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The Submarine Volcano off Cape Colville, N. Z.

Author(s): H. M. Hayward

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Major-General Sir Vincent Eyre, R.A., K.C.S.I., C.B.—We have also to announce the death of Sir Vincent Eyre, a distinguished Indian officer, at Aix-les-Bains, Savoy, on September 24th. Sir Vincent Eyre was born in 1811, and educated at Norwich Grammar School and afterwards at Addiscombe; he obtained a commission in the Bengal Artillery in December 1829. He served in the Afghan war of 1841–2, and during the retreat of General Elphinstone's army was taken prisoner and conveyed to Kabul. After eight months' captivity he escaped, and joined General Pollock's relieving force. His experiences in Afghanistan were published in a well-known work,* which has long been a standard book on the country. Sir V. Eyre served with great distinction during the Indian Mutiny, being present at the relief of Lucknow by both Sir Henry Havelock and by Sir Colin Campbell. He was promoted for his services during the Mutiny, and was also made a Companion of the Bath, and a Knight Commander of the Star of India, and more than once received the thanks of the Governor-General of India in Council, as well as the Indian medal with two clasps. In addition to the work mentioned above, our Associate published in 1856 a book on metallic boats, &c., and in 1869 'A Retrospect of the Afghan War, with reference to passing events in Central Asia' (with map), besides, we believe, several treatises on military and scientific subjects. Sir Vincent Eyre retired from the service in 1862, with the rank of Major-General.—He was elected a Fellow of our Society in 1856, and was at one period a frequent attendant at our meetings.

Colonel T. G. Glover, R.E.—Colonel Thomas George Glover, late of the Royal (Bengal) Engineers, died suddenly on September 12th at Neuenahr, Rhenish Prussia. He obtained his first commission in the Bengal Engineers in 1847, and about the end of 1849 was appointed an assistant executive engineer in the Public Works Department. He afterwards saw active service in the Punjab, and was present at the siege of Multan, and other engagements of the campaign. He was also employed during the Indian Mutiny. He was promoted to the rank of Captain in 1858, and in the following year was appointed superintendent of the Western Jumna Canals in the Punjab, and was engaged in the construction of those great irrigation works, which have had such a beneficial effect on the development and fertilisation of Northern India. Colonel Glover retired from the service in 1870, and was elected a Fellow of our Society in the same year.

CORRESPONDENCE.

The Submarine Volcano off Cape Colville, N.Z.

AUCKLAND, NEW ZEALAND, August 12, 1881.

Some weeks since a report was brought to Auckland by Captain Farquhar, and a short time after confirmed by Captain Andrews, that a submarine volcano existed off Channel Island, Cape Colville, New Zealand. Further particulars have now been received. Captain Fairchild, of the New Zealand government steamer *Stella*, was instructed to investigate the matter, and has sent in his report to the Marine Department. It is no great distance from the mainland, Channel Island bearing north by west three-quarters of a mile. The water was quite cold and in constant motion like a spring

* 'The Military Operations at Kabul 1841–2, with a Journal of Imprisonment in Afghanistan.'

for a circle of 100 feet diameter, and was discoloured by the mud discharged. The yellow water drifted away with the tide, gradually spreading out till lost to sight. Soundings were taken, and the depth found to be 24 fathoms, but on taking the *Stella* immediately over the centre of the disturbance it was found to be but 20 fathoms. The lead came up quite cold, and brought up a few broken shells. The question arises whether a new island is in course of formation, and the result will be watched attentively. The fact that the centre is already 24 feet above the surrounding level seems to point to this conclusion. The whole of Auckland province, including the islands in the Hauraki Gulf, teems with extinct volcanoes, and there has never been any other opinion but that their origin was strictly volcanic.

It is right in the track of the small coasting vessels, the large steamers generally taking a course to the eastward of Channel Island. The volcano in this case must be intermittent, as I sailed right over it on August 4th, when there was not the least sign of anything unusual, the water not being even discoloured.

H. M. HAYWARD.

PROCEEDINGS OF THE GEOGRAPHICAL SECTION OF THE BRITISH ASSOCIATION.

JUBILEE MEETING, YORK, 1881—(*continued from p. 635*).

Monday, September 5th.

Progress of Arctic Research since the Foundation of the British Association. By C. R. MARKHAM, C.B., F.R.S.—A review of the progress of Arctic discovery may fitly be made in the city of York for two reasons. In the first place, it was in York that the first meetings of the British Association took place just fifty years ago, and the Association, especially this Section of it, has given hearty support and encouragement to northern exploration. In the second place, there is no county in England that has produced a greater number of Arctic worthies than Yorkshire.

Sir Martin Frobisher, who commenced the glorious work on the American side, was born at Altofts, in the parish of Normanton. James Hall, who led an expedition to Greenland in 1612, Andrew Barker, the companion of Baffin in his first northern voyage, and Captain Marmaduke, who was the first to explore the northern shores of Spitzbergen, were natives of Hull. Luke Fox, who not only made important discoveries to the north of Hudson's Bay but also wrote a most entertaining narrative of his voyage, was also a Yorkshireman. Above all, Yorkshire is the native land of James Cook, the greatest of England's sailor explorers, who extended our Arctic knowledge along the coasts on both sides of Behring Strait. Dr. Scoresby, too, hailed from Whitby, and in him Yorkshire produced the first scientific explorer in the mercantile marine. Both he and his father were models of the best type of British seamen; while five generations of intrepid whaling captains made Arctic voyages from Hull and Whitby for upwards of two centuries.

We thus have a character to sustain; we must show that the spirit which produced such men is not yet dead amongst us, and we can furnish no more conclusive proof than by recalling the labours of our own contemporaries and by showing our sympathy for the work they have done, and our appreciation of the value and importance of what remains to be accomplished.

I would, therefore, invite the Section to devote a short time to this branch of

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