

Expedition to Novaya Zemlya in 1934 and of the survey of the littoral between Matochkin Shar and the Pakhtusov Islands which is now being undertaken by the Hydrographic Department of the Chief Administration of the Northern Sea Route. The following instruments were used for these determinations: (1) A SARTORIUS 5" Universal Theodolite with micrometer microscopes; (2) Two chronometers, LANGE No. 468 and ERICSSON No. 34; and (3) A type LB-2 low-frequency 3-valve amplifying wireless receiving set.

The latitude was determined by zenith distances of the sun and of Polaris. The longitude was determined by means of rhythmic time-signals from Bordeaux, Dietskoie Selo and Nauen. The chronometer corrections were obtained from star sights by TSINGER's method.

To orientate the triangulation, the astronomical azimuth was determined of the azimuthal bench mark "Δ Maly Ostrov" (see plan), starting at the astronomical position "Stanovichche Pakhtusov"; the figure obtained was $65^{\circ}38'38'' \pm 9''$.

The co-ordinates obtained for the radio-astronomic position were the following:

$$\begin{aligned}\varphi &= 74^{\circ}25'35.0'' \pm 0.6''; \\ \lambda &= 3\text{ h }56\text{ m }53.55\text{ s} \pm 0.11\text{ s} = 59^{\circ}13'23.3'' \pm 1.6''.\end{aligned}$$

Declination on 15th September 1934 = 27.7° approx.

Description of the station. — The astronomical position "Stanovichche Pakhtusov" is situated 30 metres S.W. of the new dwelling-house of the staff of the Pakhtusov workshops, and takes the shape of a wooden plank 1.4 m. high by 0.35 m. wide. Height of the position above the level of the Kara Sea, 2.2 m.

HISTORY OF THE CHARTS OF THE BRAZILIAN COAST.

(Extract from the *Anais Hidrográficos*, Rio de Janeiro, 1933, Vol. I, p. 9)

The charts are based on original surveys, the majority of which were made by officers of the French Navy, starting with surveys of a certain extent worked out under the direction of ROUSSIN in 1820 and made by GIVRY on board the brigs *Favori* and *La Bayadère*. Later, from 1843 to 1845, surveys were directed by TARDY DE MONTRAVEL, in command of the brig *La Boulonaise*; they were even more important than the previous ones, extending, as they did, in much greater detail, from Cape Norte as far as Maranhão, including the Pará River from Magoari Bridge to Caeté Bay, the port of Vigia, the port of Pará, the São João Islands, etc., not to mention other small surveys.

Up till the latter date officers of the British Navy had made some small surveys, including corrections to the above-mentioned works and the drawing of ports, creeks, etc.

The second phase of the large hydrographic enterprises on this coast was carried out by the Brazilian Navy; it was successfully undertaken by VITAL DE OLIVEIRA, commanding the brig *Paraibano*, between 1857 and 1859, and comprised a great length of coast, extending from the Mossoró River to the river of S. Francisco do Norte. This is the most irregular coastal contour of the country, and its survey was carried out under bad conditions from a single sailing ship.

Finally, the last expedition was that under the French Commander MOUCHEZ. This was the longest enterprise, since it lasted (with short interruptions) from 1856 to 1868. It was in three stages: the first from 1856 to 1860, when MOUCHEZ was in command of the steam sloop *Le Bison*; the second, from 1860 to 1862, in the *D'Entrecasteaux*; the third, from 1863 to 1868, while he was in command of the *Lamotte Piquet*. In the last phase MOUCHEZ was assisted by the Brazilian Captain I. FONSECA and the latter's officers of the sloop of war *Itajaí*.

The collection of charts of Brazil bequeathed by MOUCHEZ, both due to his own work and based upon the surveys undertaken by MONTRAVEL, VITAL DE OLIVEIRA and others of lesser importance, represent the originals of the present nautical charts of the country.

Many corrections have subsequently been made, which have considerably modified the drawing of certain parts of the coast; these corrections are principally the result of surveys by officers of the Brazilian Navy, and by the commissions charged with physical investigations in harbours under construction, and of surveys of this type made by officials of the Federal Inspectorate of Ports, Rivers and Canals.

Officers of various navies have lent their assistance in the correction and improvement of the hydrographic data contained in these charts; they have, further, furnished extensive information which has enabled the Sailing Directions published by the Diretoria to be improved. We must particularly express our appreciation of the commanding and other officers of the British Navy for their collaboration.

The plans of the ports, bars, bays, straits and rivers, islands near the coast and offshore, etc., are nearly all, to-day, the fruit of Brazilian work and of the work already quoted, published by the Divisão de Hidrografia.

After the appearance of the coastal charts made by VITAL DE OLIVEIRA, which, as we have already said, still in these days serve as originals for some stretches of the coast, the Repartição da Carta Marítima (as the Diretoria was called at that time) took on, in 1909, the entire business of publishing the charts, in sections corresponding to the present divisions.

These charts, reproduced from those published by the British Admiralty, which were then in use, contain numerous corrections, and would have been gradually improved if the useful and patriotic advance had not been abandoned, on account of the lack of administrative continuity and particularly of the impermanence of the directing personnel and of the officers who were specialised in the type of work entrusted to them.

The JACEGUAÍ collection is a well-known and popular edition which has served, in certain cases, as a base for the later British Admiralty publications.

COUNTRIES' NAMES IN EUROPEAN LANGUAGES USING THE LATIN ALPHABET.

The question of the spelling and form to be given to place-names is a very much discussed one.

In fact, certain countries have recently changed the proper name of their country and have notified others of the change.

Further, apart from the literal transcription properly so-called, there exist differences in phonetic transcription which literally change the spelling and form of place-names applied by the countries themselves.

The ROYAL GEOGRAPHICAL SOCIETY of London, with the assistance of its Permanent Committee on Geographical Names, published an interesting article on this question in *The Geographical Journal*, Vol. LXXXV, No. 5, London, May 1935, p. 458. The article suggests that complex names may present difficulties that are perhaps insoluble, above all when it is a question of reproducing the sounds; and concludes that formidable difficulties might confront some countries in inviting others to call them by their strict official name.

It is a difficulty experienced by travellers in addressing a letter posted in one country to another, foreign, country.

The ROYAL GEOGRAPHICAL SOCIETY's article is accompanied by the table reproduced herewith, which gives the names of countries as currently used in other countries. By the courtesy of various Embassies and Legations the ROYAL GEOGRAPHICAL SOCIETY has checked this list but will be very glad to receive any corrections which it may appear necessary to introduce.

The Geographical Journal, Vol. LXXXVI, No. 2, Aug. 1935, contains some corrections to this table of names.

(a) In the *Dutch* column:

for Groot-Brittanje *read* Groot-Brittannië or Groot-Britannië;
for de Nederlanden *read* Nederland.