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Currents in the Arctic Ocean

Author(s): R. A. Harris

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to a variety of pursuits, and materially adding by his writings to our knowledge of that part of the British Empire. Returning to this country in 1884, he eventually became archivist to the Government of New South Wales, and was actively engaged until 1902 in the preparation of an official history of that colony. Among his other works, we may mention 'The Last of the Tasmanians' and 'Daily Life and Origin of the Tasmanians' (both published in 1870); 'The British Colonies and their Resources,' 4 parts (1886); 'First Twenty Years of Australia' (1882); and 'The Port Philip Settlement' (1883). He also discussed questions concerning the voyages of Captain Cook. Mr. Bonwick became a Fellow of the R.G.S. in 1865.

CORRESPONDENCE.

Currents in the Arctic Ocean.

U.S. Coast and Geodetic Survey,
Washington, D.C., U.S.A., January 25, 1906.

UPON p. 5 of the present volume of your magazine there is an implication that I have considered the currents passing through Bering strait to be of great importance in the circulation of the Arctic ocean. A perusal of the paper there referred to, or of the slightly extended version of this paper found in the 'Report of the Eighth International Geographic Congress' (p. 397), will show that the streams considered are surface currents (or drifts) belonging almost entirely to the Arctic ocean, and that no mention is made of the Bering strait currents. I called special attention to the fact that the *Jeannette* drifted very slowly at first, and quite rapidly later on, and used this fact as an argument in favour of land to the northward of Bennett island. It never occurred to me that the Bering strait current had any sensible influence upon this drift.

R. A. HARRIS.

The Indian Ocean Expedition.

In the current number of the *Journal* there is a notice of observations made by the Indian Ocean Expedition, and amongst other things mentioned is that "Near Providence . . . a dredging at 744 fathoms brought up 5 cwt. of stones. . . . Some masses looked like solidified ash or clay, while others appeared like volcanic bombs."

You may think it worth recording in this connection that on December 3, 4, and 5, 1883, the s.s. *Chimborazo* of the Orient line, homeward bound from Australia *via* the canal, passed through wide fields of floating pumice-stone at about this point. To be nearly correct, the vessel's route was along the customary course steering for Socotra. The pumice-stone, commencing at lat. 13° S., continued to be met with for 500 miles, often for hours without intermission.

I happen to have preserved an outline route-map as supplied to the ship's passengers, and recorded these notes at the time. The view we formed was that the Krakatoa catastrophe at the Sunda strait, some 1800 miles to eastward, must have been the source of the drift. The eruption had occurred in the last week of the preceding August, a little over three months before.

Charts of the Indian ocean on sufficient scale show, I think, a Sargasso sea at about the point where the pumice was encountered. What the ultimate destination of this refractory flotsam coming to a rest in this mid-ocean pool would be, seems to afford matter for a rather interesting speculation.

FREDERICK KINNARD.