

BUSINESS NOTICE

The "MIRAMICHI ADVANCE" is published at Chatham, N. B., every Thursday morning in time for despatch by the earliest mail of that day.

MIRAMICHI ADVANCE

Vol. 25. No. 6.

CHATHAM, NEW BRUNSWICK, DECEMBER 21, 1899.

D. G. SMITH, EDITOR & PROPRIETOR

TERMS—\$1 00 a Year, in Advance

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Corner Water and St. John Sts., Chatham. LARGEST HOTEL IN CHATHAM

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Manufacturers of Doors, Sashes, Mouldings, Builders' Furnishings generally.

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Large & Fresh Supply of the different Mulsions, Liniments, Cough Syrups, Tonics, Dyspepsia, Rheumatic, Kidney, Asthma, and Catarrh Cures.

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THE BEST TONIC AND BLOOD MAKER—50c Bottles We Guarantee it at Mackenzie's Medical Hall, CHATHAM, N. B.

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SURGEON DENTISTS. Teeth extracted without pain by the use of Nitrous Oxide Gas or other Anesthetics.

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Wood or Coal which I can furnish at Reasonable Prices.

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COOKING, HALL AND PARLOR STOVES at low prices.

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sinks, Iron Pipe, Baths, Creamers the very best, also Japanese stamped and plain tinware in endless variety, all of the best stock, which I will sell low for cash.

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Steam Engines and Boilers, Mill Machinery of all kinds; Steamers of any size constructed & furnished complete.

GANG EDGERS, SHINGLE AND LATH MACHINES, CASTINGS OF ALL DESCRIPTIONS.

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Iron Pipe Valves and Fittings Of All Kinds.

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SAINT JOHN N. B. N. B.—IN STOCK AND TO ARRIVE 100 DOZEN K. & R. AXES.

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"Your wife, Thornton? Why, it seems only yesterday you were carrying my books to school. What do boys know of love?"

"I am here to talk of a man's love, not a boy's. I am twenty-six, full eight years your senior, Nellie; but, this is subterfuge on your part, and all unworthy of you.

"I will not, then, detain you longer, Miss Rivers; but when another man offers you an honest love, sealed by true womanhood when a wound is necessary, if not with regret, at least with care that the spear-thrust go no deeper than the case demands."

"If you would wreak revenge upon a woman, first gain her heart; then she will be yours."

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QUEER MARINE VOYAGES.

MUCH VALUABLE INFORMATION MADE BY "BOTTLE PAPERS."

Set About by Scientists to Trace Out the Rivers of the Ocean—Extracts From Their Reports.

People in this country can hardly conceive the importance that the course and temperature of the Gulf Stream have upon the entire climate of Western Europe, until they realize that Scotland corresponds in latitude to our northern Labrador, and that sunny Spain would otherwise be subject to all the rigors of a Canadian winter.

In order to search out the bounds as well as the origin of "this mighty river of warm water" that runs steadily but silently through the ocean the government has resorted to what are known as "bottle papers," and by their use much valuable information has been obtained.

A car study of this drift shows the course of the Gulf Stream. With the Gulf of Mexico for a starting point, this singular river flows around the southern extremity of Florida, then northward along the coast and inside the Bahama Islands, spreading out as it goes, but always maintaining a certain well defined limit, which is easily told by the temperature of the water and the cold walls or currents on either side.

At an average rate of two knots per hour it sweeps by Cape Hatteras, then veering to the northeast, flows steadily over Newfoundland. Here it turns more to the eastward, but, spreading out like an immense fan, it skirts the entire coast of Europe and affects the climate as before mentioned.

The upper half, turning sharply to the north, reaches the coast of Scotland and Norway, and even Iceland. The shores of England, Ireland and France are washed by the middle portion, while the southern branch makes a big curve to the south, touching and going to the eastward of the Azores or Western Islands.

The northwestern coast of Africa it turns more and more to the westward, and all the way back across the Atlantic to a return current. Then passing between the many islands of the Windward group, it enters the Caribbean Sea and finally the Gulf of Mexico, from which it originally started.

The length of a voyage made by these "bottle papers" depends much on where they are thrown overboard, some making long cruises and others very short ones. One of these papers, found after 994 days, or nearly three years, had a drift of more than thirty-five hundred miles to its credit.

On September 1, 1894, it was thrown from the Bremerhaven, in latitude 49 north and longitude 97 west, directly east of Newfoundland and a little more than one-third of the way from there to the Irish coast. Not until May 22, 1897, was this messenger heard from, and then the word came from a small island in the West Indies, just north of Hayti.

The bottle evidently was carried into the southern edge of the Gulf Stream, where it slowly but surely drifted to the eastward until beyond the Azores, when it bore to the west, drifting from the southwest off the coast of Africa, it sailed on before the northeast "trades" and once more across the Atlantic to this little island, averaging four and one-half miles a day.

SLOW IN ITS TRAVELS. Another bottle cast adrift on May 27, 1896, from the Venetia in latitude 47 north and longitude 45 west, 378 days later was picked up on the northern coast of Iceland, twelve hundred miles from the low average rate of a little more than three miles a day.

A study of the government chart indicated that the summer and fall flow of the Gulf Stream is usually to the northward, and this lands the bottle in high latitudes.

Many other "bottle papers" have been found and their records kept, but with few exceptions they follow the same general course of drift, some turning up in Iceland or Norway, others on the coasts of Ireland, Scotland and England, while still others land in Holland, France, Spain, the northwestern coast of Africa, and even along the shores of the West Indian Islands and the Gulf of Mexico.

AN INTERESTING TRIO. Perhaps the most interesting of all is the record of those "bottle papers" numbered 94, 95 and 96, launched from the Dago October 29, 1897, when the ship was in 53 deg. north latitude and fell five hundred miles east of St. Johns, N. F.

As this position is close to the dividing line between the Arctic current and the Gulf Stream, the latter curves to the northward, these three companion voyagers may have taken a trip to the Arctic regions and back before drifting west, or an easterly flow of the Gulf current and setting out on their voyage to the coast of Europe.

Day after day they went "bobbing" along, and all brought up in the comparatively short space of four months, each on a different island, but so close together as to indicate of some general drift. On the same day, February 28, 1898, No. 95 and No. 96 were found after an interval of 122 days, each covering a distance of twelve hundred miles. Although going ashore on the Hebrides, off the west coast of Scotland, they stranded on different islands. No. 94 made a somewhat longer voyage, as it was not found until March 7, a little further to the northeast, on one of the Orkney Islands.

STEAMERS THE SAFER. It has been estimated that steamers are 20 per cent safer than sailing vessels.