HAVANA PRICES CURRENT.

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

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Tull or lice of the lice of the Lumber, Yellow line Note The The County of the County	OH, Poplaura	Bay	1.	O. M. T. D. R. T. V. L	Ortona	Polyton	Beans, Titut , ligg, and Marrow	Del martalline	Har ned ar and unomobed, to begin	Pork, mean in 18/4	, - 22	Harns, Am r. an. in cantast, Signifuted,	Chesses Assessment	Butter, Yellow, keep and firkling			Land, Pr., Rondon-d to tierron	_
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Super or gold field	16 per 100 lla 8 to 100 per 6st. 7 60 to 7 25 per 100 lbs. 5 00 to 6 25 per 651.
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hat denoted to price	19 000 do
Entrol mand In good demand	१५ द्रमण्डल
In good demand	PRICES

Exchange - London @ days - - - - 14', to 14'4 per cent pred - - 13, to 0 per cent pres l'arıs. New York" Corrency - 24 to 23 per cent dis " sight " - 27'4 to 21 per cent d
" 60 days, Payab'e in good, 22, p c. prem

The greeces, having united in the formation of where lank grace for its maintain in . 4 per over 1 a 1 the purchase on its what after beet its initial of the 2 per cent radius. 5 to Style c. prem

THE TRADE OF HAVANA.

E condense the fellowing information from the An nual Circular of Mr. James M. Lanton.

and 13.51 in 1881. American Ale in bulk brought from S1 to \$19 per bbl, during most of the year, closing at \$1.5 to \$18. The imports were 1,322 but against 1.567 the providers.

and 13.854 in 1884. American Ale in bulk brought from \$1 to \$19 per bil, during most of the year, closing at \$1.5 to \$18. The imports were 1.322 bole against 1.57 to \$18. The imports were 1.322 bole against 1.57 the previous year.

Conesu, — The market has exhibited much irregularity throughout the year, and the demand and prices have fluctuated constantly according to the magnitude of landings which at times were very scanty in res or italitiax which in 1a mary the stock of both Norwegisn and Italifax which in 1a mary the stock of both Norwegisn and Italifax was sufficient to meet the demand, and the extreme quot thous during that no th were \$3-1 to \$11 per qui for the former and \$3\frac{1}{2}\$ to \$7 for the latter, from Februsry up to 15th March, prices nose up to \$1\frac{1}{2}\$ to \$1 or Norwegisn, and 30 to \$3\frac{1}{2}\$ for Filifax, but with subsequent supplies of both descriptions, more so if Norwegisn from the cose of March to 3.04 for Halifax, but with subsequent supplies of March to 3.94 in August prices ranged from \$\frac{1}{2}\$ to \$10\frac{1}{2}\$, and for flathiax colosis to \$3\frac{1}{2}\$, this descriptio being very scarce, afterwards none was to be found in the market and prices were high, demand a caly; towards the middle of October a cargo arrived and sold at \$\frac{1}{2}\$, in leagued at 1 one \$5\frac{1}{2}\$ to \$5\frac{1}{2}\$, this descriptio being very scarce, alterwards none was to be found in the market and prices were high, demand a caly; towards the middle of October a cargo arrived and sold at \$\frac{1}{2}\$ to \$1\frac{1}{2}\$, in league, the stock of Norwegi in was realized at 1 one \$5\frac{1}{2}\$ to \$1\frac{1}{2}\$, the tast the c d of this and in the following month, the deman became more active at \$10\frac{1}{2}\$ of \$1.1\frac{1}{2}\$ classing in recentber, withtwo cargots illosty for its alock of this and in the following month, the deman became more active at \$10\frac{1}{2}\$ of \$1.1\frac{1}{2}\$ classing in recentber, withtwo cargots illos \$7\frac{1}{2}\$ for italifax. Imported:

	Europe.	America.	Tc'al.
1866	43 4 1 1	24,202	66, 10
1861	38 696	24, 13	63 009
[\64		34,627	77,0~3 74 034
1865	, 34,148 , 21,789	39,5×6 3%,530	55319

WE conclease the fallowing information from the An Naul Circular of Wr. Jance M. Lawton.

Storn.—The sugar crop of 18:55, thas proved to have pickled meary as much as that of the precious campain, seconding to our export lists from the principal ports of the Island, which show an exportation durin 18:66 of the Island, which show an exportation durin 18:66 of the Island, which show an exportation durin 18:66 of molayses, against 1.501,0.20 to xes and 4.21 9.2 thinds of molayses, against 1.501,0.20 to xes and 4.21 9.2 thinds of molayses, against 1.501,0.20 to xes and 4.21 9.2 thinds of molayses against 1.501,0.20 to xes and 4.21 9.2 thinds of molayses (a thind the provided of the Island) of the control of the Island is the Island island

was drawing to an end, and the demind began to slacken, the market was fairly supplied, with moderate sales at 10 to 11 rs., the latter for prine qualities. The arriva's, the stock and the demand were tast diminishing, the arriva's the stock and the demand were tast diminishing, the article findly, because out of season, as d in september, after having grafuelly given way, prices stood nominal at 0 to 6) rs, with none for salesshut large to be had been convinced for in the Unites States, and expected to arrive soon. In November the first cargoes of the new second arrived and sold at from 10 to 5 rs on time, it is market became supplied, and up 5; the close of December, prices ranged from 8 to 8] rs, on time and 9 to 9] rs as retailing rates. Imported 35c, 912 in 65, 449,923 in 65, and 569,050 in 64.

OYSTER AND FRUIT PACKING BUSINESS OF BALTIMORE.

MIC Baltimore Sun gives some very interesting facts relative to the oyster and fruit packing business, which, during the past ten or ffeen years, has sprung up in Bal-

thmore.

The houses prescenting trade have increased during the year 1965, and now mucher upwards of fores, employing more than fear thousand persons of both sexes, in the various departments of shucking, packing, pecking, preserving. Sec.

tious departments of shucking, packing, pecing, pecing, &c.

The syster packing commerces in September and continues to Julie 18th though the great hulk of the heimet cally scaled varie les are prepared or market within about three and a half months, when the dyster is in perfect. In. The quartity of dysters brought to this market is fully 5,000,000 bushels, hough some de lets estimate the recepts at 7,000,000. Some of these are packed raw in caus, leed one gallon in size requiring about 4,20000 caises and 200,000 cases. The ball in c of them, say 2000000 are here citically scaled. The consumption for the whole season's upwer is of 30,000 bushels, but during the months of hermetically scaled activity the consumption is upwar s of 47,000 bushels, daily.

scaled. The co-sumption for the chole scasor is upw.r s of 30,000 bushels, but during the montits of hermetically scaled activity the consumption is upwar,s of 47,000 bushels, daily.

The raw or fresh oyster branch gives employment to about 1,000 pe sons—shucking, packing, ac The shuckers are principally begines. The he netically scaled tranch requires at ut 2,000 chiefly white persons of the female scale for the reason that he new process of steaming renders the opining of the yster so simple that their ren may coil. The number of cons, of one, two and three female cach in the number of cons, of one, two and three female active season is quit 75.00. Thus rearly \$0.000 of cans are required for the oysters, and during the failt not veget be season of summer, the daily mount is about the same for a period equal to the oyster scason of winter. For that some 15.000 to 16,000 cans of vysters, finite and veget be as the product of this indust ial purult haddrescap a require some congour cases in which they are packed. The mainfacturers of the cause give employment to upwards of four hurdred persons and value f the tin sol cr. Ac, used in the manufacture is mar a militor of dollars.

The case making keeps some two hundred and forty to fifty carpenters containty employed, and the cost of the oysters for the year his teen about 50 cents per fushel. The value of the literactically scaled one sers, fruits and vegeta les is equal to \$1,500,000, and that of the fresh oyster branch more than half as much more or as um to all in value of this trade upwards of \$2,2,0000. The number of vessels of larger class are running them to market. These vessels of the 1,000 or fifty one each, and some 500 to 0.00 vessels of larger class are running them to market. These vessels of larger class are running them to market. These vessels of larger class are running them to market. These vessels of larger class are running them to market. These vessels of larger class are running them to market. These vessels of larger class are running them

ELLIOTT'S FLAX FACTORY AT BRANTFORD.—We learn from the Axpositor that Ethott & Co.'s flax factory at Brantford is now in full operation. It is used as a feeder to the Company's more extensive factory in Preston, and the flax, tow, &c., are forwarded to that establishment for further manufacture. It is estimated that upwards of 700 tons of raw flax were raised in the neighbourhood of Brantford last season, affording steady and remunerative employment to from 25 to 50 hands.

A Western paper thus alludes to the Messrs, Robertson's weolen mill in the vicinity of Peterbero.

son's weolen mill in the vicinity of Peterbero.

We learn that the Auburn Woolen Mill, just above town, the property of Mesers. A Robertson & Co of Montreal, employs 40 operatives, of whom 27 are males and 13 females. There are 640 spinilles kept in operation during the year, and quite recently an additional 410 have been added. This establehment uses about 50,000 lbs. of wool in a year, for which the highest price is paid in cash. Last year Shood yards of excellent cloths, mostly tweeds, were manufactured, and some of the cloth of this factory, as many of our readers know, took the first prize from all the world at the Great Dublin Exhibition in 1864, and was also awarded the first prize at the Montreal Exhibition of 1855. The monthly expenditure in wages and expenses, which directly hencills the town and vicinity, averages 51000 per month, so that the advantages of a tew auch establishments here would be invaluable.

CAPACITY OF THE FRIE CANAL.—A New York paper say the present capacity of the Eric canal for eastward movement of property is equal to that of eighty railway trains daily. The proposed fenlargoment 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.