Cotton Factory at Shreveport.

[N. O. Daily States.]

Shreveport is moving in the right direction. After an agitation running through a number of years three of her enterprising citizens, J. L. Wallace, W. D. Schofield and A. R. Kellum, have subscribed the capital necessary to purchase the machinery of the Mount Lebanon factory, long since abandoned, remove it to Shreveport, put it up and run it with largely increased capacity. The necessary buildings, the Standard informs us, have already been secured, and immediate steps are being taken to put the Shreveport cotton factory on a running basis.

This is the initial step in a direction which will as certainly as the sun shines lead to the permanent prosperity of Shreveport. We are believers in improved methods of agriculture and in railroad development as essential to the growth and wealth of States. But it is not every town that is benefitted by railroads passing through it, [indeed many thriving places are sapped of their trade by the great through lines] and no purely agricultural community is very progressive or rich. On the other hand, factories invariably add to the prosperity of a community however poor or rich it may be, or wherever it may be located.

The first cotton factory established at Shreveport will be the forerunner of many others, *because it will pay*. Cotton factories will be followed by factories of other descriptions, and hence we regard the news, which the Standard brings us, as a far more certain sign of the prosperous future of Shreveport than were, or are, any of the railroad enterprises that city has dreamed of or realized.

There is no reason why any considerable portion of the cotton raised in the South should be shipped East or to England. New Orleans and other large Southern cities should be crowded with factories and every town in the cotton districts of the South should march on to prosperity to the music of its looms and spindles. Shreveport is the pioneer of this great and wealth creating industry in this State. Bayou Sara, Baton Rouge, Monroe and other towns similarly situated should follow the example as we are sure they will do in a very short time.

The value of the cotton crop of the South, in its raw state, aggregates two hundred and fifty millions of dollars. The whole, or nearly the whole of this crop, should be manufactured in Southern cities and towns, and its increased value, when so manufactured, which has enriched New England and added largely to the wealth of Great Britain would conduce to our own prosperity and make the Southern section of this Union the richest country on the globe.

Georgia is going ahead rapidly with her cotton factories. She now has fifty-one in operation within her boundaries, and seven in process of erection. All of these are run by water power, except one in Atlanta which is driven by steam. These factories are scattered all over the State, many out in the country where the cotton is grown. They are all in a highly prosperous condition. The stock of some of the oldest established are at fabulous prices. One of the best managed concerns will not let it be known to outsiders how much they do make. According to a correspondent the Eagle and Phœnix, of Columbus, has paid fifteen per cent the last two years, and appropriated $1,200,000 to an additional building and new machinery. The Langley, of Augusta, has paid three semi-annual dividends of eight per cent. There is a new million dollar factory going up in Augusta and the stock went above par as soon as the first brick was laid. The goods are all sold as rapidly as manufactured and in fact some of the mills cannot supply the demand.—[N. O. Daily States.

It is traditional that the governor of North Carolina complained to his colleague of South Carolina that it was a long time between drinks. This was threatened as a reality when a vote of the people on the subject of prohibition was taken a few days ago. On counting the votes the prohibition law was found to be defeated, and consequently the governor can take his postponed drink without interference.—[N. O. Times.

Go South, Young Man.—That section of the country which has so long suffered from war and the wounds of war is evidently on the eve of a great industrial development. It is not improbable that in the near future the advice to the thrifty and the industrious will be not "Go West," but "Go South."—[N. Y. Herald.

When a boy walks with a girl as though he were afraid some one might see him, the girl is his sister. If he walks so close to her as to nearly crowd her against the fence, it is another fellow's sister.

The Lumber Boom and Coast Freight Traffic.

[N. O. Democrat.]

For the first time in many years the hundreds of small vessels that ply along the extended gulf coast are all engaged, and the tariff of freights on our shores and up the navigable rivers and bayous has materially advanced. As an example of the prosperity that has visited this vast maritime industry, we cite the charter of the American ship John Watt, Capt. Sweetzer, to carry a load of lumber from Mobile bay to Corpus Christi, Texas. This cargo will amount to at least 900,000 feet or at least twenty schooner loads.

During the last year the movement of lumber along the gulf coast has increased to nearly double the proportions it assumed the year before. Numerous schooners, some with the loading capacity of 100,000 feet, have been busily engaged in transporting timber and building material to Mexico, to Central America and to the various islands of the Antilles and the Caribbean archipelago. This is the first time, however, in the history of our lumber traffic that a vessel of the carrying capacity of the John Watt has ever been chartered for such a trip.

The great impulsion given to house building, and the consumption of Southern lumber by the railroad boom that has been raging in Texas for the last year, is so great that it is almost impossible to estimate its present importance, or that which it will assume next year. All the mills on the hither side of Lake Pontchartrain and those situated on the bayous that communicate with the Mississippi river; those in Mississippi, in Alabama and in Florida have, during the past few months, been worked up to their full capacity. The lumber from these localities has hitherto been consumed at home or has been sent to Cuba and other islands of the Great Antilles. Lately Lake Charles and Orange, which districts have enjoyed an almost complete monopoly of the coast lumber trade of Texas, have been unable to fill the demand, and the buyers have been compelled to resort to the markets of Alabama, Mississippi and even Florida.

Meanwhile the railroad boom in Texas has given rise to another boom in the same commonwealth of even greater importance. We allude to the number of emigrants that are daily pouring into that fortunate State. These new settlers are mostly agriculturists. They need lumber to build their houses, barns and out-houses of different kinds. The northern and central portion of the State will be supplied with lumber from Western Louisiana, from Eastern Texas and from the pineries of Arkansas. But many of these emigrants will settle along the coast or contiguous to it. The lumber their advent will call for is destined to be supplied from the forests of the three above-mentioned States, for Orange and Lake Charles can no longer supply this demand. By consequence it is safe to assume that an unusual activity in the lumber mills of these localities may be anticipated for the next year; for, besides the Texas timber trade, a great increase of this traffic with our intertropical neighbors may be looked for within the next twelve months.

This vast increase of the lumber trade by water "vias" of communication will necessitate the building of numerous coasting vessels during the winter months. Already the old ship-yards on the hither side of Pontchartrain are beginning to assume the same prosperous aspect they displayed in "antebellum" days; nor will it be long before the sound of the shipwright's maul will echo joyously along the banks of our navigable rivers and bayous, while each succeeding week will witness the launching of several new coasting vessels.

The chartering therefore, of the ship John Watt, Capt. Sweetzer, to freight lumber from Mobile bay to Corpus Christi, marks a new era in three of our most important industries—the lumber trade, the coasting freight traffic, and the revival of ship-building and the rehabilitation of those numerous Southern ship-yards that have been silent since 1861.

The Southern Pacific.

San Francisco, Aug. 12.—Chas. Crocker, president of the Southern Pacific railway, was interviewed by a Bulletin reporter yesterday. He said the company was laying a mile of track every day beyond El Paso. They are grading from the other end of the road, and have the road graded 125 miles and sixty miles of track graded last week from San Antonio. When this work is finished it will give the Southern Pacific a line through to within a few miles of Galveston, Texas, and within 100 miles of New Orleans, where connection with the Morgan road will probably be made.

Marshal's Fees.

A Decision which Materially Reduces Them—Double Mileage no Longer to be Allowed.

[Special to the N. O. Democrat.]

Washington, Aug. 4.—The law officer of the treasury department has rendered a decision that will have a marked effect upon the amount of annual expenses of United States courts and materially curtail the income of United States marshals and clerks of courts. The question arose in the settlement of the accounts of a marshal in Alabama as to what a marshal might charge for mileage in certain cases, and incidentally what fees the clerk of court was entitled to. Judge Lawrence's decision overrules the opinion of Attorney General Devens given during the last administration. Lawrence holds that in case several witnesses for the United States, residing in the same place, are required to attend the same term of court, although to testify to different suits, their names must be included in one subpœna, and the marshal is entitled to only one mileage for all of them. The failure of the clerk to include all the names in one subpœna does not give the marshal any additional claim. In many parts of the country marshals have been in the habit of charging mileage for every witness, although they might all live in the same town and but one trip be made to summon all of them. Judge Lawrence holds that the act of Congress was expressly intended to prohibit constructive or imaginary mileage, and to restrict the allowance for mileage to actual and necessary travel. Again, the judge holds that if the United States have twelve suits (for instance) and require one and the same witnesses for each case, there should be, and lawfully can be, but one subpœna issued, because the statute requires him to be "subpœnaed to testify generally before the grand jury and petit jury, or both;" that is, in all cases and for all purposes for which the government may require him. For the service of such subpœna only one mileage can be charged. He points out, however, that there is a clear distinction in regard to mileage between the process issued in behalf of the government and that in behalf of individuals. The statutes put the United States in a better position than individuals. In the cases supposed, the United States pays one mileage, the individual two mileages.

As the marshals and clerks have in many instances been acting under the construction of law given by Gen. Devens, it is understood to be the purpose of the treasury department to enforce Judge Lawrence's decision only in the settlement of accounts arising since the beginning of this fiscal year.

Worthy of Gen. Hancock.

[N. Y. Freeman's Journal.]

We met last week a lady of a family resident on Governor's Island. She told us that since July 2, when Gen. Garfield was shot, Gen. Hancock had refused to go to public dinners, or on those excursions of a quiet kind he is so very fond of. We could imagine gallant old Gen. Graham, of the Grahams of Virginia, making the point; but here we have it from Gen. Hancock, of Pennsylvania: "It is not proper that I accept festive entertainments while the President, ex-officio my commander in chief, is hovering between life and death." Who says the age of chivalry is passed, when a Major General, defeated by the lavish use of money in New York, thus holds himself toward the man that is President in place of himself?

Marine News.

ARRIVALS.

Schooners Tom & Able, Lehman, Rosina, Alace, Lydia, Susanna—arrived last week.

Schr. Annie Hansen, with 75 bbls. freight- to Lock, Perkins & Co. schr. Lydia, with 50 bbls. freight to same, schrs. Fannie, Alace, A. J. Perkins, Rebecca, Agnes, Two Sisters, Quintana, Ripple, Oriole, John Albert, Flora S., Cecilia, Rosalia, Odessa, Tilly Ida, slp. Theophiles.

DEPARTURES.

From Ryan & Geary's Mill—

Schr. Tom & Able, with 11,410 ft. lumber to A. J. Perkins & Co., Galveston.

Schr. Lehman, with 60,188 ft. lumber, to same.

Schr. Rosina, with 25,104 ft. lumber, to same.

Schr. Lydia, with 18,603 ft. lumber, to same.

Schr. Susanna, with 33,944 ft. lumber, same.

Schr. Alice, with 17,110 ft. lumber, to same.

19th—Schr. Annie Hansen, with 43,813 ft. lumber, to same.

Schr. Fannie, with 32,809 ft. lumber, to same.

Schr. Alice, with 14,300 ft. lumber, to same.

From Lock & Co.'s Mill—

Schr. Ripple, with 28,295 ft. lumber to A. J. Perkins & Co., Galveston.

John Albert, with 32,497 ft. lumber to same.

Schr. Oriole, with 20,100 ft. lumber to owner.

Schr. Two Sisters, with 5,000 ft. lumber to owners.

From Dees & Mearn's Mill—

Schrs. Flora S., with 18,000 ft. lumber; Cecilia, 18,000 ft., Rosalia 16,000 ft., Tilly Ida 50,000 ft. and Odessa 30,000 ft. lumber to W. F. Stewart & Co., Galveston.

From Goosport Mills—

Mill running steadily all the week, and sent a large raft of 90,000 ft. of lumber, to be loaded on railroad car at switch below.

The Alert brought to Ryan & Geary, last Wednesday, nine large booms logs. They reached nearly across the Lake.

MARRIED:

WILLIAMS—SENET—In this parish, on Monday August 15, 1881, by Rev. M. Kelly, Mr. George Williams to Mrs. E. E. Senet, both of this parish.

Shipped by La. W. R. R.

From August 11, to August 19, 1881.

By A. J. Perkins, 11 car loads lumber, sent to different parts in Texas.

By A. J. Perkins, 1 car load lumber to Vermilionville.

By W. B. Norris, 6 car loads lumber to G. B. Mitchell, Houston, Texas.

By Ryan & Geary, 1 car load lumber to Welsh's Station.

No ties were sent, on account of the scarcity of cars.

One car load of ice received by W. C. Fricke.

Arrivals and Departures of Mails

POST OFFICE, LAKE CHARLES, LA.

New Orleans, New Iberia, and all points East and North, arrive daily at 11:5 p. m., and leave daily at 3:30 a. m.

Galveston, Orange and the West, arrive daily at 3:5 a. m., and leave daily at 11:5 p. m.

Leesville, Sugar Town, Dry Creek, arrive Tuesdays and Saturdays at 7 p. m., leave Mondays and Thursdays at 6 a. m.

Cameron, Rose Bluff, Johnson's Bayou, arrive Wednesdays and Saturdays at 7 p. m., leave Mondays and Thursdays at 6 a. m.

Hickory Flat, arrive Tuesdays at 7 p. m., leave Mondays at 6 a. m.

W. H. HASKELL, P. M.

Calcasieu Lumber Market.

1st class pine flooring, drs'd,	₱ M.;	$18.00
" " " ceiling,	" "	13.00
" " " rough,	"	14.00
2d " " "	"	10.00
Log round,	"	11.00
1st class cypress, rough,	"	20.00
" " " dressed,		nominal.
Pine logs, per thousand feet,		8.00
Cypress shingles, heart, per 1000,		3.50
" " " sap,	"	2.50

NEW ADVERTISEMENTS.

O! FOR A GRAND FAIR!

—AND—

Musical Entertainment!

TO be given in the new Church of the Immaculate Conception, in the town of Lake Charles, for the benefit of the Church, commencing on

MONDAY, AUGUST 29, 1881,

and will continue for three days and nights. The contests to be competed for are too numerous to mention.

Admission ..... **25 Cents.**
Children ..... **15 "**

COME ONE, COME ALL!

Aug. 20, 1881.

HASKELL HOUSE.

Ryan Street, Lake Charles, La.

HAVING leased the above named House, I propose to run it in first class style. The table will be kept on the Restaurant plan, and no exertion will be considered too great, to render guests comfortable.

THOS. R. REYNOLDS,
aug 20, '81.-tf. Lessee.

Referring to the above, in retiring from the Hotel, I desire to return my thanks to those who have so liberally patronized me in the past, and confidently recommend my friends to my successor, knowing that he will give ample satisfaction, as a caterer to the traveling public. W. H. HASKELL.

Lake Charles Academy.

Opposite Judge Ferren's Residence.

Lake Charles, Calcasieu Parish.

Day school, from 9 A. M. to 12 M., and from 1½ to 4 P. M.

Night school, for young men, from 7½ to 9 P. M.

French, English, Latin, Greek and Mathematics will be taught.

Terms—Day school, $2 per month. Night school, $2 also.

LEWIS L. BOURGES,
aug20'81. Principal.

AGENTS WANTED FOR **HEROES OF THE PLAINS,** BY J. W. BUEL.

Embracing the Lives and Wonderful Adventures of

Wild Bill, Buffalo Bill, Kit Carson, Capt. Payne, Capt. Jack, Texas Jack, California Joe,

And other celebrated Indian Fighters, Scouts, Hunters and Guides. A book of **Thrilling Adventures on the Plains.** Fights with Indians! Grand Buffalo Hunts! Desperate Adventures! Narrow Escapes! Wonderful Shooting and Riding! **Wild Life in the Far West!** 100 Illustrations! 16 *Full-Page Colored Plates!* The grandest book for Agents ever published. Positively outsells everthing else. 548 pages, price $2.00. Agent's complete outfit, 50 cents. Outfit and copy for $2. ☞ Write at once for agency, or terms and illustrated circulars, to HISTORICAL PUBLISHING CO., 602 N. 4th St., St. Louis, Mo. [aug20'81.

AGENTS **For Border Outlaws,** WANTED BY J. W. BUEL.

The New, Authentic and *Thrilling* History of the Lives and Wonderful Adventures of America's great Outlaws,

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And their bands of highwaymen, down to the present moment. *More than 40 illustrations*, late *Portraits of the principal characters*, including Frank James, never before published, and 12 FINE COLORED PLATES. Interviews and letters from Cole Younger—*Startling Revelations*—all about the *Black Flag*, the *Black Oath*, the *Secret Cave*, and hundreds of other wonderful things. Most exciting book ever published. ☞ Full history of the late robbery and double murder at Winston, Mo., with illustrations. 65,000 copies sold in six months. Nothing like it! —beats everything! 416 pages, price $1 50. Agent's canvassing outfit, 50 cents Write *immediately* for full particulars to HISTORICAL PUBLISHING CO., 602 N. 4th St., St. Louis, Mo. [aug20.

FLORIDA and GEORGIA—For information about these States read the SAVANNAH MORNING NEWS. Weekly (mammoth 8 page sheet) $2 a year; Daily $10 a year. The best papers in the South. Sample copies 5 cents. Address,

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CAN EASILY BE MADE BY USING THE CELEBRATED

VICTOR WELL AUGER AND ROCK BORING MACHINERY,

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We mean it, and are prepared to demonstrate the fact. They are operated by either Man, Horse or Steam Power, and bore very rapid. They range in size from

3 INCH TO 4 1/2 FEET IN DIAMETER,

AND WILL BORE TO ANY REQUIRED DEPTH!

They will bore successfully and satisfactorily in all kinds of Earth, Soft Sand and Limestone, Bituminous Stone Coal, Slate, Hard Pan Gravel, Lava, Builder's Serpentine and Conglomerate Rock, and guaranteed to make the very best of Wells in Quick Sand. They are light-running, simple in construction, easily operated, durable, and acknowledged as the best and most practical Machine extant. They are endorsed by some of the highest State Officials. We contract for prospecting for

Coal, Gold, Silver, Coal Oil, and all Kinds of Minerals.

Also for sinking Artesian Wells and Coal Shafts, &c. We also furnish Engines, Boilers, Wind Mills, Hydraulic Rams, Horse Powers, Brick Machines, Mining tools, Portable Forges, Rock Drills, and Machinery of all kinds.

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State in what paper you saw this. jy23tf.

1881! 1881!

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These books will be furnished only to those whose subscriptions are paid in advance, but every subscriber, whether at full or at club rates, will be entitled to them.

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PROFESSIONAL CARDS.

GABRIEL A. FOURNET, Attorney at Law, Lake Charles, La., office formerly occupied by Louis Leveque, on Court House Suare.
July 9, 1881.-1y.

GEORGE H. WELLS, Attorney at Law, Lake Charles, Calcasieu Parish, La. Practices in Calcasieu, Cameron and Vernon parishes, and in Orange and Jefferson counties, Texas.
July 9, 1881.-6m.

A. J. KEARNEY, District Attorney, 14th Judicial District, practices in the several parishes of the District.
Office, in Lake Charles, at the Haskell House.
Office, in Leesburg, at his residence.
July 9, 1881.-1y.

J. C. MUNDAY, M. D.,

Surgeon, Physician and Obstetrician,

CONTINUES to practice his profession and can be consulted at his Drug Store, on Ryan street, at all hours.
Lake Charles, La., July 9, 1881.-1y.

SCHEDULE

—OF THE—

STEAMER NETTIE.

FROM and after July 1, 1881, the Steamer Nettie will make regular trips between Lake Charles, West Lake Charles and Bagdad, viz:

Leaves Lake Charles for West Lake Charles.

At	6.15	A. M.
At	11	A. M.
At	1.30	P. M.
At	5.15	P. M.

Leaves Lake Charles for Bagdad.

At	8.30	A. M.
At	3	P. M.

Leaves West Lake Charles for Lake Charles.

At	7	A. M.
At	11.45	A. M.
At	1.45	P. M.
At	6	P. M.

Leaves Bagdad for Lake Charles.

At	9.45	A. M.
At	4.15	P. M.

E. H. NICHOLS, Master.
July 16, 1881.-tf.

Stationery, Tobacco, Cigars.

I SHALL keep constantly on hand, at the Post Office, a complete assortment of Stationery, Blank Books, Pens, Inks.
A fine assortment of superior Chewing and Smoking Tobacco.
A large stock of choice Cigars & Pipes.
Daily, Weekly and Monthly Papers and Periodicals.
W. H. HASKELL.
July 16, 1881.-tf.

Lake House Saloon.

GREEN HALL, Proprietor.

A FULL line of choice Liquors and superior Cigars, always on hand.
A Good Billiard Table, with out-fit for playing "Pin Pool."
MAGALE'S SOUR-MASH WHISKY,
A Specialty.
If you want a quiet drink, in a quiet place, give me a call.
GREEN HALL.
July 16, 1881.-1y.

Lake Charles Saloon,

AMEDE FARQUE, Proprietor.

A CHOICE stock of the finest Wines, Liquors and Cigars, that the market affords, always on hand.
THE ONLY PIGEONHOLE TABLE IN TOWN.
By assiduous attention to the wants of my customers, I hope to merit a share of the public patronage.
AMEDE FARQUE.
July 16, 1881.-1y.

FRANK MAISER,
TONSORIAL ARTIST,
Ryan St., Lake Charles.

HAIR Cutting, Shaving, Shampooning and Hair Dyeing done in the latest styles.
July 9, 1881.-tf.