

A SCHOONER laden with halibut and haddock, which reached St. John on Monday, reports that halibut fishing around the Nova Scotia coast has been good during the past week, but very few haddock have been taken.

The tug "Springhill" left Parrsboro, N.S., on the 28th with two barges laden with coal, for Boston. This is the first of a consignment of 25,000 tons of coal ordered from the Springhill mines by a United States syndicate, and is the first coal ever sent to Boston from a Bay of Fundy port in barges. It shows the pressing demand occasioned by the strike of the soft coal miners in Ohio and Pennsylvania.

We are informed that at present eight large Canadian woolen mills are closed down. Why we cannot say, unless it be a result of over-production. Woolen manufacturers surely have sufficient protection, for they have received all they asked for. Under the old tariff the customs duties stood at 10 cents per lb. and 20 per cent. ad valorem. Mr. Foster proposed to change this to an ad valorem duty of 30 per cent., but the manufacturers sent a deputation to Ottawa and the Minister of Finance modified his bill in accordance with their demands, the duty now standing at 5 cents per lb. specific and 25 per cent. ad valorem. This is 3 cents the pound better than the proposed change, and in the case of low grade goods the difference is even a greater one. The cessation of operations is, the manufacturers say, due to a lack of orders; for many of the mills now work only upon ordered goods, and the practice is certainly a commendable one. The difficulty is that the practice is not universally adopted, and until this shall be the case the danger of over-production and consequent industrial inactivity must ever be present.

NAVIGATION OF THE LAKES.

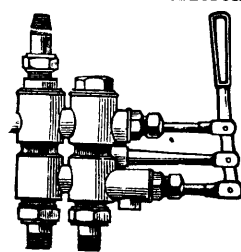
Capt. J. T. Mathews has shown us a most valuable publication, a Pilot Chart of the Great Lakes, received from the Hydrographic Office, Bureau of Navigation at Washington, and dated 24th April, 1894. This shows with admirable clearness every light on the five lakes; shows the St. Lawrence canals, with a table of their dimensions, also the dimensions of every other canal connecting the great lakes. The Canadian storm signals and the United States weather and temperature signals are given, as well as various instructions respect-

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ing compass errors. It is singular to observe that, as illustrated by diagrams on this chart, the variation of the compass between the head of Lake Superior and the foot of Lake Ontario is almost two points. Whereas at, say, Kingston, the deviation is almost a point (9 degrees) westward from the true magnetic North, and at Owen Sound or Georgian Bay the deviation is four degrees west; when the head of Lake Superior is reached, the variation is seven degrees east. Curiously enough, however, at the eastern end of Lake Superior the deviation is westerly by three degrees. South of Thunder Bay, on Lake Huron, however, there is scarcely any deviation there, probably because there are no mineral ore beds in that quarter. This publication is as well done in its way as the chart of the St. Lawrence published by the Canadian Government, which shows soundings, shoals, canals, lighthouses, buoys, surf bells, and all the appliances provided liberally by Canada to enhance the safety of her water route to the ocean.

—The ship "Earnscliffe," built in 1881, at Maitland, N.S., arrived at St. John last Tuesday from Cuba, via Delaware Breakwater, with a cargo of sugar. The vessel is nearly nineteen hundred tons register. A. & W. Smith are her managing owners.

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