

Germany imported during the year 1887 forty-one thousand nine hundred and fifty tons of leaf, and one thousand two hundred and forty-nine tons of manufactured tobacco, an increase of two thousand seven hundred and sixty-four of the former, and four tons of the latter over the year 1886.

Last year the United States imported foreign products as follows.

Iron and steel.....	\$48,992,022
Hemp, flax and jute.....	41,287,248
Leather.....	11,965,000
Woollen goods.....	44,725,000
Wool.....	15,887,000
Tobacco (manufactured).....	14,303,000
Lumber.....	10,524,000
Bradtstuffs.....	8,755,000
Vegetables, potatoes and beans.....	7,365,900

The total imports for the year amounted to \$723,875,813.

OFF FOR BOSTON!

(From our Special Correspondent.)

Many are the families represented on board the good ship *Halifax*, or among the watching crowd gathered 'long shore. Even the rain has not the effect of dispersing the men, women and children who have assembled to see the *Halifax* start on her bridal journey. From deck, the scene is a curious one—hundreds of upturned types of "the human face divine"—a collection of "all sorts and conditions of men." All around is a murmur of good-byes, the kindly threadworn parting words—"now, do take care of yourself," "be sure not catch cold"; all set, as it were, to an accompaniment of the more affectionate as well as conspicuous method of saying farewell.

The twelve o'clock gun is fired. A few minutes of delay. The gangway is pulled off—

"And see! she stirs!
She starts, she moves, she seems to feel
The thrill of life along her keel
And spurning with her foot the ground,
With one exulting joyous bound,
She leaps into the ocean's arms.

But no; she stops! The cause, a belated genius who strides down the wharf, waving his banjo frantically. Such respect has the *Halifax* for talent of this description, that with a murmured apology to her passengers concerning the disadvantages of a musical mind, she allows her gangway to be made fast, and welcomes another child to her capacious bosom. Such a bright, merry crowd as they are who enjoy the laugh at the musician's expense.

Informal introductions abound. Many in this wise—a friend on the wharf spies two mutual but unacquainted friends standing near each other on deck. Immediately his whole energies become bent on making an introduction, for which purpose he gesticulates wildly and howls himself hoarse.

Soon these ravings attract the attention of his friends. They eye him intently, with a vague notion that he should try "Mount Hope" air as a restorative. Suddenly, by a common attraction, they turn to one another—the idea of an introduction penetrating slowly the density of the masculine man. A delightful uncertainty as to names is evident, but the friend is satisfied, wearied but triumphant. THE CRITIC made its best bow on a couple of these pleasing but trying occasions.

Steadily and smoothly we steam down the harbor. A few unfortunate individuals below grumble that we have not left the wharf. We point triumphantly to the fast retreating end of George's Island in disproof of this idea.

The dinner-bell rings out a cheery welcome. THE CRITIC having breakfasted at 7 a.m., repairs most willingly to the substantial repast awaiting in the dining saloon. Many are the jokes about the advisability of sitting next a director, and so securing the constant service of a waiter. The dinner is excellent. A few little incidents lending it the peculiar piquancy of a meal on ship-board. The soup suddenly develops an ebb and flow tide so that it requires a mathematical mind to determine an effectual adjustment of the spoon. A bright bit from George Eliot strikes us with new meaning—"Unwonted circumstances make us all rather unlike ourselves; there are conditions under which the most majestic person is obliged to sneeze, and our emotions are liable to be acted on in the same incongruous manner."

A few passengers leave the table. Sea-sick? Oh, no! The ladies have suddenly remembered that they "must speak to the stewardess," while the gentlemen, with less originality, are leaving "for a smoke," or "to see" the inevitable "man."

As the sea grows a trifle rougher, a new phase of human nature presents itself. Strangers, who, if travelling by rail, would have remained unknown to each other, discuss the still unsettled question of sea-sickness—"a touch of Nature that makes all men kin." Many preventative and remedies are suggested. A man who places his faith in the efficacy of alcohol amuses the walkers on deck. Approaching as best he may the crescent shaped head-light, he inquires politely:—

"Can any lady or gentleman tell me if this is the moon?"

To which another traveller makes this highly intelligent answer.—

"Looks like it. But I dunno. I am a stranger in these parts."

Towards night, our friend of the banjo gives some selections. "The singing of the sailors" arises through the hatchway. The exquisite finishings of the saloon and parlor show to great advantage under the Incandescent Light. A cheery good-night is said by all.

Morning finds all in the best of humors. The passengers have become used to the motion of the ship. Ladies come timidly up to try the fresh air on deck, decide they like it, and proceed to make themselves comfortable

with wraps and books. It did our heart good to see some of "our solid men" of Halifax, whose chief interest lies in the rise and fall of stocks, promenading the deck, examining the far horizon for sails, guessing as wildly as any schoolboy as to probable distances, pointing out to less keen eyes a distant line of smoke, or watching with a keen delight the sweep of the white gulls.

But all good times must come to an end. Reluctantly the *Halifax* touches the American shore. Slowly her 200 passengers scatter through Boston and its suburbs. Owing to the accommodating length of the excursion, we may not all meet again on ship board, but come we back singly or together, there can be only the most pleasant recollection of the courtesy and kindness met with on board the initial steamer of the Canada Atlantic S. S. Co. With such a ship as the *Halifax* upon the route between Charlottetown, Halifax and Boston, the already large passenger and freight traffic will be largely increased. In fact it is already evident that a sister ship will be required, in order to adequately provide for the trade. Of the courtesy of Captain Hill and the officers of the *Halifax* it need only be said that they are untiring in their efforts to look after the comfort and well-being of the passengers, and travellers by this route may rest assured that nothing will be left undone that should be done to make the trip enjoyable. The record of the *Halifax*, in the two trips she has already taken, proves beyond a doubt, that despite adverse weather and newness of machinery, the speed of this pride of the ocean is in every way satisfactory.

COMMERCIAL.

The course of trade has been even and regular, and has presented no new features worthy of attracting general attention. Distribution in the leading lines has been fair, although in some quarters the uncertain and broken state of the weather has been esteemed a drawback.

Payments have been as promptly met as it was expected that they could be. As the agricultural produce of the country has been satisfactory both in quantity and value, there ought to be an average circulation of money in this province and city. However, merchants here, although reporting trade fair, are not disposed to extend more credits than they can avoid, and we learn that a number of country dealers have been notified to that effect. At the present moment it looks as if Nova Scotia farmers in many instances would rather hold their produce—be it butter, cheese, apples, grain, etc.—under a hopeless anticipation of a hypothetical advance in prices—and thus allow the merchants on whom they depend to supply them with what they and their families require for their daily use "to go to the wall." It is the old story of "killing the goose with the golden egg." Of course, if the farmer finds his family pinched with hunger or wanting in any other way the comforts of life, he can sell what he has for what he can obtain, and proceed to feed and clothe those dependent upon him with the proceeds. Or, if he has reserve funds or resources upon which he can fall back he may "hold till spring," and then find, in nine cases out of ten, doubtless to his satisfaction he has obtained practically less than he would if he had sold what he had to offer when it was fresh and in its best marketable state.

The Winnipeg Commercial says:—"Last week did not show any improvement in trade activity, but rather the contrary. This was owing to the unfavorable weather, which was certainly of such a nature as to put a damper on business activity. Several days' rain, followed by a heavy snow-storm, put the roads in a bad state, and made travelling very uncomfortable. The natural result was that all business that could be postponed was left over until it could be transacted with greater comfort. Changes in prices were few and unimportant, with the exception of the hardware and metal branch, which continues to show appreciation in values."

The many changes that have taken place of late in the wheat, pork and lard markets in Chicago, demonstrate most forcibly that many of the fortunes lately acquired in speculative dealing have been the result of the most stupid flukes imaginable. A case is mentioned of a party in Montreal who sent an order to Chicago to buy a large quantity of wheat. Soon after the message left, however, the market took a sudden tumble, and the party making sure that his order had been filled and his market wiped out, wired immediately to close the deal. To his surprise, however, he was soon made aware of the fact that he had scored a good quick profit. It seems that the message was somehow delayed, so that when the Chicago firm received it, the wheat was bought at about the lowest point of the break, when the market immediately shot up again, and was closed by instructions of the second message at a handsome profit. Here then is a case in which the operator had made up his mind that he had lost by going "long" instead of "short," instead of which, as he afterwards discovered, he hit it right, just in the nick of time by a pure accident. What judgment then can there be in such trading? None whatever!

Bradstreet's report of the week's failures:

	Week		Prev. week		Weeks corresponding to			Failures for the year to date.			
	Oct. 26	1888	Oct. 26	1887	1887	1886	1885	1888	1887	1886	1885
United States...	208	195	213	216	166	8,074	7,718	8,312	9,390		
Canada.....	28	31	25	10	24	1,410	1,052	991	1,067		

The following are the Assignments and Business Changes in this Province during the past week:—Falconer & Dunning, general store, Acadia Mines, partially burnt out, most of their stock being saved; Kenney, Johnston & Co., fishing supplies, Lockport, dissolved, Austin Locke retires, W. W. Kenney, and Lewis C. Johnston continue the business under the same name; E. R. Moffat, grocer, North Sydney, succeeded by James W. Gordon; Gilbert W. Walker, general store, Milford, assigned to George Musgrave, in trust for benefit of creditors, preferences \$775; McKay & Co., general store, Baddeck, Kenneth J. McKay and Ewan G. Macaskill, co-partnership registered Oct 17, '88, dating from Sept 24, '88; Leander Keddy,