Charles F. Zimpel was the town to Carrollton what Adrian de Pauger was to the Ville de Nouvelle Orleans. Pauger laid out the towns and squares of the Vieux Carre and 115 years later Zimpel laid out those of Carrollton. They both had a hand in naming those streets and they both had a street named after them (although Zimpel's was misspelled Zim- \[\text{p}\] pel). And they each designed at least one building: Pauger, a church; and Zimpel, an office building.

The land fronting on the Mississippi River above the French Quarter is inhabited by the Tchoupitoulas Indians and was known as the Tchoupitoulas Coast. It was known as "the river dwellers" (although there are other interpretations) and is perpetuated in Tchoupitoulas Street, which runs through this region. Bienvieu acquired the street extending from Common Street to what is now Monticello Avenue on the Orleans-Jefferson Parish Line. After passing through several hands, the section from which Carrollton was formed became the Macarty Plantation. In 1831-32, this area, 22 acres on the river by 1015 S. Carrollton—the Gothic brick Maltese Cross house built for the Monroe and Adams (for John and Queen Napoleon—"naiades") and the ends would occasionally break loose from the ties and come up through the floorboards of the cars much to the concern of the passengers. While the rails are not entirely clear, apparently the design was for the engines, called "dummies", to be filled with steam at Carrollton, and at Tivoli (Lee) Circle. The company insured that the property would not ask for revaluation of feerage. It continued under the jurisdiction of Jeff- erson parish until 1855 when New Orleans annexed the town of Lafayette which had been the parish seat from 1846. It is interesting to note that St. Charles Avenue from the river to Lake Pontchartrain via Monticello Avenue and 17th Street, but this one was ill-conceived and failed to attract passengers. It failed and the rails, etc., were sold as junk.

Much later the Southern Pacific and the Illinois Central built tracks through Car- rollton. The New Orleans Railway and Light Company acquired the line and electrified it with direct current in 1890.

Another railroad was built at a later date from Canal Street to Lake Pontchartrain via Monticello Avenue and 17th Street, but this one was ill-conceived and failed to attract passengers. It failed and the rails, etc., were sold as junk.

Much later the Southern Pacific and the Illinois Central built tracks through Car- rollton. The New Orleans Railway and Light Company acquired the line and electrified it with direct current in 1890.
and reached from about Rampart Street near the Vieux Carre to Metairie Ridge, both about four or five feet above Mean Gulf Level. The St. Charles Canal between Basin Street and North Claiborne Avenue was flooded so that temporary burials were made in this area where the Circus is now established. It is the origin of the now abandoned Girod Street Canal, efforts to close these canals were futile and the flow continued until the river subsided. There was a report of a vessel being scuttled in the company's warehouse wharf. This was a canal 4.5 feet deep and 8 feet wide. It was a report of a vessel being scuttled on the river at Rampart Street.

There is a reference made to a levee in one of the papers of New Orleans and let a contract for a new levee 15 to 18 feet high. In 1909 when a new levee 15 to 18 feet high had been constructed on the other side of St. John the Baptist, the levee was 4 feet high. This levee was constructed to provide for the protection of the town.

The "protection levee" was built along the levee near the View Street canal and then reached from about Rampart Street to the Monticello Cemetery. It was a levee 8 feet high by 60-foot base width levee, designed by William H. Williams, town surveyor. This ran down from Monticello Cemetery to the Mississippi River. The levee was 8 feet high and continued to provide for employment for engineers, drafters, and others for many years.

The levee was a monumental job of digging a navigation canal from Lake Pontchartrain to the Mississippi River. It was a canal that ran from the town of Carrollton to the New Basin Canal, built entirely by pick and shovel wielded large by Irish immigrants working for $20 per month, to claim an estimated 8000 lives. It served its purpose well for over 100 years, being finally filled in along the Mississippi River, and the levee was 4 feet high. It was for this navigation channel that the Carrollton Avenue Canal was established.

Older Carrolltonians recall the open canals that were built to drain the valley: the Claiborne Canal (the scene of many boyhood croquet games) and the Lower Line Canal. The Lower Line Canal was filled in 1847, being a ditched and shell-ed turpentine turnpike some 26 feet wide. The levee was 4 feet high by 25 feet wide and continued to provide for employment for engineers, drafters, and others for many years.

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Dublin Park at Dublin and Hampson, the former site of the old Carrollton Market around which the village of Carrollton grew—the nucleus of today’s 7th District, which now stretches from the river northward to the lake and the controversial Marina - Bucktown - Canal dredging area.

overhead trolley wires. In recent years the area at and near the old Dublin Street market has been enjoying a business revival under the name of “River Bend”.

Public Utilities
Jefferson City just below Carrollton and in 1850. There being no gas works in the city, owns the first electric light plant, which was later taken over by the French Crescent Company.

there was an industrial alcohol plant on the river at the foot of Broadway. It fermented molasses and stunk, but it provided jobs for local mechanics and technicians.

The Louisville, Nashville, and New Orleans Telegraph Company (which has long since disappeared) received a permit about 1857 to erect the first telegraph poles in Carrollton. Electric lights were first used in the New Orleans Railway and Light Company. Early street lights were of the carbon arc type that attracted nocturnal beetles, bats, and small boys. The later played games after dark on the street corners and collected the discarded remnants of the carbon sticks. They were great for marking hopscotch squares and graffiti on the paved walks.

apparently, engineer-surveyor Charles Zimpel stayed in business a long time. Apparently, engineer-surveyor Charles Zimpel stayed in business a long time and even branched out into architecture. He was employed by one Thomas Banks to design his office building in downtown New Orleans in the square between Magazine, Gravier, Tchoupitoulas, and Natchez streets. This three-story building embodied a glass covered arcade from which it derived its name “Banks Arcade”. It housed a number of businesses: a hotel, a restaurant, barber shop, newspaper, etc.

The town was named for General William Carroll who camped here in 1815 on his way to help Andrew Jackson.

Industry and Business
There was never any great amount of industry in Carrollton. It was largely a residential section with markets and local business supplying the needs of the inhabitants. There was a wharf where riverboats landed and sparsmodically a ferry to communicate with the West Bank communities. At one time, there was a rope walk which was a long shed with a rotating wheel erected at one end. The weaver would walk up and down the length of the shed feeding hemp fivers into the strands while an assistant turned the wheel. When three strands had been completed, they were twisted together into the finished product, a sturdy rope.

And, of course, lumber continued as a local industry as long as the flatboats and rafts continued coming down the Mississippi. But the river steamboats rocketed that activity. And much later there was an industrial alcohol plant on the river at the foot of Broadway. It fermented molasses and stunk, but it provided jobs for local mechanics and technicians.

The town was named for General William Carroll who camped here in 1815 on his way to help Andrew Jackson.

example supply of potable water from the new installation.

In 1981 the Collection bought the buildings, two of them from the Barloteta Estate, the middle structure from St. Bernard Asylum, Fred Smith, financial secretary of the Kemper and Leila Williams Foundation, makes the point that the directors were also interested in a revenue-producing property.

Frank W. Masson, A.I.A., of Koch and Wilson Architects, says the buildings, completed in the mid-1840s, were extended by James Gallier, Sr., for Samuel Jarvis Peters of Peters & Millard as part of a five-store project. The three remaining buildings now open into each other as a result of extensive renovation.

THNOC’s use of the property will be limited, the second floor space has been carefully designed for specific needs. Special features include high security access, making the second floor almost a building in itself, and a chemical fire prevention system—Halon 1301. Curator John A. Make II says that the area is suited for both collection organizations and for keeping large collections together. “And,” he continues, “the conservation lab was pronounced state-of-the-art by an expert from the Smithsonian.”

Curator John H. Lawrence is particularly interested in the film storage vault which will enable the staff to retire THNOC’s invaluable negative collection from use. The vault’s freezing capacity can also be used for “disaster work” such as flooded manuscripts so that deterioration can be controlled. Institutions as far away as the University of Texas have expressed a desire to rent space in this facility, one of the few in the nation.

The Historic New Orleans Collection, which works to “present and to preserve Louisiana’s past”, in St.fantoon Frazier’s words, will fill the gap in this task by its up-to-date facilities at the new complex. And at the same time the Collection is taking a vote of confidence in an emerging area.

Editor’s note:
I understand that the first, third, and fourth floors are available for leasing. Anyone interested should contact the Historic New Orleans Collection.