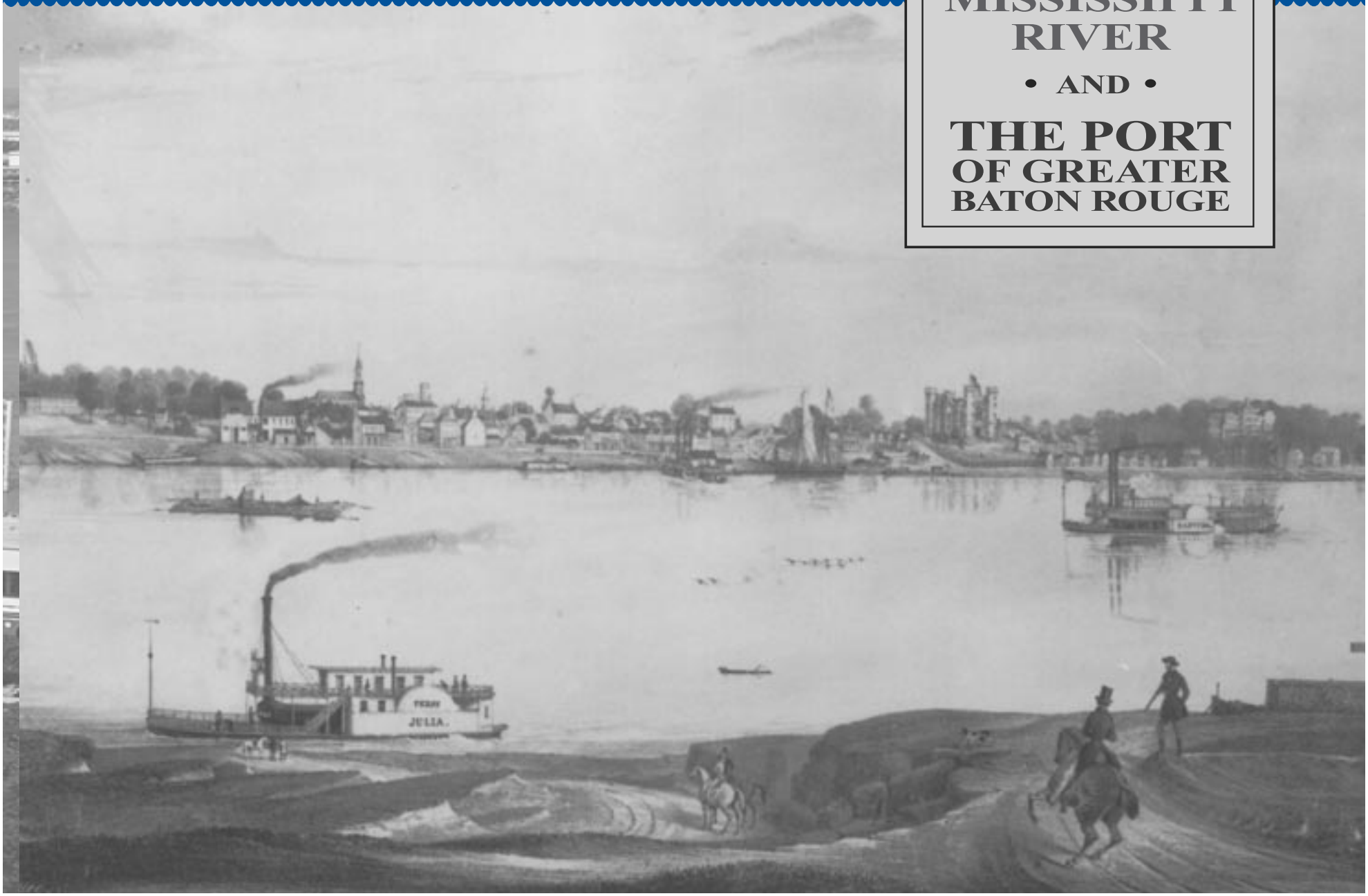
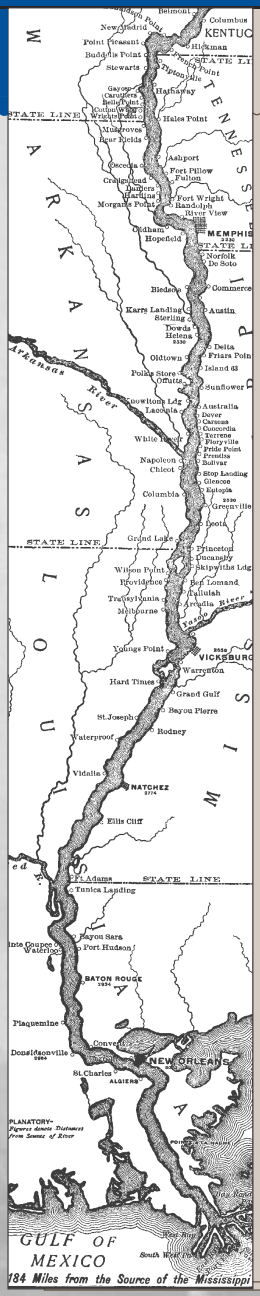
PORT OF GREATER BATON ROUGE

THE MISSISSIPPI RIVER

• AND •

THE PORT OF GREATER BATON ROUGE





• TRAVELING • THE MISSISSIPPI

A Journey Through Time

The mighty Mississippi River is perhaps known more in myth than in reality. As described by great story tellers like Mark Twain and William Faulkner, it is a source of adventure still hidden behind white antebellum columns and Spanish moss.

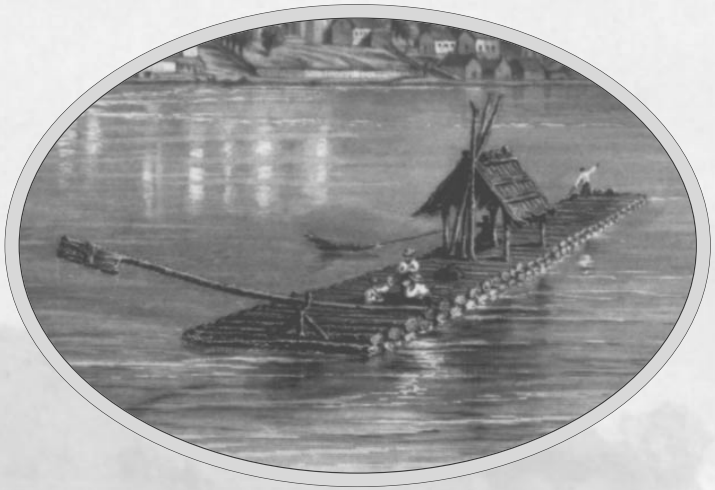
It is a captivating subject laden with past symbols of the early American character superimposed with new, ever-changing images of modern-day commerce and industrial development.

The Mississippi churns and murmurs. Buoys anchored in its current roar like waterfalls. Little hissing whirlpools open for no apparent reason, then disappear into murky depths.

The river gathers its water from 41 percent of the continental United States--1,245,000 square miles, a vast drainage basin spread like a funnel to catch water from Montana to New York. By the time Old Man River gets to Memphis, most of its collecting is done. As it passes through Baton Rouge and winds below New Orleans, the drainage eventually narrows to the funnel's mouth, known as Head Of Pass. There the Mississippi breaks into many fingers and floods out into the Gulf Of Mexico.

It is no lazy river; it carries downstream 63,000 tons of soil a day at anywhere between three and a half to six miles an hour. Barges pushing downstream use its swift current as an ally. Upstreamers must relentlessly fight it head on, power against power.

The Mississippi River, stretching over 3,000 miles as it winds through the heart of the continent, played a key role in the early history of our nation. By the eighteenth century, the Mississippi was depended on for the transportation of not only goods, but people as well. With the advent of steamboat travel, population exploded along the river. (Map: The Mississippi Steamboat Era, Joan W. and Thomas H. Gandy, New York: Dover Publications, 1987.)

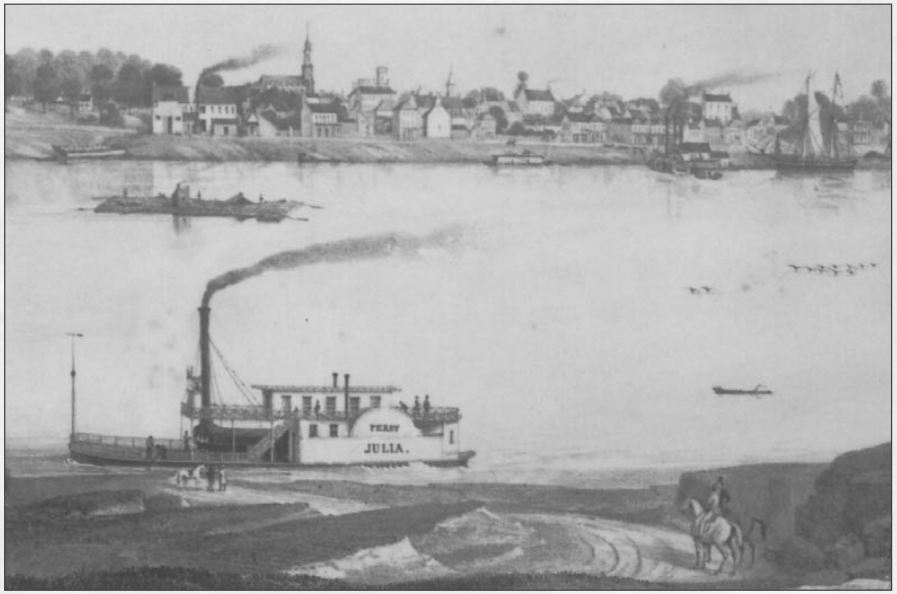


In the early days of river travel, rafts and flatboats often made the trip downstream where they were taken apart and their wood sold for lumber. Englishman Fredrick Hawkins Piercy sketched this view of Baton Rouge from the west bank of the river around 1852. Photo courtesy of the Anglo-American Art Museum, Louisiana State University, Baton Rouge.

PORT OF GREATER BATON ROUGE

Early Transport

The earliest rough-hewn Mississippi river vessels were fashioned by shore-dwelling Indians seeking trade with other tribesmen living downstream. Birchbark canoes carried flints, pelts, hides, semi-precious stones and salt. Further south, pirogues were hollowed out of cypress trees providing remarkably stable transport in the treacherous river currents. Fur trappers navigated bullboats made from the hides of buffalo stretched tightly over willow tree frames. Other types of boats included bateaux and crudely-built flatboats favored by European fur traders, and keelboats with pointed bows and rustic cabins accommodating heavy loads of cargo and the occasional courageous passenger.



Entitled **Baton Rouge (Capital of Louisiana),** ***this lithograph by M. Adrien Persac, circa 1857, depicts early steamboats ferrying passengers across the river. Courtesy, Anglo-American Art Museum, LSU, Baton Rouge.***

• THE RIVER • AT RED STICK

While most cities have a definite beginning in history with the establishment of a trading settlement, Baton Rouge was discovered rather than founded. Indian outposts occupied the bluffs of Baton Rouge for untold centuries, long before the Europeans settled North America.

In 1699 Pierre Lemoyne d' Iberville and his brother Bienville explored the Mississippi River up to Baton Rouge. The topography they found was vastly different than the flat, winding, southern passage to the Gulf of Mexico; it formed a "reach" or straight stretch between bends measuring over 9 miles long. And the east bank rose as bluffs--high enough to be free from the annual spring floods.

The explorers noted a reddened "maypole" to which the heads of fish and bears were attached in sacrifice. The Indians said the pole marked the hunting boundary between the Bayagoulas (downriver) tribe and the Houmas (upriver) tribe.

In their language the red pole was called Istrouma, but the French called it Baton Rouge or "red stick".

• THE STEAMBOAT ERA •

A Boat For Work and Play

Navigation of the Mississippi developed rapidly during the eighteenth century as valuable furs and other goods floated down the river to be shipped to European countries. During the 1700s, the westward-moving nation came to depend more and more on the Mississippi River for the transportation not only of goods, but also of people.

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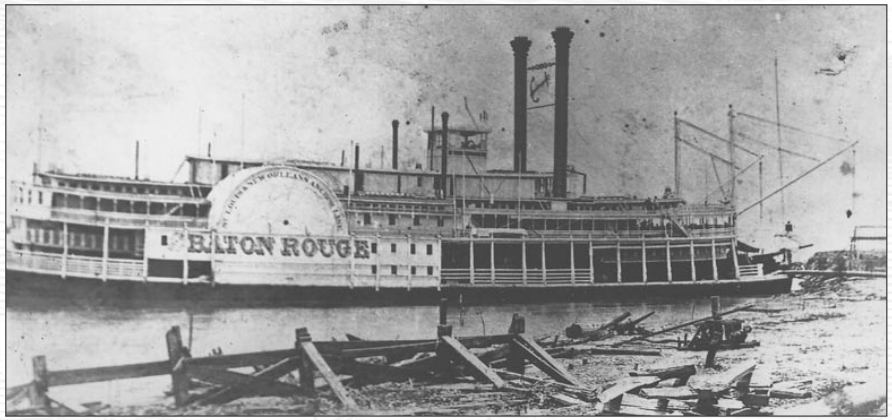

The wooden-hulled steamboat* City of Baton Rouge *was built in 1881. It ran from St. Louis to New Orleans until December 12, 1890, when it sank at Hermitage, Louisiana. Photo by Henry C. Norman. Courtesy, LSU Special Collections, Hill Memorial Library, LSU, Baton Rouge.

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Commercial, industrial and agricultural shipping increased dramatically over the next decades. In the ensuing 40 years, the river at Baton Rouge saw the completion of the Standard Oil Refinery (1909), Gulf States Utilities Power Plant (1929), the Solvay Process Plant (1935), the Ethyl Corporation plant (1937), and numerous other chemical and metallurgical enterprises. In those days, the private docking facilities constructed by Standard Oil accounted for the lion's share of Baton Rouge's river-borne commerce.

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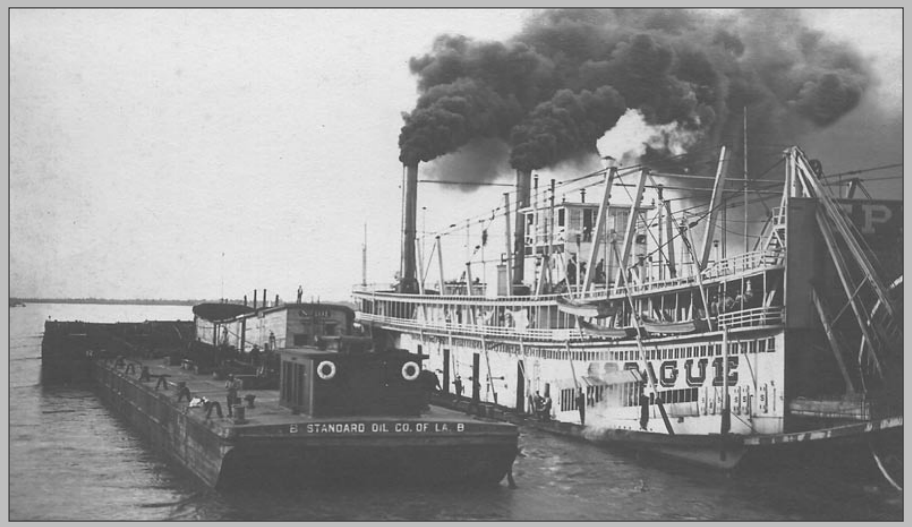

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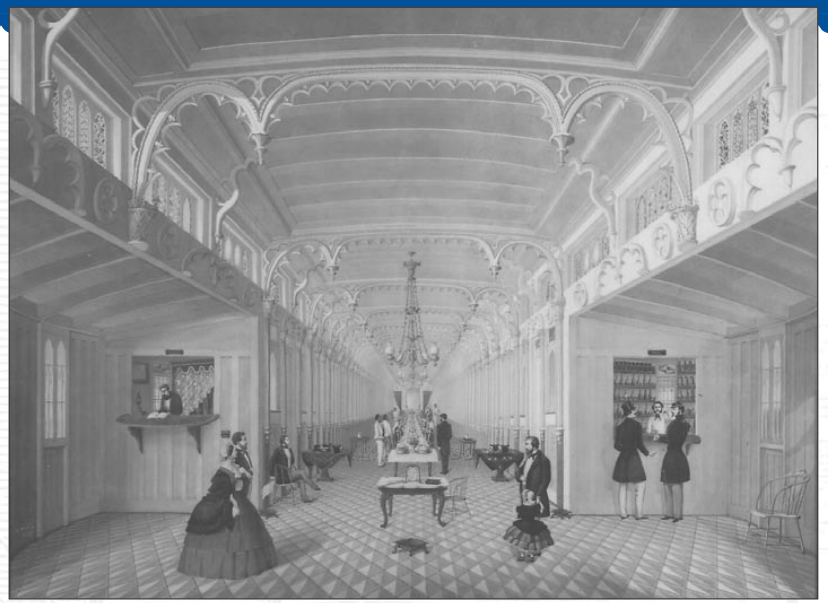

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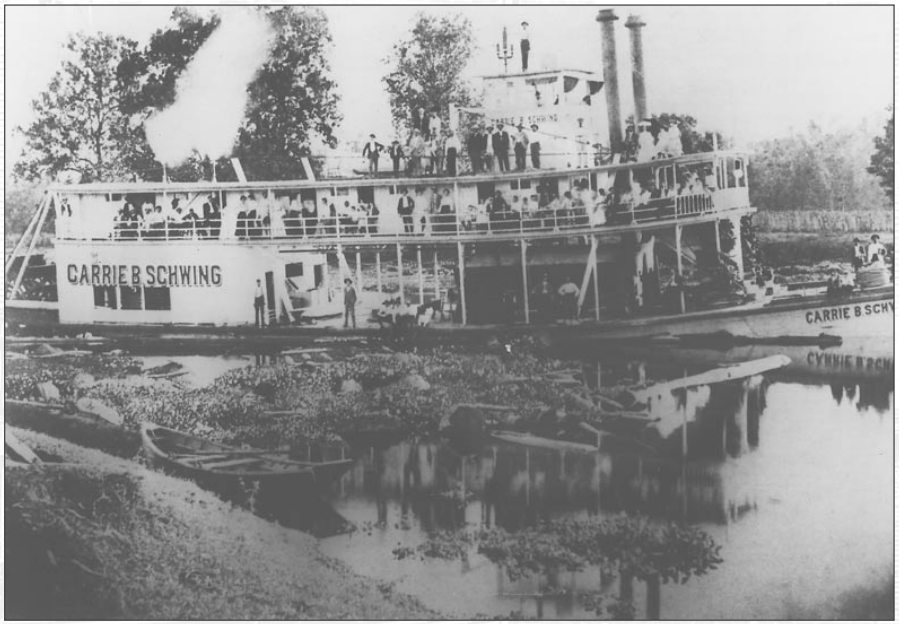


The **Carrie B. Schwing** *exemplified the shallow-hulled steamboats, first designed by Captain Henry Shreve, that plied the river. Two boats by this name were used as towboats and excursion boats on the river near Baton Rouge, the first burning in Bayou Natchez on Feb. 28, 1912, and its replacement sinking at the Standard Oil Co. dock Jan. 17, 1946. Photo courtesy of James H. Engels, Sr.*

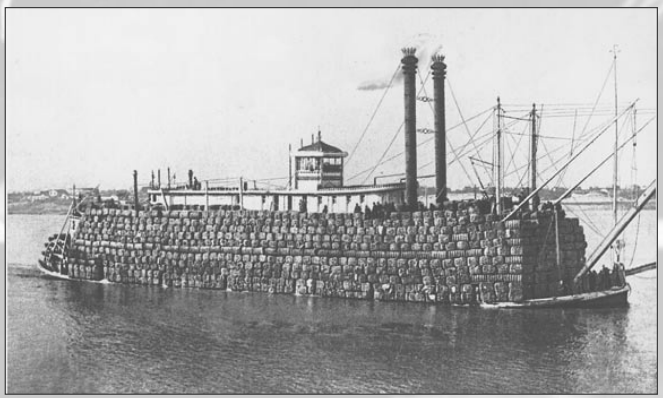
BATON ROUGE

A Port From the Very Beginning

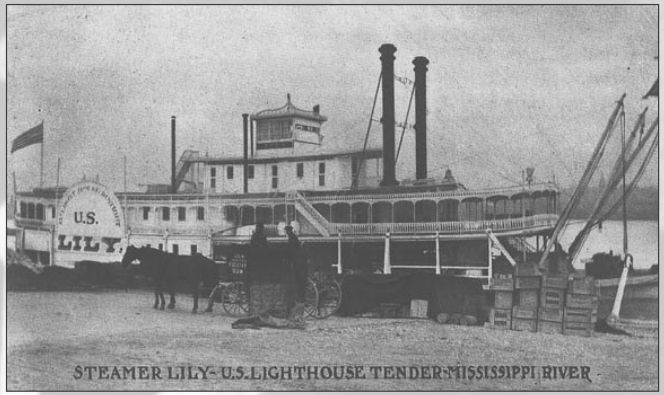
The Mississippi River has always been crucial to the economic development of Baton Rouge and the surrounding area. Native Americans used the river extensively for trade, as did the earliest settlers. During the antebellum period (prior to the Civil War), the small community was often a stop for traffic going to and from New Orleans and points north.

Steamers and barges carried great loads of general cargo including rice, cotton, sugar, cooking and fuel oils, iron, lead, steel, sulphur and machinery. In 1822 cargo and passengers came ashore in Baton Rouge at the foot of Florida Street via gangplank from 83 steamboats, 174 barges and 441 flatboats. By 1909, with the completion of the Standard Oil Refinery (Exxon) north of the city, Baton Rouge's economic vitality energized and became forever tied to the river and to the emerging petrochemical industry.

A typical cotton carrier, the **T.P. Leathers,** *carrying a full load. The boat was one of three named for the famed river captain who spent a lifetime in the river's cotton-carrying trade. The photo is from a set of nineteenth century steamboat postcards. Courtesy, LSU Special Collections, Hill Memorial Library, LSU, Baton Rouge.*



The lighthouse tender **Lily** *was among the steamboats in the flotilla of President William Howard Taft that travelled from St. Louis to New Orleans in October 1909 to encourage further development of the nation's waterways. Also from an original postcard. Courtesy, LSU Special Collections, Hill Memorial Library, LSU, Baton Rouge.*



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• EARLY PORT FACILITIES •

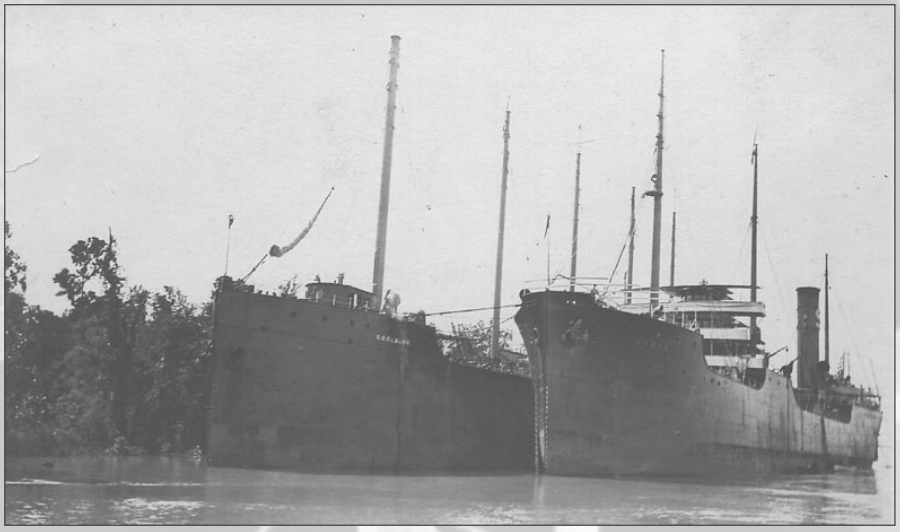
During the period from 1721 to 1926, Baton Rouge had only the most rudimentary of public dock facilities.

Mooring facilities consisted of simple, wooden wharfs which displayed no mechanical gear of any sort. Loading and unloading was slowly and laboriously performed by hand. At that time, this type of facility was adequate because vessels did not need deep water mooring and river levels remained relatively stable.

As the years passed, and the confining levees were built, flood waters could no longer escape along low-lying banks. River stages would rise and fall dramatically, sometimes as much as 47 feet, requiring more sophisticated, deep-water docking facilities.

Steamboats continued to ply the river long after many predicted their demise. Here, the steamboats* Sprague *and* Slack Barrett *dock at Baton Rouge in April 1947. Photo by Todd Webb. Courtesy, The Louisiana Collection, State Library of Louisiana, Baton Rouge.

In the early 1900s, with the emergence of the petrochemical industry, river trade began to take on a new look. Below, early oil tankers calling on the Standard Oil Refinery. Above, a tanker's captain and officers. Both photos courtesy of the Marna Bass Shortess Collection.



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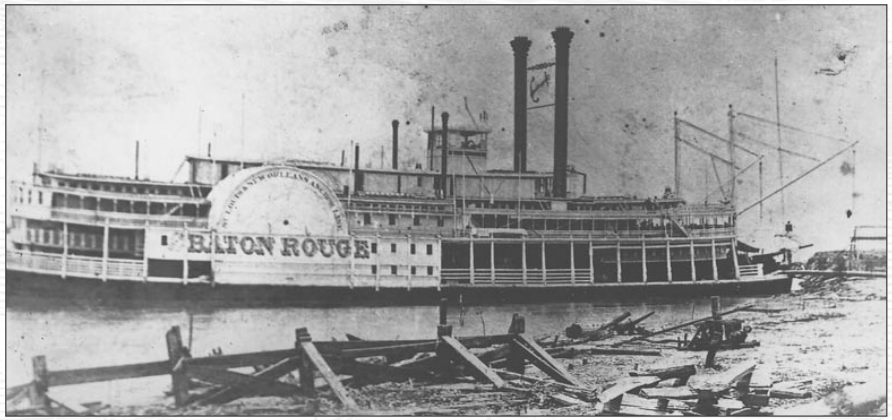

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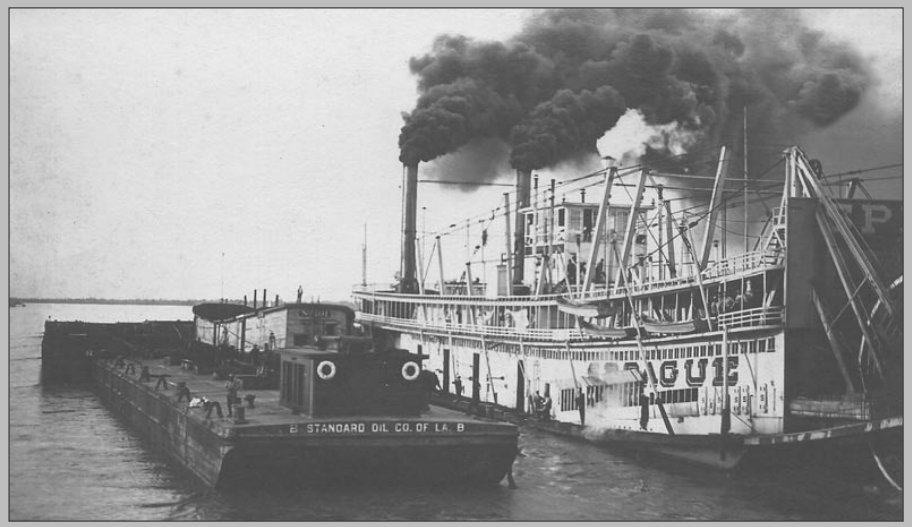

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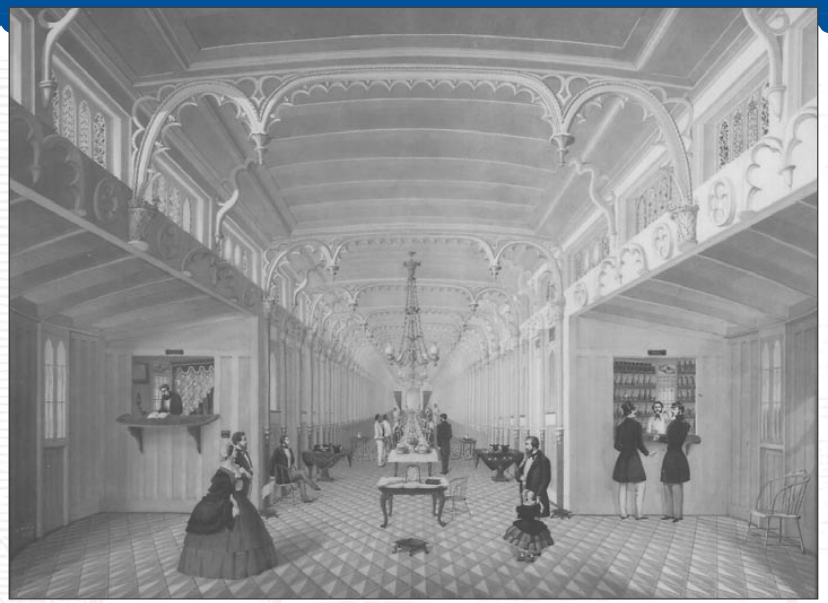

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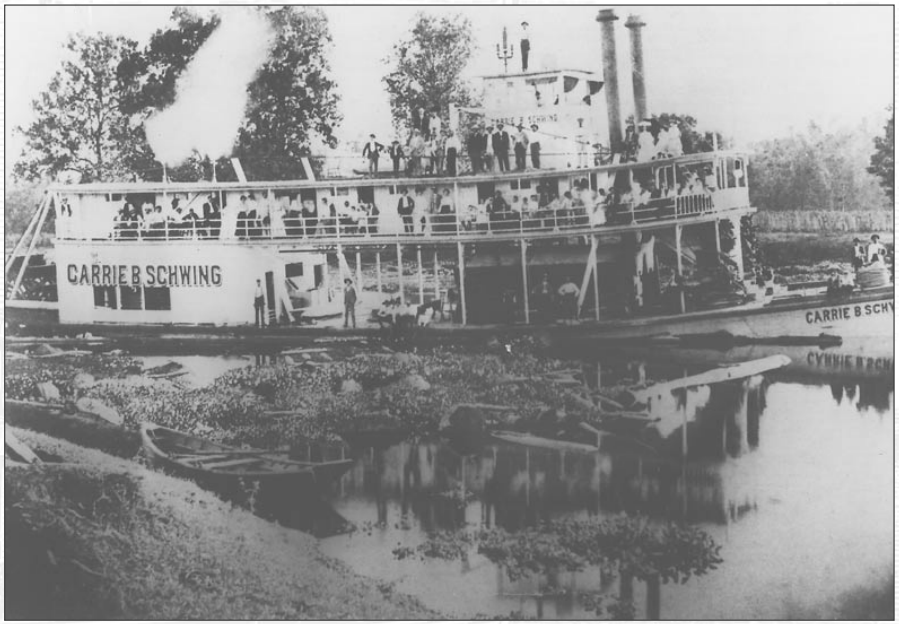


The **Carrie B. Schwing** *exemplified the shallow-hulled steamboats, first designed by Captain Henry Shreve, that plied the river. Two boats by this name were used as towboats and excursion boats on the river near Baton Rouge, the first burning in Bayou Natchez on Feb. 28, 1912, and its replacement sinking at the Standard Oil Co. dock Jan. 17, 1946. Photo courtesy of James H. Engels, Sr.*

PORT OF GREATER BATON ROUGE

• EARLY PORT FACILITIES •

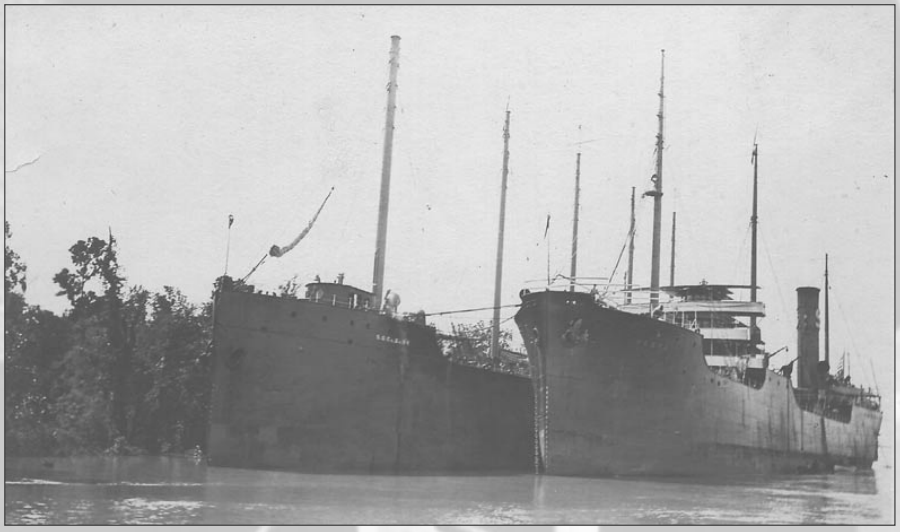
During the period from 1721 to 1926, Baton Rouge had only the most rudimentary of public dock facilities.

Mooring facilities consisted of simple, wooden wharfs which displayed no mechanical gear of any sort. Loading and unloading was slowly and laboriously performed by hand. At that time, this type of facility was adequate because vessels did not need deep water mooring and river levels remained relatively stable.

As the years passed, and the confining levees were built, flood waters could no longer escape along low-lying banks. River stages would rise and fall dramatically, sometimes as much as 47 feet, requiring more sophisticated, deep-water docking facilities.

Steamboats continued to ply the river long after many predicted their demise. Here, the steamboats* Sprague *and* Slack Barrett *dock at Baton Rouge in April 1947. Photo by Todd Webb. Courtesy, The Louisiana Collection, State Library of Louisiana, Baton Rouge.

In the early 1900s, with the emergence of the petrochemical industry, river trade began to take on a new look. Below, early oil tankers calling on the Standard Oil Refinery. Above, a tanker's captain and officers. Both photos courtesy of the Marna Bass Shortess Collection.



• THE STEAMBOAT ERA •

A Boat For Work and Play

Navigation of the Mississippi developed rapidly during the eighteenth century as valuable furs and other goods floated down the river to be shipped to European countries. During the 1700s, the westward-moving nation came to depend more and more on the Mississippi River for the transportation not only of goods, but also of people.

Steam came to the Mississippi in 1811. The New Orleans, designed by Robert Fulton and Robert Livingston, was the first steamboat to stop in Baton Rouge. It carried three passengers: Nicholas Roosevelt, his pregnant wife, and their dog. The New Orleans also carried a load of cotton, the first ever to be shipped by steamboat from Natchez.

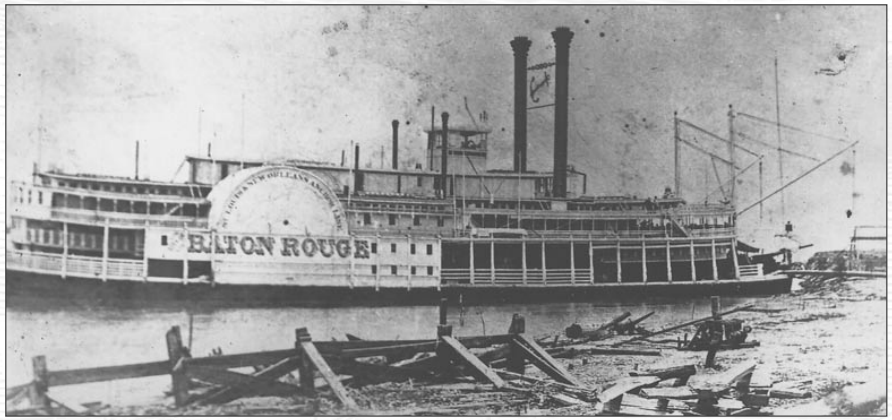
The trip from Natchez to New Orleans usually took 10 days one-way, with up to 40 passengers travelling downstream for a fare of $18 each. Travelling upstream, the load was lightened to 20 passengers, each paying a fare of $25.

For all its success in going down the river, the New Orleans proved to be poorly designed for travel any farther north than Natchez. It took a Mississippi River man, Henry Shreve, to understand the application of steam on Old Man River. In 1816 he designed the *Washington*. Shreve's design opened the river to steam navigation, and all Mississippi River steamboats in the following years copied the basic design of the *Washington*.

The phenomenal growth of steamboat traffic on the Mississippi came to an abrupt halt as the Civil War began (1861-1865). But when the war was over, river men were swift to pick up where they had left off. Steamboat builders joined forces to form pools of boats, such as the great Anchor Line and the Southern Transportation Line.

Trains gradually proved to be too much competition for steamboats. High water on the river interrupted navigation as landings were flooded and low water prohibited navigation by big boats.

As the twentieth century was born, steamboating began to die. It was not a sudden death: many steamboats continued to travel the Mississippi into the 1920s and 1930s. This closing chapter of steamboats on the Mississippi was a brief moment in the history of the river, but for that short time the steamboat men reigned with style, as they always had.



The wooden-hulled steamboat* City of Baton Rouge *was built in 1881. It ran from St. Louis to New Orleans until December 12, 1890, when it sank at Hermitage, Louisiana. Photo by Henry C. Norman. Courtesy, LSU Special Collections, Hill Memorial Library, LSU, Baton Rouge.

This hand-painted porcelain mug is one of three created before the Civil War depicting a view of Baton Rouge, the only city in the Mississippi River Valley for which there are hand-painted views prior to the period 1861-1865. This piece is copied from the lithograph* Baton Rouge (Capital of Louisiana) *by M. Adrien Persac. Courtesy, Anglo-American Art Museum, LSU, Baton Rouge.

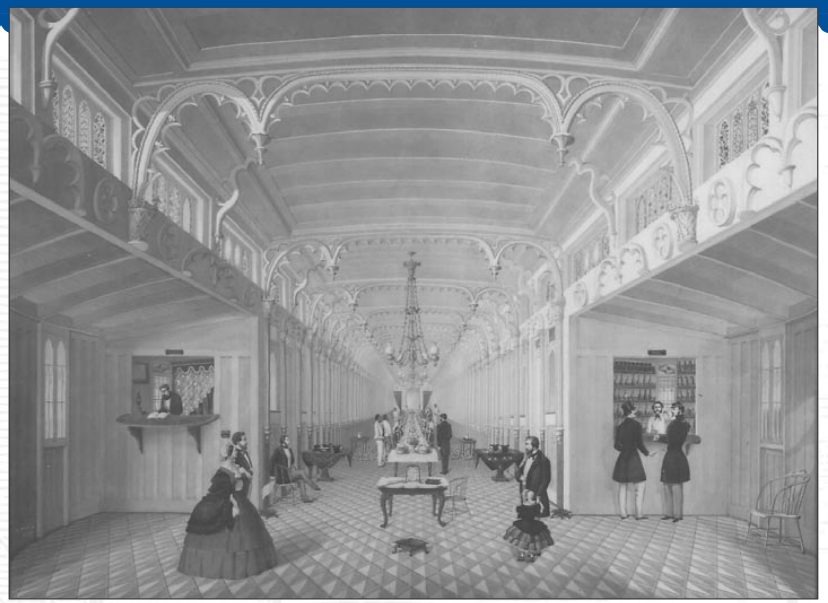
PORT OF GREATER BATON ROUGE

Steamboat Grandeur

For Mississippi River steamboats in the 19th century, cotton and sugar weren't the only valuable cargo commodities. Passengers provided year-round income for steamboat pilots.

As a result, steamboats were often appointed as well as the finest hotels and restaurants. It was said that on the round trip from New Orleans to Natchez "meals alone were worth the fare." Some had ballrooms and even chapels, complete with organs, where the captain led Sunday services.

The *J.M. White* was known to be the most splendid of all steamboats. Fantastic attention to detail included china that was hand-painted with miniature images of the *J.M. White*, wooden parquet floors, hand-carved moldings and stained-glass windows and skylights. Spittoons were fastened in six-foot increments along the decks for passengers who chewed tobacco.



This 1861 painting by M. Adrien Persac, depicting the interior of the* Princess, *is the earliest known painting of a Mississippi River steamboat. Believed to be very accurate, this work provides an excellent view of the luxury and refinement to which riverboat passengers became accustomed. Courtesy, Anglo-American Art Museum, LSU, Baton Rouge.

Treacherous Passage

In those days, trees like the water oak, pecan, cypress, sweet gum, walnut, maple and elm grew to enormous heights. When a tree fell into the river, its roots lodged in the riverbed, while its top swung downstream. Eventually the limb stubs formed snagheads called "sawyers" because they swayed up and down in the current with a saw-like action. Disaster struck in 1814 when the New Orleans foundered on a snaghead near Baton Rouge and sank with all hands lost. Among the many perils, ice chunks from upstream would often make their way as far south as Vicksburg. Once in 1899, large chunks of river ice reached all the way to New Orleans!

Unpredictable Currents

A rising river is higher in the center and lower on either side, causing a boat to "slide" toward the bank. In a falling river, the opposite is true, with currents tending toward mid-stream. Downriver pilots sought the fastest currents, keeping in deep water on outside river bends. Upstream navigation was much more complicated. Vessels were steered toward slower currents without venturing into water too shallow for the draft, often requiring repeated crossings of mid-stream currents. Learning by experience, river pilots kept careful notes of landmarks along the banks. Some specialized in certain parts of the river. By 1852 all river pilots had to be licensed.

Mississippi River pilots stood ever vigilant in their towers, searching the river for hidden snags and dangerous currents. (Drawing:* Days of the Steamboats, *William H. Ewen, New York: Parents Magazine Press, 1967. From the author's collection.)

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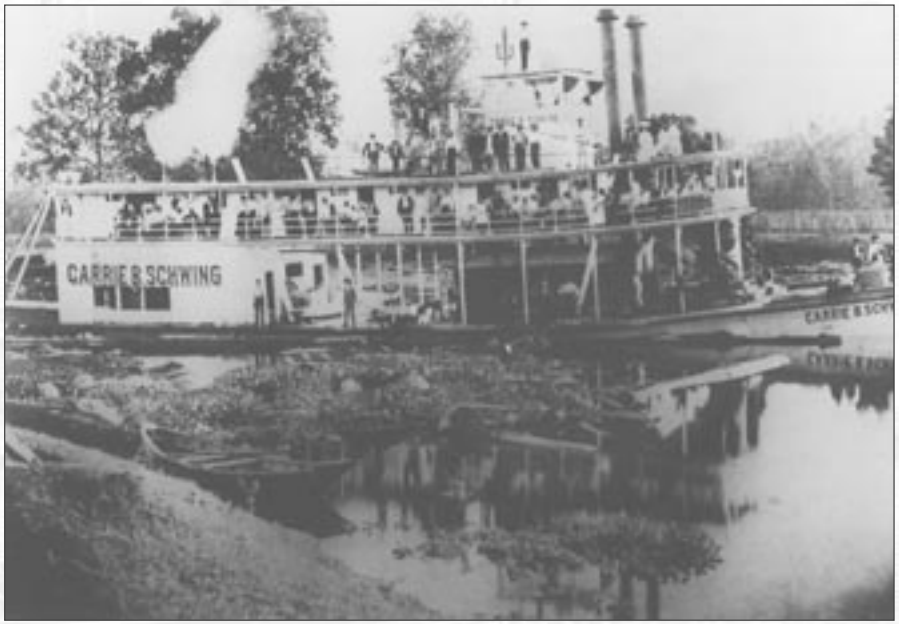

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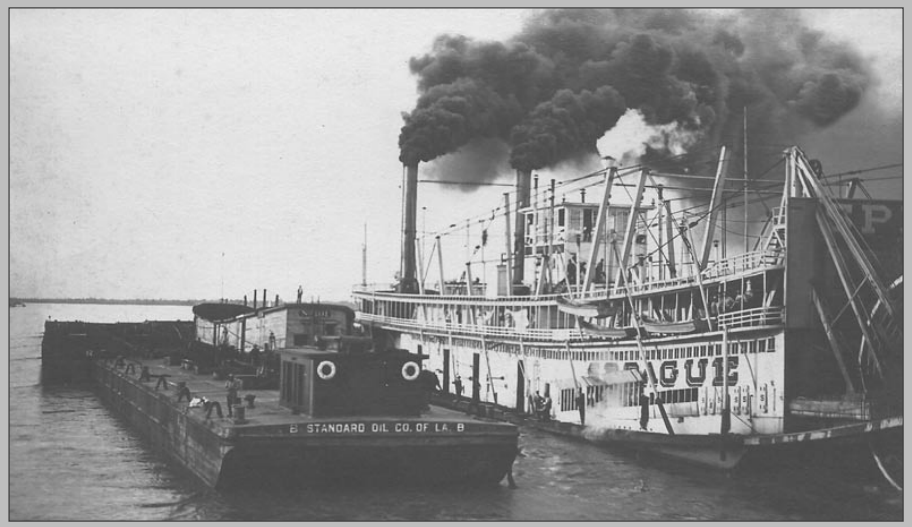
THE PORT OF GREATER BATON ROUGE

Lifeblood Of An Emerging City

By the late 1800s, Baton Rouge had been thoroughly transformed from a sleepy river town. The population had skyrocketed in the capital city and the riverfront was always active.

Commercial, industrial and agricultural shipping increased dramatically over the next decades. In the ensuing 40 years, the river at Baton Rouge saw the completion of the Standard Oil Refinery (1909), Gulf States Utilities Power Plant (1929), the Solvay Process Plant (1935), the Ethyl Corporation plant (1937), and numerous other chemical and metallurgical enterprises. In those days, the private docking facilities constructed by Standard Oil accounted for the lion's share of Baton Rouge's river-borne commerce.

An aerial view of heavy river traffic in front of downtown Baton Rouge in the 1950s. The Municipal Dock is located just to the right of this view and the refinery is just to the left. Photo provided by Hal Leonard, Gulf States Utilities Company.



With the completion of the Standard Oil Refinery in 1909, Baton Rouge's economy was energized and became forever tied to the river and the growing petrochemical industry. Here, the* Sprague *docks at one of the refinery's private docking facilities that provided most berthing until the Baton Rouge Municipal Dock was completed. Courtesy, Marna Bass Shortess Collection.

Baton Rouge Municipal Dock

In the early 1920s, the need became apparent for a public docking facility to handle cargo for smaller shippers and port users. By 1926, the Baton Rouge Municipal Dock had been completed at a cost of $550,000. It was located on the east bank of the Mississippi adjacent to the present I-10 bridge. (The structure can still be seen today) This new facility enabled ocean-going vessels to off-load heavy cargo onto barges for upriver transport, or to rail for inland shipment through Baton Rouge.

PORT OF GREATER BATON ROUGE

Greater Baton Rouge Port Commission

The Greater Baton Rouge Port Commission was established in 1952 by an act of the Louisiana Legislature. The Commission's power and authority included the regulation of commerce and traffic along the river and the construction and operation of public port facilities.

Ernest "Buddy" Wilson served as the first Commission president. Overseeing the daily operations of the port have been the following port executive directors: A. Steward Wallace, Jr., 1952-1957; E. Monnot Lanier, 1957-1958; George W. Altvater, 1958-1959; C.W. Herbert, 1959-1983; Kenneth J. Patin, February 1983 - May 1983; John B. Dutton, 1983-1987; Gary K. Pruitt, 1987 - 1998 and Roger P. Richard, 1998-present.

Governor Robert F. Kennon signed legislation creating the Greater Baton Rouge Port Commission on Nov. 4, 1952. Present at the ceremony were (standing, left to right) Ernest Wilson (first Port Commission president), Rolfe McCollister, Sr., Stewart Wallace, Charles Duchein, J.E. Jumonville, Sr., Thomas Jewell, Percy Roberts, Horace Wilkinson, and Paul B. Landry.

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Construction began on the Burnside Terminal

- 1959 -
The Baton Rouge Barge Terminal opened

- 1964 -
Construction began on General Cargo Dock No. 2

- 1988 -
Port received Foreign-Trade Zone status

- 1990 -
Cargo dock connection completed

- 1999 -
Inland Rivers Marine Terminal completed

- 2002 -
Sugar storage and distribution facility completed

Port Facilities

The Port of Greater Baton Rouge is comprised of cargo and commodity-handling facilities capable of transferring most cargoes to domestic and international destinations.

GENERAL CARGO DOCKS & TRANSIT SHEDS

Construction began on Dock No. 1 in 1954 and on Dock No. 2 in 1964. The docks provide deep water (45') access to 3,000 continuous feet of wharf for the handling of cargoes such as forest and paper products, heavy lifts, steel, bagged goods, and other general cargo. Storage capacity for in-transit goods includes 525,000 square feet of covered transit sheds and 50,000 square feet of open shipside storage.

GRAIN FACILITIES

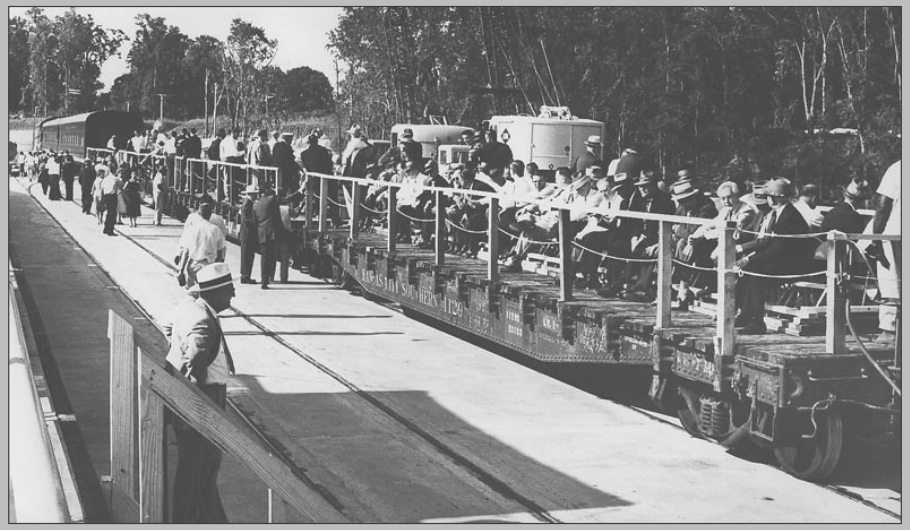
Construction began on the Grain Elevator and Dock in 1954. Lessee Cargill, Inc. operates a 7.5 million bushel grain elevator to handle soybeans, soft red wheat, oats, corn and other grain products, and a flour mill at the port's deep water complex.

The port's Grain Elevator has a capacity of 7.5 million bushels. Photo by J.H. McGovern. Courtesy, Johnny Daniel, AMEC Engineering, Inc.

General Cargo Dock No. 1. Photo by Al Carr. Courtesy of Johnny Daniel, AMEC Engineering, Inc.

An aerial view of the General Cargo Dock Transit Sheds. Photo by Ray Maurer. Courtesy, Johnny Daniel, AMEC Engineering, Inc.

PORT OF GREATER BATON ROUGE



The Baton Rouge Barge Terminal was dedicated amid much fanfare in 1959. Photo courtesy of the Port of Greater Baton Rouge.

LIQUID BULK TERMINALS

Construction of the Molasses Terminal began in 1956. In 1974 the Oil Terminal was completed. Today, storage facilities at the port's deep water complex are available to accommodate blackstrap molasses, fertilizers, chemicals, oil and other liquid bulk commodities. Molasses Terminal facilities are operated today by lessee Westway Terminal Company, Inc. Oil Terminal facilities are operated by Petroleum Fuel and Terminal Company, a subsidiary of Apex Oil Company.

BURNSIDE TERMINAL

Construction began in 1958. This 105-acre multi-purpose public bulk terminal is located about 60 river miles down river from the port's deep water complex. Bauxite, coal, alloys, ores, coke, fertilizers and minerals are off-loaded or loaded on ships for import and export. In 1999, the terminal was purchased by lessee Ormet Corporation, which operates the facility today.

BARGE TERMINAL/BULK COKE HANDLING FACILITY

Completed in 1959, the Barge Terminal is located just north of Baton Rouge on a slack-water canal on the east bank of the Mississippi River. Through the Mississippi River waterway system, cargo can be barged inland from Baton Rouge as far as Pittsburgh, Pennsylvania, in the Northeast, Minneapolis-St. Paul in the Midwest and as far west as Tulsa, Oklahoma, and Omaha, Nebraska. The barge terminal was modified in 1999 to a bulk coke handling facility and leased to a private operator, Kinder Morgan Bulk Terminals, Inc. The facility annually handles in excess of a million short tons of green and calcined coke.

MIDSTREAM FACILITIES

These facilities, the only public midstream mooring buoys located on the lower Mississippi, allow ships to transfer dry bulk and general cargo to and from barges alongside. A 45-foot draft at the midstream buoys allows deep water, ocean-going vessels the opportunity to travel all the way up the Mississippi River to Baton Rouge to transfer cargo. Associated Terminals operates the midstream transfer facility for the port.

INLAND RIVERS MARINE TERMINAL

Completed in 1999, this 60-acre facility is located on a barge canal off the Gulf Intracoastal Waterway, adjacent to the port's main complex. An intermodal barge terminal, operated by Associated Terminals, is located on the property and provides transloading services between barge, storage, truck and/or rail. The terminal includes a 21,600-square foot warehouse, a 90-ton crane, truck loading chute, and roll on/roll off ramp. IRMT offers shippers distribution at the junction of the Mississippi River and the Intracoastal Waterway with immediate access to the interstate and Union Pacific Railroad. Additional property at the facility is available for lease.

SUGAR STORAGE AND DISTRIBUTION FACILITY

Construction on Louisiana Sugar Cane Products' sugar storage and distribution facility began in November 2001. The facility, completed in 2002, has the capacity to store 80,000 tons of raw sugar in two connecting 40,000 ton warehouses and features a 900-foot conveyer system. Eleven Louisiana mills, located from Lakeland in the north to St. Martin in the west and St. James in the east, make up the cooperative of Louisiana Sugar Cane Products, Inc.

CONTAINER-ON-BARGE FACILITY

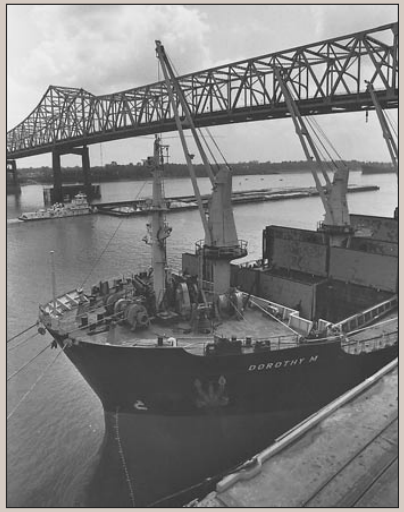
In 2002, the port began construction on a 10-acre privately leased facility and a 4-acre public facility at the Inland Rivers Marine Terminal to handle container-on-barge service to the container ports of New Orleans and Houston. The expansion was a result of the port's Strategic Plan for the new millennium.

• THE PORT TODAY •

A Unique Port

Today's Port of Greater Baton Rouge is unique in many ways. It is both a deep water (45') and a shallow draft port, providing excellent accessibility to ocean trade lanes to and from Latin America, Europe, the former Soviet Union and the Far East. It also provides access to the heartland of America, via barge on the Mississippi River, the inland waterway system and the Intracoastal Waterway, which provides a shorter route to Houston by 160 miles.

The port's main deepwater complex is located at river mile 229 AHP (Above Head of Pass) with jurisdiction limits at river mile 253-168 AHP, and includes the parishes of Ascension, East and West Baton Rouge and Iberville.



International Traffic

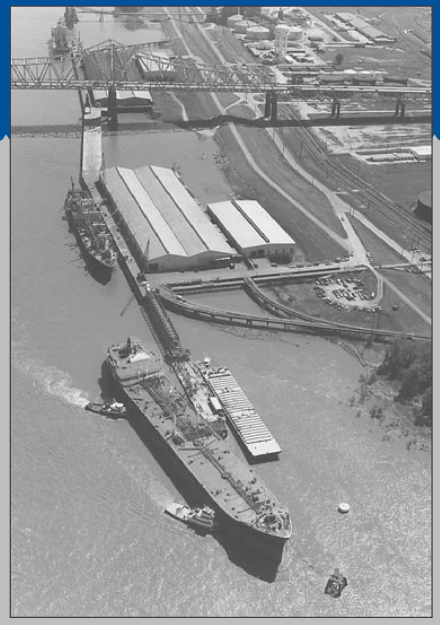
The Port of Greater Baton Rouge actually encompasses 85 miles of the Mississippi River, from approximately the Huey P. Long Bridge in the north to the Sunshine Bridge in the south. In terms of total tonnage, it is consistently ranked in the top ten ports in the United States, according to statistics from the U.S. Corps of Engineers.

As the nation's farthest inland deep water port, Baton Rouge has steadily become a major factor in international shipping and trade development. Annually, the Port often handles nearly 80 million tons of cargo from ships flying the flags of more than 30 different countries.

Foreign Trade Zone

The Port is one of four sites in the greater Baton Rouge area to have been designated as a Foreign-Trade Zone, enabling goods to be brought in without paying duties for processing, manufacturing and/or assembly. Duty is paid only when goods are shipped from a Zone facility to a U.S. destination. If goods are exported, no duty is paid.

The port can accommodate both oceangoing and shallow-draft vessels, providing unique accessibility to international and domestic customers. Photo courtesy of Tim Mueller.



In 1990, both General Cargo Docks were connected, creating a total of 3,000 continuous feet of berthing space. Aerial photo courtesy of David K. Gleason.

Cargo handled at the port's General Cargo Docks includes forest and paper products, heavy lifts, steel, rice, and bagged goods. Photo courtesy of Tim Mueller.

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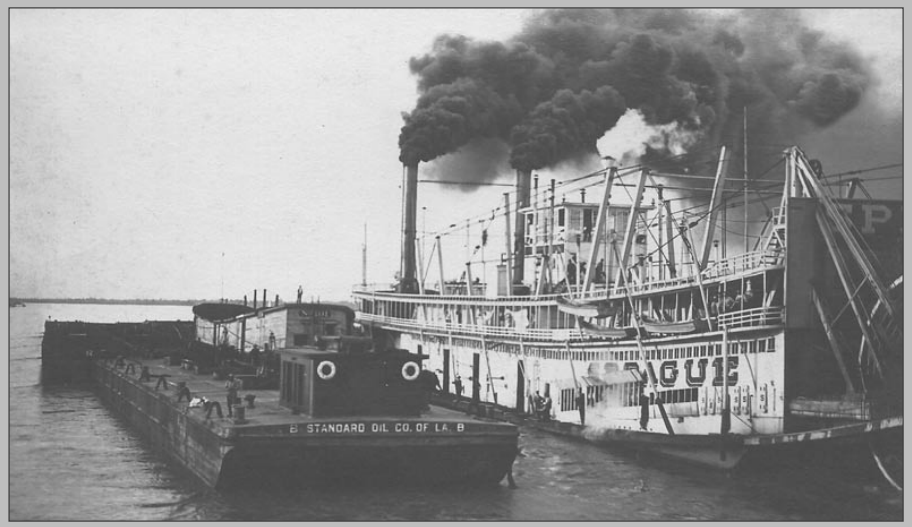

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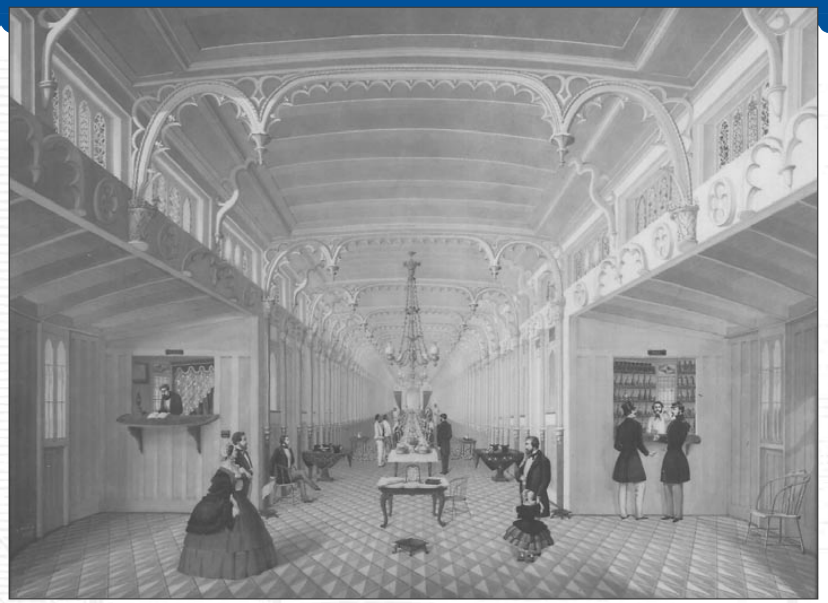

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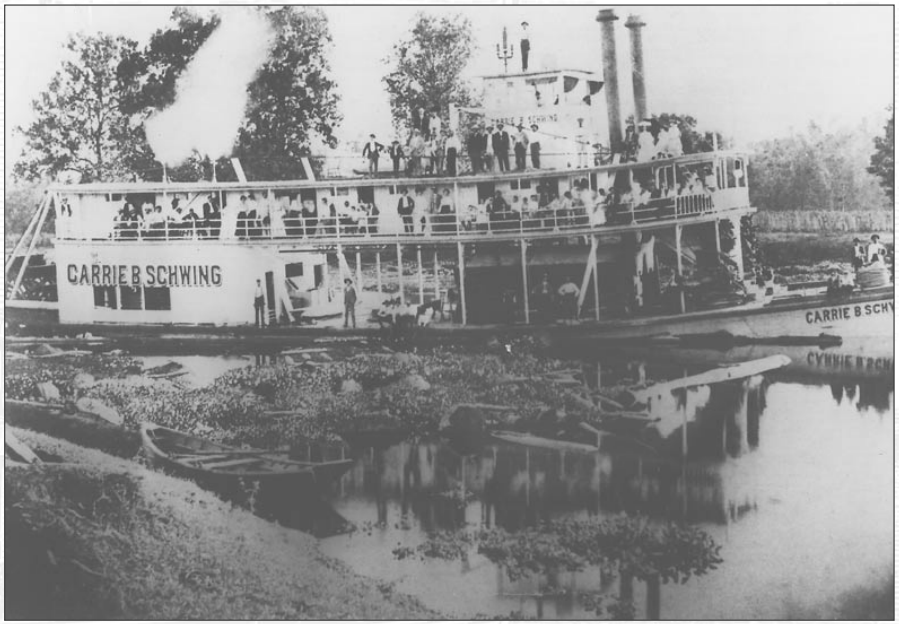

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PORT OF GREATER BATON ROUGE

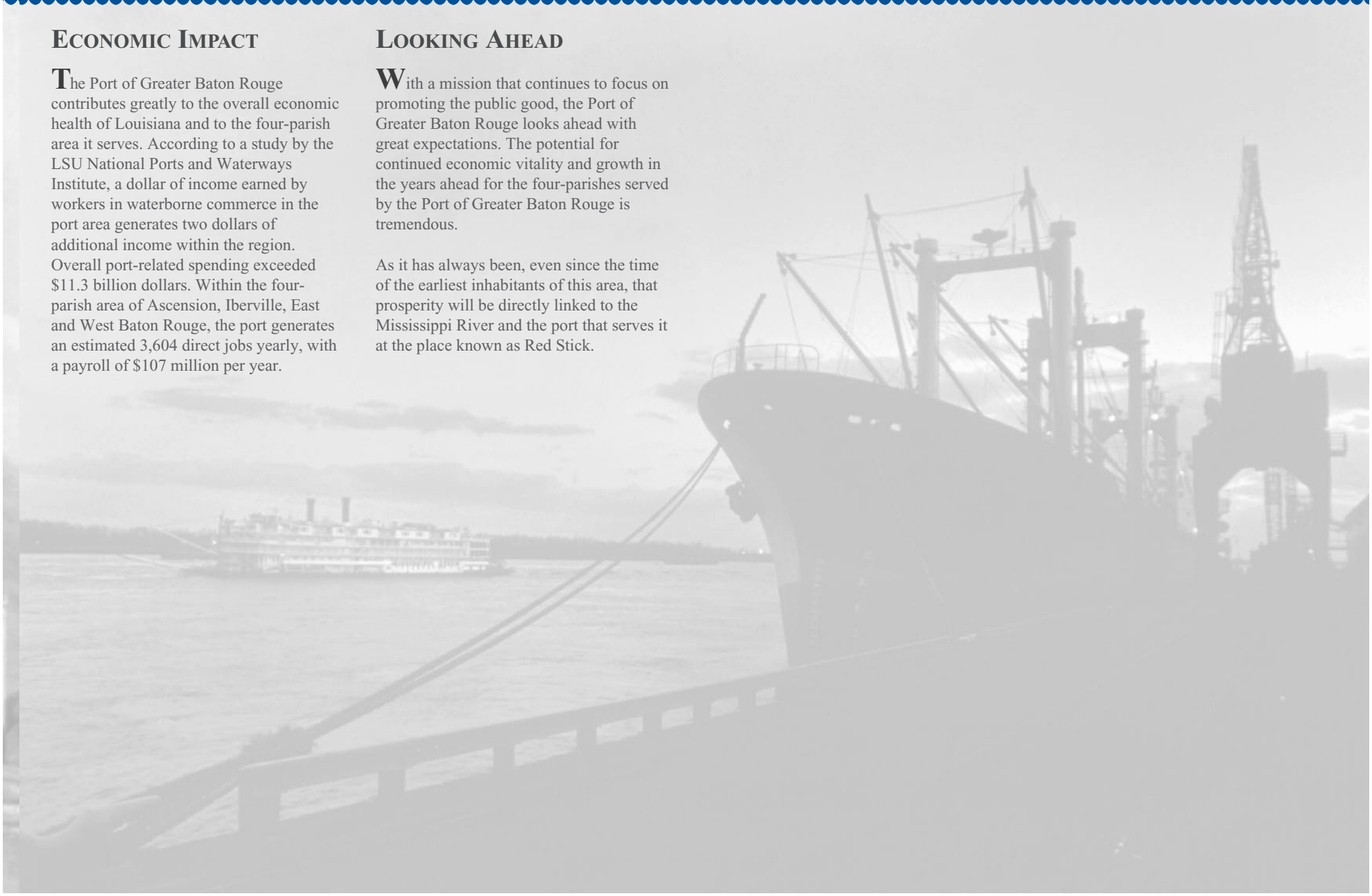
Economic Impact

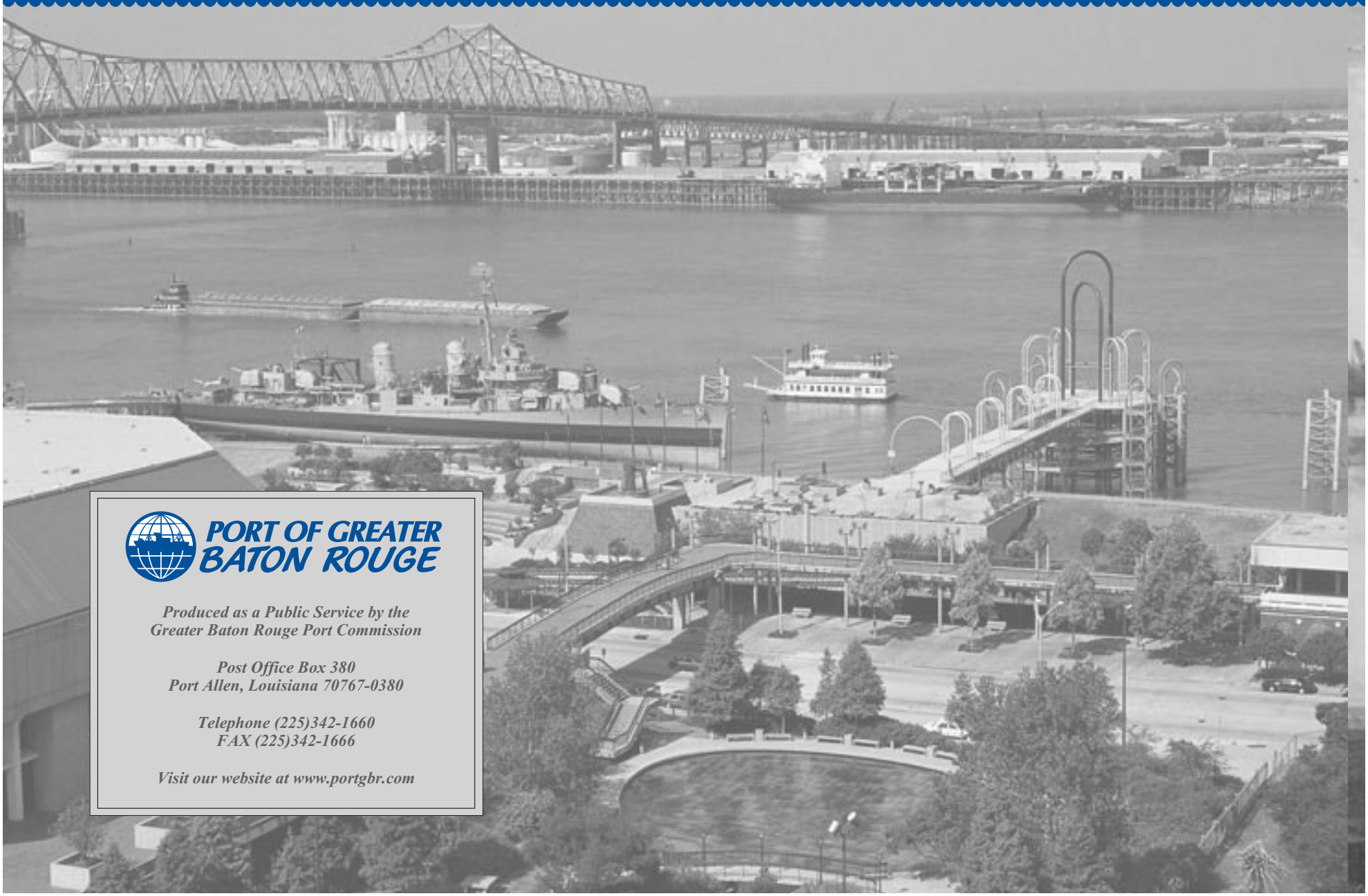
The Port of Greater Baton Rouge contributes greatly to the overall economic health of Louisiana and to the four-parish area it serves. According to a study by the LSU National Ports and Waterways Institute, a dollar of income earned by workers in waterborne commerce in the port area generates two dollars of additional income within the region. Overall port-related spending exceeded $11.3 billion dollars. Within the four-parish area of Ascension, Iberville, East and West Baton Rouge, the port generates an estimated 3,604 direct jobs yearly, with a payroll of $107 million per year.

Looking Ahead

With a mission that continues to focus on promoting the public good, the Port of Greater Baton Rouge looks ahead with great expectations. The potential for continued economic vitality and growth in the years ahead for the four-parishes served by the Port of Greater Baton Rouge is tremendous.

As it has always been, even since the time of the earliest inhabitants of this area, that prosperity will be directly linked to the Mississippi River and the port that serves it at the place known as Red Stick.





PORT OF GREATER BATON ROUGE

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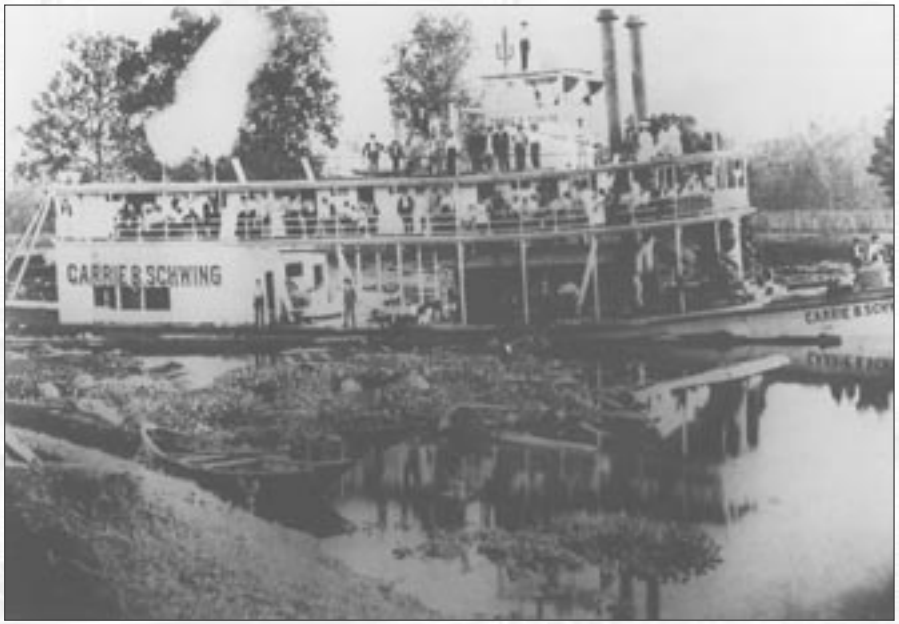
PORT OF GREATER BATON ROUGE

This 1843 painting of a riverboat navigating low waters by renowned naturalist John James Audubon shows the dangers presented by the river's hidden snags and sawyers. (**Days of the Steamboats,** *William H. Ewen, New York: Parents Magazine Press, 1967.)*



The **Carrie B. Schwing** *exemplified the shallow-hulled steamboats, first designed by Captain Henry Shreve, that plied the river. Two boats by this name were used as towboats and excursion boats on the river near Baton Rouge, the first burning in Bayou Natchez on Feb. 28, 1912, and its replacement sinking at the Standard Oil Co. dock Jan. 17, 1946. Photo courtesy of James H. Engels, Sr.*