

the fact, that although in the comparatively narrow and steep valleys traversing this formation, there is but little gravel, and no implements have been found, yet on the uplands numerous and well-made flint implements have been collected, from what M. Belgrand calls the *hunting stations*.

It may seem strange that if these pits really do present the similarity to Grimes Graves which I have supposed, the idea should not have occurred to the French geologists; they may never have heard of our pits; but I find it stated that in the *Memoires de la Société des Sciences, etc., du Hainaut, Année 1866-7*, published at Mons, 1868, there is a paper, relating to similar ancient works, by MM. Briart, Cornet and De la Haie (*Rapport sur les Découvertes géologiques, etc., faites à Spiennes en 1867*), and that those works were known as long ago as 1842. I have not seen this article, and can find no account of it in my books.

If attention has not previously been called to the primâ facie possibility that these pits in Champagne are the work of manufacturers of flint implements, perhaps you will consider the matter of sufficient importance to give it a place in your *MAGAZINE*. The description is too loose and general to be a ground for anything more than suggestion and inquiry.

HENRY NORTON.

21, UNTHANKS ROAD, NORWICH, *April 20th, 1877.*

A NEW SUBMARINE VOLCANO? IN THE MEDITERRANEAN.—An exciting story is going the round of the London journals, calling attention to “a singular accident which lately befell the steamship Knight Templar, 1,550 tons gross register, from Cardiff to Bombay with coal. When off the island of Galita, near the Gulf of Tunis, and, according to the Admiralty Chart, being in a thousand fathoms of water, she suddenly received a violent shock, and was immediately surrounded by a seething mass of foam. Being run ashore, and ultimately examined, it was found that at a distance of 15 feet from the stem of the vessel some 10 feet of her keel had been torn out in a peculiar manner, while the after part of the ship’s bottom had also been seriously injured. Altogether the character of the damage done to the ship leads the writer, a Board of Trade surveyor, to the conclusion that the ship’s hull had been struck by a submarine volcanic eruption, a theory much strengthened by the well-known character of the locality.”

Scrope long since pointed out that the volcanic line of disturbance extends from Calabria and Sicily in a south-westerly direction towards the African coast, and embraces the volcanic island of Pantellaria, and the sunken volcanic island of Ferdinanda, to Cape Bon, the eastern promontory of the Bay of Tunis, linking Sicily with Africa; and that the intervening tract *is known to be very shallow* (“*Volcanos*,” p. 345).

Is it not possible that a *sunken rock* was the cause of the “*Good Templar’s*” *scrape*? Anyhow he had a narrow escape, whether struck by a *volcanic bomb under water*, or scraped on a part of the old ridge dividing the Eastern and Western basins of the Mediterranean. We hope the Admiralty will investigate this matter thoroughly.