

Zealand the planet Jupiter will be similarly situated. Thus at the middle of the eclipse at Castle Point, on the south-east coast of the North Island, the distance of Jupiter from the moon's limb will be 45', and the angle of position from her centre about 26°.

There appears to be every probability that an expedition from the Australian observatories will take part in the observation of the eclipse on the shores of Cook's Straits, or in the vicinity of Castle Point.

ASTRONOMICAL PHENOMENA FOR THE WEEK, 1885, APRIL 26 TO MAY 2

(FOR the reckoning of time the civil day, commencing at Greenwich mean midnight, counting the hours on to 24, is here employed.)

At Greenwich on April 26

Sun rises, 4h. 44m.; souths, 11h. 57m. 39'4s.; sets, 19h. 13m.; decl. on meridian, 13° 39' N.; Sidereal Time at Sunset, 9h. 33m.

Moon (Full on April 29) rises, 16h. 16m.; souths, 22h. 14m.; sets, 4h. 1m.*; decl. on meridian, 3° 15' S.

Planet	Rises h. m.	Souths h. m.	Sets h. m.	Decl. on meridian ° ' "
Mercury ...	4 39	12 6	19 33	15 45 N.
Venus ...	4 45	11 51	18 57	12 0 N.
Mars ...	4 18	10 59	17 40	7 26 N.
Jupiter ...	12 17	19 34	2 51*	14 1 N.
Saturn ...	6 56	15 3	23 10	22 7 N.

* Indicates that the setting is that of the following day.

Occultations of Stars by the Moon

April	Star	Mag.	Disap.	Reap.	Corresponding angles from vertex to right for inverted image
			h. m.	h. m.	° ' "
26 ...	B.A.C. 4255	6½	20 28	21 39	66 219
30 ...	o' Librae	6	3 46	4 55	92 310
May 2 ...	29 Ophiuchi	6	3 14	4 22	62 321

Phenomena of Jupiter's Satellites

April	h. m.	May	h. m.
26 ...	20 59	I. ecl. reap.	1 ... 23 5 II. tr. ing.
27 ...	20 35	IV. ecl. reap.	2 ... 2 1 II. tr. egr.
28 ...	0 11	I. occ. disap.	20 3 III. tr. ing.
	21 31	I. tr. ing.	23 43 III. tr. egr.
	23 51	I. tr. egr.	
29 ...	22 8	I. ecl. reap.	

The Occultations of Stars and Phenomena of Jupiter's Satellites are such as are visible at Greenwich.

April	h.	Mercury in inferior conjunction with the Sun.
28 ...	3	Mercury in conjunction with and 1° 42' north of Venus.

GEOGRAPHICAL NOTES

THE Arctic steamer *Alert*, which is about to be returned by the Government of the United States to that of Great Britain, has been lent by the latter to Canada for the continuance of the Hudson's Bay Survey, for which purpose thirty thousand dollars will be asked from the Dominion Parliament.

AT the last meeting of the Geographical Society of Munich Dr. Claus described his journey in South America, exploring the water-shed between the Paraguay and the Amazon. His companions were the brothers Von den Steinen. They ascended the Paraguay by steamer, and after eighteen days' journey reached Cuyaba, the capital of the Brazilian province of Matto Grosso, and the terminus of the steamship line on the river. Here they got a military escort and provisions. After remaining eight weeks in Cuyaba they started, with three months' provisions and an escort of fifteen men, to cross the water shed to the Amazon. This elevation, which is only 300 to 400 metres in height, presents the appearance of a savannah, broken up by forests, which follow the watercourses. The formation is sandstone, covered with a reddish clay, containing lumps of iron-ore. The nights on this plateau were very cold. The water-sheds between the various tributaries of the Amazon here were unknown. Brazilian geographers direct the whole upper course of the Xingu to the Tapajos, and put the source of the former

under 11° south latitude. After the expedition had crossed the last tributary of the Tapajos, they reached, after eight days' journey, to the east, a large river. Here the oxen which remained healthy were killed, canoes were made from the bark of the Yatoba tree, and, after they had learnt that no larger river existed farther east, they began their voyage on the river, which, in honour of the governor of the province, was called Rio Batovy. The course is interrupted by numerous falls and rapids. In passing these obstacles the boats frequently capsized, and many valuable portions of the collections were lost. After a long and difficult voyage the party reached some Bacairi villages, the inhabitants of which were found wholly ignorant of metals. Through the Rio Batovy they reached a large river, undoubtedly the Xingu. Here they had a collision, which ended satisfactorily, with the Trumai Indians; subsequently they came in friendly contact with the Suya, from whom they received much important information about the hydrography of the region. At 9° south latitude waterfalls were again reached, which rendered navigation difficult, although the river was here a kilometre in width. When their provisions were almost wholly exhausted they reached the settlements of the Yuruna Indians, who understood Portuguese, and received further supplies from them. From 8° to 3° S. the Xingu falls 200 metres in a series of cataracts. Under the guidance of the Yurunas these rapids were passed, and on October 15 the first Portuguese settlement was reached, and the travellers took steamer on the Amazon to Para, which they reached after five months spent in the most unknown regions of Brazil.

THE Vienna correspondent of the *Times* states that an extraordinary meeting of the Geographical Society of Vienna will shortly be held to welcome the Austrian African explorers, Dr. Paulitschke and Dr. von Hardegger. The Crown Prince of Austria will be present. The travellers started from Trieste on December 30, 1884, and chiefly explored the interior of the Gallas country. At Harrar, the largest town of East Africa, they were amicably received by the Egyptian governor, Abdallah, son of the Emir Mahomed Abdel Shakur, murdered in 1875. The Governor was just engaged in forming an army. On their return, on March 25, they found Zeila half in ruins. The Austrian explorers have established meteorological stations at Harrar and Zeila, which will be looked after by the English Consuls, Pitten and King. The collections they have brought with them, filling several cases, will constitute a very valuable addition to the Austrian Imperial Museum. The travellers will, in a few days, report personally to the Crown Prince, and submit a comprehensive statement of the commercial conditions of East Africa to the Minister of Commerce.

A PARLIAMENTARY paper (Corea, No. 2, 1885) issued during the past week contains a report by Mr. Carles, of the British Consulate at Seoul, of a journey made by him at the close of last year through Northern Corea. The journey lasted about six weeks, and appears to have extended over about 3000 *li*. Starting from Seoul, Mr. Carles went along the western coast road through Kaisong, Hwang-ju, Phyang Yang and An-ju to Wy-ju, where the river forming the boundary between China and Corea was reached. Having ascended the valley of this river several days' journey, he turned towards the east coast through Kang-ge and Ham-heung, to the treaty port of Gensan on the Sea of Japan, from whence it is about a week's journey back to the capital. Among the points noticeable in this excellent report, extending to thirty-two octavo pages, we observe that in Corea, as in a lesser degree in Japan, there is a great disproportion between the number of males and females, the former being more numerous. In the large towns this is ascribed to the immense staffs attached to the officials, but in the villages there is no corresponding balance in favour of females, and it is probable that an explanation which accounts for the disproportion by a greater number of deaths among girls in infancy is correct, for there was no evidence of female infanticide. Corea has been said to be a land of large hats, but this does not tell everything. One would hardly expect the following dimensions from this statement alone. At Phyang Yang, a large and historical town near the west coast, Mr. Carles records that the hats worn by the poor women are baskets 3½ feet long, 2½ feet wide, and 2½ feet deep, which conceal their faces as effectually as the white cloak worn by women of a better class over their heads. The men wear a basket of the same shape, but somewhat smaller. It, however, requires the use of both hands to keep it in place. A structure of a size but little larger, which is used to cover fishing-boats, suggests to the traveller that the women's hats