronde, was the work place of Julius Bodenger, the president for many years of the Algiers Cornice and Plumbing Works, Ltd. Bodenger was a native of Suczawa, Austria, came to Algiers as a young man, started in hardware, and eventually established himself in plumbing and tinsmithing. He was so active in civic affairs that Algiers honored him in 1928 as the "Most Valued Citizen of 1928." He had been a bank director, a member of the board for the Algiers Public Service Company, which also ran the ferry at that time, and was a busy participant in many other civic enterprises. He died on 22 November 1937 [Bodenger's obituary: T PIC, 11-23-1937, p.3, c.7; other data: Soard's, 1901, p.132; 1935, p.232].

d. Builders and Woodworkers

The 1896/1903 and 1909 Sanborn maps show that a lumber yard had been adjacent to the IA for many years in Square 22. A. E. Hotard presided over this business in 1896. There was also a wharf builder, or builder, who lived in Square 13 from 1865 until about 1884, by the name of George Shorey. Shorey acquired Lot 13, Square 13, in 1865, and the city directory variously described his address as the westside or northside of Villere (Morgan), between Bartholomew (Bermuda) and Seguin. These early addresses, by compass description, are always amusing because of the orientation of Algiers Point at a bend in the Mississippi. Even though the river is tending generally southward, the current of the river opposite the point is flowing in a nearly northerly direction. In further illustration, a visitor to New Orleans, standing on the levee near Jackson Square on the east bank, is surprised to see, looking downstream, that the sun rises in the morning directly over the center of the downstream portion of the river (in January).

In 1884 George Shorey's family had acquired a numbered address, which was #14 Villere, but the directory listed his wife, Letitia, as a widow. This is surprising, since there are land sales in 1895 that still carry his name as well as that of his son, George, Jr. Perhaps his widow was clarifying legal title several years after his demise. In 1889 Letitia's residence was given as #44 Villere in the city directory [Soard's, 1874, p.697; 1879, p.605; 1884, p.684; 1889, p.809; see Appendix I, Square 13, Lots 6 7 13].

A larger woodworking or carpentry concern was that of William H. Ward, who presided over the Algiers Manufacturing Co., Ltd., for many years beginning with the 1890's. His company made sashes, doors and blinds. The business underwent several metamorphoses. In 1903 Alvert E. Hotard from the neighboring lumber yard in Square 22 was president of Algiers Manufacturing, with Ward as secretary. This continued until at least 1909. By 1915 Hotard had passed away and Ward was president in his own right. Ward liquidated the assets of the company in 1919 and transferred them to his own name. In 1920 he founded a new firm, the Algiers Saw & Planing Mill, and in 1925 he changed the name again to Algiers Sash, Door & Blind Co., Inc. The location of the manufactory also moved around. From 1903 to 1915 it was at #240 Patterson, outside the IA; and in 1925 still further downstream at #242 Pacific. Between 1929 and 1934 Ward apparently retired and transferred his holdings either to his son, Albert J., or to the Third District Building Association. Albert did not continue the business near the IA, as he sold it in 1935 [Soard's, 1903, p.71 (under Algiers); 1909, p.72; 1915, p.77; 1920, p.84; 1923, p.202; 1925, p.209; Appendix I, Square 13, Lots 9 & 10, Square 20, Lots 1 & 9].

e. Livery Stables

As one might guess, all of the nineteenth century in Algiers was the age of the horse and buggy or coach. In 1842 William Stevens was a coachmaker in Algiers. In 1846 F. Berard had a livery stable at the corner of the Public Road and Patterson, adjacent to the ferry landing. In the same year N. C. Meeker engaged in carriage repair, and John B. Ross was a coach painter in Algiers. In 1849 and

1850 there were three livery stables in Algiers, all clustered about the ferry landing, no doubt competing in a taxi business for the ferry passengers. These three were D. Lorient, Maillard & Ettevenard, and Frederick Young, who also had a coffee house [Pitt's & Clarke's, 1842, passim; Cohen's, 1849, pp.191-6; 1850, pp.177-183].

Since the Algiers inhabitants were incorporated into the total city directory for New Orleans after these early volumes, it is more difficult to trace the history of the horse and buggy in Algiers. Without a doubt, until the automobile caught on and was affordable in the twentieth century, livery stables continued to thrive in Algiers. The 1896/1903 Sanborn maps confirm this by showing a livery stable in Square 10, still near at hand for ferry passengers. The Guillaud/Mothe undertaking firm, of course, had its own stable; and there were several stables on Square 20, Lot 2, facing Morgan between Bermuda and Lavergne. But these were indubitably private stables for the use of the residents of that city block. Likewise there was a stable in the rear of Lot 15, Square 13, directly behind a carriage repair and harness making shop [Sanborn-Perris, 1896/1903, Plates 363 & 364].

By 1909 the number of stables in the IA was reduced to three. Square 20 had two, one each in Lots 2 and 4. The other stable was in Square 13 in the Church Lot, where Guillaud and Mothe had also located their stable. Thereafter the horse lost out to the automobile; and stables disappeared from the IA [Sanborn-Perris, 1909, Plates 699 & 700; 1937, Plates 701 & 702].

f. Professionals: Doctors, Lawyers, and Courthouse Personnel

It is surprising that there were so few lawyers associated with the IA in a property owning role, since the presence of a courthouse near the IA from 1869 onwards would require all the assorted vocations associated with a hall of justice. Unquestionably, such professionals, bailiffs and clerks, must have selected their residences on the landward side of Morgan Street. Perhaps the clamor of the shipyards was too much for their peace of mind; and the same district may have

become even more desirable for a dwelling place after the fire of 1895 produced a boom in new construction within the ten city block area that had been gutted.

At any rate, there was an occasional representative of the courthouse class within the limits of the IA. Even before the Duverje Mansion had been converted into a courthouse in 1869, there was a constable and a law student listed in the city directory for Algiers in 1842. The law student, incidentally, was Eusebe Bouny, whose family name became permanently attached to a street paralleling the upstream portion of the river in Algiers. With a tip from Seymour, Algiers' native historian, we find that Arthur Fortier, who was listed in the 1842 city directory, was the first justice of the peace and president of the police jury for Algiers. He presided from 1838 to 1862, with the exception of one term, filled by James Aikman. Aikman was listed in that capacity in the directories for 1849 and 1850. He resided close to the old courthouse on dela Ronde, near Bonis (Bouny) [Pitt's & Clarke's, 1842, p.43 & 154; Seymour, 1971: 34].

Seymour related a bit more concerning the way Algiers was governed in the early days:

Prior to 1840 this portion of the parish was under the jurisdiction of a police jury, which embraced the entire Parish of Orleans. Casimer Lacoste was the first member to represent Orleans right bank on the Jury. On the 28th of March, 1840, the Legislature created a separate Police Jury for all that portion upon the right bank. The Governor appointed 23 members thereof: Furcy Verret, Casimer Lacoste, Jean B. Olivier, Edward Fazende and Caliste Villere. In 1855 the Legislature enlarged their power and jurisdiction. William H. Seymour was the last president, having filled the position for five years by election until 1870. This last act [that of 1840], with subsequent amendments, was the local governing power until the annexation to the City of New Orleans on the 16th of March, 1870, becoming thereby the Fifth Municipal District [Seymour, 1971: 34-5].

Previous to that, between 1805 and 1840, the area now called Algiers was governed by the legislative enactments of 1805, when Louisiana was still a territory, and was part of the parish of Orleans, which then included the later Plaquemines and St. Bernard parishes.

As has been mentioned, Aikman was the justice of the peace for Algiers in 1849 and 1850. He lived outside the IA. Coleman Jackson was constable then, and he too lived outside on dela Ronde. The state tax collector, John Brunett, however, lived in the IA on Patterson between Lavergne and Bartholomew (Bermuda).

Aside from the above, there were only about a half dozen gentlemen found who might today be considered professionals, who lived in Algiers in 1849/1850. Charles Decone had the curious occupation of "intelligence office." One cannot tell whether his purpose was military or civilian. Next there was a Dr. P. Dumont, whose residence was outside the IA, as was Decone's. A dentist, who probably was not considered a professional in that day and age, was J. W. Bauman. He lived on Patterson between Seguin and Bonis (Bouny). This place may have fallen into the river. Otherwise it would be within the IA. Then there was a Dr. L. Johnson, who ran the Algiers Dispensary on Villere (Morgan) between Bartholomew (Bermuda) and Lavergne. The principal of the public school, A. P. Merrill, lived on Bonis, outside the IA. There was a Dr. W. S. Miller who lived downstream on Patterson. Last of all among the professionals was the Reverend J. K. Ogee, who lived adjacent to St. Bartholomew's Church, across from the Duverje' mansion on Villere (Morgan) [Cohen's 1849, pp.191-6, passim; 1850, pp.177-183, passim].

During the 1860's William H. Seymour developed as one of the rising young stars of the legal profession in Algiers. A modest man, he gave only brief glimpses of himself as he told the story of Algiers. In 1864 Seymour was the Union delegate chosen to attend the Republican convention. He was the youngest member of the convention. In 1869 he was one of the strongest influences for obtaining and refurbishing the old Duverje' mansion to serve as the new Fifth District Courthouse. Judge Seymour, as he was then called, disparaged the old courthouse on dela Ronde, saying that it was totally unfit for conducting parish business and was a disgrace to the parish. Seymour, as president of the police jury, drafted a resolution in January of 1869 to acquire and repair the Duverje' mansion and make it the center for administering

public affairs in Algiers. His effort was successful, and the new courthouse was ready for occupancy in March of the same year. Twenty years later Seymour boasted in print that the Duverje mansion was one of the greatest assets of the Fifth District: "It is still in excellent condition, well worthy of a visit, and gives one an idea of how Creole homes were constructed during le vieux regime" (D PIC, 5-24-1891, p12, c.3 & 4; Seymour, 1971: 82-4).

Seymour himself should be credited with being a participant in much of the nineteenth century drama regarding Algiers. The city directories identify him as a lawyer and a notary for nearly thirty years, and he resided at 252 Valette, just outside the IA. During the 1890's he took some leisure to tell what he had learned; but Seymour revealed something of himself in his numerous lengthy narratives that are part of the notarial records of property exchanges for Algiers. In addition, he was closely involved with the legal transactions he chronicled, and thus, over the years, acquired an intimate knowledge of most of the nooks and crannies of his native place.

There is a curious problem with the closing chapter of Seymour's story. An obituary in the Times Picayune for 19 July 1923 told of the demise of a William Harry Seymour, aged 69. Such an age does not harmonize with facts given by Seymour himself concerning his early years. If born in 1854, as this obituary would allege, Seymour would have been only ten years old when he said he was a Union delegate in 1864; or only twelve when he was already addressed as "judge." The obituary may have misprinted his age, perhaps it was 79, or else this was the obituary of his son or some other relative [T PIC, 7-19-1923, p.2, c.8; Soard's, 1874, p.518; 1879, p.602; 1884, p.681; 1889, p.805].

g. Saloons

The saloon had a glorious heyday in Algiers for about fifty years, starting round 1870, and perhaps earlier. In 1874 there were eleven saloons in this westbank neighborhood, two of which were near the ferry landing inside the IA. The site of Bill Meehan's place on the corner of Villere (Morgan) and Bouny, has fallen into the river; and

so has Prosper Thibodeaux' saloon on Villere, at the northeast corner of Bouny. Taking an 1874 survey of Algiers saloons, one finds that eight of the eleven were somewhere along Patterson Street, mostly downstream from the IA. This phenomenon forces an observer to conclude that Patterson was a well traveled route to and from the ferry, and that a lot of thirst was generated along the way. As we shall see, as the years passed, Patterson retained this magnetic draw for saloons [Soard's, 1874, p.901-6].

The 1879 directory listed only three saloons; one was Bill Meehan's mentioned above, and the other two were on Patterson a few blocks downstream. By 1884 saloons started to proliferate in the IA, six out of thirteen being there, and seven were somewhere along Patterson. The Meehan saloon was now being run by Bill's widow, Kate, and the address was #1 Villere, just opposite the ferry landing. Some directories labelled the address as #1 Bouny. Michael J. Barrett had a place across the street at #2 Villere, and a few doors down at #12 Villere was the pub of the Defuentes Brothers. Johnny Ryan had a bar on Patterson near the southeast corner of Villere. All these were within the IA. Several other saloons on Patterson may have been in the IA, depending on the method of numbering buildings along the street: For example, Emile Bauman had a bar at #87 Patterson and Edward Gould at #151; and there was no guarantee in that era that the numbers of a single block were restricted within a hundred point range [Soard's, 1879, p.788-792; 1884, p.887-890].

For 1889 there were 24 saloons in Algiers, 16 of which could have been in the IA, depending on the method of numbering buildings on Patterson. Thirteen pubs had Patterson Street addresses. Kate Meehan still ran a saloon and Irish names dominated the listings of owners [Soard's, 1889, p.1059-1063].

1894 showed a decline in saloon numbers for Algiers to 21. But their locations remained largely on Patterson, and as many as 15 may have been within the IA. Kate Meehan apparently had retired [Soard's, 1894, p.1010-15].

There were 19 saloons in Algiers for 1899, eight on Patterson, and one in the IA. John Kaw had a place at 130 Morgan; Michael Rooney was at 101 Morgan across the street; and James Tapie was a few doors down from him at 143 Morgan [Soard's, 1899, p.1006-11].

1904 was the zenith year for saloons in Algiers with 32 listed in the directory. Only four were inside the IA, but 14 were strung out along Patterson. Molly Deegan had taken over John Kaw's place at 130 Morgan by 1906. Anthony J. Prima had been running the same place in 1904. Joe Tallon was just outside the IA at 201 Morgan, while John Tapie still kept a pub at 142 Morgan [Soard's, 1904, p.1135-44].

There were only 25 saloons in Algiers in 1909. A curious thing took place: Patterson Street was renamed General Meyer Avenue, and had 12 saloons. Adolph Meyer doubtlessly had been given that honor for his efforts in bringing the naval station to Algiers by his work in the Congress during the 1890's. Probably because of the bad taste of German names during World War I, the street regained the name of Patterson. In more recent times, there is a new General Meyer Avenue, but it does not hug the river bank the way Patterson does. The fact that Patterson now led to the naval station, inspires the speculation that sailors on liberty were a large portion of the patronage of the saloons [Soard's, 1909, p.1268-76].

Among the 1909 pub owners was John Sprada from Danzig, East Prussia. He acquired the place up against the levee in 1907 at #130 Morgan. The last decade had seen multiple owners there, but Sprada saw how ideal the location was near the ferry, and stuck with it for nearly fifty years. Sprada was astute enough to see that Prohibition could have been the ruination of his business; but already in 1919 he had converted it to a soft drink parlour and stuck out the Roaring Twenties in that mode. With Prohibition repealed, he was listed among the liquor retailers for 1935. The only other purveyor of potabilia in the IA for that year was John R. Laskey at 316 Morgan [Soard's, 1909, p.990; 191, p.1539; Polk's, 1935, p.1555].

Since American drinking practices developed new modes with the World War II era, people like Sprada, for example, became a restaurateur. Meanwhile in the rest of Algiers, people did not go dry, but found their favorite watering places at new locations. There were 25 liquor retailers in 1949, about 16 taverns in 1980; but they had all moved away from the IA, probably because of the migration of industry and the completion of the Mississippi River Bridge by 1958, which affected the status and importance of the Canal Street Ferry [Polk's, 1949, p.1908-10; 1980, p.209-210].

The overall view of the saloon and Algiers probably reflects, in microcosm, the general American Experience. During the late nineteenth century, the majority of Algerines were working men, proletarians. As long as they had to work those horrendously long days of that period, the family breadwinners found few consolations in their humdrum lives, and therefore many spent their few idle hours drowning their sorrows in beer and whiskey. In this they were the inspiration for the Prohibition movement; and after the setback of fourteen dry years, they recovered their spirits, literally and figuratively, and developed more genteel and bourgeois drinking habits. The concomitant modification of the work place into an increasingly blue and white collar middle class existence, paralleled the change in their imbibing practices.

h. Hardware

Aside from John Sprada, very few merchants established themselves with any great longevity along Morgan Street. Most businesses were very transient. An exception was the perdurant Duvic family. But most of their impact on Algiers took place across the street from the IA, at 323 Morgan Street. This was a hardware business that succeeded through four generations. But in the beginning, about 1860, the elder Francois Duvic bought some lots on Square 10 in the IA. Appendix I elaborates on this. Francois ran his blacksmith shop at that location, on Villere (Morgan) between Seguin and Bouny. In 1874 his brother Joseph was a partner. In the 1880's this place was given the address #20 Villere. His son, Frank Duvic, Jr., started out by clerking for the Southern Pacific Railway, but eventually went into the hardware

business with his brother Arthur. In 1901 their store was at 140 Morgan, inside the IA; but by 1920 they moved down and across the street to 323 Morgan. In 1930 they had a second hardware store in Gretna. By 1940 the next generation of Duvics was running the business. The city directory listed an active hardware store for the Duvics at 323 Morgan as late as 1975. Shortly after that there must have been a fire, as the building is presently gutted and abandoned, but the family name is still visible on the ruins [Soard's, 1874, p.288; 1879, p.256; 1884, p.293; 1889, p.324; 1895, p.305; 1901, p.289; 1920, p.507; 1930, p.522; Polk's, 1940, p.389; 1952-3, p.337; 1961, p.343; 1965, p.389; 1968, p.339; 1969, p.350; 1975, p.254].

The senior Francois Duvic died on August 17, 1922, at age 90. He was a native of Alsace-Lorraine in France. He had spent 69 years of his life living in New Orleans. His son Arthur, so prominent in the hardware business on Morgan Street, died on April 16, 1934, aged 73 [T PIC, 8-18-1922, p.2, c.8; Ibid., 4-17-1934m p.3, c.7].

C. Cultural Influences: The Ethnic Mix

1. The Early Years in Algiers

Since Bourg Duverje or Algiers evolved out of the total Louisiana experience, and since that experience was to a considerable extent a French cultural milieu, it is natural to expect that Algiers had more French influences acting upon it in the early years. Facts bear this out. Out of 117 names in the 1842 Algiers directory, fifty, or 43 percent, had French sounding family names. Forty-eight, or 41 percent, had Scotch-Irish-English sounding names. Aside from these, there were eleven Spanish sounding names, one Polish, three Italian, one German, one Arabic, and two indeterminate [Pitt's & Clarke's, 1842, passim].

Surprisingly, in 1846, the ratios of ethnic groups held roughly the same. With 165 different names listed, seventy-five were French, seventy were Scotch-Irish-English. Only fifteen Spanish and five German names broke the monopoly [Michel's, 1846, p.596-601].

The directories of 1849 and 1850 depicted a trend in which the proportional increase in Scotch-Irish-English can be characterized as the Americanization of Algiers. About one quarter still had French names, but now a sprinkling of Germanic names was appearing. Slightly more than ten percent had German names. Better than fifty percent had Scotch-Irish-English names [Cohen's, 1849, p. 191-6; 1850, p.177-183].

One interesting feature of the 1849/1850 directories was the identification of a few blacks, listing them as "free man of color" or "free woman of color." None were known for certain to reside within the IA. In 1850, of the four listed, three had French-sounding names: Jose Francois, a carpenter, Pierre Delisle, a bricklayer, and Francois Latude, a trader. The fourth was Mary Ann Jones, a washer. In a similar conjunction, there was listed an R. Sarpe, an overseer. This seemed to indicate that there was nearby an active plantation with slaves, which had need of his profession [Ibid.]

2. The Civil War and Racial Friction

Louisiana, New Orleans and Algiers naturally had a *majority* sympathy with the South in the Civil War. The story is told and retold how commerce raiders were built in the shipyards of Algiers and that these patriotic shipbuilders destroyed their facilities rather than let them be taken by the Yankees. But before New Orleans fell to the Federal fleet, the populace expressed its collective mind through public meetings. Once, in August of 1861, there was such a gathering in Algiers for the purpose of pressuring "the Lincoln sympathizers . . . to leave for a colder climate." Admittance to the gathering place, the St. Charles Ballroom (in the IA) was on the basis of "Who were thought to be sound on the goose." Apparently most of the attendees were mechanics and "permanent residents of the best class." One of the speakers thought it wise to canvass those present as to their loyalty to the cause of the South, and all were found to be united in this adhesion. Yet suspicions were high, so they took a roll of the house and appointed a Secret Committee of Vigilance to be sure that the community remained staunch in its advocacy of the South [D CRES, 826-1861, p.1, c.3].

A year or so later it was as dangerous to speak for the South as it had once been to praise the North. In early 1864 a rally was held in Algiers to promote the candidacy of Michael Hahn for governor on the Free State ticket. A torchlight parade was held; and partisans from New Orleans came on the ferry boat to Algiers, accompanied by a German band, Jaeger's Excelsior City Band. They marched on down Villere and Patterson to some vacant lots downstream from the IA near the Opelousas Railroad ferry. The congregation elected a slate of officers to promote the cause of Hahn, and the newspapers printed their names as a lasting remembrance of their support of the Union. Near the top of the list was the name of Judge William Seymour, Algiers' historian. Others on the list included George H. Flagg, president of the gathering; and vice presidents Seymour, Charles Care, H. S. Wilson, C. W. Greene, Capt. Ashby, Joseph Babon, James Powell, Walter Thompson, F. H. Bassett, Lloyd W. Berry, H. D. Newcomb, Newell Tilton, Thomas McCay, Martin Hines, James McHenry, Andrew Haskorn, George Waite, Joseph Dibler, William Steele, and James Wilson. The slate of speakers on the platform included John Henderson, J. P. Sullivan, Judge August Deb. Hughes, and Dr. A. P. Dostic. Thus the ethnic flavor of the gathering's leadership was predominantly Scotch-Irish-English.

The speakers treated the issues of the day in an oblique fashion. While they condemned slavery as the worst curse on mankind, they foresaw a very limited role for the freed blacks in the future state of things. Judge Hughs recited their views in this way: "It had been said that the party headed by Mr. Flanders [their opponent] was in favor of extending to those disenthralled of their bondage all the rights and privileges that were enjoyed by the most favored citizen. He should not be opposed to this if those people were the equals in intellect and morality of us, but he knew that such was far from being the case and hence should we place them on a par with ourselves we should not be elevating them but degrading ourselves" [NO TIMES, 2-17-1864, p.1, c.5].

The other speakers talked in a similar vein, glorifying the laboring man, and characterizing the present electoral campaign as a class

war between the party of wealth and the party of all classes. He said that Michael Hahn championed the poor man who should be given all he has a right to claim and an equal voice in the state [Ibid.; ERA, 2-18-1864, p.9, c.4; DT DELTA, 2-17-1864, p.2, c.3].

From time to time the New Orleans newspapers gave glimpses of the barely improved status of blacks in Algiers. Mainly they were expected to keep a low profile and be deferential. And if their failings became public, the papers tended to emphasize them. In one case the Daily Picayune related at some length the desecrations of a white cemetery in Algiers, location unspecified, named John Hughes' Graveyard, "to distinguish it from that of the Church of St. Bartholomew." Without citing a scintilla of evidence, except that "we have them from a number of most respectable persons," the writer concluded: "There is no doubt now but that this is the work of negroes; of such as have never yet lost the barbarous tastes of their ancestors, nor forsaken their heathenish rites; but who now, freed from all constraints, are relapsing into the worship of the gods of cruelty and diabolism, to whom they have heretofore been dedicated in secret" [D PIC, 5-1-1864, p.1, c.3]. Only a paragraph before this one, the writer had speculated that soldiers who were often camped in the area, could have perpetrated these disgusting acts.

In November of 1865 there was a minor demonstration by blacks in Algiers at their dissatisfaction for not being allowed to participate in the local elections. The Daily Crescent called it a riot, but the description of events made it out to be something less. Perhaps as many as 150 negroes marched in the vicinity of the white polls in Gretna. Army security guards took this to be a threat to the proceedings and moved on the blacks, ostensibly confiscating slingshots, knives, dirks, and other weapons, according to the newspaper account. It added the detail that clubs were also taken, clubs carved from the beautiful orange trees on the estate of Algiers' now deceased eccentric miser, John McDonogh. The soldiers followed the alleged mob back to their neighborhood, and found a straw balloting taking place among the blacks. It may be that an unscrupulous negro organizer was claiming that this voting was valid. In any case, Captian Willets, commander of the

security force, challenged the credentials of the poll watcher. In all innocence the man showed a document that he could not read, which turned out to be a copy of a white man's amnesty oath. The newspaper account used this cruel joke to poke fun at the ignorant black. But added to the sarcasm was the fact that some nascent capitalist was making money on the affair, charging voters from fifty cents to a dollar and a half for the privilege of being duped [D. CRES, 11-8-1865, p.1, c.3].

A week later continuing fraud was being perpetrated against the blacks of Algiers, by stopping them on the streets and coercively collecting the poll tax without giving them a valid receipt. At least in this case the newspaper accounts were presenting the incident as a wrong and an evil [NO TRIB, 11-15-1865, p.2, c.3; *Ibid.*, 11-16-1865, p.2, c.3].

Although New Orleans received national attention with its race riots of 1866 (30 July), Algiers was not the center of the difficulty. Thereafter the long-suffering blacks of Algiers patiently waited for the slow social evolution of equality under the law that came closer to reality in the twentieth century. One riot that made the public prints in 1891 was not even a race riot, but a political dispute that led to police intervention and jailing, followed by attempts of a mob to free the principals. The threat of a large mob upon the police station resulted in police help being sent from the east bank. The mere fear of reinforcements was sufficient to disperse the mob [T DEM, 9-5-1891, p.8, c.5; DC ITEM, 8-5-1891, p.4, c.3].

Much later, well into the twentieth century, the decision of the U.S. Supreme Court of 1954 in *Brown versus the Board of Education of Topeka*, brought black expectations to their zenith for quicker de facto equality under the law. These expectations were exemplified in Algiers in the form of a debate over equal use of city playgrounds by both races, black and white. In March of 1955 the established state of affairs in Algiers was one playground for black children and one playground for white children. When a disturbance occurred at the McDonogh playground in which black children tried to use what had been considered

the whites-only facility, the New Orleans Recreation Department offered to build a second playground for blacks. The local NAACP spokesman, A. P. Tureaud, opposed this proposal, seeking playground usage on the same basis as with white children, with no special days and no special rights for either race. George O'Dowd, attorney for nearby white residents, stated that segregation was the will of the people and that equal facilities for both races was not discrimination. The struggle for integration went on after that, with the fight being carried into the schools as well. At St. Mary's School in Algiers, a then all-white school, the parents club fought integration by arguing that it would constitute a health hazard. Theirs was a delaying tactic, but they were opposed by their own pastor, Rev. Edward McGrath, S.M. And so Algiers went along with the rest of the nation in an orderly fashion [ITEM, 3-31-1955, p.29, c.1-3; Ibid., 7-19-1955, p.22, c.1; T PIC, 7-21-1955, p.14, c.7; Ibid., 12-17-1955, p.3, c.7].

3. Other Indicators of Ethnic Diversity in Algiers

Because Algiers and New Orleans grew together in the aftermath of the Civil War, and coupled with the growth of the place into a mammoth international port, Algiers became a funnel for bringing population to Texas, the West, upriver, Louisiana, and the city itself. Actually New Orleans had been the fifth most populous American city as early as 1820 with 27,200 inhabitants. It retained that standing as late as 1860 with 168,675 people [Morris, p.467]. But the Civil War dealt it a severe setback and it really never recovered that relative position as a population center. After World War II it was the 15th largest metropolitan center in the United States with 494,537 inhabitants. Geography has prevented New Orleans from growing much larger, but today it has more than half a million people. Oceangoing commerce has sustained it as a major metropolis, but airborne competition and other factors have kept it in a secondary position. Today, or nearly today (1980), New Orleans is the 22nd largest U.S. city, but the 33rd largest metropolitan area. It is about 69.2 percent white and 29.4 percent black population, plus 99,105 Hispanic origin people [1983 World Almanac, p.618 and pp.210-14].

a. Ethnic Indications from the Great Fire of 1895

Newspaper commentary at the time of the great Algiers fire of 20 October 1895, gave some hint as to the ethnic transformation of Algiers. As we have seen, the French dominance in Algiers was diluted early with an influx of people with Scotch-Irish-English names. This could be characterized as the "American immigration," but there was, no doubt, an element of the migration of the various nationalities such as the Irish, who had commenced their exodus from the old sod because of economic distress and increasing factionalism as early as the 1830's; but intensified with the potato famine after 1845. As in other places, the Irish gravitated frequently into the police force and firefighting units. The 1849 and 1850 city directories showed that Germanic names were appearing on the Algiers rolls in increasing numbers. The presence, from about 1850 to 1870, of a German language newspaper in New Orleans was ample proof of the strength of German numbers in the area.

To return to the clues from the fire narrative, we find a reporter writing about the crowded tenement from which the fire emanated. The fire was variously reported to have started at #303, #313, and #315 Morgan Street, a two-story tenement building referred to locally as the Old Rookery. The Daily Picayune's early account reported that the place was occupied by over a dozen families, mostly Italians. The Rookery was described as a "rattletrap of a building which has always been regarded as a menace to the other structures around." In another place the Picayune numbered the inhabitants of the dwelling as a "score of families."

The fire was alleged to have been started by a man named Paul Bouffia. All of the New Orleans papers had trouble with his name, spelling it in a variety of ways, such as Bouffo, Boffo, Buffo, and other variants, but never failing to mention that he was an Italian. It may be that the local recollection of New Orleans's Mafia difficulty of 1890-1891 was still fresh in most minds. In October 1890 the city police chief had been assassinated. The slaying was believed to be the work of the Mafia or Black Hand. When a trial that followed acquitted the

defendants, mob action took place on 14 March 1891. The mob lynched eleven people, three of whom were Italian nationals. The resultant national uproar brought U.S. relations with Italy to the breaking point. One thing was clear: a sufficiently large element of the population of New Orleans did not trust the jury results in the trial, and they were ready to display their prejudices publicly against immigrants or nationals from the suspect nation. This same phenomenon was still visible in the reportage of the great fire of 1895.

Although Italians did not seem to be all that numerous in Algiers, the Picayune reporter dwelt on the Italian aspects. He mentioned the rescue of Mrs. Vitrano, at #319 Morgan, and again made the identification of an "Italian." Other nationalities or ethnic groups were not similarly singled out for such mention. The reporter interviewed a neighbor, Joe Calderoni, with whom Bouffia was perpetually at odds. Calderoni unwisely fed the writer's suspicions: "That man is no good at all." He rehearsed all of his standing grievances against Bouffia, including an alleged attempt to kill Calderoni. The latter failed to mention that Bouffia was quite a sick man, with rheumatism, and that this form of suffering would have gone far toward explaining Bouffia's bad temperament. The reporter went on to interrogate "another Italian named Mangini," Pepe Ramors, a fisherman, P. L. Laccir "another Italian," who all confirmed Calderoni's low opinion of Bouffia.

When Bouffia was found at 9:45 a.m. on Sunday morning, at which time ten city blocks lay smouldering in ruins, he quickly became an object of crowd hatred. The reasons for suspecting Bouffia of arson were that several small fires had been put out at his fruit store in recent months; and when he was captured, he was carrying his fire insurance policy, his naturalization papers, and his registration papers for voting; and he was roundly disliked by his neighbors. But it would have been difficult to prove anything against Bouffia, because he had left Algiers about ten hours before the fire began.

The police interrogated Bouffia in Algiers at a furniture store on Morgan Street (inside the IA), and when a mob

gathered in front of it with a few cries for lynching, the police spirited him away to the east bank for safekeeping. Despite the animus against Bouffia, the case was never proven, and he went free.

A few days after the fire, when the newspapers began to coolly summarize the destruction in Algiers, it did not appear that such a large number of Italians had lived in the burned out district after all. The newspapers gave inventories and lists of losses, but the names of the sufferers were very seldom Italian sounding. Some of the names that did occur were: Joseph Caldeorni, J. Gigo, Philip Bornmarito, Giuseppe di Bartoli, Anthony Mussachio, Joe Banadano, M. Ciacelo, L. Mussachio, L. Frigerio, and, of course, Paul Bouffia. It may be that these names appeared in print because they were property owners, and that their penniless renters escaped newspaper attention merely because they got away with most of their possessions. Bouffia was probably a property owner. At any rate, the owner at #303 Morgan (the best guess of Bouffia's correct address), was in jail, and without doubt would not have been interested in advertizing the fact that he was a slum landlord, in addition to his other difficulties.

The newspaper inventories of houses and goods lost in the fire included far more negro names than Italians. They were identified in print as "colored." Some of them were Mrs. Baxter, Walter Stansbury, Mollie Hunt, Matty Lincoln, David Smith, Edward Gilroy, Jake Bradley, William May, Joe Griffin, Paul Renie, George Phillip, N. Ricker, George Miller, Fannie Ross, Mattie Swealin, and George Mullen. The blacks were treated, in print, according to the patronizing or condescending mode of that era. In one place the Picayune referred to the plight of the blacks when they came to the table of the relief committee in this way: "Early in the morning, a few minutes after 7 o'clock the people began to arrive. There were old men and young ones, women and little girls, and a multitude of negroes, whose household effects, in many instances, had increased in value with wonderful rapidity during the hours of the night" [D PIC, 10-22-1895, p.8, c.1]. Thereafter the Picayune treated them with more sympathy, but it was obvious that the poor blacks had to depend mostly on their own

resources. The negro churches took them in, or they were allowed to occupy shacks and shanties that no one else wanted. By Thursday of the disaster week the Picayune could only say that the negroes were the class of poor people that gave the relief committee the most trouble. Yet that paper tried to help them by writing: "There are some negroes who would be glad to accept any kind of shelter offered. On the batture there are a number of single cabins, or huts, that are used for the purpose of offices for the coal fleet, or for warehouses, and if these were thrown open for the colored people, they would appreciate it" [D PIC, 10-21-1895, p.9, c.2].

The two hundred odd burnt dwellings were occupied about half and half by renters and owners. They were about equally divided between single-family and double-dwellings. With but few exceptions, the buildings were wooden framed. The papers even chose to identify the more prominent buildings. The old Duverjé mansion, for one, was largely brick and masonry. Others may or may not have been singled out for the solidity of construction. These were: the residences of Dr. W. H. Riley, R. F. Turnbull, Alex Barras, Pat Hartnett, James Heap, Captain W. F. Shorts, Charles Gravois, Captain Murray, Larry Murphy, Mrs. Bass, Adam Boyd, Hy Munsterman, and the engine house for #17 [D PIC, 10-21-1895, p.9, c.6].

The homeless therefore were mostly of the working classes. The Picayune described some of them on the night of the fire: "Along the river front lived the poorer people, those who could afford only rented houses, and possessing barely a set of furniture, Italians, negroes and humble workers of all classes. These poor people, as soon as they saw that their homes were destined to be swallowed up in the relentless fires, rapidly carried their effects over the embankment down to the water's edge, and there deposited them on the batture" [D PIC, 10-21-1895, p.9, c.3].

Aside from newspaper mention of the Italians and negroes, the ethnicity of the homeless fire victims was quite analogous to the rosters contained in the early city directories. French names were

very numerous, but not so dominant as formerly. The mixture of names that would be lumped together as Scotch-Irish-English was, of course, now the predominant type. But the German minority was highly visible. The establishment of a brewery in Algiers was added confirmation of the German presence.

There were diversified estimates as to the total fire damage. Early guesses were somewhat high as to dollar amounts in damage, but something like two hundred houses were wholly destroyed. The Picayune calculated that there was an average of about six persons per household, and that therefore twelve hundred people were homeless. The Old Rookery would have been considered an exception, and if there had been a dozen to a score of families in it, that one building alone could have added more than a hundred refugees to the total. The Times-Democrat thought that nearly one-tenth of the population of Algiers was left without a roof over its head as a result of the fire [T DEM, 10-21-1895, p.4, c.1; all of the New Orleans papers were busy for a week, and more, with news and commentary on the fire].

b. Ethnic Diversity Modestly Enhanced by the Presence of an Immigration Station in Algiers

On May 2, 1913, the Immigration and Naturalization Service established a small immigration station two miles south of Algiers Point. Only a small number of the immigrants would settle in the New Orleans area, so the new station was not the principal means for changing the ethnic mix of the area. In 1930, for example, more than nine thousand aliens were processed at Algiers. All of these were non-quota aliens and most of them came from Central and South America [D PIC, 5-3-1913, p.4, c.1; T PIC, 6-19-1927, p.3, c.1 of mag. sect.; Ibid., 6-29-1930, p.20, c.7-8 of sec. one; Ibid., 6-14-1931, p.20, c.1; Ibid., 3-1-1934, p.5, c.7].

The immigration station was closed down in 1934, but at about the same time federal authorities changed around their facilities for inspecting ships with potential health hazards. In 1927 the government bought ten acres of land on the west bank three miles below

Algiers Point for a quarantine station. A facility there was not ready for operation until 1932. The quarantine station remained for more than thirty years [T PIC, 6-1-1927, p.19, c.5; M TRIB, 5-3-1930, p.16, c.2; ITEM-TRIB, 5-15-1932, p.15, c.1; T PIC, 5-15-1932, p.6, c.2].

c. The Algiers Brewing Company/Security Brewing Company as a Sign of German Influence

In the opinion of this writer the presence of a brewery in an American community generally signified the presence of a significant settlement of German immigrants who were either the builders of a brewery or the potential consumers of its production. During 1891 in Algiers there were a few Germans involved in the organization of the Algiers Brewing Company. D. Einsiedel was the architect for the magnificent plant the company built upstream from the ferry landing on Brooklyn Street between Diana and De Armas. Otto F. Briede and J. M. Jehle were on the board of directors, but otherwise the entrepreneurs were not of Germanic origin.

The founders of the brewery planned on a grand scale, spending \$75,000 for a four-story brick building with a steel frame. The main part of the building was ninety feet square and used a quarter million bricks. A Times-Democrat reporter received a complete tour of the interior of the brewery during July 1892 and described the lavish equipage of the factory. In fact it may have been this very prodigal expenditure that led to dissatisfaction among a sizeable portion of the stockholders. The brewery was not turning a profit from the outset; and so, by 1894, the company was reorganized under new directors as the Security Brewing Company. While the scale of the enterprise was large enough to supply a quantity of beer for local, domestic, and foreign markets (with a production of a hundred to a hundred fifty barrels a day), the directors obviously did not find a market, or their patrons found the product unsatisfactory. At any rate, the brewery did not long survive. This despite the fact that they had had access to both of Algiers' rail lines [T DEM, 11-8-1890, p.3, c.2; D PIC, 10-1-1891, p.3, c.2; T DEM, 7-15-1892, p.3, c.4; D ITEM, 2-17-1893, p.8, c.2; Dixon, 1971: 32; Seymour, 1971: 71; Seymour wrote that the Security Brewing Company had a capacity of 40,000 barrels a year, or 154 barrels a day].

d. St. Patrick's Day Celebrations

The commemoration of St. Patrick's Day, March 17, in Algiers was sign enough that there were enough sons and daughters of Erin there to organize a celebration. As we have seen, the Irish names appeared early in the directories for Algiers, and the lists of policemen and firemen were well sprinkled with names of the wearers of the green. The story of the great fire of 1895 cannot be told without enumerating a number of names of Irish firemen. The roll of saloonkeepers also had a goodly sampling of the purveyors of the blarney. There was Patrick Burke, Bill Meehan and his wife Kate, John and Michael Ryan, Eddie Quinn, Jerry Collins, Robert Cullen, John Kennedy, Mrs. Annie Keogh, Kate Reardon, Michael Rooney, Mrs. J. B. Ryan, Martin Mahoney, James Cogan, George Keogh, Thomas and Bill McGivney, and James Fallon. These friendly havens for the Irish disappeared with the coming of Prohibition, and from a review of more recent city directories, it does not seem that the Irish pub has revived in Algiers [For more detail on the saloons of Algiers, see Section IIIB3g supra].

But the Irish made their mark in Algiers in other ways besides their ownership and patronage of saloons. In any period, the Irish figured prominently as participants in public affairs and leadership in Algiers. But their joviality and joie de vivre were always best displayed on St. Paddy's day. For some reason the celebration of 1958 in Algiers was done with particular verve and pageantry [T PIC, 3-12-1930, p.33, c.6; Ibid., 11-7-1951, p.7, c.2; Ibid., 10-16-1958, p.30, c.1; the St. Patrick's Day celebration received extensive coverage for the week before and after the day itself in T PIC, STATES, and ITEM, March 1958].

D. Social Influences in Algiers

1. The Catholic Church: St. Bartholomew's and Holy Name of Mary Church

Since the New Orleans environs had a French-Spanish heritage, and because of the evolution of the bourg out of the Duverje estate, it is not surprising that the Catholic church had a highly visible presence in Algiers.

The Duverje' family was reputed a devout practicing Catholic family. The five daughters of Bartheleme Duverje', Alix, Evelina, Octavie, Helene, and Eliza, continued the devotional practices of their parents and were close friends with the archbishop of New Orleans. In 1847 they gave a lease to Bishop Blanc for a piece of ground directly opposite the Duverje' mansion for building a chapel. This was St. Bartholomew's, named for their father. This place of worship was not only physically close to the family mansion, but was suitably located to attract the roving world seafarer who needed a temporary religious haven from his vagabond life.

The Duverje' heirs also kept a family cemetery in Algiers, a cemetery that lasted long beyond the time that the family kept much landed property on the west bank. It was said that Archbishop Napoleon J. Perche celebrated an All Soul's Day mass (November 2nd) for the Duverje' heirs in the cemetery chapel for quite a number of years. Perche died in 1883. This cemetery was located quite close to the present day site of Holy Name of Mary Church. The vault for the members of the family was bounded approximately by what are now streets of the city, Verret, Eliza, and Seguin. It is today a triangular shaped property converted into a city playground, and on one side, a very short street named after one of the daughters, Evelina, abuts on the old cemetery. A newspaper article alleges that the cemetery once had considerably larger dimensions, and that there had been four tombs in all, in which three to four hundred persons had been encrypted. Beyond that amazing figure, the same article wrote that there was a separate burying ground for the graves of the old slaves. It is hard to credit this report from 1910 claiming so many graves, but by 1915 only a monument was left behind to indicate what had once been there. The family vault of the Duverjes had been removed to Metairie Cemetery and the Algiers site turned into a playground [T DEM, 6-19-1910, p.1, c.1 of Part Three. It is a full-page article].

Returning to St. Bartholomew's Church, we know that its first pastor was Father J. K. Ogee, a French priest, who lived "near the church." He died in 1853 and was succeeded by other priests with

French names, Masquet, Outendrick (Alsatian), Herriot, Guerard, and Lamy. In 1865 the bishop placed the chapel under the care of the Marist Fathers. They kept the place going until 1870 when St. Bartholomew's was heavily damaged by a storm. At this point the Marists abandoned the site on Villere or Morgan streets, inside the IA, and raised funds for a new church to be built on Verret Street between Alix and Eliza. This became Holy Name of Mary Church, which in a 1927 rebuilding, survives up to the present [Baudier, p.373; ITEM, 1-14-1949, p.26, c.1; STATES, 1-15-1949, p.7, c.2; Ibid., 1-17-1949, p.23, c.18; ITEM, 1-29-1949, p.3, c.5; T PIC, 1-17-1949, p.2, c.1; ITEM, 1-17-1949, p.8, c.1].

With the abandonment of the St. Bartholomew's site in the IA, the land was nevertheless held by the archbishop for a few more years. But since the stipulation for holding this plot was that it contain a church, the land reverted to the Duverje heirs via litigation in 1883. While there have been and are many other churches in Algiers, this was the one church that had been near Algiers Point inside the IA. It also symbolized the significant segment of Algerines who were and are Catholic [see Appendix I, Square 13, Church Lot].

IV. Indirect Influences on the IA

A. Ferries

As we have seen, regular ferry service to Algiers or Bourg Duverje commenced in 1827 when the legislature enacted a bill that gave exclusive privilese to August Coycault, husband of Octavie Duverje, and Bazile Gosselin, to establish and maintain a steam ferryboat to the opposite side of the river. The enactment required a boat that would provide cabin arrangements for twenty passengers; and the rates were set at one bit per passenger and four bits for a horse [Seymour, 1971: 32-3].

There were many changes in lessees over the years. At first, the steam ferry referred to above landed in Algiers at the foot of Patterson Street. By 1834, according to Zimpel's map, there was an alternative landing for unpowered boats at the foot of dela Ronde. This was called the Upper Ferry while the steam ferry was referred to as the

Lower Ferry. At first the Upper Ferry connected with the central city at the foot of St. Louis Street; but in time the east bank terminus moved to Canal Street. The Lower Ferry connected opposite Jackson Square. This situation remained relatively stable until 1858 when a third ferry was added, rightly called the Third District Ferry. On the Algiers side, this ferry landed at the foot of Verret Street. On the east bank it landed at the foot of Esplanade.

The Civil War disrupted ferry service as much as it disrupted every other aspect of normal life in New Orleans. Doubtlessly, military authorities maintained some sort of service and their priorities came ahead of every civilian consideration. In late 1865 several local papers perceived that a new era of development was under way and that wise businessmen should seize the opportunity. The occasion for the mini-crusade was the upcoming expiration of the ferry leases held by the Woods brothers. A legislative act of 1860 had put the power for leasing in the joint hands of the New Orleans City Council and the relevant Parish Police Jury or Juries. The New Orleans Times urged the Algiers jury to take advantage of their relatively new powers by stipulating a number of requirements for the new lease. The Times wanted more frequent daytime trips, extension of the service until midnight, safety requirements, recourse of individuals for grievances, and double ramps for ongoing and offgoing horse teams. The writer admonished any Algerines who might have isolationist dreams about their paradise, that such improvements in the ferry service would bring "a large immigration among them, and . . . a building up among them thereby of good educational and industrial institutions, and of their general prosperity" [NO TIMES, 11-22-1865, p.10, c.3].

The Daily True Delta took a similar line, going into greater detail regarding the benefits of modernization: An urbanite would find Algiers a haven from the hurly burly of the city, with the added incentive of cheaper rents. At the same time, the ferry would afford them of the chance to participate in the sophisticated entertainments of the city. The writer thought that market gardeners would have greater inducement to bring their carts and pushcarts over on the ferry so that

they could sell their produce on the streets of New Orleans. Mainly the Delta scribe urged haste with the negotiations, as the present lease would expire at the end of May, 1866 [DT DELTA, 12-16-1865, p.4, c.2; Ibid., 12-17-1865, p.4, c.2].

Citizens complained too, in their letters to the editors, that "the landings are each composed of rubbish and boards, thrown promiscuously together, and so steep and uneven that it is impossible for a dray or cart to carry more than half a load from one side to the other." The same correspondent gave a sad description, as well, of the ferry boats. They were "old, rotten, leaky, dirty, uncomfortable, dangerous crafts, and the only wonder is that they have not gone to the bottom long ago. Instead of making a trip every five or ten minutes, they require from a half to three-quarters of an hour, and passengers waiting on this side for a boat must stand in the hot sun or pelting storm, for there is neither shelter nor seat." Next the writer went into safety, speaking of the legal requirements for steamboats to carry a yawl, a lifeboat, and life preservers. He said that the present life preservers, made of tin, would require a man who was capable of swimming the Mississippi with a rock tied around his neck or a person who could duplicate such a feat with a stomach load of boarding house dumplings [NO TIMES, 11-22-1865, p.10, c.1].

There was some delay at the beginning of 1866 to find lessees for the ferry who could come up with sufficient capital to provide all the amenities required for landings and boats. It was thought at first, that if a bidder could not come up to standards, he would be granted only a five-year lease; but then Gretna came to terms with Philip Drum, followed shortly by Algiers, both for ten-year terms. It took most of 1866 to make the necessary improvements on piers, wharves and boats on both sides of the river. The writer for the Picayune was so pleased with the neat little shelters on both sides, that he thought it essential to admonish the common people who use them: "We have all due respect for 'the great unwashed,' but they need not intrude upon places intended especially for the washed." Before this he had explained that for the previous two or three years the landings had not been pleasant places for ladies or

gentlemen, and less so at night. At the Canal Street Ferry the lessee had two boats, the Little Jerry which then ran by night, and the Forrest, their daytime boat. Both ferries could accommodate a hundred passengers or more and considerable space for stock and wagons. The writer thought that these new facilities, particularly for the Canal Street Ferry, were of vast importance for both banks because of the "immense supplies which go to the shipyards and other mechanical industries of Algiers, as well as to the depot of the Opelousas Railroad" [D PIC, 2-8-1867, p.8, c.1; Ibid., 1-7-1866, p.2, c.2; Ibid., 1-14-1866, p.11, c.1; Ibid., 1-17-1866, p.11, c.1; Ibid., 1-28-1866, p.3, c.1; D SO STAR, 1-18-1866, p.8, c.3; Ibid., 1-28-1866, p.8, c.3].

1. The Coming of Thomas Pickles

Even though the post Civil War lessees for ferries did not come up to expectations in the quality of their service, they nevertheless contributed greatly to the expansion and growth of Algiers between 1866 and 1876. During this period there were still three ferry landings in Algiers: The Upper at the foot of dela Ronde, the Lower at the foot of Patterson; but the third had switched from the foot of Verret Street to Thayer Street, as it began to take passenger trains from the foot of Esplanade to the Opelousas depot in lower Algiers. After 1869, because of economic difficulties, the Opelousas came under new management and was known as Morgan's Louisiana and Texas Railroad.

Then, in 1876, Thomas Pickles decided to branch out from his business as a New Orleans contractor, to become a ferry operator. Pickles became a very wealthy man because of this decision. At first, in 1876, he had only the lease for the Canal Street Ferry to the foot of Patterson in Algiers, the latter would have been inside the IA at that time, but the spot eventually caved into the river. By 1889 Pickles had the contracts for all of the Algiers ferries, Second, Third and Fourth Districts, Canal Street, and the Freetown Ferry. When Seymour wrote his narrative on Algiers in 1896, he said that Pickles gave the community the "best ferry system we ever had since the first steam ferry in 1828" [Seymour, 1971:71].

During the 1880's Pickles added streetcars to his empire. This was the Algiers and Gretna Street Railway, which connected his ferry landing at dela Ronde with the village of Gretna. After Pickles' death, this line was electrified and called the Algiers Railway and Lighting Company. This change happened in 1907 [ITEM, 9-1-1907, p.9, c.8; D PIC, 9-2-1907, p.4, c.1].

Pickles died at the height of his success, on 28 December 1896, at age 67. His wife, Emma Platt Pickles, preceded him in death on 22 June 1881. The Pickles had lived in the inner city on the east bank [Thomas Pickles' obituary: D STATES, 12-28-1896, p.4, c.3; Emma Platt Pickles' obituary: D PIC, 6-23-1881, p.4, c.4].

Pickles' ferry boat career had not been without its setbacks. In 1890 he had lost the steamer Josie. Fortunately the accident happened during the wee hours of the morning so that the crew and two passengers escaped injury. It was an \$8,000 loss for Pickles and he had had no insurance on the Josie to cover it [D STATES, 1-31-1890, p.5., c.2].

2. After Thomas Pickles

The Union Ferry Company acquired all of Thomas Pickles' fleet of boats after his demise and also picked up his leases. In 1904 they had suffered a loss similar to the sinking of the Josie. Their oldest boat, the Jerome Hanley, built in 1883, sprang a leak and sank near the dela Ronde landing on the Algiers side. The Hanley was about eighty-eight feet long, displaced fifty-five tons, and was a loss of \$2,500. Since she sank in only twenty feet of water, the company could rescue her machinery but decided not to salvage her hull. Here too there were no losses of life. The Hanley had been out of commission for some time because of her general state of disrepair [ITEM, 10-24-1904, p.7, c.4].

It should be noted that the Union Ferry Company was under the direction of A. M. Halliday, whom Pickles' daughter had chosen for her husband. Halliday must have had a superstitious attachment to

the name "Josie," (it was the name of Pickles' other daughter), for he christened another ferry boat with that appellation after the unlucky loss of the first Josie in 1890. The label continued to be unpropitious, for in 1905 the new Josie had a crash near the Canal Street landing. This time several children were badly hurt. The cause of the accident was a twisted rope in the Josie's rudder assembly controls [ITEM, 8-25-1905, p.5, c.3].

By 1909 the landing for the Canal Street Ferry on the Algiers side had been changed to the foot of Morgan Street, where it has remained from that time to this. The other ferry landings in Algiers at that moment were at the foot of Olivier Street for the Third District Ferry and at the foot of Belleville Street for the railroad ferry, both downstream from the IA. The other westbank rail terminal also had a train ferry. This one was upstream from the IA just across the parish line in Jefferson Parish. This ferry carried trains for the Texas and Pacific between the city and the McDonoghville yards [THNOC 1909 map of New Orleans, #1980.204ab; and 1914 Tulane map].

Halliday was not as successful as Pickles in satisfying commuters between the two banks. His company barely hung on to the franchise in 1923 when the Risso brothers challenged the legality of the successor Algiers Public Service Company's contract. The state supreme court upheld a state act #94 of 1921 in favor of the Algiers company, denying the appeal of the Rissos that a city ordinance of 1912 required bidding and fixed terms for the lessees. The ferry leases were so lucrative that the Rissos were willing to bid \$200,000 for the privilege of running the Canal Street and the Third District ferries. Joseph A. and Alexander Risso had other New Orleans ferry franchises, but they could not get their hands on the Algiers contracts [T PIC, 12-18-1923, p.3, c.4].

During the 1920's the Algiers Public Service Company upgraded both the character of its terminals, as well as added two newer and more modern ferries, the Algiers and the New Orleans to its service. The two boats were termed "sister ships" and thus had similar

accommodations. Thus each ferry could take five hundred passengers on the upper deck, and seventy automobiles on the lower deck. At that time the board of directors for the company consisted of Frank C. Duvic of the hardware family, H. Harding, C. V. Kraft, Herbert J. Bodenger, and R. P. Nolan [T PIC, 3-9-1924, p.14, c.5; Ibid., 3-28-1925, p.18, c.6-7].

During the 1930's and 1940's Algiers kept the same three ferry landings: At the foot of Morgan Street, at the foot of Olivier, and the Southern Pacific Railway landing at the foot of Belleville Street. In 1932 the board of directors for the Algiers Public Service Company (APSC) came under fire from several of its stockholders who alleged that the board was spending considerable sums of money for legal counsel to prevent fare reductions and unfavorable legislation in Baton Rouge. Henry Acker, James Foster and Willie Nelson of Algiers wanted a full explanation from the board concerning the expenditure of \$10,000 for legal fees. Whatever the outcome of the controversy, the APSC kept running the ferry franchise. And Frank Duvic was still president of the board, with R. P. Dolan continuing as manager of the company [THNOC 1932 map of New Orleans, #1981.119i-ii, E. Harvey/West map; THNOC 1942 map of New Orleans, #1950.57.24, Eckendorff & Wartberg; T PIC, 6-17-1932, p.30, c.4].

After World War II rampant change was underway in Algiers. The generic national decline of the railroads manifested itself in Algiers with the abandonment by Southern Pacific of its use of the Belleville Street landing for transporting trains from the east to the west bank. The shipbuilding and ship repair facilities did not decline so precipitously, so that it was not clear whether Algiers would be needing more or less ferry service. So there were rival movements in being to add another ferry landing in Algiers, even as more imaginative citizens were plotting the complete demise of the ferry era by contemplating the construction of a high bridge over the Mississippi from New Orleans to Algiers. The latter group, of course, won out, and the Mississippi River Bridge Authority completed the bridge by 1958. This bridge really made ferries unnecessary, but a few citizens fought and won the battle for keeping a ferry between the foot of Morgan Street and Canal Street

[THNOC 1950 map of New Orleans, #1950.57.9.1, William E. Boesch, lithographed; T PIC, 7-16-1949, p.1, c.7].

Before the ferry traffic decline, there was a major fire in the ferry house at Morgan Street on January 22nd, 1952. A negro woman, Althea Forbes, died in the fire. There could have been even greater loss of life had it not been for the quick thinking of the ferryboat captain, Walter Blakeman. The fire at first was only a smouldering one until it ignited a two-inch gaspipe beneath the landing. Then, an explosion and high winds turned the modest fire into a raging inferno. Blakeman had just departed the terminal with about a hundred passengers, when he saw the disaster unfolding. Quickly he got the ferry back to the landing and rescued ferry employees and others trapped between the fire and the water. Althea Forbes was caught in the Dixie Coffee Shop in the ferry arcade directly above the fire, and could not get away. It was only discovered after several days that she had not escaped the flames.

It took several weeks before the company could restore ferry service at Morgan Street. Traffic was diverted to the Olivier Street landing in Algiers during that interval. Since the distance was greater, it took nearly double the time for a trip, or 22 minutes, to cross from Canal Street to Olivier. Mayor Morrison urged commuters to use buses for crossing to reduce congestion. The Naval Station provided a boat temporarily to transport navy people from the station to the foot of Esplanade [T PIC, 1-23-1952, p.1, c.4; Ibid., 1-24-1952, p.3, c.1, and picture p.1, c.5; Ibid., 1-27-1952, p.1, c.4; Ibid., 2-7-1952, p.9, c.3].

When the Mississippi River Bridge was completed in 1958, Algerines exerted sufficient pressure for continuance of ferry service even though it was projected that the ferry would operate at a net loss. The Mississippi River Bridge Authority (MRBA) assumed the franchise from the APSC and continues to operate the Canal Street-Morgan Street ferry up to the present. The service is now (1983) free. The MRBA charged tolls for the bridge for some years into the 1960's; but paid off its bonded indebtedness and can now afford to subsidize the ferry [STATES-ITEM, 2-14-1959, p.2, c.5; T PIC, 1-13-1962, p.8, c.5].

3. The Impact of the Ferries

The ferries enabled Algiers to become a major urban area. Already during the nineteenth century, Algerines liked to refer to their haven as the Brooklyn for New Orleans. But it was a somewhat different symbiosis compared to the New York-Brooklyn relationship. In the early days, the Algiers ferries functioned as funnels to feed produce into the inner city, enabling the latter to live and to grow. The city, in turn, gave business to Algiers' shipyards and dry docks. Algerines considered their promontory a shelter from the noise and hubbub of the central city. Richard R. Dixon, compiling his anthology on Algiers, referred to the comfortable feeling of a native when he stepped ashore at Algiers. He wrote: "One had the feeling of relaxation as you entered 'God's Country'" [Dixon, 1971: 76]. When he wrote this, in the summer of 1971, the immediacy of calm was probably greater than it had been over many many decades of the nineteenth and twentieth centuries. There no longer was the clamour and din of the shipyards once so close to the ferry landing. But of course the yards now upstream, those of the Algiers Iron Works, continued to provide an industrial backdrop. In any case, the wayfaring suburbanite could walk a few hundred yards from the landing to escape into a quiet residential neighborhood.

Regardless of how an observer looked at Algiers, the ferryboat connections with the east bank were the strongest determinants of how isolated from, or integrated with, the outside world Algiers was. Without them Algiers would have been ten times more provincial than it was during the era 1827 to 1958. Even throwing in the presence of the two rail lines in Algiers, one could never have called Algiers a metropolis. The train passengers, for the most part, were not going to Algiers; they were going to New Orleans. And without the presence of the ferries, these passengers would never have passed through Algiers in the first place.

So Algiers was a place where nearly everyone was in transit to somewhere else. Even the inhabitants of Algiers were in transit. During the nineteenth century the peninsula was a sanctuary for the middle class professional, the merchant, or businessman whose

occupation drew him to the big city. For housing he could escape to the economical asylum of his west bank home. In all probability a few proletarians imitated this middle class example and had their jobs in the center city as well. The ferry was essential to them, so that they could earn a living. But most working class people from Algiers were anchored to Algiers, close to their work in the shipyards, dry docks, railyards and other local businesses and industries. Yet the city was a magnet for them as well, drawing them for recreation, leisure and its variegated shopping and other opportunities. The upper classes who gained wealth from Algiers, such as Lewis Johnson or Thomas Pickles, tended to live in the inner city; while the successful politician with his roots in Algiers, such as Martin Behrman, stayed to live among his friends and neighbors in Algiers.

The late 1890's brought the Navy Yard to lower Algiers, and with it came the sailors and other naval personnel. These two were in transit both in a figurative and literal sense. Few sailors ever put down roots in Algiers, yet their paychecks enhanced the local economy as they came up Patterson Street and either stayed in Algiers to patronize a favorite bar, or continued up Morgan Street to the ferry and New Orleans' French Quarter for a more diversified liberty ashore.

The two world wars must have given the U.S. Navy's presence in Algiers a stronger grip on the community than most outside influences. The war effort increased both the civilian and the military activity regarding shipbuilding and repair, and drew the base personnel closer to the community by their participation in a common cause, the war. Sailors were made welcome in Algiers from the establishment of the base to its closing as a Naval Station in 1961. A Naval Support Facility still keeps alive this long-standing kinship of the town with the service personnel.

The end of World War II and its effect on American shipbuilding; plus the coincidental decline of U.S. railroads, contributed terribly to the industrial decline of Algiers. The plan to build the high bridge and the actual completion thereof, tended both to promise a revival

for Algiers, and condemn certain neighborhoods, such as Algiers Point, to further and greater isolation. The fact that the bridge debouched a mile upstream and that its ramp turned away from the point, insured more privacy for that place than it had seen since the Civil War. But the saving of the Canal Street Ferry guaranteed that Algiers Point and the IA would continue to have rapid access to the outside world, if it wanted it. The continuance of ferry service at the foot of Morgan Street gives Algiers inhabitants the continuing chance to dwell on the west bank, work in the center city, and not be encumbered with a parking problem for their automobiles on the east bank. Yet those who care to take their autos can do so. But the high bridge, of course, carries the heaviest volume of vehicular traffic.

B. Railroads and Streetcars

1. The New Orleans, Opelousas and Great Western Railroad (NOOGW)

The NOOGW was the first railway to connect Algiers with the outside world. In reality, it was Algiers reaching out to the rest of the world, and not vice versa; for New Orleans, except for the river, was surrounded by a series of obstacles that tended to keep the world out. The railroad enterprise was much troubled by the terrain it had to traverse, the lack of adequate capitalization, and a certain ineptitude of management in the construction phase. G. W. R. Bayley, the Chief Engineer for the NOOGW, wrote a history of the line for the Daily Picayune in early 1873, recited in considerable detail why the line had not become an instant success. There was city, parish, state and private involvement in capitalization; but after slow progress in construction, potential purchasers of bonds became increasingly wary. The yellow fever epidemic of 1853 did not help matters any; it carried off hundreds of laborers who died from the plague. Even though planning for the line commenced in March of 1851, the company completed only eighty miles of track, to Brashear City (now Morgan City), by 1857. And for twenty-one years thereafter, that was the end of the line [D PIC, 4-6-1873, p.4, c.3, this is Part 5 of Bayley's "History of the Railroads of Louisiana. Bayley's other chapters ran in D PIC before and after this date. T PIC, 10-19-1952, mag sect., p.13, has a briefer history of the NOOGW/SP].

Bayley told of the problems with crossing swamps, "prairies tremblante," lakes and tortuous bayous. Bayley's assessment, however, was that the major cause of the NOOGW's poor start, was the decision to have only one contractor, Bates, Benson & Co., do the entire job. He wrote that this practice invariably led to subletting to smaller companies at such low rates that the latter could not do the work properly for the price agreed upon. At any rate, that is what happened--the construction was always behind schedule, poorly done, and considerable money was wasted. To top off such mismanagement, the Civil War nearly gave the coup de grace to the enterprise. Confederates wrecked most of the locomotives and blew up the trackage. During federal occupation of New Orleans, Union forces held the eastern end of the line, while Confederates held the western half [T PIC, 10-19-1952, mag. sect., p.13].

Algiers, of course, was the starting point of the NOOGW. The line was intended to link to and coordinate with steamship travel. In 1856 Cornelius Vanderbilt made a contract with the line to provide them with passengers from his steamship lines to the various termini of several railroads along the Gulf Coast. In the case of the NOOGW, and excepting the interruption of the war, this was the mode of connecting rail with ship travel for two decades in the Gulf region [D PIC, 4-6-1873, p.4, c.3].

After the war, this enterprise, like so many others, needed reconstructing. In this case, the man who did it was Charles Morgan. He was the personage after whom the railroad's terminus, Morgan City, was renamed. Morgan had his financial difficulties, too, and in 1869, his railroad very nearly sank beneath the economic waves. Under his leadership, the line became known temporarily as Morgan's Louisiana and Texas Railroad and Steamship Company. Even though Morgan died in the 1870's, his name was used in conjunction with this railroad in the New Orleans City directories as late as 1920. But Mr. A. C. Hutchinson, during the 1870's established a relationship for the line with the Southern Pacific Company, Atlantic System. It was this relationship that brought final success to the old NOOGW. Yet it is

always confusing to have this railroad referred to by multiple names: Sometimes in commercial advertisements Morgan's name was used long after his departure; at other times the line was called the Texas and New Orleans or the Louisiana and Texas; but mostly, after 1900, it was referred to as the Southern Pacific (SP), in deference to the parent company. Be that as it may, the SP finally linked up with Algiers on a de facto basis with steel rails in 1883. At that moment it made contact with a Texas railroad which had access to the long stretch of steel extending to California.

The SP therefore had a very close relationship with Algiers for the next seventy years, until the rapid decline of railroads generally after World War II. But the major impact of the SP on Algiers was its provision of employment for large numbers of Algerines over that large span of time. The SP had immense yards between Atlantic and Thayer avenues in lower Algiers that extended more than a mile from the river. Here all kinds of repairs could be made on locomotives and other rolling stock. Besides, the SP had a capability for many years of moving its trains by ferry from west to east bank, and vice versa.

Despite the considerable traffic in passengers and goods, most of it was in transit to New Orleans proper; and there was not so much interplay between Algiers and the outside world because of this railroad or its competitor.

2. The New Orleans, Fort Jackson and Grand Isle Railroad (NOFJGI), or the Orange Blossom Route

This second railroad came to Algiers in the 1880's and in Louisiana had more of a north-south orientation. In 1889 the Orange Blossom Route built an impressive depot about a hundred feet above the ferry landing at the foot of Morgan Street, but in 1892, as we have seen, it fell into the river. For this reason, the company retreated several times, moving its station gradually upriver. In 1910 the station was at the foot of Pelican Street; but by 1950 the station was just beyond the Orleans Parish line in McDonoghville in Jefferson Parish.

The Orange Blossom Route underwent several name changes too. Around 1910 it was called the Texas and Pacific Railroad or the New Orleans and Lower Coast Railroad; and by 1950 was jointly using the Texas name as well as the Missouri Pacific appellation. As far as Algiers was concerned, the Missouri Pacific did not mean quite so much, probably because it did not have a large repair facility in Algiers, as its rival had; and secondly, because it gradually drifted out of town. Today (1983) the Missouri Pacific has yards several miles upstream from Algiers at Avondale, still has trackage southward toward Buras, but like the SP, is engaged wholly in a freight-carrying operation in the delta country. The SP also now has freight yards at Avondale.

3. The Algiers and Gretna Street Railway

In early 1882 Thomas Pickles of ferry boat fame, decided to diversify into the streetcar business and make his ferries reach a larger population. Since he was carrying mostly passengers, it may have been partially his competition that drove the Orange Blossom depot further upstream, for the two lines were exactly parallel for several miles. Pickles wanted to use "dummy engines" on his line and carry light freight as well; but he ended up only with mule cars. Yet it was profitable; and Pickles' successors converted the line from mule cars to electric cars in 1907. The endeavor was finally replaced by busses in 1931 [STATES, 4-20-1882, p.3, c.2; ITEM, 9-1-1907, p.9, c.8; T PIC, 1-21-1931, p.1, c.6].

Pickles had had only a single track in April of 1882, but by July he had double track. The route downstream from Gretna to Algiers proceeded down Madison Street, to Powder, to Peter (now Pelican), to Bouny (now Bonis), to the ferry landing. Upstream the trackage proceeded up Bouny, to Alexandre (Alix?), to Powder, to Madison.

The Newspaper account announcing this new service sounded like an advertisement written by Pickles: "The prospect of a railroad in the near future is hailed with delight by the people who are living and employed along the projected line. It is prophesied that

residences will soon stand where empty lots can now be seen, and that the new houses will be occupied by a class of honest, industrious and thrifty mechanics" [STATES, 4-20-1882, p.3, c.2].

C. The Navy Yard

About a mile downstream from Algiers Point and the IA is a Naval Support Facility that was once a great navy yard. The ups and downs of this facility reflect the status of U.S. foreign policy at the several periods of its existence.

The navy purchased four hundred acres of land from Jean B. Dupiere on 17 February 1849 for \$15,000. Very little was done with the land during the next fifty years. In 1889 and 1890 two different congressional committees concluded that New Orleans would be the best place to establish a navy yard on the Gulf Coast. In 1894 the government bought more land adjacent to its original purchase [T PIC, 6-27-1933, p.5, c.4-5]. The one local politician who did most to bring the huge revenue-enhancing base to the Algiers backdoor was General Adolph Meyer. As we have seen, he was rewarded by having Patterson Street named after him before World War I; but he received permanent commemoration only later when the street passing the Navy Yard's front gate was named General Meyer Avenue in his honor [Dixon, 1971: 89].

Because of Meyer's efforts, as well as other causes, the Algiers Navy Yard was commissioned on 6 November 1901 with the arrival of a large English-designed floating dry dock, costing a million dollars. For a start, the navy also built three support buildings ashore at that time [T PIC, 3-31-1961, sec. 1, p.3, c.4].

The English-style dry dock was 525 feet long 126 feet wide, and could handle warships with a draft of fifty feet. This would accommodate a vessel of 18,000 tons with some strain. A more reliable maximum capacity would have been a 15,000 ton ship. It is definitely known that this dry dock berthed the battleship Illinois in 1905 [Dixon, 1971: 89]. By the time of World War I, the navy yard ashore had grown to as many as twenty-five buildings.

Several newspaper narratives recite a list of closings for the naval station over the years; but in actuality there has always been at least a caretaker force of either sailors or marines at the base even when it was ostensibly closed. Usually the appointment of an officer of lesser rank as its commandant was an indication that the base had been downgraded. Thus in 1909 a commander replaced a full navy captain. After that, in 1910, the station was "closed" until 1915, and no senior officer was put in charge [T PIC, 6-27-1933, p.5, c.4-5].

During World War I there were usually about 700 enlisted men attending fireman's and machinist mate's schools at the Algiers Navy Yard. There were also about a hundred officers on board. The station also served as a repair plant for all warships operating in Gulf waters and as headquarters for the training station of 3,400 men at West End, New Orleans, with Commodore Valentine Nelson in command [Dixon, 1971: 89].

Immediately after World War I, the Navy Yard was again phased back, but from 1921 till 1924 there nevertheless was a Rear Admiral commanding the base. The drastic cutback of men and materials was at least reflected in 1924 when a lowly lieutenant-commander was in charge [T PIC, 6-27-1933, p.5, c.4-5].

The base was continuously being used for diverse purposes during the lean times. During the 1920's, for example, the Marine Hospital at Algiers converted several wards for use by the navy. In fact, the hospital was to accept men from all of the armed services who were sent there by the Veteran's Bureau. The United States Public Health Service then took over the administration of the hospital. It had two hundred beds at that time [T PIC, 9-14-1921, p.1, c.2; p.3, c.7-8].

Meanwhile the personnel at the base were cut back drastically and ship repair on warships was discontinued altogether. But the Algiers Naval Station still became headquarters for the Eighth Naval District. Then, in 1933, when the Eighth Naval District was amalgamated with the Seventh and Sixth, the station was again "closed." For a few weeks

longer a small crew remained at the wireless station; but they eventually left for Pensacola [T PIC, 6-27-1933, p.5, c.4-5]. Then, only a security guard remained to protect government property against vandalism. Yet it was only five years before the Navy Yard reopened, once again to build and repair warships, as the nation watched ominous signs of war in Europe during 1938 [T PIC, 11-5-1938, p.1, c.8].

The Depression years saw the nearly vacant base providing shelter for workers from the NRA-WPA and the National Youth Administration. While military functions were at their nadir, the Marine Corps football team at the station often gave local sports fans the thrill of seeing quality play.

World War II brought the zenith of activity to the Navy Yard. It added the building of landing craft to its repertoire and six thousand civilians worked in the yards at the crest of its progress. During the course of the war the station supplied and serviced nearly five thousand vessels and outfitted 605 more. The base was also used as an Armed Guard Center and in January 1945 this portion of the facility had twenty thousand enlisted and nine hundred officers on its roster [Dixon, 1971: 89].

The war period could be used to symbolize the impact of so large an establishment on the local economy and the cultural milieu of Algiers/New Orleans. In quiet times one could hardly imagine such a beehive of activity as well as such a recreational concentration in one small area. Naval personnel must have dominated the ferry traffic; and even though it was wartime, the French Quarter had a level of liveliness round the year that simulated Mardi Gras intensity. And the paychecks of civilians and sailors alike advanced the prosperity of the metropolis many fold.

This all disappeared once again after the war. The base withered in personnel size and was redesignated from a Naval Repair Base to a Naval Station in 1947. 1948 saw a modest revival when several destroyers were stationed at Algiers for training naval reservists. The

Korean War brought a similar renewal when the base was again redesignated a Receiving Station. With the Korean armistice, the navy followed its earlier practice of making the place a headquarters for the Eighth Naval District [STATES, 3-30-1961, p.8, c.1-3; T PIC, 3-31-1961, p.3, c.4-6]. President Kennedy's economy drive in 1961 closed the Naval Station down again. As always, new civilian uses were found for the facility. In 1966, 78 acres were removed from the station's control and given to the Algiers community for educational and health institutions. The O. Perry Walker Senior Public High School was built on part of this land. As for naval changes, the base was converted in 1970 by bringing the Naval Support Activity from the east bank to Algiers. At that time a new concrete pier was built there and several buildings renovated. The base is now in a typical peacetime mode, but still well thought of by the local community [Dixon, 1971: 89].

V. A Few Personalities in the IA and Algiers Generally

A. Martin Behrman

If any one individual rising to prominence from Algiers would personify the bourg, it would be Martin Behrman, a working class orphan boy who became New Orleans leading politician for two decades. Behrman married into another upwardly mobile family when he wed Julia Collins. Several of her nephews became Major Generals in the U.S. Army; the one, James L. Collins, started out as General Pershing's aide in World War I; the other, J. Lawton "Lightning Joe" Collins won fame in World War II for his exploits on such far flung battlefields as Guadalcanal in the Pacific and Cherbourg, France in the European theatre. Joe culminated his career as Army Chief of Staff during the Korean War. James, the other brother, was also the father of our contemporary astronaut hero Michael Collins who was the command module pilot of Apollo 11, which landed the first man on the moon in July of 1969. All of these Collines were reared in Algiers [Dixon, 1971: 9].

Behrman's own achievements were of another sort, more down to earth, to coin a phrase. Behrman was a self-made man who was orphaned at age twelve, in 1876, with the loss of his mother. At first he lived and

worked in the French Quarter and went to night school there. He had gotten a foundation in the German and French languages at the school to which his mother had sent him, the German-American school in Royal Street, but the social mingling of his wide-ranging later employments did more for honing his linguistic skills than any formal training. He later prided himself as a politician/linguist when he could cajole votes better in French than in his semi-native German [ITEM, 10-22-1922, #1, p.1, c.7].

As an orphan boy, Behrman found a series of jobs in Algiers that assured continuous progress for his upward mobility. He started as a lowly grocery clerk, then to a bakery and wholesale deliveries. Then came more grocery retailing, a post office clerkship, and more grocery wholesaling. Eventually, after acting as a travelling salesman, he got his first political appointment as a deputy assessor in Algiers. Almost everything he did brought him into contact with large segments of the public, the ideal training ground for an aspiring professional politician. Behrman later boasted that he got the job as a travelling wholesale grocery salesman because he could communicate better in French than any of the other applicants. The determining factor for him to accept the political appointment was the fact that this job allowed him to return nightly to his dwelling in Algiers. Julia had emphasized this advantage, but came to regret it later when all of Martin's political jobs made a workaholic out of him, and barely permitted him to come home [ITEM, 10-22-1922, p.1, c.7-8; p.2, c.2-4].

Once in politics, Behrman paid his dues by working hard for his faction's mayoralty and gubernatorial candidates. Their successes insured his own. And when they got bounced out of office, so did he. Between political appointments, he went over to the Edison Company of electrical fame. Then he was given the Algier's assessor's job, and even though Edison was not then doing business on the west bank, Behrman resigned the private job rather than be accused of a conflict of interest. For the most part, Behrman was able to convince the public of his honesty and integrity, and this fact was demonstrated conclusively after his death when his entire estate was probated at \$25,455.40 [ITEM, 2-18-1926, p.1, c.6; *ibid.*, 10-23-1922, p.1, c.1; p.2, c.1-6].

Behrman was a great believer in the practical professional politicians. He scorned reformers and silk stockings who might have a great deal of theoretical knowledge, but little practical experience. He said that these political novices usually served for one term; whereupon the electorate turned them out; and then the professionals had to return and straighten out the mess the amateurs had made [ITEM, 10-24-1922, p.1, c.1; p.3, c.3-6].

It was not until 1903 that Behrman won his first elective office, that of state auditor. Despite that victory, he was such a homebody that he only rented a single room in Baton Rouge while he served there, and commuted homeward to Algiers for his weekends. Before he had completed that term in Baton Rouge, Behrman got the call from the New Orleans Regulars to run as their mayoralty candidate. This started his unprecedented string of political victories that made him mayor of the city of New Orleans for four consecutive terms from 1904 until 1920. Being turned out of office in the latter year, Behrman used the unexpected respite to write his memoirs and take a well needed vacation before returning for the last time to the political fray [ITEM, 10-22-1922, and daily for weeks following].

Both as mayor and in the appointive offices he held before that, Behrman was ever loyal to his spiritual home, Algiers. Critics accused him often of thinking of Algiers as the center of the universe, and Behrman would admit it was so. In his memoirs he wrote:

I wish to explain now that Algiers was in many ways different from the other wards of New Orleans, and owing to the river, was much more of a separate community, in a sense, than any other ward in the city. I suppose Carrollton was that way also, for many older citizens remember when we would have to leave the mule cars and take steam trains to Carrollton. The fact that we did not have big plants employing so many men who live on the "city side," or so many residents of Algiers with businesses or jobs on the "city side," tended to make Algiers in some ways like a country town. We had our entertainments and our sports all our own to an extent in my younger days that was not true of any ward in New Orleans in my time. With mud streets, slow ferries and mule cars, visiting between us and our friends on the "city side" was not so convenient and easy as it is now

As I lived in Algiers I was naturally more interested in Algiers than any other section of the city. There was very little there in the way of improvements when I first went to work for Mr. Gallagher. I have lived to see Algiers lifted out of mud that made streets impassable in rainy weather and transformed to a well-paved, well-lighted section with modern school houses, a good fire department, good drainage and a library. We had a good mule car service long before trolley cars came in [ITEM, 10-25-1922, p.7, c.3-4].

Behrman did not fail, either, in portraying his role in shaping all these improvements for Algiers. At one time he had been a volunteer fireman in Algiers, and later he saw the deficiencies of fire fighting facilities in Algiers during the horrendous fire of 20 October 1895. It is little remarked that Algiers had had a single fire in May of 1891 that destroyed eight houses [D PIC, 5-11-1891, p.3, c.5]. With the fire wells that the bourg then had, it was a frequent possibility that any fire in Algiers could get out of control. The 1895 fire combined all of the worst features to encourage fire: a drought, low water conditions in the river and thus in the wells, and a very high wind. In addition, one of the old human-drawn pumping engines lost a wheel on the way to the fire and could not be used. Behrman saw all this and used his position and influence to correct it. Describing Algiers before the fire, he wrote:

There is a vast difference between the Algiers of those days and the Algiers of today. Then it was worse than a small country town is today, insofar as improvements, conveniences and safety are concerned. We had no modern lighting system, no paved streets, no water works system or filtration plant, no modern school buildings, public library or playgrounds. Now we have all that goes to make for healthy, convenient living and safety. We have double nozzle fire plugs, splendid school buildings, a new court building and a large number of beautiful homes. There has been a vast change since the big fire [ITEM, 10-29-1922, p.1, c.8].

The most visible and obvious reaction to the fire was the nearly immediate laying of twelve miles of water mains and installation of two hundred fire plugs in Algiers. This work began less than two months after the fire and was completed by April of 1896 [Dixon, 1971: 100]. Behrman played a role in this as well as the relief activities directly

associated with the fire. As a member of the relief committee, he sat at the table with his colleagues and listened to the needs of the homeless. With the funds collected they were able to give the needy nearly fifty cents on the dollar lost for household goods. And together with insurance money on most of the houses, this part of Algiers started to rise from its own ashes within a week of the fire. The local papers recorded housing starts within that interval [D STATES, 10-23-1895, p.1, c.6; p.4, c.4].

Behrman had his hand in nearly every project for the improvement of Algiers during his active years. He prided himself in his New Orleans Parish School Board work from 1892 to 1904 in that he, an orphan boy, had risen to become the administrative superior of the man who had once been the principal of his boyhood school. Despite his rise to prominence, he had a gift for being all things to all men. He was a very popular and well-loved mayor of New Orleans, and his unexpected death near the start of an unprecedented fifth term as major, produced a funeral tribute seldom seen. Many felt Martin Berman had worked himself to death for love of his city, New Orleans. He died in January 1926. His name is commemorated on several streets, a high school, and other public buildings. Behrman's equal love for Algiers was exemplified by his continued residence in Algiers till the day he died, at 223 Pelican Avenue. He kept a modest cottage there for thirty years, even though he had risen to the top post in a great city; and commuted daily to the central city by ferry for most of those years [Dixon, 1971: 80-81].

B. John Sprada, Barkeep and Cafe Owner

We have already mentioned John Sprada in the section on saloons, III.B.3.g. above. Sprada kept an establishment right up against the levee on Morgan Street near the Algiers landing for the Canal Street Ferry. He was there for forty-seven years, from 1907 to 1954. The location is inside the IA in Square 10.

As was mentioned earlier, Sprada came from Danzig, East Prussia, Germany in 1900. Someone who knew him well contributed a story to the New Orleans Item for his obituary: The story was that he

had met a girl in a Danzig city park, fell madly in love with her, but did not at first win her love in return. She had somehow contracted for a governess' job in America and set out by ocean steamer to take the position with a wealthy family in New Orleans. Sprada followed her and eventually won her heart and her hand. They were married in New Orleans. Her maiden name had been Marie Woempner. The story did not have a happy ending, however, for Marie died on the 11th of March, 1915 at age 38. The thing that struck the obituary writer, at all events, was the fact that John Sprada died suddenly on the 39th anniversary of Marie's death.

A few years after Marie's death, John Sprada remarried. This time his bride was Alma Henneberg. They had two children, Siegfried and Henrietta. During Prohibition Sprada converted his bar into a soft drink parlour; but returned to retailing liquor in the 1930's when it was again legal. Before he died in 1954, John Sprada's place was known as Sprada's Cafe and provided meals as well as dispensed beverages [ITEM, 3-12-1954, p.6, c.1, 4]. In 1957 Sprada's heirs sold the property, Lot 7 Square 10, to a parking lot consortium [see Appendix I] and the building was demolished. Part of the sidewalk still remains [1983] and there is a tilework name imbedded there near Morgan Street, blue tile on a white tile field, saying "Sprada's Cafe."

C. Adam L. Hasling, Ship Chandler and Grocer

Adam L. Hasling was born in Hamburg, Prussia, Germany, about 1818. He came to America about 1835 and his obituary claimed he came quite early to Algiers. It must have been around 1850, because that was the first mention of "Hasling and Cook, coffeehouse" in the city directory for Algiers. This establishment was inside the IA, on Patterson Street between Bartholomew (Bermuda) and Seguin. He apparently did not own the premises, because the notarial records [see Appendix I] only show that he held Lot 11 Square 13, between 1854 and 1887; and Lots 1 & 9 Square 20, between 1854 and 1872.

Hasling's first job in Algiers was in the munitions powder business, and he was employed as an agent of the Duponts in the New

Orleans area. This may have been in conjunction with the old powder magazine that once had been on the Duverje estate for many years. He soon went into the ship chandlery and grocery business. This must have been his stepping stone to great wealth, as is indicated in Appendix I. He apparently lived inside the IA on Lot 11 Square 13, on the corner of Bartholomew (Bermuda) and Villere (Morgan) from 1853 to 1887. In the latter year he presumably concentrated the emphasis of his multi-faceted business on the east bank, as he moved his business headquarters to #2 Marigny Building in the Third District. There, for a time, he controlled the entire business of the Swedish and Norwegian vessels that came into the port of New Orleans.

As has been seen, Hasling was a man who dabbled widely in many forms of business, such as real estate. He had, for example, a beautiful summer residence in Biloxi, Mississippi, and owned a number of other properties at that resort.

During the Civil War he had fought for the Confederacy and had been a member of the famous Clay Guards.

A. L. Hasling died on the 12th of August 1895 at age 77. His wife preceded him in death; but he was survived by a son and two daughters [D PIC, 8-13-1895, p.3, c.4].

D. The Doctors Riley

This father and son team of William Hamilton Riley and Robert Lee Riley practiced medicine in Algiers for nearly a seventy year span.

The father, William, was born in New Orleans in 1838. He attended Centenary College in New Orleans and got his medical degree from the University of Louisiana in 1861. Immediately after that he became a regimental surgeon for the Confederate Army and served the Lost Cause throughout the war. Straightaway following the war he settled in Algiers at what was to become 237 Bermuda Street and began to practice medicine. In 1869 he married Mary A. Sims at Jackson, Louisiana, and they had the one son, Robert, who afterwards associated himself with his father in the practice of medicine.

William was very active in Algiers civic affairs, joining several professional, political and fraternal organizations. He was on the Board of Commissioners in 1888 when the local fire department converted from a volunteer to a paid organization. He was active in the local masonic lodge and by 1887 had become Worshipful Master of St. John's Lodge #153. He was active, as well, as a member of the Orleans Parish Medical Society [D PIC, 10-1-1910, p.7, c.4].

As stated in Appendix I, the Rileys, father, wife and son, acquired Lot 13 Square 13 in 1906. Since William's 1910 obituary stated that he died at his home at 237 Bermuda, the Morgan Street house must have been the dwelling place for his son Robert. In 1910 this duplex at 226-228 Morgan was transferred legally from father to wife and son. Mary A. Sims Riley died in 1915 and this same property was then conveyed over to Robert as sole owner.

Thus, contrary to Appendix I, the house on Lot 13 Square 13, must have been different from the one depicted in the Robelot plan of 1865. Though neither this 1865 plan nor any of the three Sanborn plans have precise dimensions given for the dwelling on Lot 13, the shapes and relative sizes of the structures as contrasted with the lot size, do not jibe. The 1865 or earlier cottage was only about half the size of the later building, and the former was not a duplex, as were the Sanborn depictions. It is however, conceivable that the older dwelling was incorporated into the later, but not necessarily so.

Robert retained ownership of 226-228 Morgan Street until 1925. He apparently retired about 1933 and died on June 21st, 1938, at age 75. He died after an emergency operation. His obituary stated that he had practiced medicine for about fifty years and that his education had taken place at Louisiana State University, Vanderbilt and Tulane Universities. His favorite pastime had been sailing. He was survived by a daughter, Mrs. T. P. Bell [T PIC, 6-22-1938, p.2, c.7].

CHAPTER TWO

ARCHAEOLOGICAL POTENTIAL OF THE IMPACTED AREA (IA) BASED ON THE KNOWN HISTORICAL OWNERSHIP AND USAGE (FROM APPENDIX I)

I. Generic Overview of the Archaeological Potential

It is expected that the archaeological potential of the IA near Algiers Point will not be altogether dissimilar from the findings of Beavers & Lamb in their Pier 4 Location research of 1980. The major difference, however, should be that Algiers Point will have greater potential for discovering earlier artifacts than Beavers & Lamb, because of the considerable activity there during the historical period over a lengthier interval. Also, it is not totally inconceivable that some traces from the Duverjé estate era may turn up from beneath the surface, such as evidences of Barthelemy Duverjé's brickyards at the foot of what is now Bermuda Street, and traces of one or the other slaughterhouse at the foot of present day Lavergne Street.

An interesting corollary regarding the Duverjé mansion is the fact that there may be more than a thousand human skeletons beneath the surface in the area that was once the backyard for the mansion. The explanation for this is that the Algiers mansion was used by the federal government as a hospital during the Civil War, and because of an epidemic of yellow fever, perhaps as many as fifteen hundred negro soldier victims were buried in this area. While some of the remains may have been reburied in Chalmette Cemetery after the war, it is not altogether certain how complete the reburial operation was. In any case, this burial ground is outside the IA [T DEM, 4-20-1883, p.3, c.5 & 6; Ibid., 6-19-1910, p.1, c.3].

As for the rest, it is expected that the IA will turn up the standard artifacts in the usual six major categories: ceramics, stoneware, glass, fauna, metal, plastics and, of course, miscellaneous. But, as stated above, these articles in the Algiers IA should have a wider time frame,

with items of greater antiquity, than those of Beavers & Lamb from near Pier 4.

The dominant theme for archaeological expectation in the IA should be metallic objects connected with shipbuilding and ship repair. Assuredly, ground closer to the levee, or the so-called batture ground of what is left of Squares 11, 12 and 21 would have greater concentration of such maritime objects. Nonetheless, Squares 10, 13 and 20 of primary interest to this study, should provide some evidences of the shipbuilding/repair industry.

All locations have site-specific guidance in the Sanborn-Perris maps of 1896/1903, 1909 and 1937, provided with the preliminary assessment completed by Dr. Nick Scratish.

II. Square Ten

A. Lot Seven

Lot 7, the corner lot at Morgan & Seguin, apparently had one or several dwellings on it between 1857 and 1909. The 1896/1903 Sanborn-Perris map depicts a two-story frame store there, that filled most of the lot. At that time there was a stable at the rear of the lot and this might have left its traces. By 1909, according to Sanborn, there was only a single story structure there, labelled a "Private Garage, truck storage." This place had a concrete floor. The rear third of this building was used as a repair garage. Behind it was an outdoor space that had a wooden grease rack for lubricating automobiles. Behind the rack, at the rear of the lot, was an outbuilding used as a garage for a private auto. The 1937 Sanborn had much the same structures on Lot 7, except that the grease rack was gone.

B. Lot Eight

For the period 1860 to 1907 Lot 8 would provide artifacts associated with the blacksmith trade of Francois Duvic and his heirs, as well as domestic dwelling vestiges. The rear of the lot had had outbuildings at every known historical interval, and potentially therefore holds material from a privy or privies.

C. Lot Nine

From 1907 to 1954 the saloon/cafe of John Sprada on Lot 9 would furnish the archaeologist remains compatible with that form of enterprise. The building itself was demolished in the late 1950's and the lot has since been bare as part of a parking lot. Unquestionably subsurface pieces of rubble survive as does the tile identification of the place in the sidewalk with the lettering "Sprada's Cafe" still visible.

D. Lots Five and Six

Lots 5 and 6, according to Sanborn, had only two privies in the 1896/1903 depiction. These were on Lot 5 on the side toward the levee. Their location is probably now beneath the present levee. The other two Sanborn portrayals of these two lots show them to be vacant of structures; but as the Reeves have stated in Appendix I, the possibility still exists that there once had been privies toward the rear of these lots during the nineteenth century. The front of these lots, of course, is beneath the present levee.

III. Square Thirteen

A. Lots One and Two

These lots have better than average archaeological potential. The 1868 fire that destroyed the Brooklyn House may have left some vestiges *underground*. Thereafter, Borne's shop, from 1885 to 1902, may have left remains. Then followed the long industrial usage of the place by shipbuilders/repairers. The first decade of this century saw three different companies there; but Johnson Iron Works or Todd-Johnson had the longest incumbency, up to the 1950's. This should have made the biggest impact insofar as subsurface contributions go. Since the late 1950's it has been a parking lot.

B. Lots Three and Four

Archaeologically these lots have the mixed potential of early habitations and later industrial usage. The interval that Albert Tufts had his copper, tin and sheet iron shop there, between 1900 and 1913, might yield artifacts different from the industrial use by Johnson/Todd-

Johnson for the forty years that followed Tufts. These lots have also been parking lot for about the last twenty-five years.

C. Lots Five and Six

These lots acquired dwellings, two-story double shotguns, rather late. Lot 5 received the double house in 1885, Lot 6 in 1895. The 1896/1903 Sanborn shows them both. By 1909 Lot 5 had a warehouse and Lot 6 was vacant. After the first decade of this century, Johnson/Todd-Johnson kept the two lots in the same condition. In 1937 Sanborn shows the warehouse and vacant lot as before. The shipbuilders may have stockpiled materials on both lots, using the sheltered one for materials that required protection from the elements. In recent times the New Orleans Levee Board had a corrugated metal shed on Lot 5, which was removed in late 1982.

D. Lot Seven

Lot 7 acquired the single-story double-shotgun Storey house in 1867 and held it until around 1900. The 1896/1903 Sanborn map shows it. By 1909 it was gone and shortly thereafter the Algiers Manufacturing Company, makers of sashes, doors and blinds, put it to use as a lumber storage area. There may be subsurface evidences of this. William H. Ward acquired it around 1919 and may have used it for the same purpose. At any rate, it has been open land for most of the time between 1910 and the present.

E. Lot Eight

Lot 8 also acquired a dwelling late, about 1903. But this one-story single-shotgun did not survive for the 1909 revision of Sanborn's. After that it probably served the same purpose as #7 above, both under Algiers Manufacturing and Wards. Its archaeological potential is therefore about the same. Both lots once had privies at the rear in the late nineteenth century.

F. Lots Nine and Ten

Discovery of the Mississippi River Commission map of 1874 late in the project revealed several early, heretofore undiscovered, cottages

that had been in place before notarial records spoke of them. Otherwise these lots were thought to have been vacant until about 1900 when they became the central plant for the Algiers Manufacturing Company. The notarial records, Appendix I, indicate that the building was of brick, while Sanborn for 1896/1903 claimed it to have been a two-story wooden frame. The Sanborn had the added notation regarding fire-related data: "Night watchman, no clock, fuel shavings, [insured for] \$14,000, no lights, 50' I Hose, barrels and pails." There was also a symbol that meant the factory had a large steam boiler with a 25-horsepower engine in the Lot 9 portion of the building. The boiler then was on the Lot 8 side and toward Patterson Street.

The 1909 and 1937 Sanborn illustrations also do not depict a brick building here. Instead, there is a smaller one-story wood frame building in the front half of Lot 10. The changed shapes in the illustration means that the building had been modified or rebuilt. In 1909 there was also a small square frame storage building at the rear of Lot 10. Archaeological inquiry would settle whether there had ever been a brick building here. Subsurface residue should correlate with the existence of such a carpentry enterprise. Lots 9 and 10 have also been vacant for some time, probably 25 years, perhaps longer.

G. Lot Eleven

Lot 11 should have some vestiges of the three rental cottages that it held from 1895 to 1906. Thereafter the lot has been mainly bare, but the Algiers Manufacturing Company may have stockpiled lumber here from about 1906 to 1920. There were three privies along the boundary line with Lot 12 from 1895 to 1903.

H. Lot Twelve

Lot 12 should produce artifacts compatible with its wholly store/residential history. It had outbuildings, certainly a privy, in all three of the Sanborn presentations.

I. Lot Thirteen

Lot 13 has a similarly residential history; but it had an interesting early house, with a diagram provided by Alfred de Robelot, dated 1865 [fig. 2]. This diagram should give the archaeologist an idea with some precision of location, where to hunt for two cisterns, a privy, and one other outbuilding, as well as the cottage location.

J. Church Lot

This lot had perhaps the most variegated assortment of uses of any location in the IA. 1848 to 1872 saw a wooden frame church and parsonage here; then an undertaker's establishment and residence from about 1883 to about 1901. The 1896/1903 Sanborn shows Guillaume Mothe's two-story wood frame undertaking building, at 222 Morgan Street, in that portion of the lot up against Lot 13. The rest of the church lot appears vacant for 1896/1903: but an 1899 city directory listed Mothe's residence at 216 Morgan, so there may have been a dwelling or dwellings on the rest of the lot.

By 1909, according to Sanborn, the undertaker's place was gone, and a machinery warehouse stood on the rear of the lot, opposite Lots 5 and 6. At about this time, or shortly thereafter, a felt manufacturing company held this warehouse, and could have left some distinctive subsurface artifacts. The warehouse was still on Sanborn's depiction for 1937; but the rest of the lot changed from vacant in 1896/1903, to frame metal-workshop by 1909 and 1937. This latter building was single story with corrugated iron on three sides. This latter addition may have been added by Johnson Iron Works or one of several other marine repair companies who held it between 1900 and 1910. The entire church lot has been a parking lot from about 1957.

K. Lot Fourteen

Since the morticians Guillaud and Mothe may have used this lot as a parking lot for their hearses or as stables for their horses, the lot may have some traces from these sources. From about 1900 on it became industrial and had machine shops or metal work shops under one of the several shipbuilding/repair owners. After 1957 it has been a parking lot once more.

L. Lot Fifteen

Lot 15 could have relics from carriage making and harness repair from the era when Dominique Froelicher owned it, 1889-c. 1903. Sally Reeves' recent discovery of an 1874 Mississippi River Commission map reveals that there may have been a structure on the corner before the time of Froelicher. After Froelicher, the lot's use was connected with shipbuilding/repair. By 1909 the office of Johnson Iron Works was on the corner-front of the lot, with outbuilding attached to the rear of it. There was a slight space in 1909 behind the office, and then followed a long one-story corrugated iron machine shop that began at the rear of Lot 15 and extended over all of Lot 1 and part of Lot 2. This building stayed much the same on the 1937 Sanborn depiction. It too was removed by 1957 for the parking lot.

IV. Square Twenty

A. Lots One and Nine

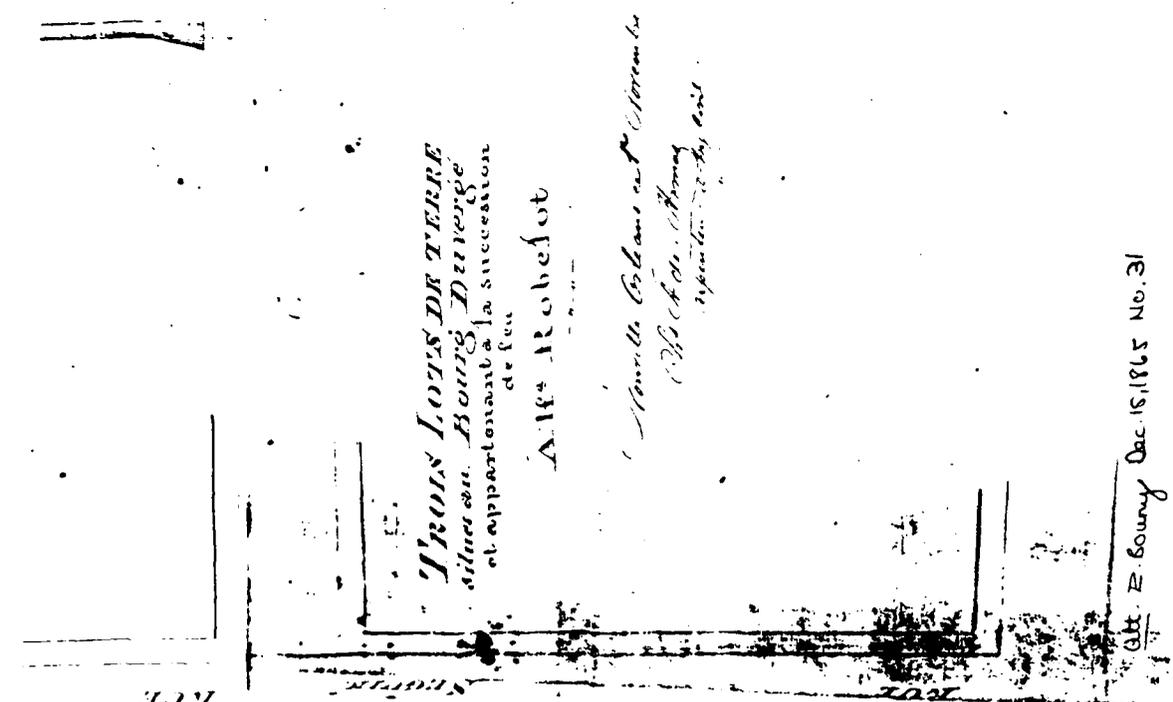
These two lots had a heterogeneous existence with many changes in buildings. There was Mrs. Stream's sawmill on Lot 1 (1840's), buildings on both ends of the two lots (1854), the construction of the large St. Charles Ballroom and its continued existence from 1854 to at least 1878 if not longer. By the time of Sanborn's 1896/1903 representation the ballroom was gone and a two-story frame tenement building stood astride the boundary between the two lots.

The 1909 Sanborn map shows Lots 1 & 9 largely vacant, as a lumber yard, with the office for William H. Ward Lumber Company & Planing Mill on the corner of Morgan and Bermuda. This was all gone on the 1937 Sanborn; where it accurately shows the one-story garage and showroom of Walter E. Dawes. This was a filling station from about 1935 to 1943, as the pump area location is still clear in Sanborn's, with the pumps now missing and Dawes' name still fadingly visible on the stuccoed facade of the front of the building. This front portion is used (early 1983) as a gathering place for senior citizens, and the elongated rear portion with corrugated metal siding, is still operated by the City of New Orleans as a brake-tag station.

Figure 2

Plan of Certain Lots in Square #13 Drawn by Francois de Paul Alfred Robelot.
Attached to the Duverje Estate Inventory of 1865.

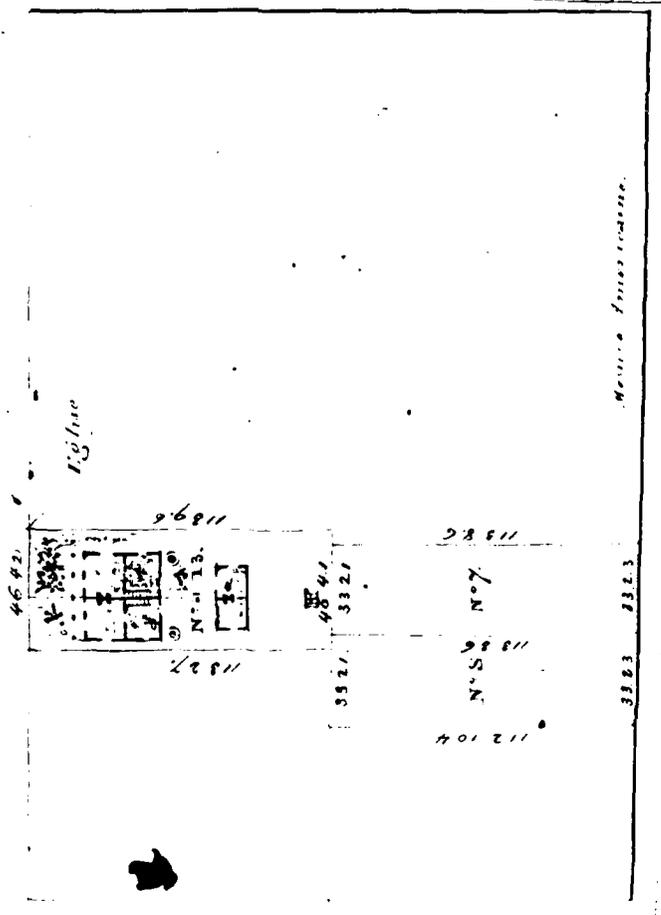
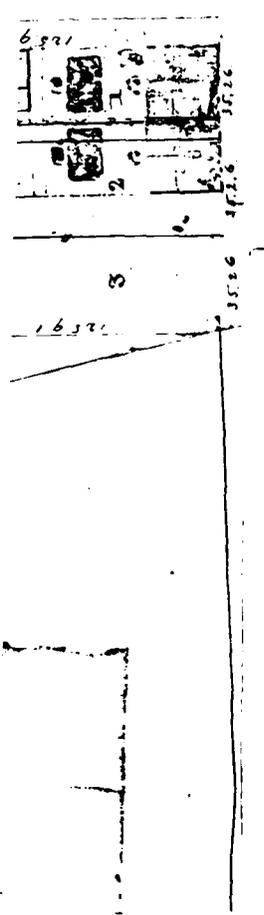
84 Derived from the New Orleans Notarial Archives, Civil Courts Building, Poydras & Loyola,
New Orleans. Notary: E. Bouny 12-15-1865.



TROIS LOIS DE TERRE
 situées en Bourg Diverge
 et appartenant à la succession
 de feu
Alex Robesot

Monsieur Robesot est décédé le 14/11/1865
 M. Ch. de. Henry
 représentant les héritiers

CH. E. Bouny Dec. 15, 1865 No. 31



B. Lots Two and Three

These have already been described as to structures in Appendix I, using the several Sanborn maps. These one-story double cottages appear the same on all three Sanborn portrayals from 1896 to 1937; but the present homes on these lots, facing Patterson Street, do not appear to be the old structures, as they are not double dwellings with twin entrances. It is possible that the present dwellings are the old ones after modification, but the architectural style seems to be of more recent vintage. Number 311 Patterson, on Lot 2, was still occupied as of January 1983, the elderly lady dwelling there apparently fighting eminent domain proceedings, or otherwise she may be directly up against the base of the new levee placement. Number 317 Patterson, on Lot 3, still stands, but is unoccupied and has a few broken windows and other signs of deterioration. Both #311 and #317 are frame one-and-a-half-story cottages.

The rear portion of Lot 2, that is, on Morgan Street, had stables in 1896/1903; and one of them was used for auto storage by 1909. In 1937 the same structures still stood, but were used for some other purposes. Recently this area has stood bare.

The rear portion of Lot 3, on Morgan Street, had a two-story frame store on all three of the Sanborn maps. The present (1983) deteriorating red frame building, which also covers the rear of Lot 4, seems compatible with the depictions of all three Sanborns. The second story now has a sagging balcony overhanging the sidewalk on Morgan Street.

C. Lot Four

Lot 4 was totally covered with one two-story frame structure in 1896/1903 that was used as a dwelling on the Patterson half of the lot; and as a store on the Morgan Street end of the lot. The dwelling end was gone in 1909 and the store end was converted upstairs to a dwelling, with auto storage downstairs. Its present (1983) configuration, though dilapidated, seems more compatible with living quarters than commercial usage.

D. Lot Five

Lot 5, in 1896/1903, had a single-story elongated frame shotgun cottage that fronted on Morgan Street. It had an outbuilding on the Patterson end of the lot. This dwelling did not seem to change in the other Sanborn depictions, but the outbuildings underwent several metamorphoses.

E. Lot Six

There was a nearly triangular shaped furniture store at the tip of Square 20 in 1896/1903. Sanborn shows it vacant in 1909 and thereafter, and so it is today.

MAIN TEXT

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- DC ITEM = Daily City Item
- D CRES = Daily Crescent
- D DELTA = Daily Delta
- D ITEM = Daily Item
- D PIC = Daily-Picayune

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ALGIERS POINT: HISTORICAL AMBIENCE AND PROPERTY
ANALYSIS OF SQUARES TEN T. (U) NATIONAL PARK SERVICE
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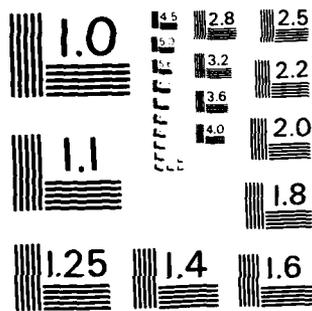
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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS - 1963 - A

D SO STAR = Daily Southern Star
 D STATES = The Daily States
 DT DELTA = Daily True Delta
 D ZTG = Die Deutsche Zeitung
 ERA = The Era
 ITEM = The New Orleans Item
 ITEM-TRIB = The Item-Tribune
 LA C A = The Lafayette City Advertizer
 M TRIB = Morning Tribune
 NO TIMES = New Orleans Times
 NO TRIB = New Orleans Tribune
 STATES = New Orleans States
 STATES-ITEM = The New Orleans States-Item
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 T PIC = Times-Picayune

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APPENDIX I

AN ANALYSIS OF ALGIERS POINT, LOUISIANA, 1805 - 1950

by
Sally K. Reeves

Submitted to National Park Service, Denver, Colorado

2nd draft

April 1, 1983

The town of Algiers, Louisiana, is on the west bank of the Mississippi River directly opposite New Orleans' Vieux Carre. It was, according to historian John Smith Kendall, the most important of New Orleans' annexed suburbs [1922: II, 742]. This proposition at first seems difficult to accept. It was certainly not more important than Faubourg Ste. Marie, which became New Orleans' central business district. Was it more important than the City of Lafayette, now the Garden District, or the City of Jefferson, now Uptown New Orleans?

What Kendall may have very well meant is that Algiers provided New Orleans with a substantial portion of its heavy industry. In 1922 when Kendall was writing Algiers had continued to do so for 100 years. In a city not known for its industrial base, Algiers was and is a center of shipbuilding and repair, marine services, lumber mills, iron works, and railroad interests. In earliest ante bellum times it had slaughterhouses, cattle ranches, sugar plantations, and brickyards, all contained within the political boundaries of Orleans Parish.

Kendall was one of a sequence of local writers and historians who found the economic and social history of Algiers of more than passing interest. Probably the earliest of these was a group of Times-Democrat journalists who researched and composed a history of Algiers for an 1880s newspaper series. Roughly contemporary to the Times-Democrat series appeared an Historical Sketch Book and Guide to New Orleans and Environs, published in 1885 by Will H. Coleman. A sketch of Algiers history in this text generally matched the Times-Democrat's Algiers stories.

In 1896 longtime Algiers resident, judge, notary public, police jury member and amateur actor William H. Seymour published The Story of Algiers, 1718-1896. In this work Seymour repeated some of the Times-Democrat plantation and industrial histories of Algiers nearly word for word. Seymour's chief new contributions were comments about individuals and businesses in the town of which he had personal knowledge. His long description of the great Algiers fire of October 20, 1895 also appeared in a contemporary newspaper.



Some twenty-five years after the Seymour text appeared, John Smith Kendall published a three-volume History of New Orleans which picked up on Seymour's text, repeating the earlier stories about Algiers almost verbatim [Seymour, 1971 reprint: 15-16; Kendall, 1922, II: 742-745]. Thus Kendall, Seymour, and the earlier journalists, while contributing valuable details about the history of Algiers, have been generally repetitive. Their texts are primarily descriptive rather than interpretive, presenting an assortment of details about small-town life in the shadow of Mississippi River levees. They have simplified the thread of land ownership by 18th and early 19th century settlers, have included an outline of Algiers drydock owners, and contributed an overview of Morgan's railroad and shipbuilding stories from the Civil War era.

In 1970, Richard Remy Dixon repeated the traditional patterns of these earlier histories in This Is Algiers: Algiers Annexation Centennial, which he followed in 1981 with Old Algiers: A Story of Algiers, Yesterday and Today." The Dixon texts have topical arrangements and lack synthesized interpretation, but are rich sources of nearly-primary research material, illustrated with Algiers street scenes and family portraits, and full of anecdotal stories. They are like well-kept scrapbooks.

The Dixon text and their predecessors have in common a portrait of a close-knit community bound together by economic interest, insularity, and the constant threat of flood from a river on three sides. The Mississippi is the source of all these factors, bringing industry to Algiers' door, isolating the community from New Orleans, and waging a ceaseless battle to inundate the town.

Today Algiers has been part of the City of New Orleans for 110 years and new bridges have tied its interests to those of the city. Nevertheless, a strong insular sense remains within the Old Algiers community, a sense that must have grown up during the time that Algiers Point developed from a proprietary plantation into a thriving suburb. The history of several squares now within the right-of-way of a planned levee setback at the tip of Algiers Point will help to focus light on that development.

According to the secondary texts, European men first occupied this tongue of land partly surrounded by water when it became part of an agricultural tract reserved for the French Crown in 1700. The Crown's tract of "King's Plantation" as it was known, extended from a fort in Plaquemines Parish on the right or west bank of the river to Natchez, Mississippi several hundred miles away. A map owned by the Newberry Library of Chicago, which dates from about 1723, shows the house of the King's agent [fig. 3]. A French map in the Paris Archives Nationales also indicates a substantial home at Algiers Point in 1750 [fig. 4].

The site of the future Algiers functioned as a hinterland to New Orleans throughout the eighteenth century. It both provisioned the city and provided agricultural goods for trade. French engineers also chose Algiers Point to locate the city's powderhouse, a public safety measure that kept a dangerous establishment away from settled parts of the community. The powderhouse building and two rows of Negro hospital cabins behind it (labeled barracks on some maps) along with a colonial slaughterhouse all stood on land that has since fallen into the river.

Between 1769 and 1803 the Spanish Crown attempted to increase Louisiana's population, part of an ambitious plan to make the colony prosperous. Settlers who agreed to make specified improvements were eligible to receive free land. In 1770, one Luis Bonrepo became the poblador or first private settler of Algiers Point. Bonrepo, however, remained there only a few months, and after several interval owners, Martial LeBoeuf (1771-1842) a native of the Gironde in France, sold the tract to Barthelemy Duverje' for \$18,000 [Narcisse Broutin: August 9, 1805]. During Duverje's ownership Algiers Point received its first stimulus for development.

Barthelemy Duverje' (1768-1820) was a sugar planter from New Orleans, son of Guillaume Duverje' of Rennes, Brittany, who migrated to New Orleans some time before 1751. The father was a captain in the French navy who invested in plantation land in Plaquemines Parish [F. Broutin 11-20-1783]. By 1805 Barthelemy Duverje' had purchased both the Algiers tract and another west bank plantation, and had a third

Figure 3

Newberry Library Map of New Orleans Environs, 1723.

Photograph courtesy Richard R. Dixon, This Is Algiers. New Orleans: Upton, 1971.
Inside front cover.



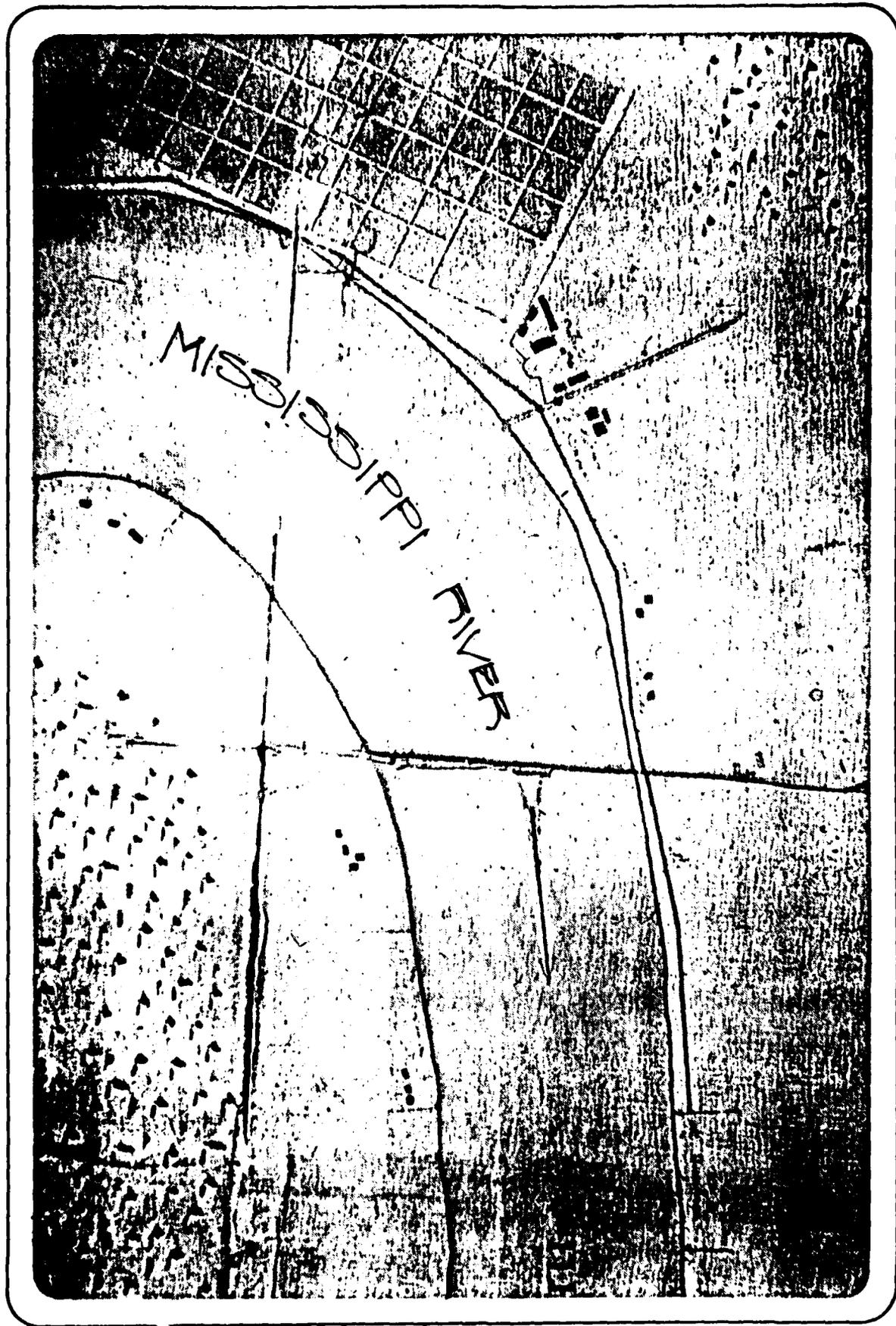
Algiers appears in many old maps and prints of the area. This 1723 map from the Newberry Collection shows that Bienville was the largest Algiers land owner of that time

Monseigneur
de la Cour

Figure 4

1750 Map of New Orleans.

Paris: Archives Nationales. Departement d'Outre Mer.



which he received as a grant from the Spanish government in 1802. The second tract, twelve miles below New Orleans at the beginning of English Turn and over thirty-five arpents wide, was Duverjé's principal residence prior to about 1817. It was a sugar plantation with an elaborately furnished and provisioned two-story home, galleried kitchens and dependencies, animal houses, ten Negro cabins occupied by thirty-five slaves, a brick kiln, and fields of sugarcane. Duverjé's three west bank tracts were located from between Algiers to English Turn. One of these had a sawmill, manor house and dependencies [H. Lavergne, 11-2-1820].

Duverjé had no townhouse in the city (the Vieux Carre), and probably viewed his property at what would later be Algiers as an alternative site for a townhouse. To make it that he would have to found a town around it, after building a home there.

Duverjé built a home at Algiers Point, probably in 1816. The house stood on the site of the present Morgan Street courthouse until it burned in 1895. The house does not appear on an 1815 map of the New Orleans riverfront drafted by Major Arsène Lacarrière Latour, military engineer for the U.S. Army during the Battle of New Orleans. This document ["Map Shewing the Landing of the British Army. . ."] carefully indicates the habitations from New Orleans to English Turn, and shows Duverjé's English Turn houses but not his Algiers Point houses. Barthélemy Lafon's 1816 "Plan of the City and Environs of New Orleans. . ." also fails to indicate the Duverjé house at Algiers Point, although both maps indicate the powderhouse and other small buildings in the vicinity. The Duverjé house and its dependencies do appear on a map by Jacques Tanesse now at the Library of Congress, which Dixon [1981, 8] assigns to 1815, but Wilson [1968, 72] notes was made "from an actual survey made in 1816."

Duverjé's Algiers Point house was a raised brick structure seventy-two feet side and fifty-two deep. Galleries completely surrounded the house, and inside were twelve large and eight small rooms. Two rows of brick slave cabins set at right angles to the main house in the rear enclosed a square courtyard. Behind the courtyard

was a twelve-acre garden with fruit trees and vegetables. In front a driveway led to the public road along the river. Flowers only grew in the front yard [H. Lavergne 11-2-1820].

Duverjé's private quarters were upstairs where he slept in a draped mahogany four-poster bed with a feather mattress. Among the master's effects was a chair of red Spanish leather and a small Santo Domingan chest of yellow wood. On the wall hung a drawing depicting the Battle of New Orleans. Downstairs in the dining room were two pictures that hinted of earlier sympathies--"The Execution of Louis XVI," and "The Judgment of Marie Antoinette" [*ibid.*].

The dining room contained twenty-four dozen blue plates and thirty-seven additional dozens of chinaware dishes and glassware. In Duverjé's storeroom in the cellar were 400 bottles of wine, twenty-two dozen bottles of beer, 400 empty bottles for filling, and barrels and demi-johns of syrup, salt, grease, tafia, vinegar, and cherry-bounce [*ibid.*].

Near the river at approximately the foot of today's Bermuda Street was a brickyard with an inventory of 140,000 or more bricks and stores of lime. On the batture in front of the habitation were two large sheds for wood, three slaughterhouses, and a cabin for the skiff and flatboat keeper. Duverjé had two flatboats, one forty-five feet and the other thirty-five feet long. He probably used these to deliver bricks and produce to the city. The Algiers Point habitation was not a sugar plantation, but rather a mixed-use agricultural and manufacturing site. It produced income from brickmaking, vegetable sales, cattle raising and butchering, as invoices in Duverjé's papers showed. Most of the slaves living on the place were house servants, cow keepers, or gardeners. Several of the slaves including Pedro, Duverjé's trusted house servant, were from Santo Domingo. The most valuable slave was the creole Artus, a forty-year-old shoemaker [H. Lavergne, n.p., Nov. 2, 1820 to Jan. 12, 1821; Vol. 5/6/73].

In or about the spring of 1819, Duverjé decided to have a subdivision plan of his estate drawn. His land at Algiers was eleven arpents wide by something over twenty-three deep. Today its boundaries would extend from Verret Street upriver to Market Street. Duverjé commissioned Claude N. Bouchon, Surveyor General for the state, to plot the subdivision. Bouchon's plan for it was dated May, 1819 [Ibid.].

Duverjé had already begun in 1819 to make plans for economic diversity in his suburb. The previous December he had begun a financial alliance with a family of Bordeaux shipbuilders, Pierre and Andre Seguin (pronounced Se-gweh). The New Orleans city council had decided as early as 1809 that the riverfront on the city's east bank was too precious for trade to be used in shipbuilding and repair. The council had in 1815 ordered Pierre Seguin to dismantle his drydock then under construction in front of suburb Marigny [Nanez Falcon, 1981, 182]. Pierre Seguin had died in 1817 leaving four orphan children, but his brother Andre had invested their inheritance with court approval in the care of Barthelemy Duverjé [M. Lafitte 12-31-1818]. Six months later, or in June of 1819, Duverjé made arrangements to secure a Seguin shipyard for his suburb by donating valuable batture land to the family on condition that they establish a shipyard there [P. Pedesclaux 6-19-1819]. Thus did Duverjé provide potential employment opportunities within his new bourg.

The Seguin shipyard probably went into operation about 1820, the year of Barthelemy Duverjé's death. In April, 1820, Andre Seguin signed a procuracy to dispose of his house in Bordeaux [H. Lavergne 4-17-1820]. Three years later his daughter Emma Seguin purchased from Duverjé's widow an additional piece of land near the original site for \$1,000. (This was at the corner of Patterson & Seguin in batture square "b," within Seguin St., Bouny, Patterson and the river.) After securing this piece of new ground Emma signed a general procuracy to her father authorizing him to build on, lease, or engage in any kind of commercial activity with her properties [H. Lavergne, 12-9-1823 and 6-16-1824].

The Seguin shipyard property was 100 feet wide fronting on Patterson Street at the corner of Seguin. From Patterson it extended all the way across the batture to the river. Across Seguin the second portion of land was a hexagon in square "b." This exact property the Seguin family and heirs continued to own until 1900, although Coleman's 1885 guidebook [p. 290] and other texts such as Seymour and Dixon credit others with owning or operating the yard after 1837.

Coleman's Historical Sketch Book, fifty years after the event, states that Francois Valette operated the Seguin shipyard as a ship and spar yard after 1837, followed by one James Bass who is said to have operated a saw mill there. Cohen's New Orleans City Directory . . . confirms the presence in 1851 of James A. Bass, ship and steamboat joiner, on Patterson between Seguin and Barthelemy, evidently at this site. By 1855 Bass had formed a company with someone named Roberts, still at the same site, where in 1858 Cohen places Bass with a planing and sawing mill. A plat of 1842 indicates a large brick building on the lot near Patterson and Seguin [H.P. Caire 5-11-1850]. This would have been during the tenure of James Bass if Coleman's dates are correct.

City directory confirmation of Coleman's contention about James Bass gives the 1885 guidebook greater credence in listing "Vail and Follette" as the next operators of Seguin Shipyard after the Civil War. According to Coleman, Vail and Follette erected steam marine ways there, the ruins of which remained in 1885 when the Sketch Book appeared. Following Vail & Follette, Coleman lists Olsen & Lawson, and after them Cothrell, Brady & McLellan at the Seguin shipyard site.

All of these entrepreneurs must have leased the Seguin Shipyard property from Emma Seguin and her heirs. Archival records show that Emma Seguin married the Reverend James Fox and had three children who retained the property until 1900 [F. E. Rainold 8-7-1900]. As late as 1874 a transaction within the Fox family contained a reference to the place as Seguin Ship Yard [E. Grima 2-18-1874]. In 1900, when Mrs. T. B. Fox et als. finally sold out to the Union Ferry Company, the property was exactly the same size as it had been in 1819 when

Barthelemy Duverje' donated a piece of land for a shipyard to Emma Seguin and her sister. The property became part of Johnson Iron Works in 1919, later Todd-Johnson Iron Works Co. Ltd.

The Seguin shipyard property was the only piece of his new suburb that Barthelemy Duverje' disposed of before his death on October 7, 1820. Soon after Duverje's death, however, his "Duverjeville" developed rapidly. Duverje's widow Alix Bienvenu and five daughters inherited the plantation together, but Mrs. Duverje' secured sole control for herself after assuring her children of their full inheritance through a special mortgage in 1821 [H. Lavergne 2-21-1821]. Shortly thereafter Mrs. Duverje' began to systematically sell and lease lots and houses in the suburb. She leased the brickyard in Square 21 to John Rust in 1822. She renewed a lease on the "savannah" or cattle pasture to Pierre Heno, a former lessee of her husband. She renewed a lease to Drs. Felix Formento and Jean Louis Chabert of a large brick house, slave cabins and gardens fronting the public road [H. Lavergne, July 23, October 17, 1822]. She leased the slaughterhouses at the foot of Lavergne Street. She sold lots with houses in Squares 1, 2, 9, and 10, located between Patterson and dela Ronde, Powder and Bouny Streets [H. Lavergne March 3, 16; & April 5, 26, 1821]. In 1837 she staged a major auction of Duverjeville properties, selling lots in Squares 9, 10, 11, 13, and 14, a number of them to sons-in-law [L. T. Caire 3-30-1837]. By the time of Mrs Duverje's death in 1839 Bourg Duverje' was a growing settlement with shipbuilding, drydocks, slaughterhouses, coffeehouses, cattle raising, and vegetable farming to employ its residents.

One of the early drydock facilities had begun operation, according to Coleman's 1885 Historical Sketch Book [p. 290] in 1839 when Captain Peter Marcey and John Bailey built a large floating drydock at Pearlinton, Mississippi and had it towed to Algiers. Archival records appear to confirm Coleman's date for this venture. On May 15, 1839, the Duverje' heirs granted Marcey and Bailey a batture lease 240 feet wide fronting Patterson Street in Square 21. The lease documents that at the river's edge floated the drydock barges, ar.' on the land (Square 21 Lots "1-1bis, 2, 2-bis", and Square 12 Lots 4 & 5) were two large 100 foot-

long sheds and a two-story brick slate-roofed dwelling house, along with two smaller houses and a kitchen with servants' rooms [L. T. Caire May 15, 1839].

In February, 1845 Bailey and Marcey received an extension of their lease [L. T. Caire, Feb. 5], and just a month later were able to purchase the property at auction for about \$3,000. At that time the lots sold with a servitude on the "hawling road" (Bartholomew Street between Patterson and the river). There were buildings on Lots 2 and 2-bis (Square 21) and on Lot 4 (Square 12). On Lot 5 (Square 12) a building projected into the future right-of-way of Bartholomew Street. This lot, closest to Seguin Street, was the most valuable of the six sold that day [L. T. Caire 4-22-1845].

Two years after the auction (1847) John Bailey sold out his half interest in the land and business to Captain Richard Salter. Included in this sale were the six lots on Squares 12 and 21, two floating drydocks moored in the river, and equipment on land. A shipyard's furnishings at the time were evidently such as the items mentioned in this sale:

blacksmith's shop with tools & iron
timber and boards: 10,000 feet yellow pine, 10-18" square
25,000 feet 4" yellow pine planks
200 knees, principally limbs
3000 feet cypress boards
blocks, falls, tar and pitch
150 wheel arms
3 cross-cut saws, 3 whip saws, 2 sets saw horses & gins
3 pitch kettles
4 pair jack screws
augers, scales, capstans, dogs & bars, copper steam box
several lots of chain
stages, trusses & bands
1 yard flat boat

Richard Salter paid Bailey \$15,000 for his share of this business and property [E. Barnett 7-22-1847], but Peter Marcey soon bought him out and then owned the shipyard outright [R. J. Ker 6-14-1855]. When Peter Marcey died in 1886, it was still in his estate. He had grown quite wealthy, owned a west bank plantation, had several houses in the Vieux

Carre, plantations in St. Landry Parish, and investment properties in New Orleans land "back of town" [E. J. Blanchard 6-9-1886]. Marcey's son, Daniel Peter Marcey, received the shipyard in a partition with his co-heirs in 1886 [E. J. Blanchard June 9]. He retained the property, by then known as the "Marine Dry Dock," until 1897. At that time he sold to the Good Intent Dry Dock Co. Ltd. [J. J. Woulfe 7-14-1897]. Good Intent moved its operation to Squares 12 and 21 after a cave-in at its earlier location near the foot of dela Ronde. New Orleans Dry Dock and Shipbuilding Co. took over the property in 1905 [A. Hero, Jr., Jan. 23]. Eventually Warren Johnson acquired the company in an expansion of his immense Johnson Iron Works facility [W. K. Leverich 5-19-1920]. Thus the land in front of Algiers Point has since, soon after the death of Barthelemy Duverje', been dedicated to shipbuilding, ship repair and ironworks.

After the death of Mrs. Alix Duverje' in 1839 notary Caire took inventory of her estate. Appraisers valued her interest in Bourg Duverje' at \$50,000, reflecting her ownership of about fifty squares or parts of squares. A number of these contained houses, kitchens, stables and other dependencies. Existing houses were generally under lease to individuals for two and three year intervals, and may have belonged to the various tenants [L. T. Caire 3-5-1839].

Before his death Barthèlemy Duverje' had determined not to build on the square in front of the family home so that it would function as a public place. This town planning was consistent with sound practices of the day, and could be seen in other New Orleans faubourgs such as Marigny and Ste. Marie where Washington and Lafayette Squares had become neighborhood gathering places. Bourg Duverje's public square was bounded by Seguin and Barthèlemy (Bermuda) Streets, between Villere (Morgan) and Patterson, today Square 13.

The designation as a public square succeeded in retarding development on Square 13 between 1820 and 1850, but despite Duverje's plans there were evidently at least two residences on this square by the time of Mme. Duverje's death in 1839. These received mention in the

inventory of her estate as "wooden houses and kitchens, built on a square destined to be a public place." Three years after the inventory surveyor Allon d'Hemecourt omitted the houses and kitchens on Square 13 in a brand new "Plan of Doung Duverjé and Neighboring Suburbs" which he made for the family in 1842 [Notarial Archives Plan Book 92, f. 18]. D'Hemecourt's plan labeled Square 13 "Public Place" at that time. Perhaps by then all prior buildings on the square had been removed.

The public amenity of a central open space in Duverjéville was not destined to survive. Duverjé's public-spirited legacy probably died as the heirs began to squeeze income from their patrimonial land. In 1850 the five heirs formally partitioned their suburb amongst themselves, subdividing the public square for development [H. P. Caire, 5-11-1850]. (Actually, Francois de Paul Alfred Robelot, a cousin, had purchased the interest of one of the five Duverjé daughters and substituted for her in the partition.) In a plan made for that partition, the public place became Square 13 of Bourg Duverjé, divided into sixteen lots ready for building. Today Square 13 is the primary right-of-way for a planned U.S. Army Corps of Engineers levee setback at Algiers Point.

For the 1850 partition, the Duverjés called on surveyor d'Hemecourt for yet another plan of Duverjéville. The surveyor's new plan, dated April 11, 1850 and showing Square 13 divided into sixteen lots, is attached to that act of partition [*Ibid.*]. One of the lots the family donated to New Orleans Roman Catholic archbishop Antoine Blanc on condition that he have a Catholic church built there, an amenity to the suburb. The remaining lots, either sold or leased, sprouted with small cottages destined to be the homes and shops of Algiers' artisan class residents. These artisan class residents gave Algiers its dominant character for the remainder of the 19th century.

Thousands of immigrant Irishmen and Germans fleeing European upheavals during the first half of the 19th century found their way to America through the port of New Orleans, and in New Orleans many stayed. By 1850 there were over 11,000 Germans and 20,000 Irish among the New Orleans population of some 116,000 [Nau, 1958: 4-17]. Ten

years later the city population reached 168,000, nearly a forty-five percent increase. Forty percent of these residents were foreign born, of whom 24,000 were Irish and 14,000 Germans [Siegel, 1975: 22]. New Orleans city directories of 1840, 1851, and 1856 listed Algiers and other west bank community residents separately from those of New Orleans proper. Although Algiers historiography lacks a thoroughly documented study of ethno-settlement, the directories provide evidence that a fair number of Germans and Irish settled in Algiers.

Algiers property had a moderate value compared to land within east bank New Orleans suburbs. There was a substantial amount of rental property in Algiers held by the Duverje' heirs. These conditions, combined with the presence of shipbuilding, lumber and railroad industries evidently promoted settlement in the town by artisan class workers. Such may have especially been the case right on the tip of Algiers Point close to the river. Cohen's New Orleans City Directory lists fifty-four residents who were either skilled craftsmen or shopkeepers on or facing the five squares on the Point in 1851 (Squares 10, 13, 20, 21, & 12). Of the others listed in this area, two were doctors, one a priest, one a tax collector and only ten had no listed trade. There were seventeen ship carpenters, joiners, boatbuilders, sailmakers, boilermakers, pumpmakers, and so on, in maritime building trades. There were blacksmiths, tailors, carriage makers, shoemakers, an apothecary and a printer. Among the shops and taverns were four coffeehouses, two boarding houses, fruit, ice, oyster and dry goods shops, and a bakery. Algiers Point was a thriving, self-contained community.

The following section will attempt to document the occupation of those squares on the tip of Algiers Point after the Duverje' family partition. It begins with Square 13 and continues with Squares 10, 20, 12, and 21, which are all or in part within the 1983 U.S. Army Corps of Engineers Algiers Point levee setback right-of-way. Archival evidence documenting ownership of lots on these squares hints at the lives of Algiers' colorful residents during the suburb's growth and early occupation. We will examine documentary evidence on the lots in numerical order.

SQUARE 13 LOTS 1 & 2

Lots 1 & 2 of Square 13 are at the corner of Patterson and Seguin Streets. Mrs. Octavie Duverje' widow of Franklin Wharton, received these lots in the 1850 family partition. She retained both until 1865. Evidently following the pattern set previously by her mother, she had a building constructed on them and leased it to a working class tenant.

According to Seymour [1896: 31] a hostelry known as the Attakapas Hotel was constructed in 1838 on what later evidence proves was the corner lot. Perhaps this establishment was one of the wooden houses documented on Square 13 by the inventory of Mme. Duverje's estate. If so, it probably did not exist very long, for no hotel establishment received note in the 1850 act of partition among the Duverje'heirs.

Seymour's testimony provides a broad clue to the early existence of an inn on the corner, but it cannot be used with certainty. An avid amateur historian and keen participant in Algiers daily affairs, Seymour nevertheless mentions the Attakapas Hotel nearly fifty years after its alleged construction. The writer does not cite his sources, and was probably not a first-hand witness to events of 1838. An Orleans Parish lawsuit of 1868 demonstrates that a story and one-half coffeehouse or tavern was constructed on Lots 1 & 2 about 1851 or 1852, as we shall see. Perhaps it was this circa 1851 building that became the Attakapas Hotel noted by Seymour. Or the Attakapas Hotel could have evolved out of the Saillot Brothers' Coffeehouse and Grocery or Arthur Fortier's Coffeehouse.

The 1851 building was a one and one-half story frame cottage with a detached kitchen, fences, privy and cistern [7.D.C. 1137]. The typical small house type of the time was a square-proportioned creole cottage with gable-sided roof, that is, a roof sloping front to back rather than side-to-side. A comparable building located nearby on Square 10 in Algiers is illustrated in Notarial Archives Plan Book 90, folio 25. This was known as the "Ferry Coffee House," [fig. 5] illustrated by civil engineer Alexander Castaing in 1854, or contemporary to the cottage on Lots 1 & 2 of Square 13.

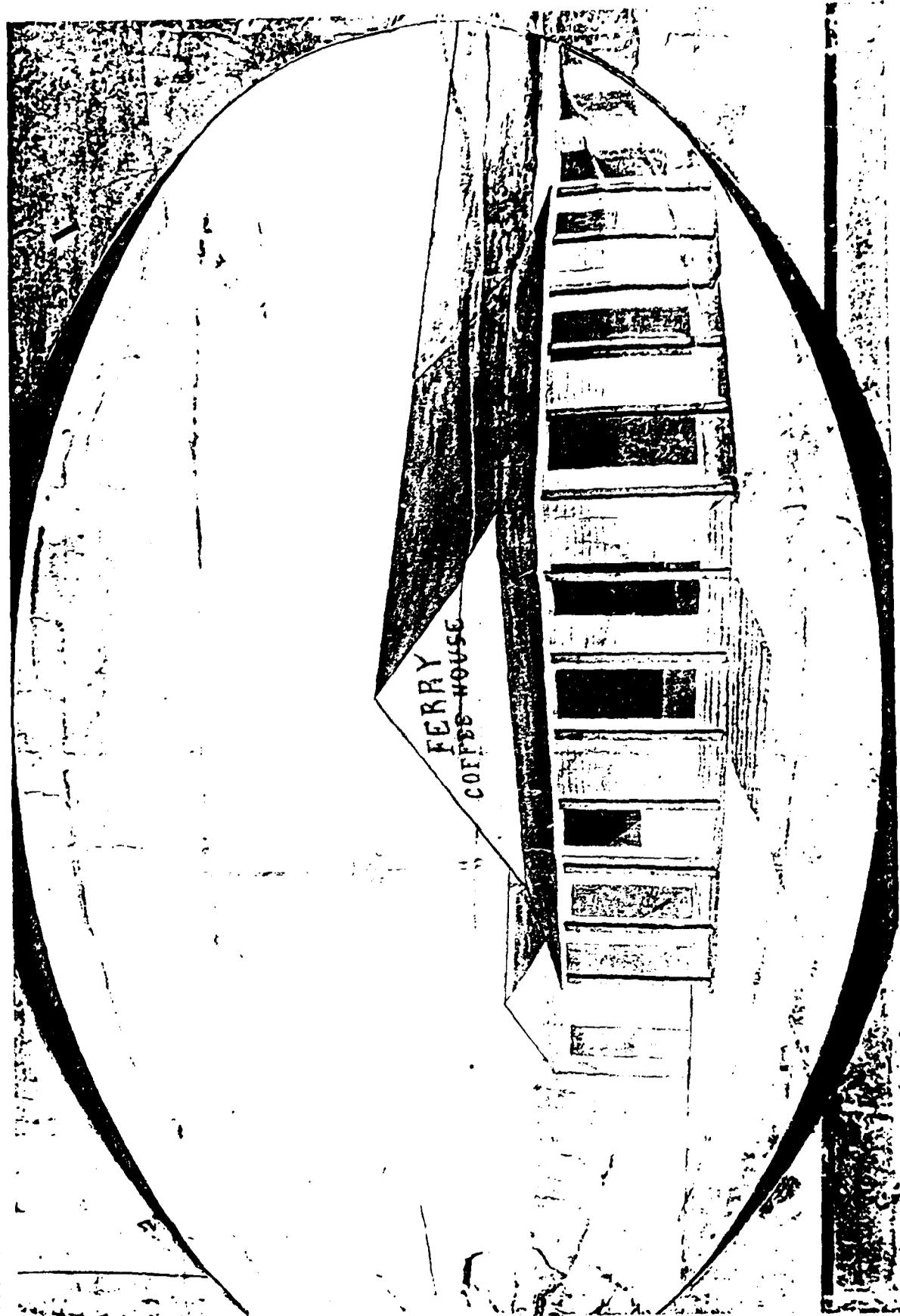
Figure 5

Coffee House on Square 10 [now in river], February 24, 1854.

Illustration from Civil Engineer Alexander Castaing.

From New Orleans Notarial Archives Plan Book #90, f. 25.

Bonis [Bouny] corner of Villere [Morgan] backed by Patterson & Seguin.



Cohen's 1851 New Orleans City Directory lists A[rthur] Fortier, printer, running a coffeehouse at the corner of Patterson and Seguin soon after the Duverje' partition. According to Seymour [1896 and 1971: 34], Fortier was Algiers' first justice of the peace and was president of the police jury from 1838 to 1862. New Orleans directories omit Fortier in Algiers listings after 1851, perhaps an oversight. Fortier may have abandoned his printshop and coffeehouse at Patterson and Seguin. Kerr's General Advertiser and City Directory lists P. Lenoir's coffeehouse at Patterson corner Seguin in 1856 anyway. There was obviously a coffeehouse at the corner of Patterson and Seguin Streets throughout the time that Mrs. Wharton owned the land.

In 1865 Mrs. Wharton sold Lots 1 & 2 to Henry Carter and his English wife Evelina [S. Magner 11-18-1865]. Carter at the time was captain of the steamboat Laurel Hill and his wife later testified that she "ran a kind of sailors' store" [7D.C. 1137]. Mrs. Carter probably used the coffeehouse as a modest ship chandlery. Three years after purchasing the property, however, the Carters, who had been married twenty years, suddenly decided to make a change in their lives. They sold the coffeehouse to Mrs. Carter's stepfather Charles Wilson, an illiterate North Carolina farmer who had moved to New Orleans soon after the Civil War. Wilson paid the Carters \$4,000 for the property, \$500 more than they had paid Mrs. Wharton for it three years earlier. The Carters took the money and moved to Philadelphia, where they intended to invest in a business. In the meantime Charles Wilson operated a business on Lots 1 & 2, which Seymour says was a hotel called the "Wilson House," successor to the Attakapas Hotel [Seymour 1895 and 1971: 31].

While in Philadelphia Evelina (Eva) Carter fell ill. Within six months the Carters had moved back to New Orleans, never having made an investment in Philadelphia. Henry Carter got a job as the first mate of a steamboat, and Mrs. Carter stayed home to take care of her four children [7 D.C. 1137].

Charles Wilson, who had no family other than his stepdaughter Eva Carter, now donated the coffeehouse (or "Wilson House" property back to

her, took the money he had left in the world, and left on a voyage to England. It was the summer of 1868. A week later Eveline Carter borrowed nearly \$1,000 on the property, added \$1,000 of her own money to that, and renovated the sixteen-year old building. In the main room, which was 18 x 24 feet, she put in a twenty-four foot marble bar counter. Behind the bar she added a great mirror of equal length. In an adjacent room the Carters set up a \$400 billiard table. Stairs in the rear led to a large room upstairs that the proprietors called a ballroom [Ibid.].

Henry Carter now quit his job on the river and took over bartending chores. The couple stocked their tavern with barrels of brandy and whiskey and even had a few bottles of champagne in baskets on the counter. They sold canned goods and cordials. One room in the building was used for a registry office, probably a government office dealing with sailors. A mixture of working class clientele came to the tavern. The Carters called the place The Brooklyn House, a term of endearment used frequently by Algiers people in referring to their town. They considered Algiers comparable to Brooklyn, New York. It was, after all, across a great river from a great city, and like Brooklyn, the home of shipbuilding and marine works.

On September 30, 1868, Henry and Eva Carter entered their coffeehouse at 6:00 A.M. to open for the day. Dawn was just breaking, and they could see little in the dim light without candles. Eva noticed that a back door had been forced open. Then they heard a shout,

"Your house is on fire!"

Moments later flames were reaching out of the windows upstairs over the billiard room. The Algiers fire bell sounded, and a just-stirring Algiers working class hastened to help the Carters rush a few of their fixtures outside. Ten minutes later, a passenger from the Belleville ferry who had heard the alarm reached the Patterson Street corner. The Brooklyn House, its separate kitchen, cistern, privy house and fences were beyond saving [Ibid.].

Evelina Carter had insured the coffeehouse, stock, fixtures, billiard table, kitchen, and dependencies for \$5700 with the Firemen's Insurance Company of New Orleans. The company paid Mrs. Carter about \$1300 on the contents, and arranged to haul lumber to the site to rebuild the coffeehouse. The lumber arrived, sat a few days, and was hauled away. Then Mr. and Mrs. Carter were arrested for arson.

A court cleared the Carters of the charges, but the insurance company never rebuilt the coffeehouse. And so in January, 1869, Mrs. Carter sued for repayment. Two months later, the insurance company went into liquidation, sheltering its liabilities within a muddle of court procedure. Nevertheless, after examining a large number of witnesses including one he found to be a false accuser, a Seventh District Court judge ordered the company's liquidators to pay the Carters \$1800 (7 D.C. 1137).

In May, 1873, the judgment still had not been paid and the case was on appeal to the Louisiana Superior Court. Evelina Carter had died the 21st of that month at the age of 43; her husband had been dead since 1871 [C.D.C. 35,494]. During her last illness, Mrs. Carter had been unable to pay her debts, and Drs. Gaudet and Reilly of Algiers had attended her without compensation. Grocer James Buchanan gave her credit for \$35 worth of food and loaned her an additional \$35 in cash. She owed money to two druggists, to baker J. Berry who delivered bread to her home, and to Mrs. Frances, a nurse. Louis Guillaud, undertaker of Algiers, expended \$75 on her funeral, but waited to collect his bill later. A court-appointed tutor for the destitute minor children liquidated the Carter estate to pay its debts. The still unbuilt-on lots at Patterson and Seguin Streets brought only \$390 each [Ibid.; A. J. Lewis 9-3-1872].

The next owner of Lots 1 & 2 on Square 13 was boatbuilder John Mahoney. Mahoney's boatyard was at the foot of Patterson Street on Square 10, and he may have only needed the ground on Square 13 for storage. He held Lots 1 & 2 without improvements until he sold to funeral director Louis Guillaud in 1885 [W. H. Seymour 9-4-1885].

Guillaud paid only \$360 for the two lots and held them until 1885 when he sold to Algiers house builder Felix J. Borne for a more realistic price of \$600 [W. H. Seymour 9-4-1885]. A month after Borne's purchase he built for himself a two-story box-shaped shop with an iron roof on Lot 1 [City Surveyor's Permit Book 1883-1887, entry of October 19, 1885].

Borne probably used this building to fabricate building materials. He was a very active builder in the neighborhood, as building permit records of that period show [*ibid.*, Aug. 36, Oct 19, 1885; May 15, 1886]. Borne also served as police commissioner for Algiers, in which capacity Dixon [1981:113] featured his portrait. In 1895 his shop was still located on Lot 1 Square 13, as Seymour mentions it as being on that corner [1895, 1971: 31].

Borne sold his shop to Oswald Iron Works in 1902 [Wm. Ardill 4-12-1902]. He sold Lot 2 to The Louisiana Electric Light and Power Company in 1885 [W. H. Seymour Oct. 31]. The utility company built a one-story frame, slate-roofed building there, probably an office for its Algiers plant [City Surveyor's Permit Book 1883-1887, October 12, 1885 entry]. During the late 1890s the company experienced financial difficulties involving its Boston bankers, who turned the utility's New Orleans properties over to Edison Electric Company [H. C. Gurley 1-20 and 2-27-1897; E. J. Barnett 1-30-1897; F. C. Marx 8-3-1900; F. J. Dreyfous 9-25-1902; Wm. Ardill 4-12-1902].

Charles G. Oswald acquired both Lots 1 & 2 in purchases of 1900 and 1902. He later installed industrial buildings on them which housed the boilers, engines and machinery for his company, Oswald Iron Works, Ltd. [F. J. Dreyfous 9-25-1902]. Oswald Iron Works later became Southern Marine Works, which in 1903 had a one-story office and rear boiler shop on Lot 1, and a one-story blacksmith shop and rear boiler room on Lot 2 [Sanborn Perris Map Co., 1896 edition corrected to 1903, vol. IV, sheet 363]. Southern Marine Works changed to Union Marine Works in 1908 [C.I. Denechaud 11-27-1908]. When Union Marine Works had financial difficulties, Sigmund Kohlman bought out its assets, uniting the property, machinery and industrial fixtures with five other properties occupied by Kohlman Moss & Cotton Felt Manufactory [F. E.

Rainold 1-19-1910]. In 1913 all of Kohlman's properties became part of Johnson Iron Works, a sprawling iron foundry and shipfitting company which survives today, as we shall see [H. L. Sarpy 3-22-193].

SQUARE 13 LOTS 3 & 4

The fate of Lots 3 & 4 prior to 1900 hides behind their continuous ownership by the Duverje' family until 1872. There were probably cottages on both lots during the 1850s, since city directories of the period show a broad occupancy of Square 13 by artisan class Algerines. However, the only specific evidence of early residences on these two lots found to day comes from court testimony taken in 1869. This was the case "Mrs. Evelina Carter vs. Firemen's Insurance Co." [7 D.C. 1137], described within the discussion of Lot 1. A witness in that case testified of the coffeehouse on Lot 1 that "there was quite a row of houses of which this (the coffeehouse) was the one at the corner." According to the witness, who was a judicial administrator of Algiers, all the buildings in this row were inhabited. Aside from these remarks, not much evidence of interest has surfaced specifically about Lots 3 & 4 during the long years they remained in Duverje' family ownership.

Alix Duverje' Olivier, one of the daughters of Barthelemy, received the two lots in a previously described 1850 partition with her family. She retained them until 1872. Perhaps she built on the property and leased it--the records do not show what she did. Possibly tenants built there, since there was a pattern in Duverje' leasing activities, as shown on other sites, for the family to avoid construction costs by allowing tenants to do their own building. At the expiration of a lease a tenant would have the right to move his building, or it would revert to the proprietary family.

In 1872 Alix Olivier sold Lots 3 & 4 to boat builder, John Richard Cogan [E. Bouny 10-30-1872]. Cogan's boat yard was at the foot of Patterson Street, formerly in Square 10, now in the river. He held Lots 3 & 4 for twenty years, but it is difficult to decide what use he made of them. In a family partition after Cogan's death both lots together

received a valuation of only \$437.50 [R. P. Upton 3-21-1892]. Cogan's son, Richard, received the lots in the family partition and sold them within a month to Captain Francis Martin and wife, Mary J. Hasling, for \$800 [Jas. Fahey 4-8-1892].

In 1900, Captain Martin had deputy City Surveyor C. U. Lewis survey the lots, a step in the New Orleans building permit process of the day. Martin probably built on the lots soon afterwards a structure of unknown character. He sold in 1903 for just under double what he paid in 1892, to Thomas J. Kennedy, an employee of Tuft's Iron Works on Patterson Street [W. H. Seymour 1-24-1903]. Kennedy immediately resold to Albert Tufts for the iron works company. Sanborn-Perris Insurance Maps of that same year [1896 ed. corrected to Oct., 1903 vol. iv. sheet 363] show a one-story copper, tin and sheet iron shop on Lot 3 and a larger one-story storage looking building on Lot 4. Tufts sold out with all his "machinery, pulleys, beltings," etc. at Tufts Iron Works, 211 Patterson Street, in 1907 [B. I. Cahn 1-15-1907]. New Orleans Foundry and Iron Works operated the shop for the next four years before selling to the widow of Lewis Johnson, owner of the sprawling Johnson Iron Works, in 1913 [H. L. Sarpy 3-22-1913].

SQUARE 13 LOTS 5 & 6

Like Lots 3 & 4, Lots 5 & 6 on Square 13 passed through the Duverje' partition to widow Mrs. Olivier undeveloped, and evidently stayed that way while she owned them. She sold the bare lots to wharf builder George Shorey in 1874 [E. Bouny June 6]. Shorey and his family lived on the other side of Square 13 next door to the church (see Lot 13). When George Shorey died in 1879 Lots 5 & 6 were still bare, but his widow Letitia Shorey had a shotgun double cottage built on Lot 5 in 1885 [City Surveyor's Permit Book 1883-1887, June 12, 1885 entry; Succession George Shorey C.D.C. 46,783]. George Koppel, state representative from Algiers, purchased this home in 1900 and retained it until 1913 when the property became part of Johnson Iron Works [C.O.B. 175, f.477 and 261, f.55; interviewed with Harwood Koppel March 10, 1983].

Lot 6 may have remained bare until 1895, when Mrs. Shorey made a mortgage loan on it [J. R. Legier 9-27-1895]. Its tax assessment was a low \$300 through 1894, too low for an improved lot, even in turn-of-the-century Algiers [Ibid.]. Between 1895 and 1900 Mrs. Shorey's son George, an Algiers carpenter, evidently moved from his family home on Morgan Street to Patterson Street, probably to this site. [1900 Soard's New Orleans Directory]. Sanborn's 1903 Insurance Map indicates a one-story double shotgun on Lot 6 right after the turn of the 20th century [vol 4, corrected 1896 ed., sheet 364]. Johnson Iron Works took over this one in 1917.

SQUARE 13 LOT 7

Lot 7 remained undeveloped in the hands of family Duverje' until 1865. In 1867 George Shorey, owner of Lot 6, bought it and five years later sold it for nearly three times the \$400 price he had paid. This, of course, suggests the construction of a house during the interim between 1867 and 1871 [W. H. Seymour 2-28-1872]. The Mississippi River Commission's Survey of the Mississippi River, Chart No. 76 [fig. 6] shows five cottages fronting Patterson Street in Square 13 at that time. Shorey's house was probably one of these. The property returned to the Shorey family through a mortgage and an auction during the 1880s [Seymour 6-5-1880], but Algiers grocer Henry Carstens purchased it in 1890. The Carstens family remained there until 1908, probably occupying the one-story double shotgun indicated on the Sanborn Insurance Map of 1903 [1896 ed. corrected, vol 4, sheet 364].

In 1911 Algiers Manufacturing Company purchased the property to expand a saw and planing mill branch of its business. Thus another of the cottages in Square 13 gave way to industry on Algiers Point [C.O.B. 242, f.407; E. Wegener, 4-3-1929]. Algiers Manufacturing went into liquidation in 1919, whereupon William H. Ward purchased its real estate and equipment. The Ward family have continued in business ever since, but are now in a new location upriver from Algiers Point [Dixon 1981: 75]. The Ward family retained Lot 7 along with four other lots on Square

13 until the 1930s [W. Von Behren 1-2-1935]. Sanborn Insurance maps of 1934 and 1937 demonstrate that Lot 7 was already open land before World War II [Sanborn Perris Map Co. and Sanborn Map Co., 1909 ed. corrected to 1934, vol. 7 sheet 699 and 1937 ed. vol 7 sheet 701].

SQUARE 13 LOT 8

The fate of Lot 8 follows that of Lot 7 prior to the Civil War. It was evidently bare land as late as 1865. Algiers boat builder Richard Cogan purchased it in 1872 [E. Bouny Oct. 16] but in an 1892 partition within the Cogan family the lot received a minimal evaluation of \$437.50 [J. R. Upton March 21]. Nevertheless, the Mississippi River Commission's 1874 Survey of the Mississippi River, Chart No. 76 indicates a building on what has to be this lot during Cogan's ownership. Sanborn's 1903 corrected map edition indicates a tiny one-room wide shotgun with a front gallery and rear shed on Lot 8 after the turn of the 20th century [vol. iv sheet 364]. It could have come into being during the late 1890s after George M. Cogan mortgaged the lot to New South Building & Loan Assn. Cogan gave up the property after foreclosure proceedings in 1901 [5th U.S. Circuit Court No. 12, 810; T. G. Spitzfaden 1-6-1904]. The expansion of Algiers Manufacturing Company in 1904 eventually swallowed up this cottage [E. H. Seymour 9-21-1904].

In 1919 William H. Ward bought out Algiers Manufacturing, which by then controlled Lots 7-11 on Square 13 which were used in the company's sash, door and blind manufacturing facility. The Ward family liquidated its holdings on Square 13 during the 1930s and moved elsewhere [W. Von Behren 1-2-1935]. By that time Lot 8 was already open ground [Sanborn 1909 ed. corrected to 1935. vol. 7 sheet 699].

SQUARE 13 LOT 9 & 10

Mississippi River Commission map evidence [Chart 76, 1874] provides the only indication of development on Lots 9 & 10 until the turn of the

Figure 6

The Mississippi River Commission. Survey of the Mississippi
River, Chart #76. U.S. Coast & Geodetic Survey. 1874.

Courtesy Tulane University Library.



20th century [H. P. Caire 5-11-1850; L. T. Caire 3-29-1847; 2 D.C. 41,661]. Two cottages, slightly set back from Patterson Street, appear to stand on these lots in 1874 as indicated by the MRC chart. Property titles for the two lots show no activity after the 1850 Duverjé partition until 1899, obscuring actual use of the properties for a long period. Nevertheless, Cohen's 1851 city directory places a boardinghouse operated by Peter Thompson on a Patterson-Barthelemy Street corner which could have been this one. Cohen's also locates Dr. Elbridge on the corner of Patterson and Barthelemy in 1851. Kerr's city directory of 1856 places C. Durand, coffeehouse, on the same intersection.

Mark A. Morse, a supervisor at Southern Pacific Railroad, purchased Lots 9 & 10 from one of the Duverjé heirs in 1899. Morse then installed a substantial manufacturing plant covering both lots and consisting of a frame building that contained a steam engine with a boiler inside a brick housing [E. H. Seymour 2-11-1899; Sanborn Map 1896 ed. corrected to 1903, vol iv sheet 364]. Albert E. Hotard of Algiers Manufacturing Co. Ltd. soon took over the plant and used it as a sash, door and blind factory. The company went into liquidation in 1919 and was taken over by William H. Ward [E. H. Seymour 5-20-1902; R. E. O'Conner 1-7-1919]. Sanborn's 1937 edition [vol vii sheet 701] indicates that the sash and door factory was still standing in 1937, having lost its steam engine. By then William H. Ward's heirs owned the property [C.D.C. 207,690].

SQUARE 13 LOT 11

Lots 11 through 15 on Square 13 face Morgan Street. Lot 11, at the corner of Barthelemy (Bermuda) contained a house before the Civil War. A Duverjé daughter sold it in 1856 to Adam L. Hasling, recently married to Caroline Carstens Beyer [H. P. Caire 4-6-1856]. The Haslings' marriage contract [A. Barnett 10-10-1853] provides a clue to their economic status. They brought slaves, real estate, cash and furniture into the community. For decades they contributed to the stable neighborhood life of Algiers.

Prior to 1856 Adam L. Hasling ran a coffeehouse on Patterson Street between Barthelemy and Seguin, according to New Orleans city directories of 1851 and 1852. Kerr's Algiers directory listings for 1856 place Hasling on Villere (Morgan) near Barthelemy (Bermuda) that year. Hasling probably moved his business from one street on the square to another during the interim. The Haslings owned their Morgan Street cottage (on Square 13 Lot 11) for thirty-four years. During those decades Hasling invested in other real estate on Algiers Point, including a building known as St. Charles Hall which was probably on Square 10 Lot 1.

In 1887 Adam Hasling sold the house on Lot 11 to Eliza L. U. Redmond [J. D. Taylor 11-19-1887]. Soard's 1895 City Directory places a Miss Elise Redmond and William R. Redmond, laborer, at No. 52 Morgan Street in 1895. Mrs. Redmond mortgaged the property that same year [J. D. Taylor June 15], perhaps to build a row of three tiny rental cottages facing Bermuda Street. These cottages show up on Sanborn's Insurance Map for 1903. In 1900 the city directory places William A. Redmond not on Morgan Street, but at 229 Bermuda Street, probably occupying one of the three small cottages. The Hasling home had evidently been demolished by then. In 1900 Southwest Building & Loan Assn. foreclosed on Mrs. Redmond's mortgage, precipitating a sale to Mrs. Caroline Meyers Meid (Geo. G. Preat 8-10-1895; C.O.B. 179, f.13; T. G. Spitzfaden 1-22-1901). In 1906 Mrs. Meid sold out to Algiers Manufacturing Co. and this lot too passed from residential to industrial use [R. E. O'Connor 2-28-1906].

SQUARE 13 LOT 12

Lot 12 takes its chief interest from the presence of a small-town drugstore which occupied the site at least during the 1870s and '80s. Rosamond Lorio, druggist, owned a business there during the 1870s, but lived elsewhere in Algiers--close by on Bermuda Street, but not over the store. Mississippi River Commission map evidence of 1874 indicates a solid row of buildings along Morgan Street (then Villere) in this square during the decade after the Civil War. A number of these were perhaps

totally commercial. By 1880, Joseph Lorio worked as druggist at the Villere Street address. Soon after 1880 the Pierre Gravois family owned the drugstore, but Gravois, a clerk with Superior Criminal Court, did not live or work there. He was, in fact, a next-door neighbor to the Lorio family in the second block of Bermuda Street.

During the 1890s steamboat captain Joseph Weber owned the old drugstore, but in 1913 the Weber family lost the property when Joseph Webre Company went bankrupt (M.O.B. 1089, f.76; C.O.B. 259, f.234; U.S. District Court No. 1860; A. Lafargue 5-28-1914). Mortgage holder Charles Mury then owned the place for a few years before selling to Julius Bodenger, a prominent Jewish community leader. According to Dixon, Bodenger arrived in the United States penniless from Austria in 1892 but worked his way into a large fortune. Bodenger was known for giving financial assistance to small homeowners [Dixon, 1981: 81]. He sold the cottage to Jacob Emile Maus in 1919 [W. J. Hennessey 5-29-1919]. It was still standing in the 1930s [Sanborn 1937, vol vii, sheet 701].

SQUARE 13 LOT 13

Lot 13 is one of the few sites on Square 13 where the Duverjé family left an unmistakable trace of a rental cottage before the Civil War. Its history has been the most stable on the square.

The 1865 estate inventory of Francois Alfred Robelot (a Duverjé family member) describes the cottage as a "frame house containing four rooms and gallery, kitchen containing two rooms, privy and cistern" [E. Bouny 9-11-1865]. This is, of course, a classic outline of the creole cottage floor plan, confirmed further by a plan of the building made in 1865 and attached to the Robelot inventory [*Ibid.*]. The plan shows a galleried creole cottage with a two-room kitchen, two cisterns, and a double privy at the rear of the lot [fig. 7].

Wharf builder George Shorey purchased this cottage from the Robelot estate in 1865 and made it his family home [E. Bouny 12-15-1865]. Shorey died in 1879, but his widow stayed there with her four children for quite a while afterwards [C.D.C 46,683; J. R. Legier 9-12-1895; R. Legier 7-21, 12-10, 1902 and 1-2-1904]. [Somewhere along the line, the galleried Crede cottage had been replaced by a structure of more modern design. This is so because of the discrepancy between the 1865 plan and the Sanborn depictions.] In 1906 Shorey's widow sold the house to Algiers physician William H. Riley and his wife, whose family lived there until 1925 [R. J. Maloney 10-29-1906; C.D.C. 94,993 and 117,087; W. J. Hennessey 1-9-1925]. The cottage and its outbuildings were still standing in 1937 [Sanborn, 1937 ed. vol vii sheet 701].

SQUARE 13, CHURCH LOT

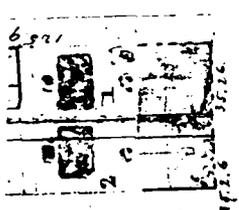
Next door to the Shorey house on Square 13 was St. Bartholomew's Roman Catholic Church, built by New Orleans Archbishop Antoine Blanc in 1849 and demolished in 1872 by Archbishop Napoleon J. Perche. Its tall frame steeple was a landmark on Algiers Point for the twenty-odd years of its existence [Golden Jubilee, Holy Name of Mary Parish, 1865-1915: 1]. An illustration of the church from a publication by a successor church parish [Ibid., fig. 8] depicts a small frame building set on four rows of brick piers. A central steeple tower, also resting on brick foundations, formed the entry. Windows, four to a side and arranged between foundation piers, were double hung with four-over-four lights. The church and its steeple appear to have had a wood shingle roof. In the rear was a small rectangular sanctuary projection.

On the church property, which extended 100 feet on Villere (now Morgan) Street was also a parsonage or priest's residence. Reverend J. P. Ogee lived there in 1851, according to Cohen's City Directory. In 1856 Kerr's Algiers directory places Reverend P. Guirard on Villere near Barthelemy, no doubt in the rectory. Catholic Church historian Roger Baudier has written that Archbishop Blanc assigned Father Ogee to become St. Bartholomew's first pastor after founding the parish in 1847.

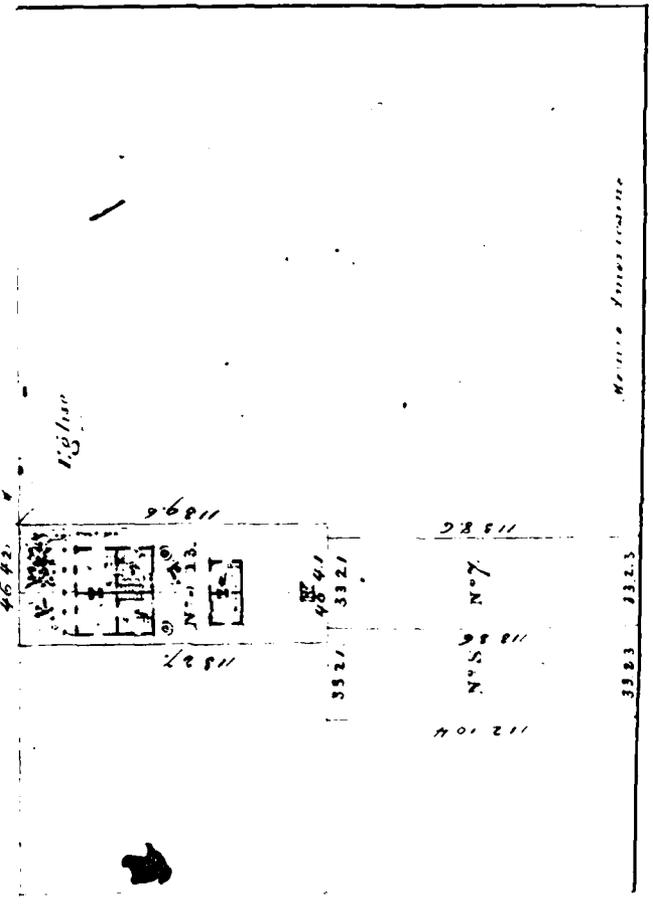
Figure 7

Plan of Certain Lots in Square 13 Drawn by Francois de Paul Alfred Robelot.
Attached to the Duverjé Estate Inventory of 1865.

Derived from the New Orleans Notarial Archives, Civil Courts Building,
Poydras & Loyola, New Orleans. Notary: E. Bouny 12-15-1865.



VILLERE



PATTERSON

THOIS LOUIS DE TERRE
 située au Bourg Duvergé
 et appartenant à la succession
 de feu

M^{rs} Robesot

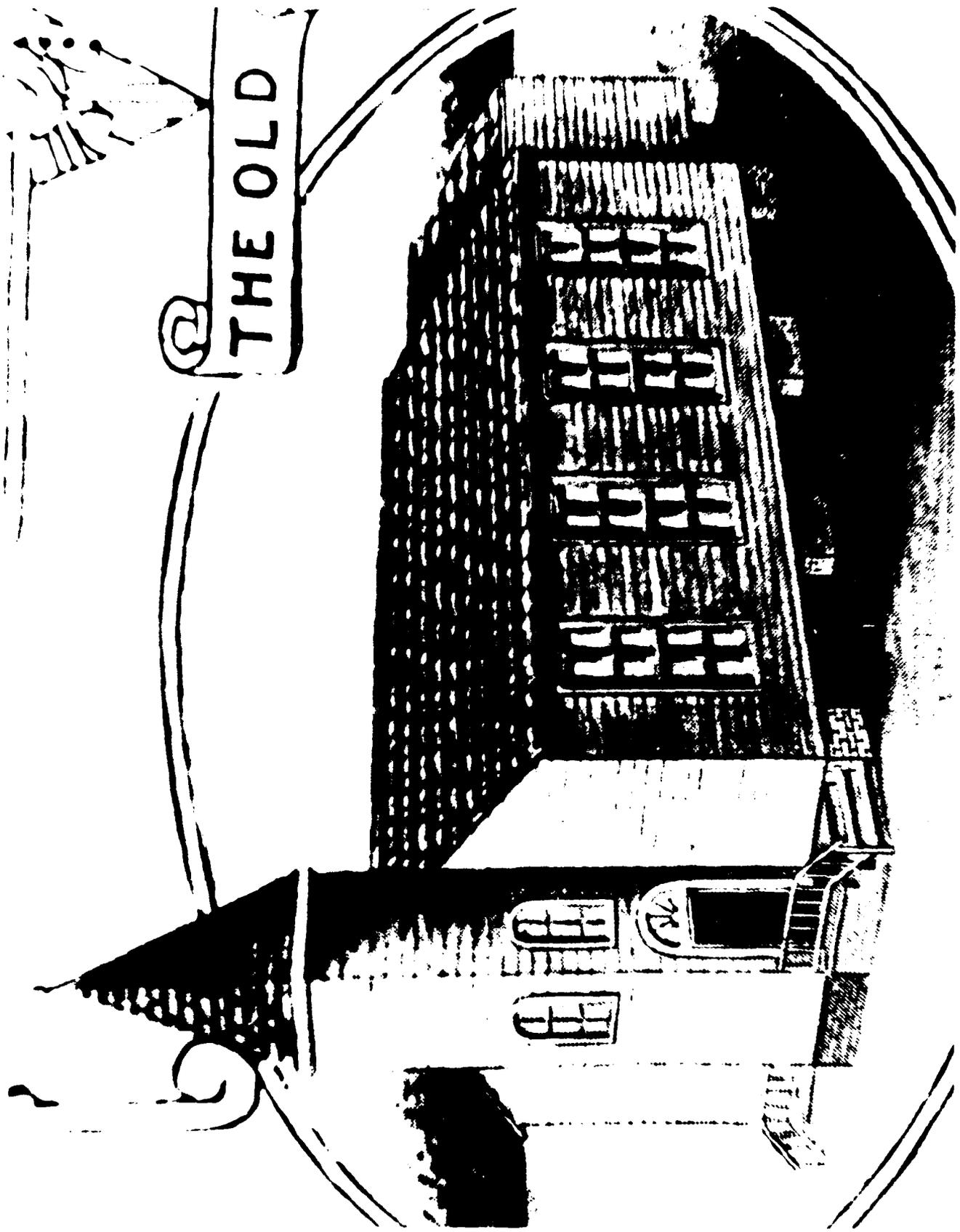
Monsieur Robesot est décédé le 11/11/1865
 et a été inhumé au cimetière de la ville.

Alt. E. Boumy Dec 15, 1865 No. 31

Figure 8

St. Bartholomew's Church on Villere between Bathelémy & Seguin Streets,
Algiers, Louisiana.

From Golden Jubilee, Holy Name of Mary Parish, 1865-1915. Algiers, La. n.d. [1915]. p. 1.



Father Ogee died while still serving as pastor in 1853, and was buried in St. Bartholomew's Cemetery in Algiers. Succeeding him as St. Bartholomew's pastors Baudier lists Father Masquet, Father Outendrick, Father Henriot, Father Guerard, and Father Lamy [Baudier 1939/1972: 373]. There is thus sufficient evidence to presume that the rectory underwent a period of habitation.

The Holy Name Parish Golden Jubilee publication indicates that St. Bartholomew's sustained severe damages in an 1868 hurricane. This would suggest one reason why Father George Lamy was living in the Duverjé mansion just before it became the Algiers courthouse in 1869. (Seymour places him in the big house in 1865, however [Seymour, 1896: 82]). Whatever the reason Father Lamy was not living on church property, it is reasonable to suppose that the rectory too sustained hurricane damage in 1868, if indeed it was still standing then. Hurricane winds usually hurl roofing materials and glass to and frequently into the ground. The debris may have stayed there for quite some time, because the church was not dismantled until 1872.

The Duverjé family had donated land for St. Bartholomew's (named for Barthelemy Duverjé) to Archbishop Blanc in 1848 on condition that the Catholic archdiocese establish a permanent church there [L. T. Caire 12-19-1848]. The plan was to provide residential amenities for the suburb in order to promote settlement. The family followed the Catholic donation with another to Methodist Church South of Moreau (Chartres) Street on an Algiers square bounded by Bonis (Bouny) Powder House (Powder) and dela Ronde. This second donation was under similar conditions, that the donated property be used for no other purpose than the contemplated church. In both cases construction of a companion presbytère or clerical residence was a mandatory condition of the donation. Any other use would constitute grounds for revoking the donation [L. T. Caire 3-14-1849].

In 1872 St. Bartholomew's must have been in very bad condition for Archbishop Napoleon Perche had it completely demolished and reestablished the Algiers Catholic parish at Holy Name of Mary Church on

Verret and Alix Streets [Seymour, 1896/1971: 34]. The Duverjé family reacted by revoking their land donation to the archdiocese according to the 1848 conditions under which they had given it. After a successful 1883 suit for revocation [C.D.C. 8016] the family took possession of the large lot and auctioned it off [C. J. Theard 5-16-1883]. The church lot by then had probably sealed over, for testimony taken during the 1883 Civil Court proceedings demonstrates that the land had been continuously bare since 1872.

Louis Guillaud, Algiers undertaker, now took over the property and established a successful combined furniture and mortuary business there. The 100-foot-wide property was spacious enough for his buildings, rolling stock and animals. Guillaud maintained hearses, furniture wagons, undertaker's wagons, stables, and horses. Guillaud had owned (and probably occupied) the house next door to the church (on Lot 14) since 1871. During the summer of 1885, however, he built a two-story frame house with a slate roof on the church lot [City Surveyor's Permit Book 1883-1887 June 10, 1885 entry]. This substantial building cost \$2,000. Guillaud made the new building a combined business and residence, and lived upstairs [W. H. Seymour 3-20-1895].

In 1895 Guillaud sold out to French Quarter mortician Guillaume Mothe, who purchased the good will, real estate, stock-in-trade and livestock of Guillaud's undertaking and furniture business. For Mothe the purchase was an expansion of his well-established undertaking business in the 800 block of Toulouse Street, and for a few years he operated at both locations [Soard's New Orleans City Directory: 1895-1900].

In May of 1901 Guillaume Mothe had the large former church lot subdivided into three parts, each about thirty-two feet wide [J. U. Eustis, 10-14-1901]. A member of the Mothe family, Emile J. Mothe, purchased the portion nearest Bermuda Street a week later. E. J. Mothe remained at the Morgan Street location for a short while before moving to another location in Old Algiers. Mothe Funeral Homes, Inc. still operates in Algiers under the direction of a fourth generation of E. J. Mothe's

family [Seymour 1971 reprint :93]. The Mothe family have been a visible part of the Old Algiers tradition of multi-generational cohesion.

In 1903 Guillaume Mothe sold the remainder of the old church lot to Southern Marine Works [M. S. Mahoney 5-20-1901; F. J. Dreyfous 2-3-1903]. Southern Marine Works and its successor Union Marine Works both failed financially after struggling to exist between 1903 and 1910 [C.D.C. 85,393; C. I. Denechaud 11-27-1908; C.D.C. 90,922]. After a brief period under the aegis of Kohlman Moss & Cotton Felt Manufacturing Co., the entire church lot became part of Johnson Iron Works which operated there until 1956 [F. E. Rainold 1-19-1910; H. L. Sarpy 3-22-1913; P. S. Benedict 12-20-1915; C.O.B. 611, f.681].

The pattern of land use on the "church lot" in Square 13 has thus been similar to that of most of the square. It passed from residential or mixed residential and commercial to rather heavy industrial soon after the turn of the twentieth century. Eventually the heavy industry moved away, leaving the site as a parking lot.

SQUARE 13 LOT 14

On the Seguin Street side of the old church site were two additional lots as laid out by surveyor D'Hemecourt in 1850. Next door to the church was lot 14, which continued in the Robelot branch of the Duverje family until 1871. Mortician Louis Guillaud then purchased it [N.B. Trist 11-7-1871] and retained the property until 1900. Soard's directories of 1855 and 1890 indicate that Andrew Guillaud lived at No. 40 Villere (Morgan) Street when Louis lived at No. 30, suggesting that family members probably lived in two adjacent houses at that time. The history of the church lot next door demonstrates that Louis Guillaud lived over his furniture store adjacent to Lot 14 after 1885.

In 1900 Guillaud sold Lot 14 to Arthur and Frank C. Duvic for the modest sum of \$500 with no mention of buildings [W.H. Seymour 5-15-1900]. The following year Charles G. Oswald purchased Lot 14 to

expand his iron works. Following the dismal financial fate of Oswald Iron Works, Southern Marine and Union Marine Works, Lot 14 became part of Johnson Iron Works in 1913 [H.L. Sarpy 3-22-1913].

SQUARE 13 LOT 15

Most of Lot 15 at the corner of Morgan and Seguin had only one owner between the Duverjés and the beginning of occupation by Johnson Iron Works in 1913. The Olivier branch of family Duverjé sold the front part of the lot for \$1,000 to Dominique Froelicher in 1889. The \$1,000 price tag for part of a lot suggests that it contained a building of at least moderate substance [E. Bouny 11-9-1889]. A city directory of 1889 lists Froelicher as a saddler at the Villere-Seguin corner. Mississippi River Commission map indications of 1874 [Chart 76] are that a structure occupied the corner earlier. Froelicher remained at the Villere-Seguin corner for twenty-four years before selling to Mrs. Rosena Smith Johnson representing Johnson Iron Works for a hefty \$5,000 [H.L. Sarpy 6-17-1913].

During the 1870s the rear of Lot 15 was split off from the front and used by Louis Guillaud, perhaps for access to Seguin Street with his wagons and hearses [E. Bouny 7-28-1876]. The Mississippi River Commission chart of 1874 however indicates two small buildings facing Seguin Street between Patterson and Villere, perhaps occupying the rear of Lot 15. Before Johnson Iron Works acquired this rear portion of Lot 15, the site underwent a brief era as part of the Oswald Iron Works-Union Marine Works chain [M.S. Mahoney 3-13-1902; C.D.C. 85,393; C.I. Denechaud 11-27-1908].

Sanborn's map of 1903 [1896 ed., corrected, vol. iv, sheet 363] shows a two story frame carriage repairing and harness making shon on the front of the lot in 1903. Dominique Froelicher owned the property at the time and evidently lived upstairs. The building had nearly square proportions with a covered walkway in front that returned around the corner. To the rear was a semi-detached shed, and a stable crossed the

lot at the back. Behind the stable Southern Marine Works had expanded its boiler shop onto the rear portion of Lot 15, beginning 75 feet from the corner of Morgan and Seguin.

SQUARE 10

Square 10, formerly Square 2, has been substantially lost to the Mississippi River. Originally bounded by Patterson, Villere, Seguin and Bouny Streets and 320 feet wide from Seguin to Bouny, it now fronts principally on Seguin and Morgan only, with just a few feet left on Patterson (about fifteen) and none on Bouny. On and appurtenant to this square have been through the years the various landings and shelters of the Second District Ferry on which Algerines commuted to the Vieux Carre [fig. 9].

The legendary ferry captain Thomas Pickles owned a portion of Square 10 during the 1880s and 1890s. Pickles made a fortune during the early era of machine politics in New Orleans after securing franchises for the five major ferry operations in the city. Along with the right to operate the 1st, 2nd and 3rd District and Richard and Jackson Street ferries, Pickles owned nine steam ferry boats, eight ferry houses and wharves, and the Algiers & Gretna Railway Co. He lived in a Garden District mansion and died in 1897 leaving his business and fortune to his two daughters [F.N. Butler Jr 4-1- and 8-5-1897].

Near the ferry operations of Pickles and others before him on Square 10 were the modest homes and coffeehouses that served the skilled artisan class people of the area. Cohen's 1851 city directory locates a coachmaker, shoemaker, barber, blacksmith, watchmaker, boilermaker, sailmaker, carpenter, painter, steamboat engineer, coffeehouse keeper, two tailors and two shoemakers on or facing this square (the majority on). A drawing in the New Orleans Notarial Archives illustrates the common-wall frame creole cottage house types that they occupied during the mid 1850s [Notarial Archives Plan Book 90, f. 25]. Most of these establishments have fallen into the river after the several levee setbacks of the 19th century (1845, 1896, 1897).

One notable industrial loss on the square was the boatyard of John Mahoney, later taken over by Richard Cogan, both of whom also owned property in Square 13 at various times. The boatyard was at the foot of Patterson Street on a sixty-foot wide lot beginning 180' from Seguin Street. According to Seymour [1896/1971:68-69] Cogan had six employees there during the 1890s who assisted him in building "all kinds of small craft from 50-foot pleasure boats to 10-foot skiffs." Mahoney's succession papers [CDC 14,393] show that he had an \$8,100 claim [made after the Civil War] for lumber boats taken by the U.S. army still pending in Washington in 1880.

Two lots and parts of two others are still inside the levee which today angles through Square 10, as follows:

SQUARE 10 LOT 7

Lot 7, at the corner of Morgan and Seguin Streets, was continuously occupied from the 1850s until the 1950s. In 1857 Helena Duverjé Robelot sold it to carpenter George Marshall for \$500 [H.P. Cairé Jan. 2]. Just one year later Marshall sold to John Petit for \$1,200 [J. Lisbony 5-21-1858]. After an intervening owner shipcarpenter Edward Cahill purchased the property and evidently lived there for about ten years [J. Cuvillier 12-15-1870; W.H. Seymour 11-21-1881]. During the early 1880s the front eighty feet and rear thirty-seven feet became separate lots of record [J. Lemonnier 7-18-1884; P.J. Kramer 8-16-1886]. In 1886 however, Francois Duvic, well-known blacksmith/hardware dealer of Algiers, reunited the property [W.H. Seymour 3-8-1886].

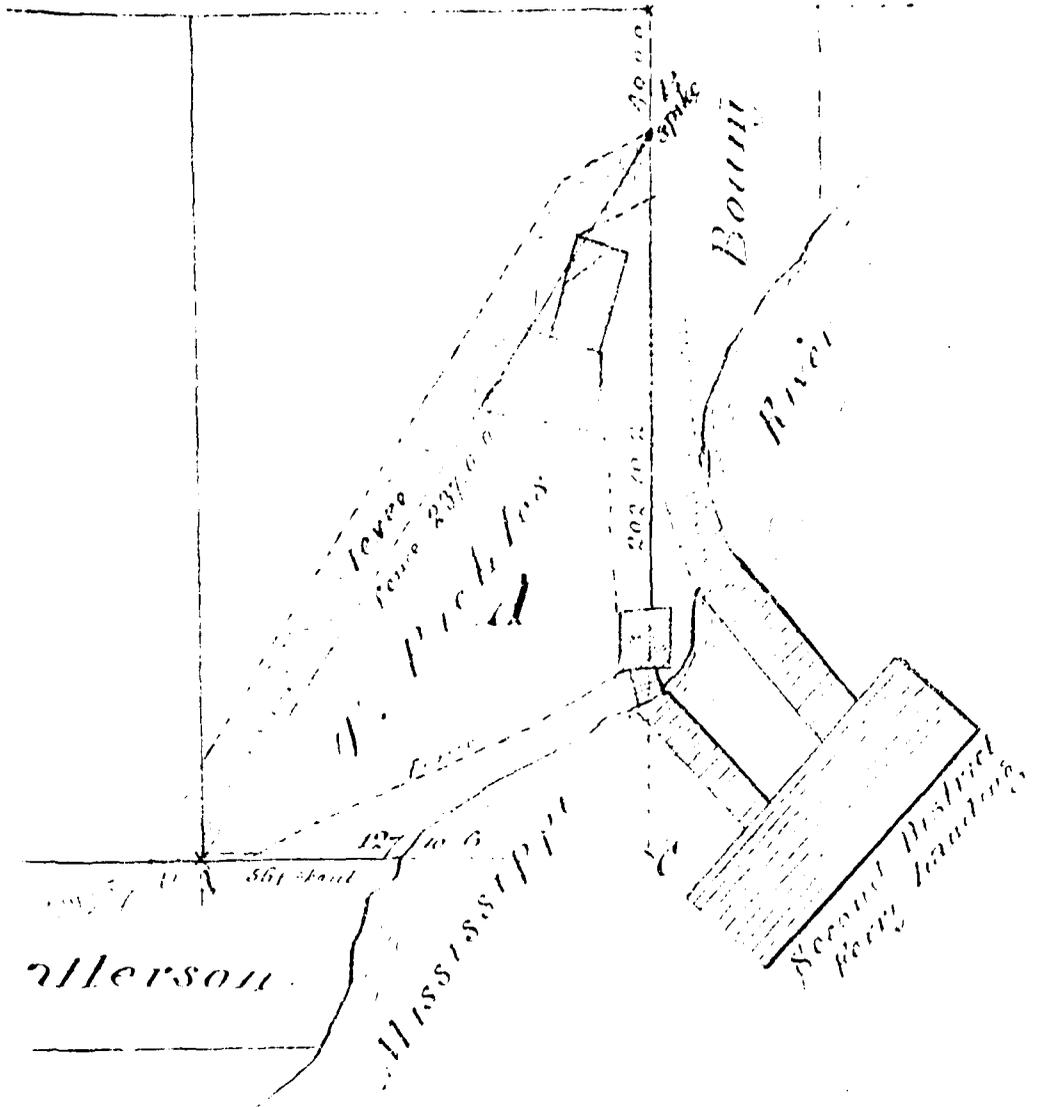
When the Duvic family sold in 1907, the property had a relatively significant value of \$2,500 [E. Weil 4-1-1907]. Sanborn's Insurance Map of 1903 [vol. iv sheet 363] indicates that a two story frame galleried building with a rear shed and stable occupied the lot about that time. By 1909 it was a garage used in the repair of trucks. In 1914 tavern keeper John Sprada purchased the property and retained it until his death in 1954. Sprada's heirs sold out to a parking lot consortium in

Figure 9

P. A. d' Hemecourt Survey of 4 October 1892 showing T. Pickles'
Ferry Landing in Square #10 Old Square #2

Derived from New Orleans Notarial Archives, Civil Courts Building,
Poydras & Loyola, New Orleans.

Notary: P. A. d' Hemecourt 10-4-1892.



This is a copy of a
 survey made by the
 of the land of 4 acres situated in the
 of the land of 4 acres situated in the
 District and is situated in the
 the same is situated in the
 the same is situated in the
 survey was made by the
 on the 23rd day of
 Section October 18th
 of Survey of 11.00

1957. A 1954 photograph of the block [Tulane University, Louisiana Division, fig. 10] show that a Mobil outlet occupied the site as late as the mid-20th century.

SQUARE 10 LOT 8

Lot 8, second from the corner of Morgan and Seguin, became the property of carriage maker Louis Tancre' in 1856. Tancre's shop, known as "Tancre' & Loiz," carriage maker and saddler, was on Square 10, but facing Bonis (Bouny) Street, now in the river [Cohen's 1851 directory]. Tancre' must then have resided at the Villere Street address for the scant four years that he owned it. He sold to blacksmith Francois Duvic in 1860 [A. Doriocourt 12-14-1860]. The Lot 8 property then remained in Duvic's hands for forty-seven years. Soard's 1890 city directory places him there (20 Villere) with his blacksmith shop thirty years along the way. The shop appears on Sanborn's 1903 edition but not on the Sanborn map of 1909 [vol. vii sheet 699]. The lot evidently remained bare after 1907 as shown by Sanborn maps of 1934 and 1937 and by photographs of the block in 1955 and undated [figs. 11 and 12]. Barkeeper John Sprada owned the property from 1914 until his death in 1954. Both photographs show that billboards serving as a fence crossed the lot during Sprada's time. One display advertised Dixie Beer; another Shelton Smith Motor Co.

SQUARE 10 LOT 9

The third lot on Morgan from the corner of Seguin Street is now the remainder of Lot 9. Its chief interest derives from its occupancy by the cafe of John Sprada between 1907 and 1954. Sprada's Cafe, which Dixon refers to as "an unusual gentlemen's bar," was a two story frame building with an upper balcony containing a long polished bar, mirrors, a pressed tin ceiling, and a pot-bellied stove [Dixon:1981,71; figs. 13, 14 and 15]. It was probably built by George G. Richards soon after he purchased the lot from John Thompson in 1893 [W.H. Seymour 4-11-1893]. Sprada's wife

purchased the place five owners after Duvic [C.O.B. 239,f.447]. Sprada tended bar there and was a respected member of the Algiers community. He died in 1954. His children inherited the property, but sold out to a parking lot consortium in 1957 [C.D.C. 329,425; Leon A. Pradel 2-22-1957].

SQUARE 10 LOTS 5 & 6

The City of New Orleans has owned the remains of Lots 5 & 6, Square 10, since 1899 when the Levee had to be set back diagonally across the square [W.H. Seymour 5-1-1899]. A cave-in which occurred November 19, 1897 in the squares between Morgan and Pelican bounded by Powder and Bouny Streets precipitated this most recent setback. As late as 1896 the levee crossed Square 10 at its Bouny and Patterson corner, forming a triangle of land cut off from the square on its upriver corner. After the 1897 cave-in, the levee was moved back in a line roughly parallel to the old line in Square 10, but now at the Seguin-Morgan or downriver corner of the square. Recent measurements show that all of Lot 5 and half of Lot 6 remain [Fig. 16].

In 1840 the Duverje¹ heirs leased two houses at the corner of Patterson and Seguin Streets to baker Armbrouse Lanbuse [L.T. Caire 12-8-1840]. The lease did not specify which corner of the Patterson-Seguin intersection the baker's house occupied. Nevertheless it is possible to deduce that the baker's house was in either Square 10 or Square 13, since the Seguin family owned both other corners of the intersection at the time. The chances are better than even that the baker's house was in Square 10, since Square 13 was supposed to be a public place at the time. If the bakery was on Square 10 it must have occupied Lot 6.

Ten years later Cohen's 1851 city directory lists F. Coon, blacksmith, on the corner of Patterson and Seguin Streets. The same source places [Paul] Saillot and Rivoil's "American Coffeehouse and Grocery" at the Patterson-Seguin intersection that year. Eliminating the two intersection corners on the batture side of Patterson once again

Figure 10

Photo showing Mobil outlet on corner of Morgan & Seguin Streets.

Lots 9, 8, 7 of Square #10 in left foreground. 1954.

Derived from Dixon, 1981. Old Algiers, p. 176.

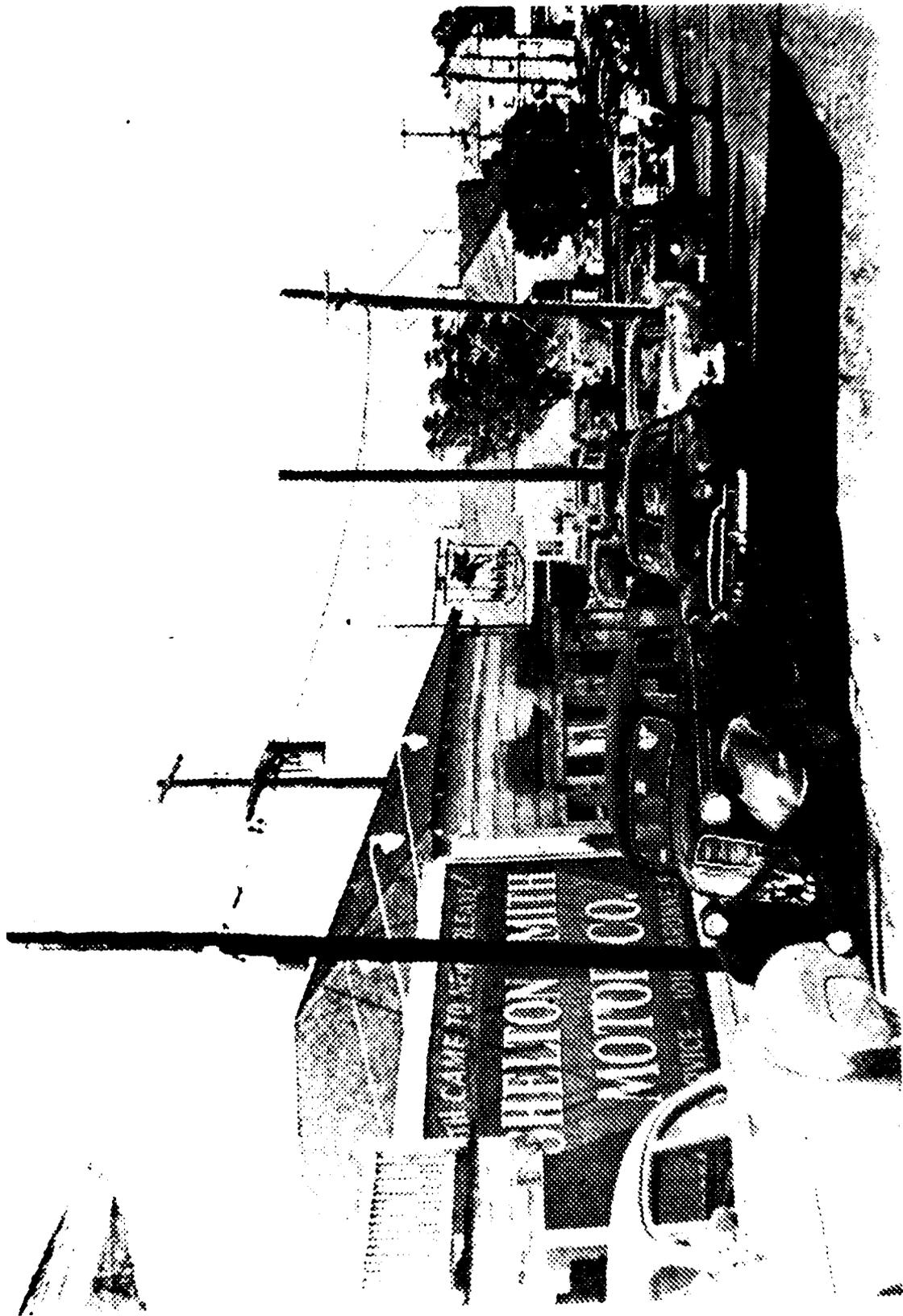


Figure 11

Lots 9, 8, 7, Square #10 in right foreground. John E. Kuhlman photo of Algiers Point in 1955.

Derived from Dixon, 1981. Old Algiers, p. 176.



Figure 12

Lot 9 (Sprada's Cafe) and Lot 8 (sign "DIXIE" in front of vacant lot), undated.

From Dixon, 1971. This Is Algiers, p. 37.



Figure 13

John Sprada proudly presides at his popular Morgan Street bar. [undated].

From Dixon, 1981. Old Algiers, p. 71.

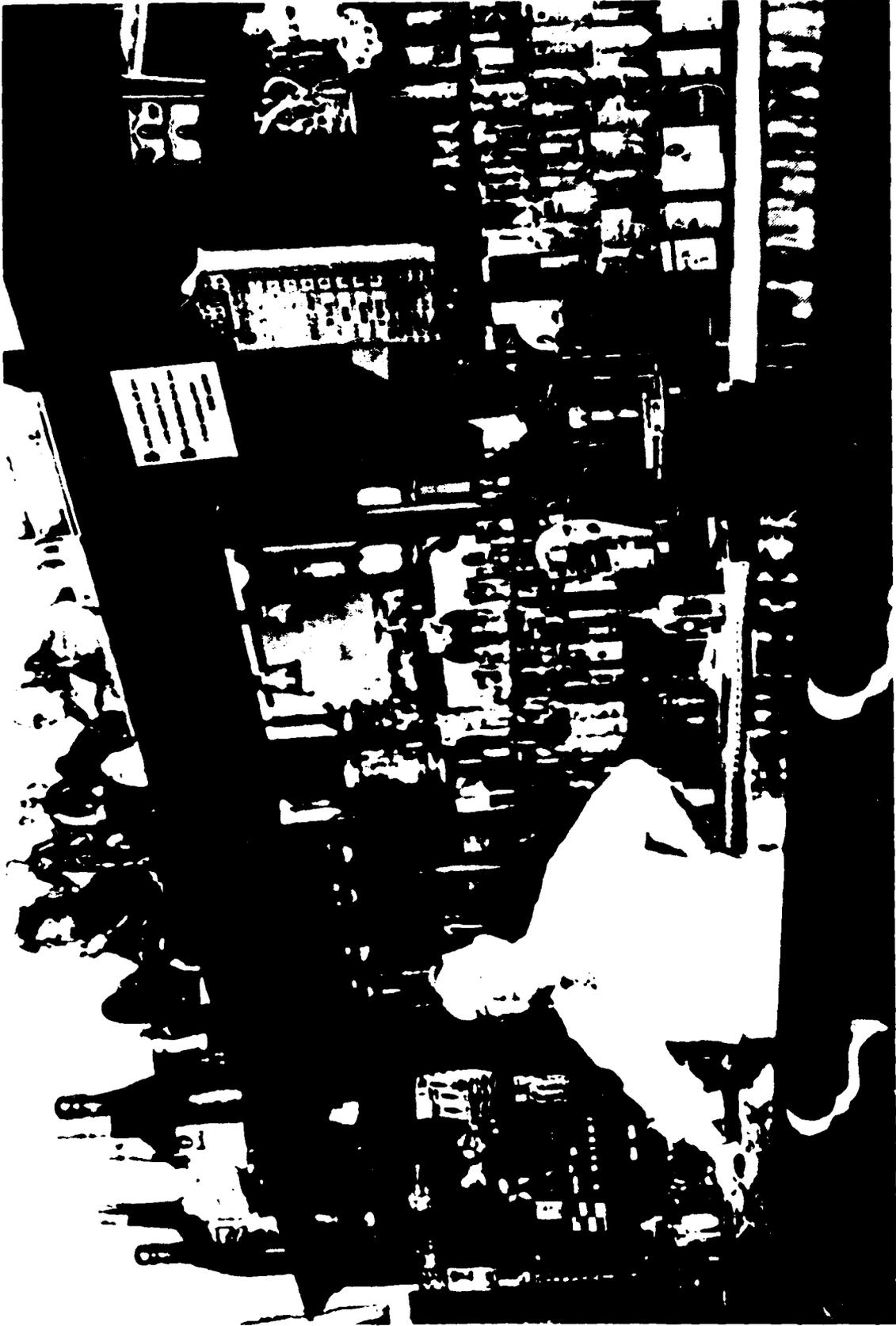


Figure 14

One end of the Sprada bar, an unusually fine example
of a gentleman's bar. [undated].

From Dixon, 1981. Old Algiers, p. 71.



Figure 15

Looking towards Morgan Street: the long bar, highly polished floors,
and the pot-bellied stove reflect the past glory of this unusual gentleman's bar
of years gone by. 1909.

From Dixon, 1981. Old Algiers, p. 71.



Figure 16

Squares #13 & #10 in foreground, ca. 1970. Square #10, right foreground, clearly shows how Lots 5 & 6 are truncated by the levee placement.

From Dixon, 1971. This Is Algiers, p. 1.



because of Seguin's shipyard and successors, it seems reasonable to conclude that on the other two corners of the Patterson-Seguin intersection stood a blacksmith shop and a coffeehouse in 1851. Since we have seen direct testimony about the existence of a coffeehouse building on Lots 1 and 2 Square 13 in 1851 or '52, we may through a tortuous route arrive at Coon's blacksmith shop on Square 10 Lot 6 in 1851.

On Lot 5, second on Patterson from the corner of Seguin, any one of a number of artisans placed on that block by Cohen's directory of Algiers in 1851 could have had a home or shop. The Lot 5 occupant could have been Werner the barber, Weber or Paul the tailor, Daum the sailmaker, Shaeffer the shoemaker, Ketchum the boilermaker, or perhaps the most skilled artisan, Bernauer the watchmaker.

Both Lot 5 and Lot 6 of Square 10 went through a sheriff's sale in 1858 when Joseph Paskoriza had to sell to Joseph Llado [C.O.B. 76, f.193]. This may be the Joseph Pastorize, fruit and oyster dealer, whom Cohen's city directory places on Patterson between Barthelemy and Lavergne in 1851. Over thirty years later Llado's estate sold the two lots to notary Wm. H. Seymour for some \$19 in taxes. Seymour later sold to the city for the levee setback [C.O.B. 134/578; J.J. Woulfe 5-1-1899]. Whatever had formerly occupied the sites had been cleared by 1903 [Sanborn, 1903:iv, 363].

The story of Lots 5 & 6 is somewhat a puzzle but not entirely lost. The presumed privy location of both lots is wide open ground.

SQUARE 20

Square 20 is a triangle formed by the intersections of Patterson, Morgan, and Bermuda Streets. It received a \$5,000 evaluation in the estate inventory of Mrs. Barthelemy Duverje, taken in 1839 [L.T. Caire March 5]. This value was roughly comparable per square foot to that received by other undeveloped squares mentioned in the inventory.

The Duverjé daughters retained Square 20 in indivision for a few years after their mother's death. During that period they leased a lot at Bermuda and Patterson Streets in Square 20 to the widow Ann Bridges Vail Stream. The lease was to extend from July of 1841 to May, 1844. Mrs. Stream received a preferential option to renew the lease at its expiration, but was denied the right to open Bermuda Street between Morgan and the river "as long as the batture (in front of Square 20) is leased for navy yards" [L.T. Claire 12-19-1840].

Surveyor C.N. Bouchon's original 1819 plan of Bourg Duverjé had divided Square 20 into seven lots. The Stream lease was for Lot 1, fronting 73.9 feet on Patterson Street and 84.7 feet on Bermuda (then Barthelemy). A few months after Mrs. Stream leased Lot 1, she purchased Lot 9 which was immediately behind it [L.T. Caire 9-21-1840]. Whereas Lot 1 formed the corner of Patterson and Bermuda, Lot 9 formed the corner of Morgan and Bermuda. Of the land on Square 20, these two lots are most directly in the right-of-way of a planned levee setback at Algiers Point.

After Mrs. Stream had owned or leased the Bermuda Street end of Square 20 for eight years, her husband Henry A. Stream purchased Lot 1, the leased property. The Streams may have operated a sawmill on the site which Mrs. Stream could have inherited from her first husband, the sawmill operator Vail [Coleman 1885:290]. Alternatively, they could have rented out residential units there. Cohen's city directory places Thomas Beverly, the only free man of color in this part of Algiers, on Barthelemy Street between Patterson and Villere in 1851. At the same time Joseph Larr, unidentified, and painter John Myers lived on the block. Note that the block in question could have been across Barthelemy (Bermuda).

Ann Vail Stream was a resident of Algiers in 1840 when she purchased Lots 1 and 9, Square 10, but at the time of her death in 1853 she and Henry Stream lived on the river's east bank in Faubourg Marigny [2D.C.7254]. Henry Stream and Alfred Bridges Vail, Mrs. Stream's son by her first husband, inherited Lots 1 and 9 from her in 1854 with buildings on each end. An assessment of \$1,600 on the buildings alone at

the time suggests that the improvements were substantial. Henry Stream and his stepson sold the property the day after Mrs. Stream's succession closed to Adam Lawrence Hasling [A. Barnett 1-19-1854].

According to Seymour [1896 & 1971:31] Hasling built a place called the St. Charles Hall on Patterson Street which was "for many years the only ball room in town." The St. Charles Hall was a center for social, political, and theatrical events according to Seymour, who was himself a member of an amateur theatrical group which performed there. If Hasling's property on Square 20 is the Patterson Street site that Seymour mentions, the St. Charles Hall would probably have been built some time after 1854 when Hasling purchased the property, and continued in use through the time of the succeeding owners, Robert Cothell and his Irish wife Belle McGilvry. Seymour's theatrical group used the hall from 1874-1878. The Cothells purchased Lots 1 & 9 from Hasling in 1872 and retained them until 1907. Hasling financed the purchase, charging Cothell to keep the buildings insured for \$2,000 [W.H. Seymour n.p. 5-3-1872].

At the turn of the twentieth century the tip of Algiers Point began to change in complexion from residential and neighborhood business use to industrial use. Sanborn's Insurance Map of 1903 [1896 ed. corrected, vol.iv.sheet 364] indicates that most of Square 20 still had a residential and neighborhood business character in 1903--but it would not stay that way for long. On Lots 1 and 9 were only a "tenement" building in 1903, facing Bermuda Street with a shed in the yard on the Morgan Street side. This was during the final years of ownership by Robert Cothell, now living in Baton Rouge.

From 1905 through 1907 Cothell leased his land on Square 20 to Algiers Manufacturing Co. [C.O.B. 200,f.628]. At the end of 1907 he sold out to the company, represented by its president Albert E. Hotard [W.H. Seymour 12-19-1907]. Algiers Manufacturing Company was a sawmill founded about 1870 by Peter Fink and taken over in 1888 by Hotard and Peter S. Lawton. The mill portion was on the batture near Patterson and Verret. A branch of the plant was on Lots 7-11 of Square

13 across Bermuda Street from Square 20. There the company had a sash, door and shutter factory known as the Algiers Saw and Planing Mill. In 1893 the company had thirty-five employees and imported lumber from three parishes. It sold lumber to nearby shipyards and drydocks, and made spars, stage gunwales and home building materials [Engelhardt 1893:146]. The company had buildings on both Lot 1 and Lot 9 on Square 20.

In 1919 William H. Ward purchased the real estate, warehouse, lumber, rolling stock and manufactured goods owned by Algiers Manufacturing Company and Algiers Saw and Planing Mill [R.E. O'Connor 1-7-1919]. Ward and his family continued to operate the company near Patterson, Bermuda, and Lavergne until 1935 when they moved [W. VonBehren 1-3-1935; Dixon, 1981, 75]. A savings and loan company later sold Lots 1 & 9 to Walter E. Dawes, who in 1937 built a one-story garage and show room, leased to Standard Oil Co. of Louisiana [E. Wegener 4-3-1937; C.O.B. 514,f.128]. In 1943, the City of New Orleans took over the property for a brake tag inspection station [C.O.B. 524,f.504].

On the remainder of Square 20 were a series of small cottages which still stood in 1903, according to the corrected Sanborn Insurance Map of 1896 [vol. iv, sheet 364]. Fronting Patterson next to Lot 1 and occupying original lots 2 & 3 were two very small frame one-story double cottages. At the intersection of Patterson and Morgan was a furniture store with a wrap-around covered walkway on the two streets. Fronting Morgan Street were a single shotgun cottage on the equivalent of old Lot 5, and a pair of stores at 315-323 Morgan Street on what would have been the rear of old Lots 3 & 4. At the rear of old Lot 2 were a pair of stables.

Some of these buildings may have been heir to the craftsmen's village which clustered at the tip of Algiers Point during the 1850s. Since a shipyard occupied the batture side of Patterson Street between Barthelemy and Lavergne at mid-century, it is fairly safe to assume that the residents Cohen lists on Patterson between those streets occupied Square 20 in 1851. On the block were Taylor, a painter of ships; Joseph Rous, carpenter; Power the blacksmith; Plauche the drygoods dealer;

Pastorize with his fruit and oysters; Froute, a caulker; and the only "white collar" occupant of the block, State Tax Collector John Brunett.

SQUARE 21 -- BATTURE

Square 21 is batture land bounded by Bermuda, Lavergne, Patterson and the river. It historically consisted of two sets of lots. The first set was numbers 1, 1-bis, 2, & 2-bis. These four lots were at the corner of Patterson and Bermuda, extending from Patterson to the river. Together they made a 112-foot frontage on Patterson Street. The depth to the river in 1900 was 230 feet. Shipbuilder Peter Marcy made these four lots part of his shipyard during the late 1830s. Pages 95-97 contain a discussion of Marcy's business and the successor businesses that occupied this land and with it Square 12.

The second set of lots on Square 21 were numbered 1-5. Each measured 62.8 feet on Patterson, widening in the rear to 74.3 feet. The lots had a depth from Patterson Street to the water's edge of 217 feet in 1850. In 1900 this depth was about 200 feet [H.P. Claire 5-11-1850; A. Hero Jr. 7-10-1903].

The five lots were important to Louisiana history because they became a Confederate shipyard where several famous vessels were built or refitted during the Civil War. After April, 1862, the Union army commandeered the yards and used them in the cause of U.S. armies for the remainder of the Civil War. In an 1865 auction sale of the estate of A. Francois de Paul Alfred Robelot, a Duverje' family member, the family was unable to liquidate Lots 3 and 4 because they were "now used by the U.S. government as a shipyard" [E. Bouny 12-15-1865].

In spite of their potential importance, the second set (of five) lots on Square 21 have been difficult to elaborate on, since they remained in the hands of the Duverje' family until after the turn of the twentieth century. Various members of the Duverje' family owned them. In an 1850 act of partition A.F. de Paul Alfred Robelot received Lots 1 & 3; Mrs.

Helena Duverje' Robelot Lot 2; Mrs. Octavie Duverje Wharton Lot 4; and Mrs. Evelina Duverje' Olivier Lot 5 [H.P. Claire 5-11-1850]. Evidently the shipyard activity on this site was a leased arrangement for more than fifty years.

The property titles and civil court histories of Squares 10, 13, 20, 21, and 12 have demonstrated several large trends in Algiers history. Close to the waterfront, industrial activities such as brickmaking and slaughterhouses flourished even before the death of Barthelemy Duverje' in 1820. Duverje' himself had decided at least as early as 1819 to subdivide the plantation and to encourage industrial activity on the waterfront, no doubt to provide additional employment activities in the suburb. Shipbuilding and sawmill operations began on the tip of Algiers Point at least as early as 1820, and drydock activities, connoting ship repair, began as early as 1837.

The little town of Algiers grew up showing direct influences from the presence of its bustling waterfront industries, especially in the area between the courthouse and the river. There, small homeowners, shopkeepers and artisans such as the blacksmiths, tailors, boatbuilders, shoemakers, saloon keepers and the like we have seen settled. They made Algiers a compact community with a strong sense of neighborhood. They flourished between 1840 and 1900.

About 1900, after the great fire of 1895 and after several levee cave-ins, the industry that had kept Algiers flourishing during the 19th century began to institutionalize its surroundings. Iron works, planing mill, drydock facilities and the like spilled across Patterson Street from the batture, displacing the residential and small business uses that once prevailed on Squares 10, 13, and 20. During the prosperous years of the 20th century's first two decades, these industries grew ever larger. One of them, Johnson Iron Works, eventually occupied the upper half of Square 13, all of Squares 12 and 21 on the batture, and part of Square 10. At the same time Algiers Saw and Planing Mill occupied much of the lower part of Square 13 and part of Square 20.

Eventually both of these giant businesses moved away, leaving the tip of Algiers Point to an assortment of parking lots, government installations, and shanties. Interesting enough, both businesses continue to flourish within Algiers. Johnson Iron Works merged with Todd Shipyards in 1935 [W. K. Leverich 12-31-1935] to become Todd-Johnson Dry Docks, Inc. In 1954, Todd-Johnson Dry Docks, Inc. merged with Todd Shipyards Corp. of New York, and two years later that company sold its Algiers Point facilities to a consortium which founded Algiers Parking Lot Co., Inc. [L. G. Shushan 12-14-1956; C.O.B. 614, f.179; 602, f.141]. Today Todd Shipyards continues to operate downriver from the Point. By the same token, William, Albert, and A. James Ward, heirs to W. H. Ward, Sr., have moved the Saw and Planing Mill and Algiers Manufacturing Co. that their father purchased from A. E. Hotard to a site near the Orleans-Jefferson line [Dixon, 1981, 75].

Now the age of industry too has passed away from the land on the tip of Algiers Point. Soon the land itself will diminish, as the protective levee demands that it make way. The old ferry landing, so many blocks away from the courthouse square in 1840, draws nearer. If first the buildings have disappeared, followed by the industry, followed by the land itself, what will remain? Perhaps that spirit of small-town community shared in the collective memory of Algiers Point residents will remain even if nothing else does.

APPENDIX I
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Records of Second District Court (2DC): 7,254.

Records of Seventh District Court (7DC): 1,137

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Sanborn Map Co. 1909 ed., corrected to 1935. Vol. vii. Sheets 699, 700.

Sanborn Map Co. 1937 ed. Vol. vii. Sheets 701, 702.

Soard's New Orleans City Directory. 1878-1905.

United States Circuit Court Records for Fifth Circuit: 12, 810.

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| | |
|------------------|------------------|
| Ardill, Wm. | Eustis, J. U. |
| Barnett, A. | Fahey, James |
| Barnett, E. | Grima, E. |
| Blanchard, E. J. | Hennessey, W. J. |
| Bouny, E. | Hero, Jr., A. |
| Broutin, F. | Ker, R. J. |
| Broutin, N. | Kramer, P. J. |
| Butler, F. N. | Lafargue, A. |
| Cahn, B. I. | Lafitte, Marc |
| Caire, H. P. | Lavergne, H. |
| Caire, L. T. | Legier, J. R. |
| Curley, H. C. | Lemonnier, J. |
| Cuvillier, J. | Leverich, W. K. |
| Denechaud, C. I. | Lewis, A. J. |
| Doriocourt, A. | Lisbony, J. |
| Dreyfous, F. J. | Magner, S. |

Mahoney, M. S.
Maloney, R. J.
Marx, F. C.
O'Connor, R. E.
Pedesclaux, P.
Pradel, Leon A.
Preat, G. G.
Rainold, F. E.
Sarpy, H. L.
Seymour, E. H.

Seymour, W. H.
Shushan, L. G.
Spitzfaden, T. G.
Taylor, J. D.
Theard, C. J.
Upton, R. P.
Von Beher, W.
Wegener, E.
Weil, E.
Woulfe, J. J.

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Dixon, Richard Remy. Old Algiers: A Story of Algiers, Yesterday and Today. 2nd ed. Algiers, 1980.

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Siegel, Martin. New Orleans, A Chronological and Documentary History, 1539-1970. American Cities Chronology Series. Dobbs Ferry, New York, 1975.

Wilson, Samuel, Jr. The Vieux Carre, New Orleans: Its Plan, Its Growth, Its Architecture. New Orleans, 1968.

APPENDIX II
 LIST OF ALGIERS RESIDENTS IN 1842:
 DERIVED FROM PITTS AND CLARKE'S GUIDE AND
DIRECTORY OF NEW ORLEANS, LaFAYETTE, ALGIERS AND GREINA (1842);
 111 CHARTRES STREET, NEW ORLEANS

| | |
|--|--------------------------------------|
| Alvarez, Jose, grocery store | Duval, _____, Captain |
| Amoedo, Francis | Emmerson, F. |
| Arnaud, Charles | Emmerson, J. B., ship carpenter |
| Auth, J. P., boarding house | Fortier, Arthur |
| Bailey, John, ship carpenter | Francisco, Rosetta, Miss |
| Barraud, Nerestan, ship carpenter | Fronty, Antoine, caulker |
| Bass, James, ship carpenter and joiner | Generes, Edouard |
| Bastiani, Antonio | Gerard, Jason, mechanic |
| Bauchet, M. | Gerard, William, ship blacksmith |
| Bell, C. L., Willow Grove coffee house | Gonzales, Felix, carpenter |
| Bell, H. D. | Griesler, Mrs. Helen, boarding house |
| Belley, Lewis, ship carpenter | Gros, Marcelin, painter |
| Bello, Felix | Gualima, Antonio, coffee house |
| Bernard, John, engineer | Hanson, Thomas, ship carpenter |
| Bernard, J. B., Sr. | Hassam, T., Widow |
| Bernard, J. B. Jr. | Hoa, Pierre |
| Bernard, Ovide | Hughes, John, ship builder |
| Bernoudy, L. Jr., runner for the | Hughes and Stockton, boat and |
| Atchafalaya Bank, residence | ship wrights, Office 21 |
| Algiers | Camp Street |
| Betancourt, Simon | Jerónimo, Pablo |
| Bouny, Widow | Jenkins, T. C. |
| Bouny, Eusebe, student-at-law | Lamolliere, J. M. |
| Boute, Philippe | Lamonaskey, Edward |
| Boute, Leopold | Leboeuf, Martial, planter |
| Brown, William H., engineer | Lessacks, W. F., coffee house |
| Byrne, Gregory, ship builder | and carpenter |
| Caiman, Nicolas | Marcey, Peter, carpenter |
| Callaster, William, carpenter | Marcey, Samuel |
| Camus, T. | Marquez, Francis, grocer |
| Camps, James | McPherson, Alexander, carpenter |
| Carter, James, blockmaker | McNamara, Michael, ship carpenter |
| Challet, Charles, barber | Morse, Charles W., blacksmith |
| Chauvet, Armand | and constable |
| Collins, J. V. | Mullon, S. F. |
| Colley, John | Mynes, M. |
| Crigger, George, carpenter | Nadd, E., Widow |
| Daunoy, E. | Neagle, J. W. |
| Davis, Captain James | Nicholson, R., ship carpenter |
| Deake, Charles | Oddell, John R. |
| Drecreaux, _____ | Paimpare, Captain Joseph |
| Dessemamus, Joseph, painter | Paris, Michel |
| Donnell, P. A. | Peja, Jean A., ship carpenter |
| Dougherty, James, oysterman | Pilman, Charles |
| Dowen, John | Price, Simon |
| DuFour, O. Widow | Richard, E., keeper of the ballroom |
| Dunn, John, coffee house | Romas, V. T. |
| Dupeyre, J. B. | |

Sanchez, Alfred, business in New Orleans, resides in Algiers
Sanchez, Armand, business in New Orleans, resides in Algiers
Sanchez, Dr. Joseph
Sarazin, William, ship carpenter
Sequin, Andred B., joiner
Serafou, C., coffee house
Smith, J. R.
Smith, Peter, ship carpenter
Stevens, William, coach maker
Stockton, James, of Hughes and Stockton, shipbuilders
Tarcy, Albert, joiner
Thomas, Marc, carpenter
Thompson, Peter

Tournon, J., carpenter
Trepagnier, Charles
Trepagnier, Norbert Widow
Upleston, Charles, ship carpenter
Vallat, Achille
Vail, Mrs., boarding house
Vallet, Maurice
Verret, Finey, resides below Algiers
Verret, Edouard
Vidal, Theodore
Vigne, Remy, druggist
Villars, C.
Vincent, Pere and Fils
Wadd, D. N.
Westeway, Peter
Young, Frederick, coffee and boarding house

Figure 17

Schematic Diagram showing dimensions of Lots on Square #10.
All Measures American. [Not drawn to scale].

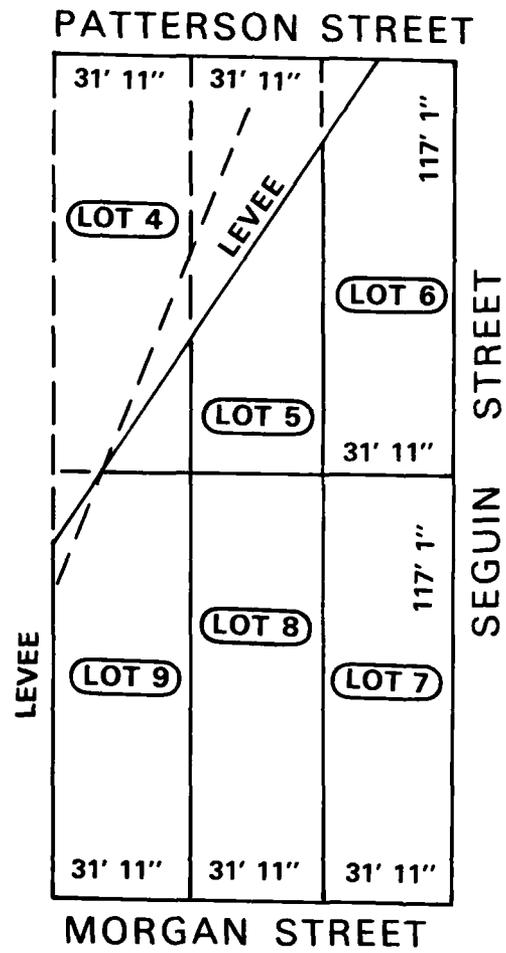


Figure 18

Schematic Diagram showing dimensions of Lots on Square #13.

All Measures American. [Not drawn to scale].

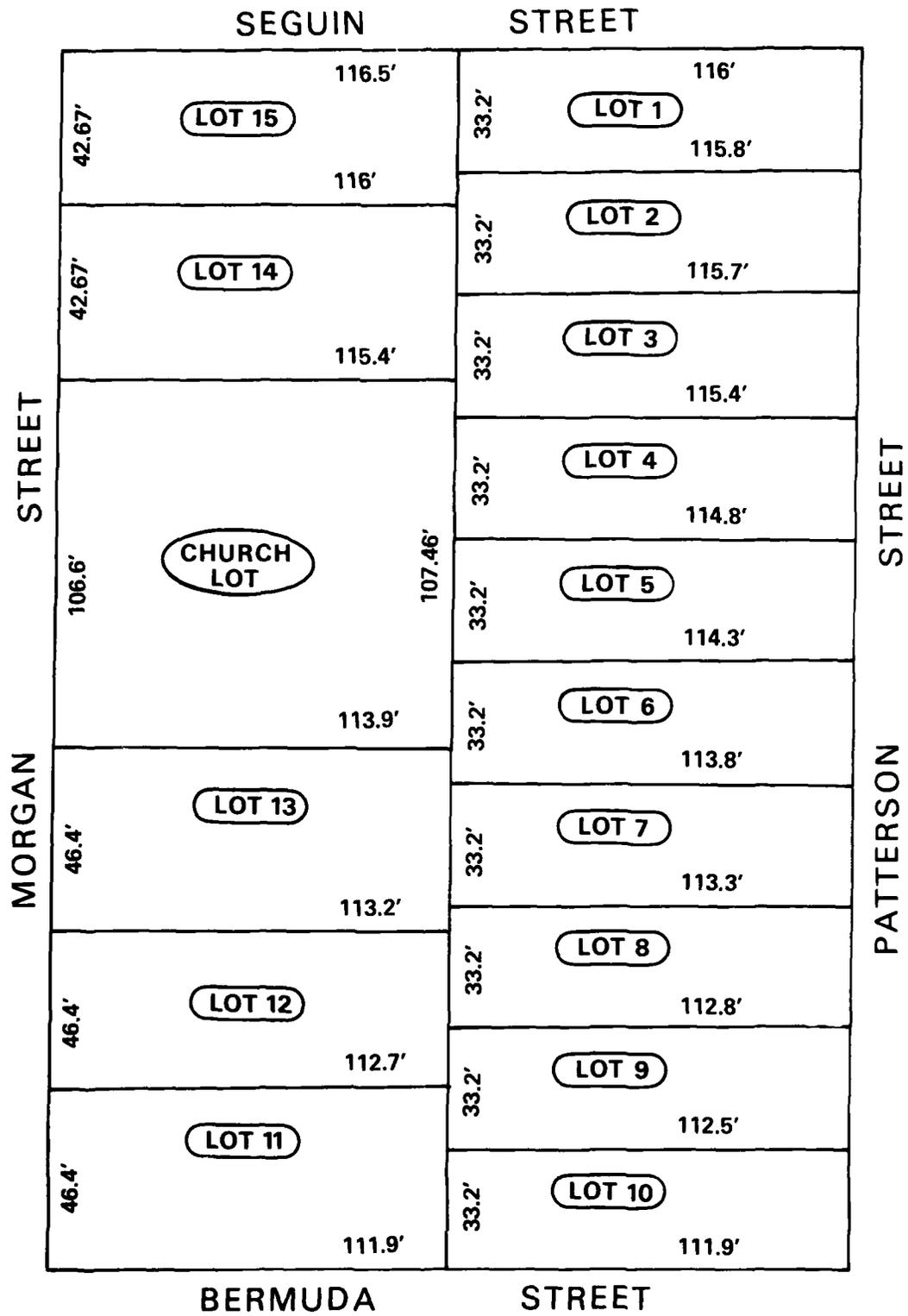


Figure 19

Schematic Diagram showing dimensions of Lots on Square #20.

All Measures American. [Not drawn to scale].

[Measurements derived from Sanborn 1896/1903 Plate 364].

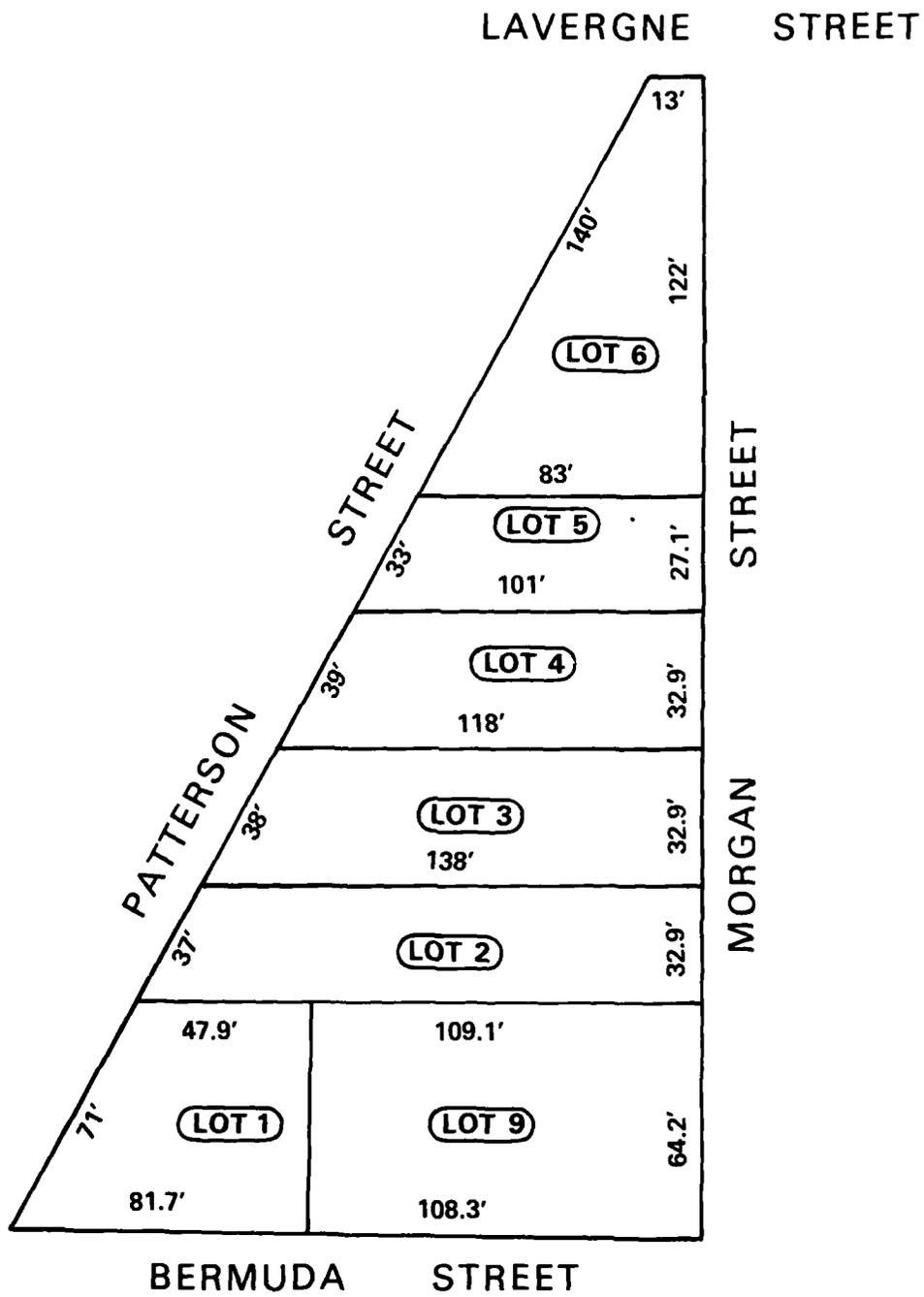


Figure 20

Painting by P. Cavailler. Algiers in foreground, 1842.

Courtesy Howard-Tilton Memorial Library, Tulane University.

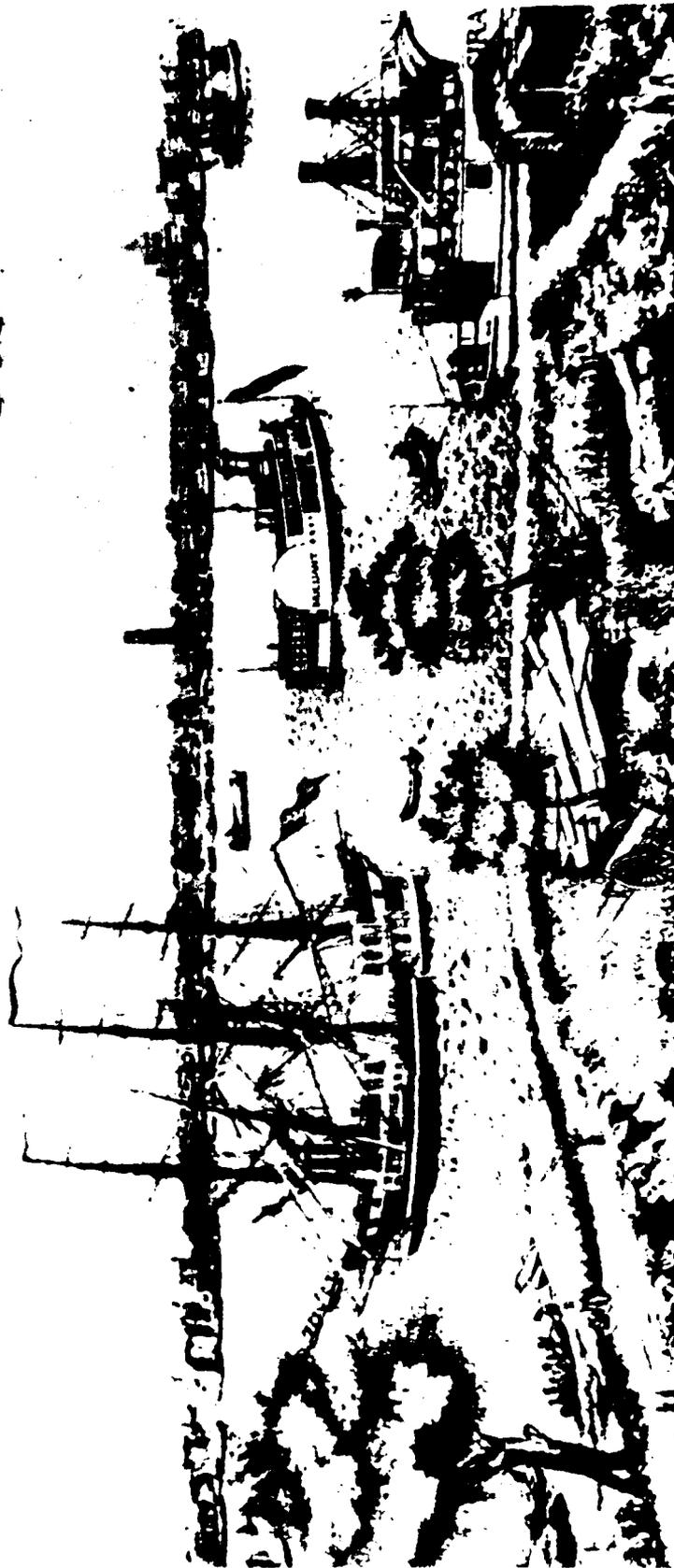


Figure 21

Painting by P. Cavailler. Algiers in foreground, 1842.

Courtesy Howard-Tilton Memorial Library, Tulane University.

CAVAILLER PAINTED ALGIERS RIVERFRONT II



Figure 22

Painting by P. Cavailler. Algiers in foreground, 1842.

Courtesy Howard-Tilton Memorial Library, Tulane University.



Figure 23

Rutly & Mothe advertisement from the turn of the century.
Business was on Square #13, Church Lot.

From Dixon, 1971. This Is Algiers, p. 34.



RUTILY & MOTHE,

Successors to L. GUILLAUD,

Funeral Directors

AND

Embalmers,

COACHES AND STABLES:

10 Morgan Street,

BERMUDA, ALGIERS, LA



E. J. MOTHE.

Figure 24

Algiers Point in 1922.

From Dixon, 1971. This Is Algiers, p. 33.



Figure 25

View of Algiers Point in 1850 with St. Bartholomew's Church showing prominently.

From Dixon, 1971. This is Algiers, opposite page one.

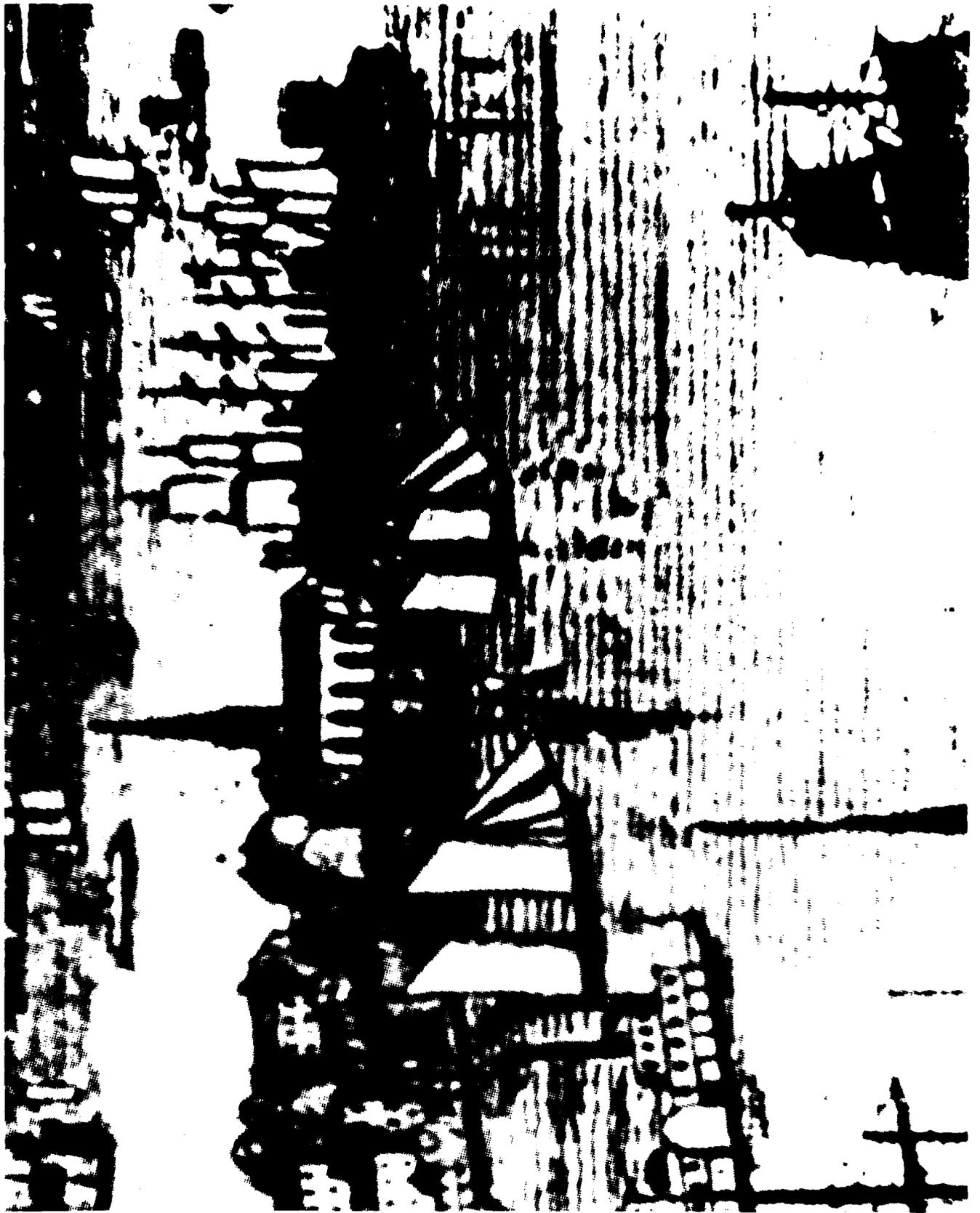


Figure 26

Felix Borne, nineteenth century Police Commissioner and onetime owner of Lot 1, Square #13.

From Dixon, 1981. Old Algiers, p. 113.



FELIX BORNE,
POLICE COMMISSIONER

Figure 27

Duverje Mansion as Algiers Courthouse.

G. F. Mugnier photograph circa 1890. Louisiana State Museum.

AD-A145 746

ALGIERS POINT: HISTORICAL AMBIENCE AND PROPERTY
ANALYSIS OF SQUARES TEN T... (U) NATIONAL PARK SERVICE
DENVER CO DENVER SERVICE CENTER D L FRITZ ET AL

3/3

UNCLASSIFIED

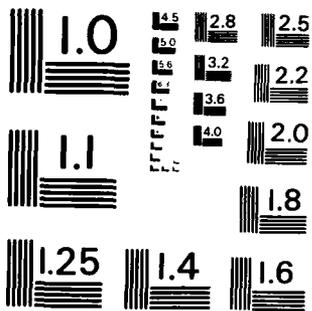
14 OCT 83 PD-RC-84-07 LMPD-83-17

F/G 5/6

NL



END
DATE
FILMED
11-84
DTIC



MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A



Figure 28

Morgan, corner Seguin Street, 1915.

From Dixon, 1971. This Is Algiers, p. 93.

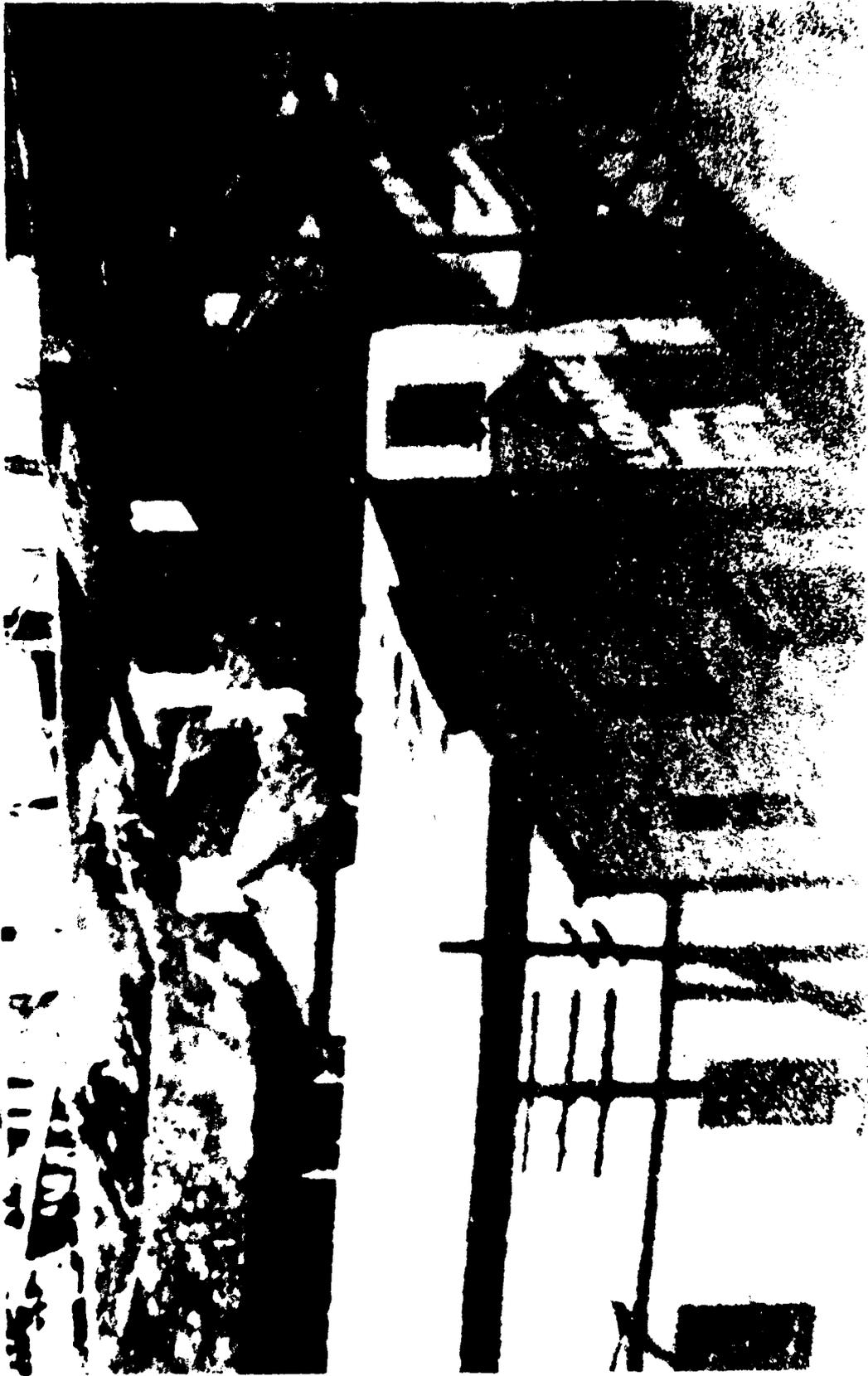


Figure 29

Post-hurricane view of the ferry landing, 24 September 1915.

Houses at right are in Square #10.

Rooftop in right foreground is in Square #13, Lot 15.

From Dixon, 1971. This Is Algiers, p. 92.



Figure 30

1905 Advertisement for W. H. Ward's Mill on Square #13.

From Dixon, 1981. Old Algiers, p. 75.

Algiers Saw and Planing Mill.

W. H. WARD, Proprietor

Boat Frames, Beams, Outriggers, Wheel-Arms, Spars, Cylinder Timbers and Stage
Gunwales Sawed to Shape

LONG LEAF YELLOW PINE A SPECIALTY

Circular Work, Hounds, Felices, Tongues, Shafts, Etc. Sawed to Order

Oak, Gum, Ash, Cotton, Cypress and a Full Line of House Building Material Always in Stock.

(Fifth District.) NEW ORLEANS, LA.

DECKING AND PLANKING, DRESSED AND OUT-GAUGED

W. H. WARD, President

CHAS. CIEUTAT, Vice-President

L. T. NOTARD, Secretary

A. TWICKLER, Treasurer

ALGIERS MANUFACTURING CO., Ltd.

Sashes, Doors, Blinds, Stairs and Steamboat Work, Turning and Scrolling



OFFICE AND FACTORY

CORNER MORGAN AND BERMUDA STEETS

Telephone Algiers 87

ALGIERS, LA.

Figure 31

Algiers Point circa 1980. U.S. Army Corps of Engineers photo.

From Dixon, 1981. Old Algiers, p. 28.



Figure 32

Algiers Point circa 1890.

From Dixon, 1981. Old Algiers, p. 16.



*These views of Algiers are about 1890 era. They show the
Plantation house which also served as the Algiers Court house
1873, but the people is not added until about 1891, the ci*

Figure 33

Certain Lots on Square #10 (Old Square 2), 1871/1892.

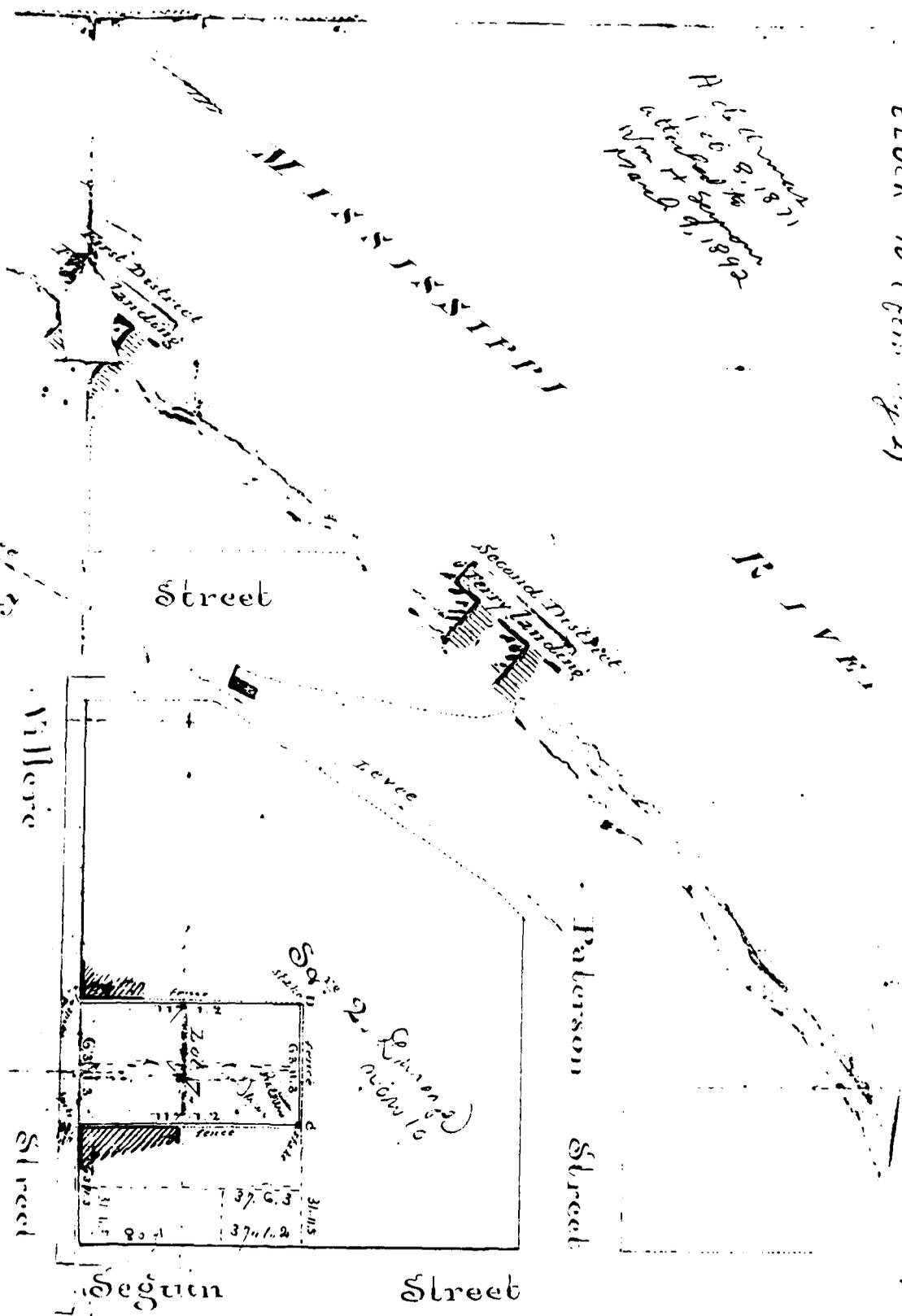
Also shows 2nd and 1st District Ferry Landings.

From New Orleans Notarial Archives. Poydras & Loyola,

New Orleans. Notary: W. H. Seymour 3-9-1892.

BLOCK 10 (from p. 2)

1771
1818
1868
1898
1908
1918
1928
1938
1948
1958
1968
1978
1988
1998



As the Nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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