

The slopes of the hills on Mindanao Island were cleared in patches, with huts adjacent to the clearings; there were also huts on Balat Island, but none were seen on Sarangani.

The channel between the southern part of Mindanao Island and the Sarangani group is 5 miles across between Lanibal Island and the southwest extremity of Cape Sarangani and 7 miles between that Cape and Balat Island.

These positions may be depended on, as fortunately the meridian altitude of Venus was obtained at 9 A.M., and that of the sun at noon, besides numerous observations for longitude. The longitude depends on the lighthouse at Samboangan, taken for these calculations as $122^{\circ} 6' E$.

Having passed through Sarangani Passage, an E. by S. course was shaped for Mata Island, and the ship proceeded under steam and fore and aft sails. At 3 P.M. a strong southerly current was experienced, and the ship was hauled up to east, being then in lat. $5^{\circ} 26' N.$, long. $125^{\circ} 51' E.$, or 20 miles from the supposed position of Mata Island. The vessel was steered east until 6 P.M., at which time it was in lat. $5^{\circ} 29' N.$, long. $126^{\circ} 11' E.$, or 6 miles south of the supposed position of Mata Island. The latitude was obtained by a bearing of Balat Island, which could be distinctly seen, and the longitude by D.R. from sights at 5 P.M. No sign of any island was seen from the masthead, which commanded a view of at least 15 miles radius, and it was therefore thought that Mata Island did not exist. In short, reading the accounts given, it is highly probable that Mata, Palmas, and Hunter or Haycock Islands are one and the same island with different localities assigned to it. At 6 P.M. fires were banked, and sail made to a fresh N.N.E. wind, the current running to the southward at the rate of $1\frac{1}{2}$ miles per hour.

On the 10th February, at 4.45 A.M., the Meangis Islands were seen ahead, and the ship was steered to pass to leeward of them, and at 8.30 A.M. sail was shortened, and a sounding and two trawlings obtained in 500 fathoms, the position by astronomical observation being lat. $4^{\circ} 33' 10'' N.$, long. $127^{\circ} 5' 45'' E.$, and by bearings of the islands lat. $4^{\circ} 32' N.$, long. $127^{\circ} 3' 45'' E.$ The islands of the Meangis group appear to be laid down on the chart correctly in relation to each other, with the exception of Central Island, which requires verifying.

Sueste Island, a small peaked islet 266 feet high, is the southernmost of the small islets eastward of Kakarutan Island.

Nanusa Island rises gradually from the shore and is rounded gently at the summit, which appears bare, with the exception of some cocoanut palms along the ridge. The other islands of the group are low and flat, but being densely wooded can be seen at a considerable distance. There are cocoanut trees on each of them.

Karckelang, the largest island of the Tulus group, appeared to be much out in position; from the ship at 9 A.M. its extremities bore N. $87^{\circ} W.$ and S. $36^{\circ} W.$, which would place it considerably to the northwest, supposing it to be as large as depicted on the chart.

Whilst dredging, a native canoe came alongside from the Meangis Islands, but as the occupants spoke neither Malay, Dutch, nor Spanish, no communication could be opened with them. The boat was 30 feet long, sharp at both ends and without outriggers, of the Ki Island build. The men (twenty-two in number) wore turbans, like the Lutaos of