"To the fourth element, Christianity, attention is given not only by way of historical instruction, but especially in the course of ethics, in such a measure that the pupil obtains an insight into the historic importance and the civilizing effects of Christianity, to the influence of which all the civilized Western nations owe their mental superiority over the other people of the globe."

To raise the standard of the university, I aimed at an elimination of the elementary studies which until now impeded true university work. These elementary studies were placed on the curriculum of the middle school, which was at the same time relieved from premature specialization. The former threefold division (English, German, French) was made to yield to one uniform course for every student. The endless variety of preparatory schools was reduced to two; viz., the elementary school and the new lyceum. The latter provides for an organically constructed course of studies extending over ten years. The student will now come to the university not only better prepared than formerly, and with a sufficient knowledge of three European languages, but also at a considerably earlier age.

Thus we see education in a steady progress in Japan. The many deficiencies and drawbacks which the hasty introduction of Western learning has brought about are the natural outgrowth of the circumstances. However deficient, the system of Western leaning employed until now has done good work, but it has outgrown itself with the advanced state of Western learning which the Japanese have now acquired. The fact that not only is the government aware both of the importance of education and of the deficiencies of the present system, but that so illustrious a body as the Gakushu Kwai in, that imitation of the Académie Française in Tokio, has given its attention to the educational question, justifies the hope that the steady progress made hitherto will be continued in the future.

DANGER FROM HEAVY SEAS.

THE following reports received by the United States Hydrographic Office illustrate the danger to vessels from the terrific seas that may be encountered during the winter storms in the North Atlantic. It may well be remembered that by heaving-to in time and riding out the worst of the storm, using oil to prevent seas from breaking on board, very serious damage may be prevented.

Second Officer Paterson of the British steamship "Vancouver" (Capt. Williams) furnishes the following additional details relative to the disaster that happened to that vessel on Nov. 7, eastward of the Strait of Belle Isle: "Toward midnight of the 6th the wind hauled west-north-west, bringing a tremendous sea along with it, which, with the head sea still running, caused a very treacherous cross-sea. We kept shipping heavy bodies of water, but without damage, the ship rising to the sea very nicely until 6 A.M., when two tremendous seas seemed to meet close aboard, and, the ship not rising to them in time, passed right over her, causing fearful havoc. The starboard breakwater on the forecastle-head, of heavy pitch pine, was torn out of the deck. The iron rails on the forecastle-head went also, and the light-tower was badly damaged. A large square iron companion on the main deck was bulged in, and an iron bulkhead crushed. The two iron doors of the alley-way were torn down, and the mass of water rushed through the alley and burst in the saloon-door, flooding the cabin. But the worst damage was caused on top of the saloon deck: the chart-house, wheel-house, and bridge were swept clear over the side, leaving only a portion of the weather side of the bridge, with the third officer, who was saved. The captain, who was in his room, and the quartermaster at the wheel, were both carried away with the wreckage. Another quartermaster was in the wheelhouse, and he was found lying across the brass pedestal of the steering-gear, very badly cut up. The lookout on the lee side of the bridge was jammed among the wreckage, and badly hurt; and two stewards, who were in the alley-way, were injured. The whole affair was over in a minute, so quickly that the captain and quartermaster had no time, probably, to realize what had happened."

Capt. Leask of the British steamship "Venetian" sailed from Liverpool on his westward trip Nov. 24. On Nov. 30, at 7.30 A.M. (about latitude 47° north, longitude 41° west), a mountainous sea came tumbling on board over the bows, rushing down the deck with tremendous force. It stove a hole in one of the bow plates above the main deck (breaking four angle-irons inside the plates), badly damaged three life-boats, carried away six ventilators, and stove in the engine-room skylight. One of the iron turrets, which protects No. 4 hatch, was torn from its fastenings and somewhat damaged.

The British steamship "Maryland" was in latitude 39° north, longitude 65° west, at noon, Greenwich mean time, Nov. 30. The wind increased from south-east during the day and night, and on the morning of Dec. 1 it was blowing with hurricane force. At 7 A.M. an enormous sea was shipped that ran as high as the fore-yard, carrying away the bridge, chart house, steering-gear, and all boats but one. Capt. Luckhurst was killed, together with the boatswain and cook; Chief Officer Lloyd was seriously injured; some 350 head of cattle were killed; and all nautical instruments, compasses, etc., were swept away. The only chart left after this terrible disaster was a copy of the "Pilot Chart," which was utilized in navigating the ship back to Delaware Breakwater.

LETTERS TO THE EDITOR.

*** Correspondents are requested to be as brief as possible. The writer's name is in all cases required as proof of good faith.*

The editor will be glad to publish any queries consonant with the character of the journal.

On request, twenty copies of the number containing his communication will be furnished free to any correspondent.

Copper Implements.

WHILE most of the implements made of native copper by the aborigines have probably found their way to the melting-pot, when discovered in recent years, a moderate number have escaped. Could full notes be secured of those found in the State of New York, it would possibly appear that they form a large proportion of all those known. Besides those of which I have merely heard, I have figured about thirty-five articles, two-thirds of them from this vicinity. Since I drew some of these for Dr. Abbott's "Primitive Industries," I have met with several well worthy of notice.

The largest of these is a long chisel, found near Oxford, Chenango County, N.Y., in 1856. Like most others, it is flattened on one side and ridged on the other, and of nearly uniform width throughout. It measures 14⅞ inches in length by 1¾ in breadth, and weighs 5½ pounds. This is the exact counterpart of a smaller one found here some years since. The latter is 11½ inches long by 1⅝ broad, and is 2 pounds 14 ounces in weight. Both are very fine examples.

I have seen several copper chisels with expanded edges, a number of spear-heads, knives, gouges, tubes, and nondescript articles. In no case here have I met with an implement perforated for attachment to a handle, and very few with a socket. A figure of one with both these has been sent me, the implement having been found at Cold Spring, on the Hudson River, and closely resembling some from the West. The most remarkable one with a socket, of which I know, recently came to light here. It is a massive implement, and the raised and angularly inclined edges seem intended to receive a handle, resembling some of the figures in Foster's "Prehistoric Races," but more No. 4 of Fig. 87 in Squier's "Ancient Monuments." That was one of a number from Brockville, on the St. Lawrence River. The raised edges are at the broad end, extending about one-third of the length on either side. Between these the general surface is depressed, rising by an abrupt shoulder 3¼ inches from the broad end. This shoulder is a little over a quarter of an inch high, but is sufficient to prevent the handle from slipping through the socket towards the narrower end. I am inclined to think the handle was sometimes removed, and the broad end used as a gouge, the ends being about equally sharp before they were hammered by some later hand. It is 10¼ inches long, 2¾ broad at the wide end, and 1⅝ at the narrower, weighing 3 pounds 2 ounces.

There is a class of recent copper articles found in New York which may have interest for some. Under this, for convenience,