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ICEBERGS.

Icebergs are born in the arctic regions. Our rivers continually pour their waters into the ocean; there the rivers of ice, descending to the water's edge, are slowly but constantly forcing themselves farther and farther into the sea, and by the thaws of summer and the frosts of winter, and the ever-increasing weight of the enormous overhanging mass, huge portions are broken off, which, floating out into the ocean, are known as icebergs.

Some of these ice rivers are equal in size and volume to the largest streams of warmer regions. One in the district of Omenak in Greenland is no less than a mile broad and forms an ice wall rising 150 feet above the

sea; but the grandest of all is the magnificent Humboldt glacier, which, connecting Greenland and Washington land, forms a solid glassy wall 300 feet above the water-level with an unknown depth below it, while its curved face extends fully sixty miles in length from Cape Agassiz to Cape Forbes. In the temperate zone it would be one of the mightiest rivers of the earth; here in the frozen solitudes of the North, it slowly drops its vast fragments into the waters, making the solitude around re-echo with their fall.

As they float out they make pictures wonderful in size, variety of form and beauty. One observed by Sir John Ross and lieutenant Parry was $2\frac{1}{2}$ miles long, 2 1-5 miles broad

and 153 feet high, and was estimated to weigh nearly 1,500 million tons. Dr. Hayes measured one 315 feet high and a fraction over three-quarters of a mile long, and in the southern seas they have been seen towering to a height of 700 or 800 feet, and it must be remembered that but something less than one ninth of their bulk is above water and visible.

Icebergs usually are considered very uncomfortable companions by ship captains. Not only is their presence indicated by great cold, but they are the cause of many accidents; at the same time it must be said there are occasions when they prove useful auxiliaries to the mariner. From their great bulk lying below the water-line, they are

either drifted along by the under-current against the wind, or from their vast dimensions are not perceptibly influenced even by the strongest gale. Thus in strong adverse winds their broad masses, fronting the storm like bulwarks, not seldom afford protection to ships mooring under their lee. Anchoring under a berg is, however, not always unattended with danger, particularly when the summer is advanced, or in a lower latitude, as all ice becomes exceedingly fragile when acted on by the sun or by a temperate atmosphere. The blow of an axe then sometimes suffices to sunder an iceberg and to bury the careless seaman beneath its ruins, or to hurl him into the yawning chasm.



STEAMSHIP AND ICEBERG.

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The odor is pleasant, as healthy babies eliminate waste matter, perform their functions, and are not tempted by odor is generally good. Even in the main, sorber...

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