

The following is the last (James M. Lawton) Havana Prices Current of Imports, dated Feb. 6 1867:

EXCHANGE.—London 60 days - - - 14½ to 14¾ per cent prem.
 Paris " - - - 1½ to 0 per cent prem.
 New York " Currency - 24 to 23 per cent dis.
 " Night " - 27½ to 21 per cent dis.
 " 60 days, Payable in gold, 2½ p. c. prem.
 " Night, " - 5 to 5½ p. c. prem.

THE TRADE OF HAVANA.

At the beginning of 1906 the stock of cloyed sugar at Havana and Matanzas was 59,777 boxes and then a reaction of the case throughout the same was very promising. In January the market was dull, with rapid accumulation of stocks, but as it improved about the middle of February, when an active European demand set in. By August the stocks at the two ports named had increased to 50,000 boxes as compared with 197,000 in 1905. In October a large business was done at advancing prices, and by the end of December the stock was reduced to 30,000 boxes. In March, however, there was a good deal of activity throughout the year, with high prices, and a nearly constant demand and lower stocks than usual. In Molasses, in the early part of the year, there was not much doing, and with an increasing stock the advantage of the market was to the buyers. In April, there was greater stiffness on the part of dealers and a May a large business was done, and generally at improving rates. The stock was nearly all shipped by November at which time new molasses began to appear in the market. The exports from Havana, Matanzas and Cardenas, amounted to 213,167 hhds for the year 1896, against 184,785 in 1905, and 172,954 in 1904.

Att. British bottled was in demand during the early months of 1866, but with heavy arrivals was less inquired for during and since the summer. The clo-faz prices being \$1 1/2 to \$2 1/2 for quarts and \$3 to \$3 1/2 for pints. The imports for the year were 34,514 casks against 31,209 casks in 1865.

BOX SHOOKS.—In January good ones, with an abundance of stock in market, sold at $\$2$ to $\$2$ rs, mostly on time, but the demand slackened at the close, and notwithstanding the holders asked higher rates, a cargo sold at $\$2$ rs, standing lots at $\frac{1}{2}$ rs. In February they were dull of sale, at $\$2$ to $\$2$ and 6 months time during the first week, but afterwards took a sudden start under an active demand with sales at $\$2$ to $\$2$ rs, and closed at $\$2$ to $\$2$ rs, albeit with a diminishing enquiry—but in March they were very scarce and held at $\$2$ to $\$2$ rs, be cause the arrivals during the past month had been about 500 per cent less than in the corresponding period of the previous year. In April, sales of small lots of prime qualities, were made at $\$2$ to $\$2$ rs, but under the fresh arrivals they closed at $\$2$ to $\$2$ rs. In May the sugar car-

The oyster-making keeps some two hundred and forty fifty carpenters constantly employed, and the cost of the oysters for the year has been about 50 cents per bushel. The value of the hermetically sealed oysters, crabs, fruits and vegetables is equal to \$1,500,000, and that of the fresh oyster branch more than half as much more or a sum to the value of this trade upwards of \$2,000,000. The number of vessels engaged in taking oysters for the Baltimore market is more than 1,000 of fifty tons each, and some 500 of the vessels of larger class are running them to market. The vessels, 500 to 1,000 in number, require an average crew equal to four each, or some 6,000 persons. The season during the summer and autumn of the fruit and vegetable season as many more persons are engaged in picking, packing and shipping them to market by steamers and by rail, and when all these oyster, fruits and vegetable reach wharves, there is a terrific hive of activity, carmen, draymen, who derive a living from the delivery of the same

CAPACITY OF THE ERIE CANAL.—A New York paper says the present capacity of the Erie canal eastward movement of property is equal to that of eighty railway trains daily. The proposed enlargement of the locks, as provided in the bill introduced in the State Senate, will, when consummated, augment the capacity of the canal so as to be equal to more than two hundred railway trains daily.