

yet been satisfactorily determined. On the Current Chart of 1872, it is depicted as issuing from the Sulu Sea through Mindoro Strait; but it is highly probable that only a small portion of it is derived from that sea, the greater part being the continuation of the current which is known to set to windward in the middle of the China Sea during the northeast monsoon. This weatherly current in the centre of the China Sea, extending from the Natuna Islands certainly as far as the North Danger, appears to be caused by the resurging of the water driven into this sea by the wind; for it is known that along the western shores of the sea a very strong current, amounting at times to 60 miles a day, runs to the southwestward, that in the southern part of the China Sea the mean level of the tide is higher in the northeast than in the southeast monsoon, and that from this cause the stream is almost constantly running out of the China Sea through the Straits of Singapore, Banka, Gaspar, and Carimata. These facts being known, and also that a northeast current is met with in the centre of the sea, it may be inferred that the straits leading from the China Sea to the Indian Ocean are insufficient to relieve the southern part of the China Sea from the head of water accumulated, and consequently the weatherly current is established in its centre. The existence of this weatherly current was well known to the captains of the old opium clippers, who always worked to windward in the neighbourhood of the reefs; and the mail steamers, in their passage from Singapore to Hong Kong during the northeast monsoon, now take advantage of this weatherly set, and keep just west of the reefs which form the eastern boundary of the main route to China. The tracing of these currents would be a most interesting work, more especially as to whether the Luzon Current joins the stream running northeast along the east coast of Formosa.

MANILA TO ZEBU.

On the 15th January the Expedition left Manila for Zebu, passing through Saint Bernardino Strait, where a small Spanish station was noticed on Santiago Point. On the 16th a sounding and a trawling were obtained in 700 fathoms in Romblon Strait, and on the 17th in 11 fathoms east of the Gigantes Islands. After passing the Gigantes Islands the ship proceeded north of Tanguingui Island, and then through the channel between Malaspascua and Chocolate Islands, round the north end of Zebu Island. Gato Island is pyramidal in shape, about 150 feet high, Chocolate Island is also conspicuous, Malaspascua is low, as is the north extremity of Zebu.

On the 18th, at 1.30 P.M., the vessel arrived at Zebu, and anchored in 10½ fathoms off the town. Steering towards Zebu Harbour from the northward, it was noticed that Baguay Point, when first seen, looked like an island, as there is upon it a round-backed hill about 150 feet high. Mactan and Olango Islands are both very low.

When the ship entered the port, the edges of the shoals were by no means readily