Two Firms Still Ship Bayou Teche Route

North winds of winter uncover vast flats of mud in Bayou Teche. The usually wide stream narrows to a small channel. This phenomenon calls attention to several factors of the Bayou.

Once a main artery of commerce, alive with steam-powered boats, sailing vessels and small bayou steamers, Bayou Teche became famous in song, legend and animals of commerce.

Today, however, the once free flowing stream moves sluggishly carrying brown water. Occasionally a low of shell or oil forces open the highway bridges.

Occasionally too, barges laden with raw sugar move downstream to market in the north and east. Several times a year, the song of machinery loading is heard when sugar harvesting equipment is loaded for shipment to the far corners of the world. The route followed is to the Chauvin Drainage and Navigation canal to the Intracoastal Waterway. Then west to Texas, but more frequently to New Orleans.

HERE in New Orleans the cargo is taken aboard ocean-going ships and machinery bearing Jeanerette, Louisiana USA as point of origin is taken to exotic ports of the near and far east, the Caribbean Islands, South and Central America, Africa, even down under to Australia.

However, the slow movement of water has caused several problems. One sugar mill no longer ships because, located at a bend, silt constantly forms at their wharf.

Another point to be remembered, particularly by the speedboaters and water skiers, is the remains of washed away pilings.

The Corps of Engineers has started a cleaning and dredging project which will soon reach Jeanerette and will retrieve some of the debris which has settled in the sill and provide a little better channel for navigation.

The proposed enlarging of the Delahoussaye Canal and connecting with a short route to the Intracoastal will relieve some of the canal problems. The effects of the proposed work on drainage will be further studied by the responsible agencies.

However, Bayou Teche is worthy of comment at the present.

The Alabama Sugar Mill reported using the waterways for 85% for all its shipping.

Robert Roane said that they have always used the bayous to carry their goods to market on barges. "We are still using Bayou Teche. I don't think the problem of low water or stagnation has grown through the years. The problem of not having enough water in the bayou during the grinding season has always been with us," he said.

WHEN asked of the proposed extension of the Delahoussaye Canal into the Ivanhoe Canal Mr. Roane replied: "Well, I think that it is a very good idea. The idea has very good prospects of attracting industry. We, however, would not use the canal, if ever constructed, to any great means. We now have Bayou Teche at our back doors and to use the proposed new canal would mean extra trouble and expense."

Leonard Duke of DuBois-Boor- gonz Sugar Mill in Jeanerette... said the mill does not use Bayou Teche to transport produce from the mills. "We used to use the bayou, but stopped some eight years ago. Situated as we are on a curve of the bayou, all the silt and floating debris ends right in our back yards. So with this and the problem of low tide, we were forced to stop using the waterways."

"Someone should see about constructing a dam or set of locks on the Teche Lake, Canal and drainage to control the flow of water from the lake and the canal."

He also thought the proposed canal project was a good idea. "The proposed canal project, however, would greatly help our transportation needs," he said. "With better facilities, easier navigation and drainage."

"OUT OF COOPER STREET was once a busy dock. Today debris, silt, etc. show the effect of sluggish water in Bayou Teche."

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