

Reference Copy

156

Census
74065
7114
7080

DEPARTMENT OF THE INTERIOR.

TENTH CENSUS OF THE UNITED STATES.

FRANCIS A. WALKER,
SUPERINTENDENT.

THE HISTORY AND PRESENT CONDITION

OF THE

FISHERY INDUSTRIES.

PREPARED UNDER THE DIRECTION OF
PROFESSOR S. F. BAIRD,
U. S. COMMISSIONER OF FISH AND FISHERIES.

BY
G. BROWN GOODE,
ASSISTANT DIRECTOR U. S. NATIONAL MUSEUM,
AND A STAFF OF ASSOCIATES.

THE OYSTER-INDUSTRY.

BY

ERNEST INGERSOLL.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1881.

D...

obtained a load for their sail-boats, proceed at once to the city and deliver them to the dealer, by whom they are employed to buy or with whom they have contracts. The measure, in this transaction, is the same box as before, but the price has nearly doubled, holding all last season at 75 cents a barrel. While the gatherers are paid per measure for what they catch, the profits of the boatmen are divided among the crew by a 'lay' arrangement of sharing, by which the crew pay provision bills and receive 60 per cent. of the proceeds. Of the owner's 40 per cent. remaining, the captain gets 10 or 15 per cent. additional. In a few cases the captains own their vessels, and prefer to hire their crew at \$20 or \$25 a month. There are only two or three men in the whole crew of an oyster-boat."

MOBILE OYSTER-BOATS.—"They are small, light-draft vessels," says Mr. Stearns, "ranging from 3 to 20 tons in size, and are rigged as schooners or sloops (not much attention being given to the matter) in the common American style. They are arranged so as to have as much deck and hold room as possible for the oysters; therefore, their cabins are small and uncomfortable. From the cabin bulkhead to the mast the space in the hold is uninterrupted, except by the center-board case, and there the load of oysters is carried. It is not often that the deck is heaped with oysters, but the clear, roomy space is useful in culling and handling the oysters as they are received and discharged. These vessels are not graceful or pretty, for their light draft (not more than 2 or 3 feet) and full lines destroy all intentions in that way. They are rather cheaply and roughly built, too, but as they are not intended for or used in rough water, they will last almost as long and earn quite as much money as finer and more costly ones would. Twenty thousand dollars would buy the whole fleet, and another \$20,000 represent all additional capital invested."

SALE STATISTICS FOR MOBILE.—Trustworthy statistics of the production of Mobile bay are not available. About 20,000 bushels I estimate as the sales of planted stock, and I consider that 60,000 bushels would cover the whole consumption at Mobile.

This yields the following approximate returns to the respective classes engaged:

40,000 bushels "reefers", at 15 cents a bushel profit, gives catchers.....	\$5,000
40,000 bushels "reefers", at 13 cents a bushel profit, gives carriers.....	5,200
40,000 bushels "reefers", at 15 cents a bushel profit, give shippers.....	6,000

The first value of this 40,000 bushels of "reefers", therefore, is \$6,000; the second, \$11,200; the third, \$17,200; and the retailer probably receives \$25,000 or more in dealing out to consumers. The value of the 20,000 bushels of plants is about \$17,500 to the planter and \$20,000 to the wholesaler. For our purpose we may take the carriers' price, paid by the dealer to the carrier and the planter, as our estimate, and say that the total first value of the 60,000 bushels is \$28,700. The report of the board of trade, that in 1878-79 business in oysters to the amount of \$95,400, and in 1879-80 to the amount of \$111,000 was done, no doubt represents sales additional to the strict limits of our inquiry in this matter.

OYSTER-TRADE OF MOBILE.—The oyster-dealing, wholesale and retail, and restaurant business in Mobile no doubt supports 100 families, chiefly of colored persons, or at least forms an important part of their annual resources. Many of these are openers, who work by the piece as work offers. Mr. Stearns refers to them in his memoranda as follows:

The oysters, having been deposited in a pile in the dealer's warehouse, are next taken in hand by the "openers", who are placed in a circle around the pile, each with his stool, bucket, and oyster-knife. These men are principally negroes and oreoles of the worst character, who find it hard to obtain other employment. Still they are very expert at opening oysters, and often make fair wages. The knives used by them are all of steel, about six inches long, with heavy, flat handles, and wide, thick blades, rounded at the end. To open an oyster it is held in the left hand, lower shell down and lips outward, and the shells are quickly prised open at the hinge, the upper shell being thrust off. One more stroke severs the oyster from the lower shell, and into the bucket it goes, liquor and all. Some kinds of oysters cannot be easily opened in this way, so they are broken first on the lip edge and entered from that side with the knife. The majority of Mobile oyster-openers are very quick while opening either of these ways, but are probably more practiced in the first. The shells are thrown one side in a pile, and the "openers", if left to themselves, will throw away many good, unopened oysters, in order to hasten through their barrel, if they are opening by the barrel, or to get rid of small oysters, if they are opening by the gallon; therefore, it is necessary to have a man employed to watch them and prevent this waste.

When an "opener" has filled his bucket he takes it to a clerk to be emptied into a strainer, when the oysters are measured and placed to his credit.

The customary price paid for opening oysters is 35 cents per barrel, or 20 cents per gallon. At certain times of the year a barrel of oysters in shell will yield more opened oysters than at others; for instance, in the fall hardly two gallons are obtained, while in the winter and spring two to three gallons are taken from one barrel.

As soon as the oysters have been opened, measured, and drained of their liquor, they are emptied into a large vat that has a strainer-like bottom, and are kept cool by means of ice until needed for shipment or canning. To be shipped to any place not far inland, they are usually placed in cans varying from one to ten gallons, according to the order, that are not hermetically sealed, but are kept in contact with ice. To be shipped to more distant parts they are placed in square cans, containing from one quart to one gallon, and are hermetically sealed. This manner is more costly to the purchaser, but is the safer way, for oysters so put up will keep a long time.

Pickling oysters has been of some importance here, but there is very little done at it now. The method of treatment was, first, to steam the oysters, and then to place them in small, square tin cans with spiced vinegar, the cans afterward being soldered up airtight. It is said that this business failed because of much poorly prepared goods being put on the market. In pleasant weather, when the gatherers can work and the boats can easily get to the city with large loads of oysters, the Mobile market becomes overstocked, and it is then difficult to dispose of the catch at any price; but in stormy and cool weather the market is good, for then but few boat-loads come in, partly owing to real difficulties and partly to the indolent indisposition of the oystermen to work when discomfort attaches to it.

The oysters of Mobile bay have a high reputation for excellence. The water and soil of the bay, particularly in the eastern arm, called Bon Secour, seem especially well adapted to their growth. The planting-beds are all higher up, where the seed thrives better than below.

The foregoing operations give employment for three-fourths of the year to about 175 men, and kept afloat, in 1879, 62 vessels.

STATISTICAL RECAPITULATION FOR ALABAMA:

Number of vessels and sail-boats engaged.....	62
Value of same	\$10,000
Number of sailors (also planters) employed	250
Annual earnings of same (excluding their own sales)	\$10,000
Number of restaurant servants and openers	100
Annual earnings of same	\$4,000
Annual sales of oysters..... bushels..	104,500
Value of same	\$44,950

THE GULF OF MEXICO OYSTER COMPANY.—Early in 1880 a new concern, to be known as the Gulf of Mexico Oyster Company, began oyster-canning and shipping at Mobile, for though their factory was many miles distant, at Scranton, Mississippi, yet the officers were in Mobile, and the business contributed to the city. About 90 to 100 hands, of all ages and sexes, are employed. These live in a little village, which the company has built for the purpose, in the neighborhood of their factory. While this company does something in the fresh-oyster trade, their main business is in cooked and canned oysters, which are steamed and sealed in substantially the same way as at Baltimore. One specialty, however, is the putting up of canned fried oysters, after the following patented method:

From the supply vat, where they are kept cool, the oysters are taken and rolled in meal and fine cracker-dust, and then are dropped, a gallon at a time, into a large kettle of hot fat, which is a mixture of lard, tallow, and stearine, where they are allowed to fry crisp and brown. Next, while still hot, they are packed in small, flat, square tin boxes of about a quart capacity, and the unoccupied space is filled with hot fat. The opening in the top of the box is round, and has a cap to fit, which is firmly soldered down, making the box air-tight. Afterward these boxes are labeled and packed in cases, a dozen boxes in a case. It is asserted that oysters prepared in this manner sell readily in all parts of the country, and the demand is much larger than was at first expected.

The "cove oysters" of this company are simply fresh oysters hermetically sealed in cylindrical cans.

The capital stock of this company is \$25,000. (Another company has recently been projected with a capital stock of \$50,000.) Though the capacity of the Scranton factory is no less than 30,000 one-pound cans per day, the product at the time of my visit had been insignificant, owing to various delays in getting well under way. The company will also can shrimps, fruit, and vegetables in season, so that not all the force, capital, and fixtures can be credited to oysters alone; and, inasmuch as operations have only begun, I have not added these figures to my totals. The stock which they receive for canning is the wild "reefer" oyster, that grows in immense profusion all along the coast of Mississippi.

56. OYSTER-INDUSTRIES OF MISSISSIPPI AND LOUISIANA.

GENERAL CHARACTERISTICS OF THE OYSTER-FISHERIES OF MISSISSIPPI.—On the coast of Mississippi there are several small villages, more like watering-places than anything else, that do some business with fish and oysters. The latter trade is of the most importance, for there are one or two firms in each place engaged in it, while there is but one man on the coast who makes a business of shipping fish. The Mobile and New Orleans fishermen and oystermen are fishing or oystering in the neighborhood at all times, and these, together with unprofessionals who are striving to furnish their home tables, make quite a show, giving one an idea that the fish- and oyster-business must be very important at these towns. A great many of the New Orleans boats also land their catch at these points to be shipped by rail to their home-ports.

THE MISSISSIPPI OYSTER-FLEET.—The number of oyster-vessels belonging in the state is given by Mr. Stearns as 18, worth \$3,600, to which can be added \$700 worth of oyster-sheds and tools. There are seven dealers in the state also, whose sales for 1879 were reported at 18,920 gallons. At the average price of 35 cents a gallon this would amount to \$6,622. If these figures seem too low, it must be noted that they apparently do not include the shipments in shell by express to interior towns, which from Biloxi, at least, and also from Mississippi City, Pass Christian, and Bay Saint Louis, are considerable. It would be safe, probably, in point of value, to add to the \$6,622 enough to make an even \$10,000, as an estimate of the annual yield of the coast of Mississippi, separate from the catches of the Mobile and New Orleans boats in her waters, and of the sales of her own oystermen, who take their cargoes by boat to those cities.

THE OYSTER-TRADE OF NEW ORLEANS.—At the southern metropolis, New Orleans, centers the most extensive oyster-trade of the Gulf of Mexico, and some of the stock sold in that city is of very high quality. There is no locality in the whole United States where the business presents so many picturesque features, and the oyster-landing at the levee is one of the most spirited and entertaining sights of the many half-foreign pictures to be got in that polyglot city.

My report upon the oyster-business here is made up of information communicated to me by Mr. Silas Stearns, of the Census Office, by Mr. F. F. Ainsworth, and out of my own investigations; but the necessity for my early departure for duties in Washington, prevented my staying as long in Louisiana, or working as thoroughly in that field, as I wished to do.

SOURCES OF SUPPLY.—The New Orleans market is supplied with oysters from an extent of coast comprising the whole water-front of both Mississippi and Louisiana, and embracing numerous tonging-grounds. The great majority are taken from the natural and luxurious growth of the "reefs", but the transplanting and consequent improvement of oysters is being more and more engaged in. The delta of the Mississippi river forms a partition between the two classes of oysters and oyster-localities tributary to New Orleans—a distinction which is perpetuated in the city markets. The first of these divisions to be considered, is that which lies eastward of the delta, extending from Lake Borgne, Point a la Hache, and the Chandaleur islands to Pascagoula and the end of Mississippi sound. Though the Chandaleur islands, and some other points, produce an oyster of good reputation, the general quality and size of the stock from this eastward portion is inferior to that from the western district. They are used for cooking chiefly, and it is this stock which is being bought by the canning companies lately started in the city. The best grounds seem to be the Chandaleur islands, Bayou Muscle, Bayou Boulfen near Mobile, and the shell-bank outside of Biloxi. "The Bayou Muscle oyster is peculiar. It is large, very black, and the shells are covered with hair and barnacles. The Boulfens are round, rich, and fat, and sell very high." The *Picayune* stated that 30 boats came to the city from Biloxi and along the sound, in the winter of 1879-'80, but this seems to have understated the case, for our careful inquiries registered 50 boats of five tons and upward, and 200 boats of less than five tons, as trading along the eastern coast; many of these, however, are otherwise engaged during a portion of the year. The boats are generally small, rarely having more than two men, and will be more fully described hereafter.

Turning to the district west of the delta, we find that oysters are procured from all the marshes and bayous, nearly as far as Galveston, Texas. The *Picayune*, in an article during the winter 1878-'79, gives a fair account of this source of supply, as follows:

This portion of our state seems best suited to the propagation of the best, and Bayou Chalons, Four Bayous, and Fontenelle are known only for their oysters. Yesterday a representative of the *Picayune*, in order to place before its readers something more definite than the confused ideas generally prevailing about our oysters, visited a number of veterans in the trade. Even among them there is still some confusion regarding the merits of certain oysters, but what was agreed upon by all was taken as the basis of what we give.

There are engaged in the business of supplying the city about 120 luggers, with a carrying capacity each of 75 to 100 barrels. From Barataria, which comprises Bayou Cook, Chalons, and Four Bayous, there are eight, making at least one trip a week. From the Southwest pass, Salina, or the Salt Works below Fort Jackson, about 30 boats. From Timballe, including Bayou Cyprian, Fontenelle, and Lake Peliot, about 15. These vessels, and the labor at the fishing banks, give employment to over 4,500 men. * * * There has been a general impression here that Bayou Cook furnishes our best oysters, but that little water course has long since given up its natural supply, and those that are now received from there are only a few that are planted.

Our best oysters come from Bayou Chalons, Four Bayous, Bayous Fontenelle and Cyprian, and a small supply from Lake Peliot. These rank the highest and are called the first-class. The Bayou Chalons oyster is a large, long oyster, with a clean shell; the Four Bayous are middling, round, and firm; the Bayous Fontenelle and Cyprian are small, hard, and round, and much preferred by connoisseurs. The Lake Peliot is a round oyster, very fat and salt, and on account of the hardness of its eye preferred for frying. The second-class oysters are the Timballiers, where they are taken from the reef, not the one planted in the bay. They are in bunches and are long. In the same class are the Salinas, or those taken at the Salt Works near Fort Jackson. They are what are called the "summer", and by restaurateurs the "kitchen" oyster. They cook well, but are not as rich in flavor as those of the first-class. At the Southwest pass, proper, all the bivalves are dead now, but near there, at East bay, they have a very good kind, with a light-colored shell and very white inside. Then there are the Grand Lakes, from the vicinity of Fort Livingston, near Grand Terre. Although the supply is not very great there is always a demand for them, as they have a peculiar flavor.

The number of boats bringing and catching oysters in this region is counted at 205, of which 40 are of over five tons burden. Their business is mainly done during the winter, and in summer they are largely engaged in transporting fruit from the coast-plantations to the city, though some "lie up" for repairs.

LOUISIANA OYSTER-BOATS.—These Louisiana oyster-vessels are all of one class and are known, from their Mediterranean rig, as "luggers". They are in model much like the common light-draft American center-board sloops, and vary in size from 16 to 40 feet in length, the largest measuring about eight tons. Mr. Silas Stearns has described them in detail, as follows:

They are decked over forward and aft, and for a foot or eighteen inches on each side, leaving the central part of the boat open and unobstructed for freight. Hatches are usually provided to cover the undecked part from the weather. The oyster, fruit, and vegetable boats of this class have a clear hold and stow their freights from one to the other, in bulk, but the fish-carrying luggers have zinc-lined ice-boxes on each side of the center-board case, which are of the most simple arrangement, and are reached through trap-door covers, after the outside hatches have been removed. When the boats are loaded the crew sleep on deck, protected by an awning.

As to rig, they have one tall mast, placed in about the same position as a sloop's, a long yard, and a huge, nearly square, sail. When in use the sail is hoisted and stretched by the yard, and the two lower corners are secured at bow and stern by sheets, which are arranged with travelers to work across the deck. The yard is so slung to the mast that about one-third is on one side and two-thirds on the other, and the spread of canvas is so situated.

The yard is hoisted by one halliard, besides which there is very little gear of any kind. To sail close to the wind, both forward and aft sheets are hauled tight, which brings the yard and canvas nearly parallel to the boat, and also draws down the forward and short end of the yard, giving the after-part of the sail some "peak". To sail before the wind, both sheets are slacked until the yard and sail swings square. Boats rigged in this way are said to be very fast sailers, and do far better than sloops or schooners in beating to windward. Considerable skill and practice is called for in their management, since the long, heavy yard is troublesome at times, and makes the danger of a capsizes very great.

These boats are built at New Orleans and other points near by, in most cases by their owners. The average cost of one measuring six tons is about \$800, and has been nearly double that amount until within the last three years.

A large fleet of these boats gathers at New Orleans, the majority of which are engaged in carrying fruit, vegetables, and other country produce. As the oyster-season does not extend over the whole year, boats that carry oysters in that season are engaged in other work out of it. It also happens that boats engaged in the oyster-fishery one season are quite likely to be otherwise employed the next. Considering this, I place the number of boats at present engaged in oystering for the New Orleans market at 43, employing 129 men.

In respect to this same matter Mr. Ainsworth writes:

The peculiar lugger-rig of the boats (only one sail with no jib or bowsprit), the many rows of reef points, most of the sails being fitted to reef down five times, enables them to work very close to the wind. As a rule, the sailors prefer a beam-wind or one on the quarter; they cannot work well with an after-wind. On return trips up the river, the ease and quickness with which they can be handled render the luggers independent of the tug-boats, and it is only when they are in great haste to get first to market, because of a scarcity of oysters in town, that they accept the help of steam.

THE OYSTERMEN OF MISSISSIPPI AND LOUISIANA.—In going to the lower coast, writes Mr. Ainsworth, the luggers run down the Mississippi generally for about 60 miles, and then through smaller outlets and bayous into Grand Lake bayou and the various grounds on the coast. The men who are employed in this fishery, and also the sailors who own the luggers, are almost altogether Italians and Sicilians, generally of a low order. Their swarthy faces, long, curly hair, unfamiliar speech, and barbaric love of bright colors in their clothing and about their boats, give a perfectly foreign air to the markets. There is not an American style of rig seen, nor hardly a word of English spoken, in the whole gayly-painted oyster-fleet of Louisiana.

Most of the oysters brought to New Orleans are from naturally growing, uncultivated reefs, with which the whole coast is barricaded, and to which, in a large measure, it owes its preservation from the teeth of the ocean. These reefs are ridges of oysters, packed one above another, each generation supported on the compact and dead shells of the preceding. In general the oysters are found not singly but in great clusters, some of which are half as large as a barrel. When gathered in this shape there is a great waste of young oysters, for those that are attached to the large ones are not separated until after the boat has left the grounds or is at town, when they are thrown away as useless. At certain stages of low water such oysters as these can be picked up by hand. In other places, ordinarily in the open bays, oysters are found in a more scattering condition, but are more readily gathered and require less culling. In most cases they are procured with oyster-tongs from the lugger, as she lies at anchor over the bed. One man uses the tongs while the other culls them; or, if there are three in the crew, two use tongs and the third culls for both.

This is the method with all the smaller boats which tong their own cargoes. They have to go far from home, and often the men do not get home once a week, or even every two weeks, and must lie exposed to many hard storms, both when at the reefs and in going back and forth the 40, 60, or 100 miles to market. The owners of the larger vessels, however, generally buy their cargoes direct of men who live in the vicinity of the reefs, and by making more trips, having fleet vessels, can in a season make considerable money. In the summer time, those who have been prosperous sometimes take their vessels down the river about 65 miles, and pass through tortuous channels into Mississippi sound, and lay up for the summer season in the vicinity of Biloxi, Alabama.

There is a "lay" system in vogue in many of these boats for the distribution of profits, by which the boat and each man receives an equal share, after the bills are paid.

OYSTER-CULTURE.—Oyster-planting amounts to very little along the coast now under view, and what is done is of the simplest character. I can form little notion of its extent or the number of planters. The reef-oysters are taken from the natural beds by tongs in June and carried up the half-fresh bayous, or inshore, where they are laid out between tides until time to sell them in the fall. This improves them somewhat, but seems to be chiefly serviceable in making them more readily accessible for market, and so saving time. The *Picayune* said that in 1878, 4,500 men were employed in making and assisting in making such transplantings.

OYSTER-MARTS IN NEW ORLEANS.—There are three separate landing places and marts for oyster-boats in New Orleans: the Old Basin, the New Basin, and the French market levee.

To the Old and New Basins (chiefly the former), in the rear of the city, reached by canals from Lake Pontchartrain, come the boats from the eastward, bringing "lake" and "reef" oysters, generally of inferior quality, and intended to be sold to the canning establishments, or to be opened for cooking purposes. The boats average smaller than those used in the river westward, and usually carry only two men. The price of the oysters—frequently measured out in quarter-barrel boxes similar to those in use in Mobile—depends upon the state of the market as governed by the supplies received from the West, and often goes down to 50 or 60 cents a barrel, at which price there is no profit, and the oystermen stop running until a rise occurs. The average price, however, is said to have been \$1 50 per barrel last winter; and 65,000 barrels is said to have been the total of receipts on this side of the city. This would equal about 170,000 bushels, at 39 cents a bushel. The men who bring oysters from the eastward

say they must have higher prices than formerly, on account of the growing scarcity of oysters, and the longer time it takes to get their load. Many more are oystering now than before the war.

At the levee opposite, or just below the famous old French market, is the other and greatest oyster landing-place, mustering about 205 boats, with 615 men or more in the crews, and the picturesque scene I have heretofore described. The estimate of annual receipts there at present gives 50,000 barrels, or 125,000 bushels, commonly sold at \$2 to \$3 50 per barrel. All of these come from westward of the delta, and being larger and finer are, as a rule, bought by the saloons and restaurants, and served to their customers on the shell.

WHARFMEN ON THE LEVEE.—A peculiar feature of the business on the levee, consists of an organization of wharfmen, who form a species of close-corporation to do the work of carrying the oysters from the boats to the wagon of the purchaser, who pays them 15 cents a barrel for the service. The boatman having sold his cargo, he then has no further concern; his boat being taken in charge by the carrier, who might be called a 'longshore man, and who delivers all the oysters and sweeps the vessel and puts her in proper condition for the crew. While there is no society of these carriers, strictly speaking, they manage to make their business a close-corporation, since no one is allowed to discharge a cargo of any kind from the luggers—oysters, oranges, or fruit—except one of the members of the body. There is a man who is called the foreman, who receives all the money for the carriers and who divides the proceeds equally among the different carriers, but just how this is regulated, as well as many other of the details of this quasi-organization, is kept as mysteriously secret as possible. The body is an old one and now consists of about 50 men in all, mostly Sicilians and low-grade Italians, and, as near as I can judge, the annual receipts for the carriers amount to about \$35,000, levied on the oysters, oranges, melons, and various fruits. Some years ago the city designated a man to act as foreman, and he held the post for twenty-two years, not giving it up until his death, when he was succeeded by his son, who now has the place. The system is beginning to be felt as an unwarranted incubus on the trade, and a monopoly which should be opposed. In consequence it doubtless will soon be broken up, and each purchaser will land his own oysters, or the boatmen deliver them to the wagons at less cost than now. The levees are leased by the city to a firm, who collect \$20 a year wharfage from the luggers.

SHIPMENTS OF OYSTERS FROM NEW ORLEANS.—The shipment of oysters inland from New Orleans has hitherto been of very small account, and principally of fresh oysters. Now, however, at least two canning establishments have been started in the city, which make a large item in their general preserving business of cooked and hermetically sealed oysters, prepared substantially as in Baltimore. Several brands have been put upon the market with good satisfaction, selling at \$2 50 per dozen two-pound cans for first quality, and \$1 80 for second, and at \$1 10 for one-pound cans. About \$100,000 worth of these canned oysters are said to have been put up during 1880, nearly all of which were taken by the trade of the city and immediate neighborhood. The capital invested is, perhaps, \$75,000, but is applied to shrimp-, lobster-, and fruit-canning as well as oysters. In these establishments only about 30 male adults are employed, the openers being girls, about 100 in number, all white and chiefly German and American in nationality, who are paid from 4 to 6 cents for each kettleful, a "kettle" holding two quarts. Work is irregular, because of the difficulty of getting oysters in sufficient quantity and when needed (owing mainly to the indisposition of the oystermen to work in bad weather), and the total earnings of the openers and employes during the "oyster-run" in the factories, will probably not exceed \$20,000. These factories have not been long enough in progress to furnish more exact information than is here given. Their capacity is far in advance of their present product, and they anticipate a highly successful future, confident that they can secure the trade of the lower Mississippi valley, to the exclusion of oysters canned in northern cities.

STATISTICS FOR NEW ORLEANS.—In summary, we have the following statistics for New Orleans:

Total number of boats employed	165
Value of same	\$13,750
Value of shore-property and tools, about	\$23,000
Total number of oystermen	1,300
Number of shoresmen	100
Annual product, about	205,000 bushels
Value of same, about	\$200,000
Average price per bushel, about	\$0 70
Number of carriers	50

57. OYSTER-INDUSTRY OF TEXAS.

RECEIPTS AT GALVESTON.—At Galveston, Texas, the receipts of oysters are composed in the main of small, medium-flavored stock, obtained in Galveston bay and brought to the city in small boats. Mr. F. F. Ainsworth writes me, also:

A considerable number are received by steamers, being brought in sacks from points to the west of Galveston, such as Indianola and Corpus Christi. A few are brought also from Morgan City and points on the Louisiana coast, these last being very fine and of good flavor, bringing rather better prices.