

evening of November 3, the China was passing the Aleutian Islands in Van Diemen's Straits, when suddenly the island of Sucoa seemed all ablaze, and flames and lava shot up to a distance of 800 feet in the air.

The steamer was twelve miles distant, and the spectacle, as seen from her deck, was grand. The night was dark and the eruptions from the crater of the volcano took place at intervals of about fifty seconds. They were accompanied by detonations which in the distance sounded like bombs exploding, and after each discharge of molten lava and flames the burning fragments descended like sparks from a gigantic Roman candle.

The American bark Hesper, also lately arrived at San Francisco from Kobe, Japan, after an excellent passage of twenty-seven days, reports a graphic account of an experience with a submarine volcano, hot sea water, and sulphurous gases.

Captain Sodergren states that about 6:45 a. m. on October 28, while lying at anchor in Kobe, the bark, received a sudden shock that caused the masts to strain and crack. Some of the standing rigging snapped like a piece of twine, and all hands were thrown from their feet. The vessel pitched heavily, and caused one of the crossrees to break from its fastenings and fall on deck. The waters became still an hour later, and the bark put to sea.

Early on the morning of October 30, when about seventy-five miles off the Japan coast, the bark was almost thrown on her beam ends by the sudden eruption of submarine volcano. The water became so hot that when a sea was shipped on deck, the crew took to the rigging. The heat became so intense that the pitch in the deck was melted and the seams opened.

"Great blasts of hot air with a strong sulphurous smell," said the captain, "would come up from the breaking surface of the ocean and almost suffocate us for the moment. Then the membrane of the nostrils became irri-

tated, causing us all to have a fit of sneezing. This phenomenon lasted for several hours. I have had all I want of the Japan side for some time to come."

Professor Horace Briggs, of Buffalo, who was in Japan at the time of the earthquake, says immense crevices from which hot mud and steam escaped were to be seen in all directions.—*Scientific American*.

MERCHANT NAVIES OF THE WORLD.

The estimate of the Bureau Veritas with regard to the merchant navies of the world for the present year puts the total number of vessels at 43,514, of which 33,876 are sailing vessels of 10,540,051 tons, and 9,638 steamers of 12,825,709 tons gross and 8,286,747 tons net. The figures as regards the steamers stand as follows:

Nationality.	Number of Ships.	Gross Tonnage	Net Tonnage
English.....	5,312	8,043,872	5,106,581
German.....	689	930,754	656,182
French.....	471	805,983	484,990
American....	419	533,333	375,950
Spanish.....	350	423,627	273,819
Italian.....	200	294,705	185,796
Norwegian....	371	245,052	176,419
Dutch.....	164	220,014	149,355
Russian.....	230	177,753	115,742
Swedish.....	403	172,013	126,612
Danish.....	197	154,497	103,578
Austrian.....	111	149,447	96,503
Japanese.....	147	123,279	76,412
Belgian.....	55	98,056	71,658
Brazilian....	129	75,970	48,901
Greek.....	68	70,435	44,424
Portuguese...	41	49,364	29,564

The Teacher, published in New York, is one of our brightest educational journals. It is not so primary and practical as *The American Teacher* and *Popular Educator*, nor so advanced and philosophical as *The Academy*, but deals with the ordinary problems of the average school. The September number is given largely to what was said at the Toronto educational meeting. Those of us who are unfamiliar with Canada are surprised to learn from the