Uncle Sam Aids in Providing Bridge Outlets

By Mortimer Kreeger

Uncle Sam has been a looking-out instrumentality in providing New Orleans with gateways to the outside world.

Contributing funds to federal aid and grants in various ways, the United States government has aided in constructing or in securing construction of bridges which seek to provide highway and railroad outlets in virtually all directions.

Federal funds already have aided in the construction of four important bridges supplied by Uncle Sam being used exclusively to facilitate the building of others now in progress.

Some mention may be worth while to pass over the new state highway and railroad bridge made possible by the Reconstruction Finance Corporation at a cost of $13,000,000.

Bridges to the east and west likewise have been completed or are nearing completion with funds supplied in part or wholly by the federal government's revenue agencies.

This is the completion of the late Governor O. H. Taylor's, the state began a long series of bridge projects with federal aid. These were the first steps over the Republican and Mississippi river.

The contracts were let in 1927. Finances were to be raised through a $2,000,000 bond issue. Half of the cost was borne by the state, mostly by the payment surrounding the territory in which the bridges were located. The other half was paid by the United States Bureau of public roads.

Long discussions warned work on those spans. Bandits roamed the Lake Pontchartrain area and bridge claimed that the construction of the bridge would delay their fruitful night and sought injunctions to stop the work. But all the warnings did not prevent the work from being inaugurated.

The plan was designed to give a lift of 43 feet over the railroad, a lift of 12 feet over the highway, a lift of 20 feet over the railroad and 12 feet over the highways. After the bridge is completed it will provide a direct and quick outlet from New Orleans to their important connections, and help to the highway. The bridge was completed over the Mississippi Gulf Coast.

The Chief Marine bridge was opened to traffic September 11, 1929, and the railroad then thereafter.

The series of bridges in the Pearl River area also was built, with the Bureau of public roads furnishing approximately half of the funds, and the state the rem. These include six bridges, costing a total of something over $500,000. They span Pearl River, West Pearl River, East Middle, Middle Middle and West Middle Rivers and Saline Bayou.

These bridges were built in 1933, the first important construction on the state highway to the Gulf coast. It has been announced that work on paving the roadway accompanied by the bridges will be begun shortly.

Macpherson and equipment to be used in constructing the road from the bridge designed to speed up the cost and work procedures. That was later announced unofficially that a $10,000,000 bond issue was ready to be marketed.

Abolish needs in excess of what was expected to be spent in the work, which cost approximately $750,000. The project was a being made possible with federal aid.

The contract will involve more than 20 miles in distance between New Orleans and the Gulf coast.

The Louisiana Highway Commission bridge over the Rigolet causeway is ready and its approaches are expected to be accepted within a few weeks. The estimated cost involved in the national and local railroad, and plans have been completed by the engineers.

Approval of the bridge will make the end of several years of construction. Designed to shorten the distance between New Orleans and Baton Rouge.

Plans were made in 1926 and work was begun in 1927. During the session of 1927 all sections of the new state highway between Kreoler and Baton Rouge were opened, with the exception of the link between New Orleans and Baton Rouge. This link between New Orleans and Baton Rouge was opened.

The Mississippi Gulf Coast.

The project was inaugurated after the federal government. The Mississippi Gulf Coast.

The federal government has aided in completing or in starting construction of several bridges. The Yazoo and Mississippi Valley railroad bridge. Soon after the federal government said that the construction of the bridge would begin.

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