AUSTRALASIAN ANTARCTIC EXPEDITION

1911-14.

UNDER THE LEADERSHIP OF SIR DOUGLAS MAWSON, O.B.E., B.E., D.Sc., F.R.S.

SCIENTIFIC REPORTS.

SERIES B.

VOL. IV.

METEOROLOGY.

TABULATED AND REDUCED RECORDS

OF THE

CAPE DENISON STATION, ADELIE LAND.

BY

C. T. MADIGAN, M.A. (Oxon.), B.Sc., Dip. M.E. (Adel.), F.G.S.,
Chief Meteorologist, Adelie Land Station.

WITH TWENTY PLATES, TWENTY-FOUR FIGURES IN TEXT, AND SIXTEEN TABLES,

AND

AN APPENDIX BY W. E. BASSETT, M.E.E.

PRICE: THIRTY SHILLINGS.

PRINTED BY ALFRED JAMES KENT, GOVERNMENT PRINTER, PHILLIP-STREET, SYDNEY.—1929.

ISSUED JUNE, 1929.

*364—B

SERIES A—REPORTS.

HON. EDITOR: PROF. SIR DOUGLAS MAWSON, KT., D.Sc., B.E., University of Adelaide.

VOL.	PRICE. £ s. d.
I. GEOGRAPHY AND PHYSIOGRAPHY. (*In preparation.*)	
II. OCEANOGRAPHY.	
PART 1.—SEA-FLOOR DEPOSITS FROM SOUNDINGS—	
By FREDERICK CHAPMAN, Ass. Linn. Soc. (Lond.), F.R.M.S., &c., National Museum, Melb.	0 6 0
III. GEOLOGY. (*Adelie Land and King George Land.*)	
PART 1.—THE METAMORPHIC ROCKS OF ADELIE LAND—	
By F. L. STILLWELL, D.Sc., Aust. Antarc. Exped. Staff	2 2 0
„ 2.—THE METAMORPHIC LIMESTONES OF COMMONWEALTH BAY, ADELIE LAND. By C. E. TILLEY, B.Sc.	0 1 6
„ 3.—THE DOLERITES OF KING GEORGE LAND AND ADELIE LAND. By W. R. BROWNE, D.Sc., Lecturer, Geological Department, Sydney University	0 1 6
„ 4.—AMPHIBOLITES AND RELATED ROCKS FROM THE MORAINES, CAPE DENISON, ADELIE LAND. By F. L. STILLWELL, D.Sc., Aust. Antarc. Exped. Staff	0 2 0
IV. GEOLOGY. (*Will deal principally with Queen Mary Land.*) (*In preparation.*)	
PART 1.—THE ADELIE LAND METEORITE—	
By P. G. W. BAYLY, F.I.C., and F. L. STILLWELL, D.Sc.	0 1 6
V. GEOLOGY (*Macquarie Island*). (*In preparation.*)	
VI. GLACIOLOGY. (*In preparation.*)	

AUSTRALASIAN ANTARCTIC EXPEDITION

1911-14.

UNDER THE LEADERSHIP OF SIR DOUGLAS MAWSON, O.B.E., B.E., D.Sc., F.R.S.

SCIENTIFIC REPORTS.

SERIES B.

VOL. IV.

METEOROLOGY.

TABULATED AND REDUCED RECORDS

OF THE

CAPE DENISON STATION, ADELIE LAND.

BY

C. T. MADIGAN, M.A. (Oxon.), B.Sc., Dip. M.E. (Adel.), F.C.S.,
Chief Meteorologist, Adelie Land Station.

WITH TWENTY PLATES, TWENTY-FOUR FIGURES IN TEXT, AND SIXTEEN TABLES.

AND

AN APPENDIX BY W. E. BASSETT, M.E.E.

PRICE: THIRTY SHILLINGS.

PRINTED BY ALFRED JAMES KENT, GOVERNMENT PRINTER, PHILLIP-STREET, SYDNEY.—1929.

ISSUED JUNE, 1929

AUSTRALASIAN ANTARCTIC EXPEDITION.

METEOROLOGICAL RECORDS
OF THE
CAPE DENISON STATION, ADELIE LAND.

BY

C. T. MADIGAN, M.A. (Oxon.), B.Sc., Dip. M.E. (Adel.), F.G.S.,

WITH TWENTY-FOUR TEXT ILLUSTRATIONS, TWENTY PLATES AND SIXTEEN TABLES
AND
AN APPENDIX BY W. E. BASSETT, M.E.E.

CONTENTS.

PART I.—THE METHODS AND RESULTS OF THE VARIOUS OBSERVATIONS, AND EXPLANATION OF THE TABLES.

CHAPTER I.—INTRODUCTORY REMARKS.

PAGE

1. Introduction 11
2. Staff 11
3. Instruments 12
4. Period covered 12
5. Geographical Position and Time 12
6. Positions of Screens and Instruments 15
7. Nature and Period of Observations 15
8. Acknowledgments 16

CHAPTER II.—THE WIND.

1. The Anemometer 17
2. Table I. The Wind Records 18
3. The Anemograph 21
4. Table II 22
5. Table III 22
6. Tables IV and V, Wind Analysis 23
7. Table VI 24
8. The "Puffometer" 24

CHAPTER III.

Atmospheric Pressure. Table VII 32

CHAPTER IV.—TEMPERATURE. PAGE.

1. The Thermometers and Thermographs 36
2. Föhn Effect 37
3. Table VIII, Temperatures at Cape Denison 38
4. Table IX, Temperatures at Aladdin's Cave 38

CHAPTER V.—RELATIVE HUMIDITY.

1. The Hair Hygrograph. Table X 44
2. Comparison of Hair Hygrometers with Wet and Dry Bulb Readings, for Humidity at Low Temperatures. Table XI 44

CHAPTER VI.—CLOUD AND SUNSHINE.

1 Cloud. Table XII 47
2. Sunshine. Table XIII 47

CHAPTER VII.—SNOWFALL AND SNOWDRIFT.

1. Snowfall. The Snow Gauge. Table XIV 49
2. Drift Snow. The Drift Gauge. Table XV 50

CHAPTER VIII.—THE METEOROLOGICAL JOURNAL AND CONCLUSION.

1. Table XVI. Cloud Observations. Terms. St. Elmo's Fire 52
2. Conclusion 53

PART II.—TABLES.

SECTION I.—THE WIND. TABLES I–VI.

Table I.—Wind Direction and Velocity, Hourly Values 62
Table II.—Number of Days on which the Wind averaged various Velocities ... 107
Table III.—Number and Percentage of Days on which the average Wind-Velocity was below and above various figures 107
Table IV.—Wind Analysis. Percentage Frequency and Mean Velocity for each Direction 108
Table V.—Wind Analysis. Monthly Summary of Maximum Frequencies ... 132
Table VI.—Conversion of Anemometer Readings to true Velocities 134

SECTION II.—ATMOSPHERIC PRESSURE. TABLE VII.

Table VII.—Atmospheric Pressure. Hourly Values 136

SECTION III.—TEMPERATURE. TABLES VIII AND IX.

Table VIII.—Temperature. Hourly Values, Cape Denison 162
Table IX.—Temperature. Hourly Values, Aladdin's Cave 184

SECTION IV.—HUMIDITY. TABLES X AND XI. PAGE.

Table X.—Relative Humidity. Hourly Values 189
Table XI.—Comparison of Results from Wet and Dry Bulb Readings with Hair Hygrograph Records. 200

SECTION V.—CLOUD AND SUNSHINE. TABLES XII AND XIII.

Table XII.—Cloud Amount. Six Hourly values 204
Table XIII.—Sunshine. Hourly Values 207

SECTION VI.—PRECIPITATION. TABLES XIV AND XV.

Table XIV.—Snowfall 218
Table XV.—Drift Snow 208

SECTION VII.—METEOROLOGICAL JOURNAL.

Table XVI.—Meteorological Journal, Cape Denison 220

PART III.—PLATES.

DESCRIPTION OF PLATES 283

APPENDIX.

A.—STANDARDIZATION OF THE CUP ANEMOMETER EMPLOYED AT CAPE DENISON STATION, BY W. E. BASSETT, M.E.E. ... ...
B.—TESTS AND REMARKS RELATING TO A GUST-RECORDING DEVICE, BY W. E. BASSETT, M.E.E. ... ...

TEXT ILLUSTRATIONS. PAGE.

FIG. 1. The South Polar Regions 12
FIG. 2. Adelie Land and King George V Land 13
FIG. 3. Cape Denison, Commonwealth Bay, Antarctica 14
FIG. 4. Wind Velocity and Wind Direction Charts for May 14, 1912... ... 26
FIG. 5. " " " June 21, 1912 ... 26
FIG. 6. " " " July 15, 1912 ... 27
FIG. 7. " " " August 20, 1913 ... 28
FIG. 8. " " " August 11, 1913 ... 29
FIG. 9. Wind Velocity Chart for July 5, 1913 30
FIG. 10. A Chart from the Puff Anemometer 31
FIG. 11. A Diagrammatic Sketch showing the Meteorological Conditions at Cape Denison on days of Northerly Breezes and "Whirlies" 31
FIG. 12. Barograph Chart for week commencing March 4, 1912 33
FIG. 13. " " " July 7, 1913 34
FIG. 14. " " " May 12, 1913 35

PAGE.

FIG. 15. Thermograph Chart for week commencing December 16, 1912 40
FIG. 16. ,, ,, ,, July 8, 1912 41
FIG. 17. ,, ,, ,, June 30, 1913 42
FIG. 18. ,, ,, ,, September 2, 1912 43
FIG. 19. Hygrograph Chart for week commencing July 29, 1912... 45
FIG. 20. Graphs of the Mean Monthly Values of Wind Velocity, Barometric Pressure, and Temperature, for the whole period, February, 1912, to December, 1913, Cape Denison 55
FIG. 21. Graphs of the Mean Daily Values of Wind Velocity, Barometric Pressure, and Temperature, for the six months commencing February 1, 1912... 56
FIG. 22. A Comparison of Wind Velocities and Temperatures at Cape Royds, McMurdo Sound, and at Cape Denison, Adelie Land, during the months of May and June 57
FIG. 23. Curve showing Relation between Speeds Registered by the Anemometer, and Actual Wind Speeds ... ... Appendix A
FIG. 24. Curves showing Relation between Wind Speed and Deflection of Pointer, and Wind Speed and Angle of Cord from Vertical, for Puff-recording Anemometer... ... ... Appendix B

PLATES.

PLATE I. View looking North over Cape Denison.
PLATE II. View of Winter Quarters, Cape Denison, looking South up the Ice Slopes rising to the Plateau.
PLATE III. Fig. 1. Westerly View across Cape Denison.
Fig. 2. Easterly View, along the Coast, Cape Denison.
PLATE IV. Fig. 1. Winter Quarters, Cape Denison, from the South.
Fig. 2. The East Side of the Hut, Southerly aspect.
PLATE V. Winter Quarters, Cape Denison, from the North-west.
PLATE VI. Fig. 1. The Anemometer Hill.
Fig. 2. The Hut, from the Anemograph Hill.
Fig. 3. The Thermometer Screen and the Nephoscope.
PLATE VII. Fig. 1. The Thermometer Screen.
Fig. 2. Madigan at the Anemometer.
Fig. 3. The Anemograph Screen and Snow Gauge, on a fine day.
Fig. 4. Madigan approaching the Anemograph in the usual Hurricane.
PLATE VIII. Fig. 1. Hauling the Puff Anemometer up its Mast.
Fig. 2. The Thermograph at Aladdin's Cave.
Fig. 3. The Drift Gauge.
Fig. 4. At the Entrance to Aladdin's Cave.

PLATE IX. Fig. 1. C. T. Madigan, Chief Meteorologist, Cape Denison.
Fig. 2. A. J. Hodgeman, Assistant Meteorologist.
PLATE X. Fig. 1. Madigan with an Ice Mask.
Fig. 2. Return from outside duties, Whetter, Madigan and Ninnis (L. to R.).
Fig. 3. A good Ice Mask.
Fig. 4. The Meteorologists (Madigan and Hodgeman) at work in the Hut.
PLATE XI. Fig. 1. Walking against a High Wind.
Fig. 2. Leaning on the Wind.
PLATE XII. The Coast, Commonwealth Bay, in average weather.
PLATE XIII. Where the Hurricane meets the Sea. The Shore, Cape Denison.
PLATE XIV. Fig. 1. Horizontal Spray. A Hurricane off shore, Cape Denison.
Fig. 2. Sea Smoke, Cape Denison.
PLATE XV. A Cirrus Radiant from the North.
PLATE XVI. Surface Drift streaming down the slopes at Winter Quarters.
PLATE XVII. Fig. 1. Getting Ice for Water Supply, in a Blizzard.
Fig. 2. Winter Quarters, Cape Denison, in Moderate Drift.
PLATE XVIII. Fig. 1. A Flag erected 2 miles South of Winter Quarters. (Mawson and Bage.)
Fig. 2. The same Flag six months later. (Madigan and Mertz.)
PLATE XIX. Fig. 1. Madigan building a Depot Cairn on Mt. Murchison.
Fig. 2. The same scene a year later. Nine feet of snow has accumulated.
PLATE XX. On the Plateau in a Light Drift.

(*For detailed description of Plates see pages* 283-286.)

PART I.

THE METHODS AND RESULTS OF THE VARIOUS OBSERVATIONS, AND EXPLANATION OF THE TABLES.

CHAPTER I.—INTRODUCTORY REMARKS.

1. Introduction.

All work on the Meteorological records of the Expedition was held up during the Great War, as almost all the members of the Expedition concerned, including myself, were on active service during that period; but since my return from Europe and appointment to the staff of the University of Adelaide, I have spent all my available spare time in elaborating the records of the Cape Denison station, for which I had been responsible.

Assistance was given by the Adelaide Divisional Meteorological Office, who extracted the hourly readings of barometric pressure, temperature, and relative humidity from the charts of the self-recording instruments, and prepared the wind analysis, so that Tables IV, V, VII, VIII and X, were originally their work. The temporary clerks appointed by the Public Service Inspector's Office, through Commonwealth regulations, were in some cases quite unsuitable, and though the work was supposed to have been checked, many errors were noticed when the printer's proofs were being read, with the result that I had to go through the whole of the pressure and temperature charts again myself, checking all the daily maxima and minima, and correcting such errors as this examination disclosed in the hourly readings for the day. The wind and sunshine records were dealt with entirely by myself, as were the daily meteorological log books, from which the six-hourly absolute observations, by which the charts of the self-recording instruments were standardised, were extracted, classified, and corrected, and from which the tables for cloud, snowfall and snowdrift and the meteorological journal were prepared. Thus it may be said that these results have been set out by, or under the supervision of, one who took a large proportion of the observations, and was familiar with the conditions and with the vagaries of the instruments and the other observers, and able to interpret correctly the various notes on the occasional imperfections of records.

2. Staff.

I attended at the Adelaide Observatory for several weeks before the departure of the Expedition, and received instructions in methods of observation and care of instruments from the Government Astronomer, Mr. G. F. Dodwell, and the Meteorologist, Mr. E. W. Timcke, both of whom extended the greatest kindness and courtesy towards the members of the Expedition. On landing in the Antarctic, Mr. A. J. Hodgeman was appointed Assistant Meteorologist at Adelie Land.

The Leader of the Expedition, Sir Douglas Mawson, was the only member with previous experience of Antarctic Meteorology at the Main Base, Adelie Land, and work was started under his supervision. His interest, advice, and assistance were maintained throughout, which greatly enhanced the quantity and quality of the work done.

3. Instruments.

The instruments used included a mercury barometer and a barograph, Fahrenheit thermometers, both mercurial and spirit, for shade temperature observations, two thermographs, Robinson recording anemometer, Dale's anemograph for wind direction, two hair hygrographs, Campbell-Stokes sunshine recorder, nephoscope, and other apparatus improvised in the Antarctic and described below. Certificates accompanied the barometers, and every thermometer was tested at the National Physical Laboratory at Teddington, and certificates supplied. The anemometer was specially tested by Mr. Bassett on the return of the Expedition, as described in the Appendix A.

4. Period Covered.

Observations commenced at midnight on January 31st, 1912, and ended at noon on December 15th, 1913, a period of 683½ days or 22½ months.

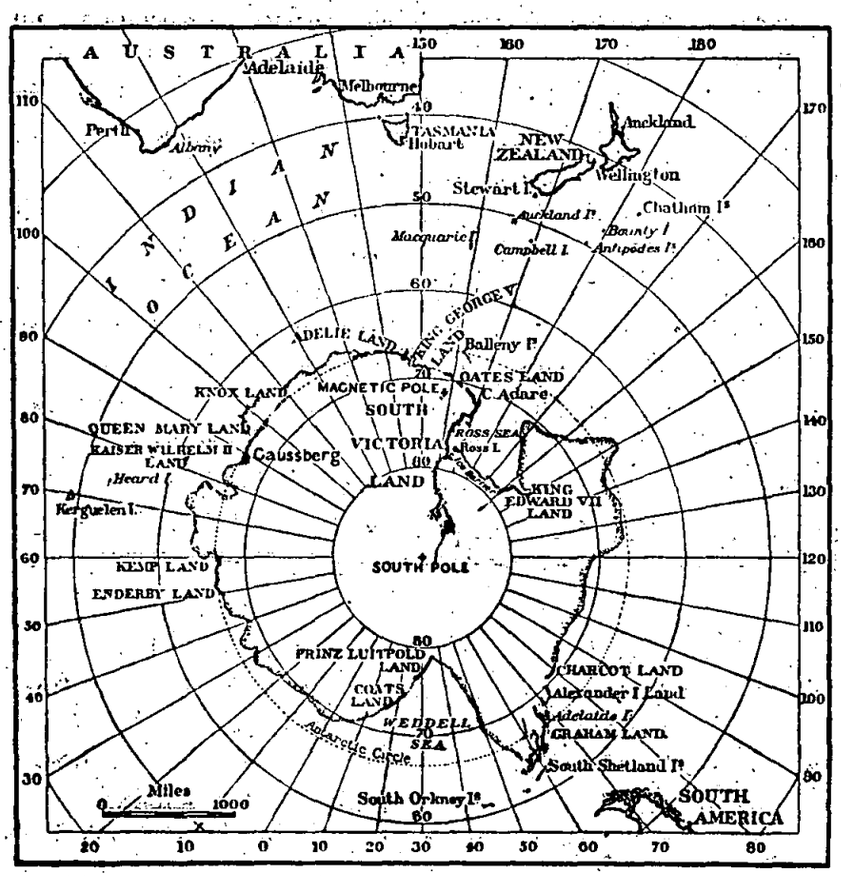


Fig. 1.—The South Pole Regions.

5. Geographical Position and Time.

The Cape Denison Station of the Expedition was on the coast of Adelie Land, in the centre of Commonwealth Bay, in latitude 67° 00′S. and longitude 142° 40′E., that is, due south of a point half way between Adelaide and Melbourne. The local

mean time kept at the Station was that for this meridian, 142° 40′E., or 9 hrs. 30 min. 40 sec. east of Greenwich, which is practically the same as South Australian Standard Time, 9 hrs. 30 min. East.

The coast in the vicinity is free of ice except on occasional calm days in winter, and runs roughly east and west, indented by broad bays. Sixty miles to the east the Mertz glacier stretches some 80 miles from the coast out into the sea in a north-easterly direction. From here the coast trends away south-east with much solid floe ice in bays and between glacier tongues, and pack ice extending up to 200 miles to the north. To the west there is open sea for rather over 100 miles, where pack ice begins, and extends some 60 miles north and fringes the coast far to the west. The high land appears to continue almost due west. The sea off the Adelie Land coast was found to be open on each of the three cruises of the "Aurora" in the summers of 1911, 1912 and 1913.

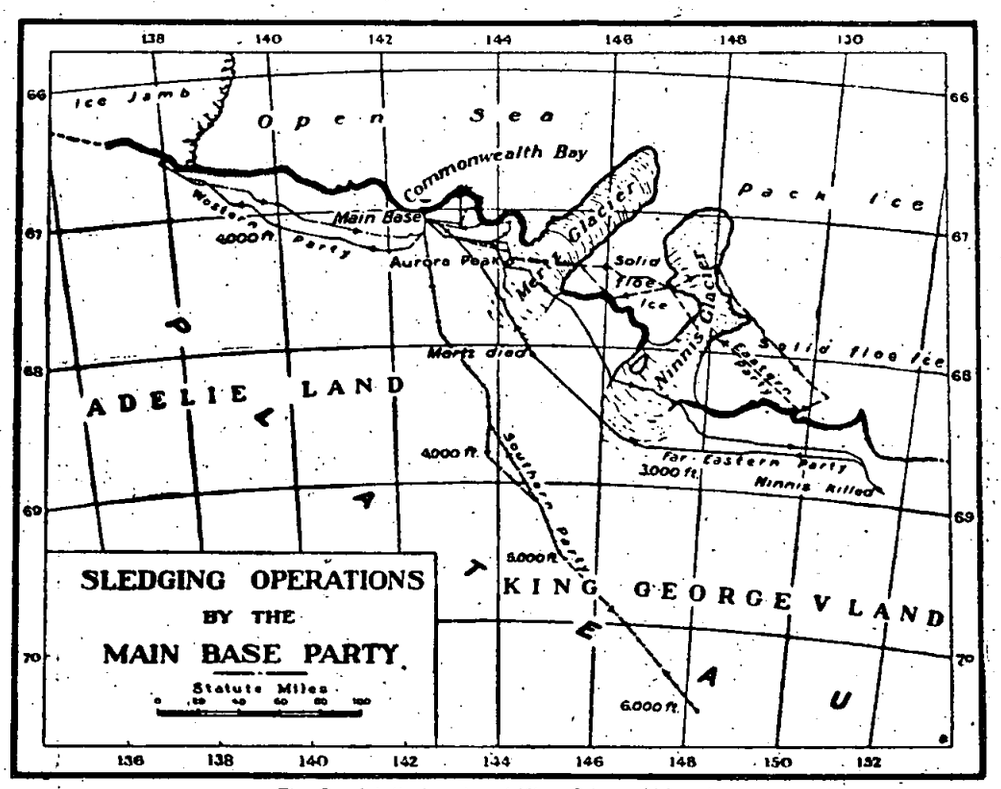
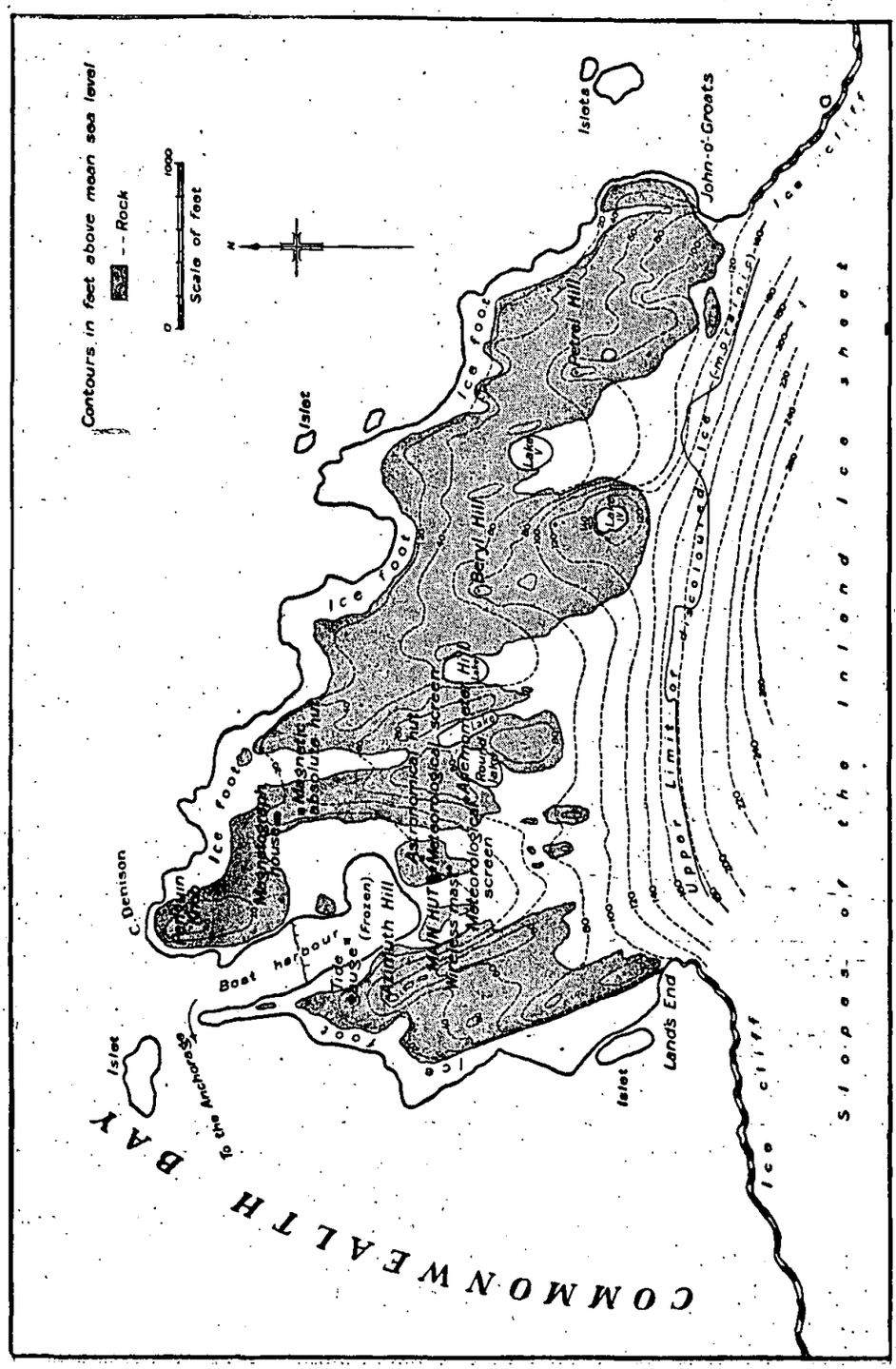


Fig. 2.—Adelie Land and King George V Land.

Very little rock is exposed along the coast of Adelie Land. In general the ice cap rises steeply from the coast to the plateau to the south. The rise is about 1,500 feet in the first 5 miles, after which it is much more gentle, reaching 4,000 feet in about 50 miles. At 50 miles one appears to be on a flat plateau, but the ice cap still rises to the south and 6,000 ft. is reached in the neighbourhood of 300 miles inland, as reported by Magnetic Pole Parties. There are no mountain ranges or abrupt changes of level.


Contours in feet above mean sea level
Rock
Scale of feet
0
1000
N
Islets
John-o'-Groats
Ice cliff
Ice foot
Islet
Peveril Hill
Beryl Hill
Lake V
Lake IV
Lake III
Lake II
Lake I
Upper Limit of discoloured Ice (approximate)
Slopes of the Inland Ice sheet
Ice foot
Ice foot
Ice foot

Cape Denison is a small rocky projection in the centre of Commonwealth Bay, making a break in the continuous high ice cliffs of the Bay. The rock outcrop at the Cape is only three quarters of a mile across, and consists of four parallel ridges of rock some 700 yards long, running N.N.W.—S.S.E., which project from beneath the ice at the 100-ft. contour and slope down to the water's edge. A natural boat harbour runs in between two of these ridges.

Plates I–IV give views of the locality from the south, north, east and west.

6. Positions of Screens and Instruments.

The Hut was built at the shore end of the Boat Harbour, within 60 yards of the water's edge when the Boat Harbour was free of ice, and midway between the rocky ridges on either side to east and west. It was distant 200 yards from either ridge, each of which rose to 60 feet above it. The floor of the Hut was 18 feet above mean sea level. The thermometer screen, placed on a rock on the east side of the Hut, was 21 feet above mean sea level. This screen contained the thermometers, thermograph and hygrograph, and a wind vane was fixed to the top for visual observations. It was the ordinary louvred pattern screen supplied by the Commonwealth Meteorological Office. The nephoscope stood near this screen.

The anemometer was placed on the ridge to the east, 94 feet above mean sea level, and close to it was erected another screen which housed the Dale's anemograph, the wind vane projecting 3 feet above the top of the screen. The sunshine recorder, snow gauge and "puffometer" were all placed near by on this ridge. The mercury barometer and barograph were inside the Hut.

The drift gauge stood out on the ice on the west side of the Hut.

Plate V shows the general distribution of the instruments, detailed in the description of this plate.

7. Nature and Period of Observations.

During the first year, 1912, complete observations were taken every six hours, at midnight, 6 a.m., noon, and 6 p.m. These consisted of reading the barometer and screen thermometer, estimating the wind velocity and noting its direction on the vane, describing the cloud, and recording any phenomena as snowfall, drift, St. Elmo's Fire, coronas and halos, sunset colours, state of the sea, auroral displays, etc. During the latter part of the second year the screen thermometer was only read at noon each day, but all the other observations were taken at the six-hourly intervals throughout. Additional observations were also recorded during the whole period, at odd intervals

as various phenomena occurred, or as opportunity offered. These were mainly cloud observations, sudden calms or changes in the wind or drift, and snow and drift gauge readings. During the later stages of the Expedition hourly notes were made over a period.

During the daytime, from 9 a.m. to 9 p.m., the great majority of the notes were made by the meteorologists, Hodgeman and myself, but after 9 p.m. and up to 8 a.m. of the next day the night watchman was responsible, so that all members of the Expedition contributed to the meteorological observations. All records of the Aurora Polaris have been segregated in a separate volume of these Reports, and no references to such phenomena appear here.

For days on end the meteorological log reads mainly "ditto," which being traced to its source is found to mean "Wind 80. Dense drift." During those periods little could be done except keep the self-recording instruments in order, but fine weather always brought forth a correspondingly large crop of observations.

The observations were all entered up in pencil in a meteorological day-book; fifteen of these 100-page books were filled. From the day-books the observations were extracted and tabulated in comprehensive meteorological journals. This latter work was half done in the Antarctic and has since been completed by myself. The hourly sunshine from the cards was also entered in the journal.

8. Acknowledgments.

Here I wish to acknowledge the work of those with whom I came in personal contact in the actual getting of results.

First I must mention A. J. Hodgeman, Assistant Meteorologist at the Main Base. He worked through steadily from beginning to end, being one of the six who volunteered and were chosen to remain for the second year in the Antarctic as a Relief Party. In the worst storms and most trying conditions he was ever the same, calm, industrious and cheerful. Not one disagreement marred the course of our two years' association in this work, and for his loyal co-operation, and the many happy memories of our sorties out into the blizzard together, I tender him my most grateful thanks.

F. H. Bickerton was always our friend and ally. He helped us over many difficulties and took a great interest in the work. He did a lot of repairs for the anemometer, including the spinning of a new cup. Without Bickerton the life of the anemometer would have been very short.

Finally I acknowledge the indebtedness of meteorological science to all members of the Expedition, each of whom struggled with wind and drift during his night watches to add his quota to the Meteorological Observations.

CHAPTER II.—THE WIND.

1. The Anemometer.

The wind was the most remarkable feature of the meteorology—or indeed of the locality. It is the outstanding characteristic of Adelie Land. Commonwealth Bay is probably the windiest place on the earth, and certainly it appears to be so as far as records up to the present indicate. For nine months of the year an almost continuous blizzard rages, and for weeks on end one can only crawl about outside the shelter of the hut, unable to see an arm's length owing to the blinding drift snow.

The anemometer was the self-recording Robinson cup type of instrument. It was housed in a strong wooden box of ample dimensions, in addition to the metal case as issued. This box was made in Adelie Land and was carefully caulked with wool to keep out the fine drift snow, whose powers of penetration present the great difficulty with all self-recording instruments which must be outside and open to free air circulation. The box is well shown in Plate VII, fig. 2, and its position in Plate VI, fig. 1. The box was fixed down by wire stays on a rocky point 200 yards east of the hut, and 60 feet above the level on which the hut stood. The instrument was subjected to much severer conditions than it was designed to withstand, but by the help of the mechanics it was kept going, with a few breaks, for the whole period. On several occasions the cups came off owing to nuts working loose, and one cup was lost, but a new one was made by Bickerton. On the return of the Expedition the instrument was tested up to 72 miles per hour by Mr. W. E. Bassett, in the air tunnel at the Aerodynamical Laboratory of Melbourne University. His report appears as appendix A to this volume. He found that it took a 4 m.p.h. wind to turn the cups, so that the lower velocities up to 19 m.p.h. were recorded too low. From 19 to 24 m.p.h. the instrument was correct, but above 24 m.p.h. it recorded too high. The curve of corrections followed a straight line, so that Mr. Bassett was able to give us a simple equation for converting instrument readings to true. This has been done throughout. An 80-mile wind has been reduced to 69, and 100 miles to 85. All wind velocities either in the tables or mentioned in the text are corrected, and are not the mileages read from the anemometer charts, as ordinarily published, except where the reverse is specially stated. The actual anemometer reading in any particular case can readily be obtained by reference to Table VI.

For comparison with the wind records of other expeditions, when Robinson Anemometers have been used, it is important to bear this in mind.

In this connection, Mr. F. J. W. Whipple, Director of the Meteorological Office, South Kensington, London, wrote to Sir Douglas Mawson in 1919, as follows:—

"May I take the opportunity to refer to one question which occurred to me when reading the popular account of your expedition. The high winds which you

recorded were measured by cup anemometers, and as you are probably aware, there has been much uncertainty as to the calibration of these instruments. Until comparatively recently the statistics published by this office were based on records which were known to make wind speeds 36 per cent. too high. Unfortunately, many instruments certified as agreeing with the Kew Observatory standard have the same error. The question is complicated by the fact that the same conversion factor will not serve at all speeds. For example, in the National Physical Laboratory Certificate for one of Negretti and Zambra's Electrical Recording Anemometers (Lownes' patent), No. 230, the following table is given :—

Velocity of Wind. Miles per hour.	Amount of Wind Recorded. Miles.	True Amount of Wind Passing Anemometer. Miles.
10	100	106·5
15	100	96·5
20	100	91·0
25	100	86·0
30	100	82·5
35	100	80·5
40	100	79·5

The dimensions of this anemometer were apparently :—Radius of path of cup, 7·36 in.; diameter of cup, 3·05 in. If you were using an instrument of the same pattern you were probably recording 25 per cent. too much wind. As you may be claiming to establish world's records, such an error is of considerable importance."

We do claim to have established world's records, and were confirmed in our intention to test the anemometer, by Mr. Whipple's note. Our instrument was about of the same dimensions, but its error was less, amounting to 10 per cent. at 40 m.p.h., 12 per cent. at 50, 15 per cent. at 60, 16 per cent. at 70, 17 per cent. at 80, 18 per cent. at 90 and 100 m.p.h. We hope to see the principle established of expeditions publishing only wind speeds corrected by test.

2. TABLE I.—The Wind Records.

The figures under each hour show the number of miles of wind which passed the anemometer during the preceding hour, corrected according to scale. By continually observing the anemometer the meteorologists became very skilled in estimating wind velocities. The anemometer was only visited once a day, at 10 a.m., during heavy weather, that is to say during the majority of the period, as it was physically a fairly severe undertaking, presenting considerable difficulty in the mere finding of it. The records on it and the Dale's anemograph were changed *in situ*, as bringing the clockwork inside the hut led to the formation of dew and ice in the works

and stoppage of the clocks. This also obviated the necessity of two journeys to the instruments, often no mean consideration. Several of the paper records were carried off by the wind, however, and to guard against this, and also any accident to the anemometer during the twenty-four hours between visits, frequent visual observations of the wind were taken, particularly during any changes of velocity. These estimates were found to agree so closely with the records that they have been included, with interpolations for hours missed, in the gaps for which there is no anemometer record. In June, 1912, Bickerton attached an additional revolution counter to the anemometer so that the number of hundreds of miles run could also be noted each day, and the total day's run recorded even when the clockwork was out of order or the pen out of adjustment. These readings were used in conjunction with the visual observations, which were so adjusted as to make the totals correct, to supply any missing hourly records. Thus daily means were not affected after June, 1912, by missing records, except for the period February 18-April 1st, 1913. Seventy-seven daily records were missed during the period of 681 days. These days were in 1912: February 23, March 18, April 5, 10, 11, 12, 16, 18, 22, May 1, 13, November 13, 14, 17, 21, 23; and in 1913, February 2, 9, 10, 11, 12, 18–28 inclusive, March 1–31 inclusive, April 1, 30, May 13, June 14, 15, 16, July 6, 18, September 8, 12, 16, 25, 26, October 24. On any of these dates the hourly record is incomplete, and the figures from 11 a.m. of the date in question to 11 a.m. of the next day are supplied from visual observations checked against the total day's run. The cups were broken on February 18th, 1913, and the anemometer was completely out of action till April 2nd, so that the observations during this period are entirely visual.

The following points of special interest are disclosed by the table. The mean hourly wind velocity for the whole period of twenty-two months was 44·2 m.p.h. For the twelve months from February 1st, 1912, to January 31, 1913, it was 43·3 m.p.h., and for the twelve months December 15th, 1912, to December 14th, 1913, it was 43·1 m.p.h. The mean of these last two figures, 43·1 m.p.h., gives a good value of the corrected average hourly wind velocity. This would have been 49 m.p.h. on the uncorrected anemometer readings. 43 m.p.h. is called a gale on the Beaufort scale, and it is said to break the twigs of trees. The average wind at Commonwealth Bay is thus a gale. It is interesting to note here that the average wind velocity at Adelaide for the same period was 8·6 m.p.h. and at Macquarie Island 14 m.p.h., both from uncorrected anemometer readings. The calmest month was February, 1912, with an average of 26·2 m.p.h., but the wind reached 76 m.p.h. during the month. The highest monthly mean was 55·6 m.p.h. for July, 1913. The maximum daily mean was 80·6 m.p.h. on August 16th, 1913, and the absolute maximum hour's run 96·0 miles at midnight on July 5th, 1913. The anemometer registered 113 miles for the last-mentioned hour. The chart for July 5 is shown in Fig. 9. The mean for twelve hours from 6 p.m., July 5th to 5 a.m., July 6th, 1913, was 89 m.p.h.; surely a world's record for twelve continuous hours.

The high winds blew indifferently and continuously through day and night, but in the calmer periods in summer there was a marked rise in the wind at night, due evidently to land breeze effect.

A remarkable feature of the wind was its extraordinary steadiness. Hour after hour the anemometer record would not vary more than a few miles, perhaps two or three, and often several consecutive hours gave the same figure. The constancy in velocity and direction is shown by the charts for May 14, 1912, fig. 4. After some practice the members of the expedition were able to abandon crawling, and walked on their feet in these 90-mile torrents of air, "leaning on the wind." The picture over this title, Plate XI, fig. 2, shows a man using a pick in getting ice for cooking purposes, leaning comfortable on the wind as against a wall. For the sceptical one might point out that the body is at rest and in sharp focus, while the pick is moving and somewhat blurred. I found that in a 90-mile wind, if I faced it and kept the body straight, I could touch the ground in front by extending an arm. Of course, one wore more clothing and offered a larger area to the wind than under normal conditions.

Table I also shows the average wind velocity for each hour of the day throughout the month; the average for each day, with daily maximum, minimum and difference; and the average velocity for the month.

As regards wind direction, this was remarkably constant. Approximately 90 per cent. of the total winds blew from between S.S.E. and S., which raised a difficulty as to whether to log it S. or S.S.E. The usual direction was S. by E. The slight variations in the anemograph curves determined which it should be, though it was rarely exactly either. It could be taken that any wind stronger than 20 m.p.h. came from between S.E. and S. The strongest winds were almost due S., veering to S.E. as the blizzard fell away, according to Ferrel's law. This is illustrated by the charts in Figs. 5, 6, 7 and 8. No steady winds blew from any other direction, and it was only in comparative calms that other directions were recorded, when the wind was usually variable to northerly airs and breezes. The two notable exceptions were the easterly blizzard of the 24th and 25th, February, 1912, and the S.E. blizzard of September 27th, 1913, which destroyed the anemograph.

There were never more than short breezes from the West. In Table I there will be seen some entries showing N. winds of 20 or 30 m.p.h., but it must be borne in mind that the velocity is the miles of wind during the preceding hour and the direction that at the hour itself, so that if a 60 mile S. wind died down at 11.45 and at 12 o'clock a 5 mile breeze was blowing from the N., the tables would show a N. wind of some 50 m.p.h.

Considerable interest attaches to these periods of comparative calm and variable winds. Several phenomena were peculiar to them, including small whirlwinds raising snow, like miniature "willy-willys" with their dust columns in Australia, and also low fracto-cumulus cloud forming rapidly over the coast line, swirling round, drifting north

and quickly re-evaporating. This is shown diagrammatically in the sketch, Fig. 11. During the calms the wind could frequently be heard roaring on the plateau to the south, and sometimes the snow drift could be seen whirling down to the coast to the west, showing the coastal calm to be local. Often, too, clouds of drift were observed passing overhead at the 1,000 feet level or higher. On several occasions, sledging parties coming in from five miles south reported strong winds at about this level, and walked down into a calm at the hut.

That these furious winds did not extend far out to sea was proved by the ship's observations. Captain J. K. Davis, commanding the "Aurora," in the ship's story, in "The Home of the Blizzard," states that by keeping about three miles from the shore he seemed to be beyond the reach of the more violent gusts. In another place, while at anchor close in shore at Commonwealth Bay, he describes conditions during one of the "calms" in the following words:—"To the north, violent gusts appeared to be travelling in various directions, but, to our astonishment, these gusts, after approaching our position at a great rate, appeared to curve upwards; the water close to the ship was disturbed, and nothing else. This curious phenomenon lasted for about an hour and then the wind came with a rush from the south-east, testing the anchor chains in the more furious squalls." A shifting of the wind from South to East as the coast is left is also noted in the ship's narrative.

It is obvious that the Adelie Land coast is on the edge of the Antartic Low-pressure Belt or "Polar-Front," and strong winds always blow unless the centre of the low moves in to the coast, when these curious days of calms, gusts and obvious upward movement of the lower air are experienced. "Condensation cloud," as this swirling fracto-cumulus is called in the journal, was specially noted in 1912, on March 25, April 6, May 24, June 23, 24, 28, 30, July 6, 11, 12, 14, 20, August 16, and November 6th, and in 1913, on April 19, 20, May 30, June 7, October 2, 6, November 6, 13, 29, 30. These will all be found to have been comparatively calm days with variable winds, and often the wind is recorded to have been heard roaring to the South. Taking April 20 and October 6, 1913, as typical days, it will be seen that on April 19th there was a sudden calm at 11 p.m., the barometer having fallen to 28·538 at 5 p.m., from which minimum it steadily rose. By 3 p.m. on the 20th a te ific blizzard was again blowing, with the barometer at 29·344 and still rising. Ear October was a period of very low barometer. There was a blizzard all day on October 5th, with the barometer at 28·512 at 6 p.m., from which time it rose steadily. At 11 a.m. of the 6th the wind fell, but by 7 p.m. there was a full hurricane again, with the barometer at 28·830.

3. The Anemograph.

The Dale's Anemograph was not a very satisfactory instrument, particularly for a region where the percentage of prevailing wind was so high. The principle is that there are two vertical brass cylinders, one for Easterly and one for Westerly ections, cut across diagonally, and their revolution about a vertical axis raises and

lowers a steel pin resting on a sloping edge of each cylinder, and this movement is communicated to the two recording pens. There was a good deal of backlash in the instrument, and the pins wore down into the thin cylinders at the points where they were usually resting, necessitating refiling of the cylinders and loss of accuracy.

The pins developed quite a notch in the cylinders, and after some wear the wind would require to veer considerably from the usual direction to affect the record. The cylinders were re-filed several times.

The anemograph ran from February 3rd, 1912, to July 27th, 1913, during which time 49 daily records were missed. These were mainly in March and April, 1913. When the instrument was out of order careful watch was kept on the vane near the hut, for visual observations. It was soon realized that variations during high winds were negligible. On September 27th, 1913, there was a very exceptional blizzard from the S.E., reaching 79 m.p.h., accompanied by a very heavy drift. It was impossible to put a record on the instrument on that day, and next day the whole screen and instrument was found a hopeless wreck among the rocks. It had been unable to withstand this sudden attack from an unexpected quarter, after bravely opposing the southerlies for eighteen months.

All the screens and instruments were stayed with thick piano wire. In the case of the anemograph one of the Northerly stays may have become detached, as the screens were approached from that side, and one is a little clumsy, to say the least of it, in a 90-mile wind, with dense drift rendering seeing almost impossible. Falling over the stays was one way of finding the screens.

4. Table II.

This table is extracted from Table I, and shows the number of days in each month for which the average wind velocity was below 10, between 10 and 20, 20 and 30 and so on, miles per hour. The average was below 10 m.p.h. for 8 days only in 1912, all in February, and for 4 days only in 1913. The number of days below 20 m.p.h. was no more than 27 and 29 in each of the two years, though it must be noted that 1912 excludes January which is a comparatively calm month, and 1913 includes only half of December. The figures for a consecutive 12 months, March 1st, 1912, to February 28th, 1913, are given in another column, and show 25 days only below 20 m.p.h. for the year.

The table also gives the mean monthly wind velocity for each month, from Table I.

5. Table III.

In this table the figures are presented in a different way, giving the total number of days for velocities from 0–10, 0–20, 0–30, and 0–40 m.p.h., and then above

40, 50, 60, 70 and 80 m.p.h. with the corresponding percentages of days for the period under discussion. For approximately 65 per cent. of the period of 22 months the wind averaged daily over 40 m.p.h., and for only 12 days in the whole period of 683 was the wind under 10 m.p.h.

6. Tables IV and V.—Wind Analysis.

These are a wind analysis prepared by the Meteorological Office. They take the place of wind-roses.

Table IV is an analysis of the hour columns for each month in Table I. The total number of entries for each wind direction for each particular hour is noted, with the velocity. The percentage of the total number of entries is then calculated for each direction and tabulated in Table IV as Frequency Percentage, and the mean of the velocities for that direction also entered. Thus the table gives the frequency, expressed as a percentage, of each wind for each hour in the month, with its average velocity. These frequencies add up to 100 for each hour. The end section gives the average percentage of the 24 hours for each wind direction, and is equal to the sum of the frequencies across the table divided by 24. This may be considered as the percentage of the month for each wind direction. The end column shows the average velocity of each wind for the hour or hours when it blew with the maximum frequency, not the average velocity for all winds from that direction.

Hourly frequency percentages differing by 1 per cent. in the tables are really equal, as a difference of even one observation for any particular hour makes a difference of 3 to 4 per cent. for that hour for the month. After taking the nearest figure for the percentage, an adjustment had sometimes to be made in order that the percentages should add up to 100 for each hour. This explains the apparent discrepancy in some cases in the average velocity for hours of greatest frequency. Two or three hours differing by only 1 per cent. may have been taken to obtain the mean velocity.

Table V is a summary of maxima for each month, and is prepared from Table IV. For each hour of the 24 in Table IV the maximum frequency wind is selected, with its true percentage and mean velocity. The end section headed " Month " is obtained from the end section of Table IV in the same way, by selecting the maximum frequency from the column and entering it, with its direction and average velocity at hours of maximum frequency.

Taking February, 1912, as an example, Table IV shows for each hour of the 24 throughout the month the average percentage of it for which the wind blew from each direction, and in the end section the average percentage of the 24 hours for this direction. Thus a north wind blew for 4 per cent. of the 3 a.m's., 4 per cent. of the 4 a.m's, 3 per cent. of the noons, 4 per cent. of the 1 p.m's., 4 per cent. of the 4 p.m's.,

and 8 per cent. of the 5 p.m's., which represents 1·1 per cent. of the 24 hours or month. It blew with greatest frequency at 5 p.m., when its average velocity was 4·5 m.p.h., so that the end section shows that north winds averaged 1·1 per cent. of the month and blew at 4·5 m.p.h. at the hour of greatest frequency.

Turning to Table V for February, 1912, it is seen that for each hour the direction of greatest frequency was S.S.E., and this frequency with the average velocity is tabulated. The end section shows that S.S.E. was the direction of greatest frequency for the whole month (which naturally follows), namely 58·6 per cent., and its average velocity for the hours of greatest frequency (7 a.m. and midnight, in Table IV) was 34·8 m.p.h. (mean of 36·6 and 33·0. Table IV); these last two figures coming from Table IV, end section, opposite S.S.E.

The line opposite February in Table V is merely a repetition of the line opposite S.S.E. in Table IV for February owing to the great preponderance of S.S.E. winds. This applies to every month throughout the two years, except where a S. is intruded, which is notably the case in September, 1912, and April, 1913. No great importance can be attached to this result, as it is probable that a small change in the adjustment of the instrument has given the verdict in favour of S. rather than S.S.E. at these times. As mentioned above, the direction was mainly S. by E., and it was usually a matter of doubt as to whether to log it S. or S.S.E.

If S. and S.S.E. be taken together it will be seen that their total frequency is about 95 per cent., except in December, January and February. It is never less than 60 per cent.

This table has been explained at some length, as it is not obvious at first sight, and appears to be somewhat of an innovation.

7. Table VI.

This is the table used for converting the actual anemometer readings to their true value, calculated from Mr. Bassett's equation. It is a useful record for comparison with other anemometers. It may also be used for ascertaining the velocities as recorded, corresponding with the corrected figures quoted in the text or tables.

8. The "Puffometer."

This was an instrument improvised in the Antarctic in an attempt to record instantaneous wind velocities. It consisted of an aluminium ball, somewhat smaller than a tennis ball, attached to a cord which was fixed to a spiral spring at the other end. The spring was housed in a box, together with an ordinary twenty-four hour alarm clock, the dial of which was replaced by an aluminium disc 8 inches in diameter. This disc had clipped to it a smoked sheet of paper. The spring carried a bristle at its end which was in contact with the edge of the paper. When the spring was extended

the bristle traced a mark towards the centre of the paper. The box could be attached to two rings and hauled up to the top of a 10-foot length of piping erected near the anemometer. The box remained in the direction of the wind like a wind vane, and the ball floated freely in the air at the end of the cord. The apparatus is shown in action in Plate VIII, Fig. 1. Considerable time was spent in experimenting with various tensions of spring during June, July and August, 1912.

The wind velocities corresponding to various tensions of the spring were calculated by myself, and a scale constructed for measuring off velocities. No details of these calculations have been preserved.

For the last spring used, a velocity of a little over 150 m.p.h. would extend the bristle to the centre, which was done a number of times on several records. One record Fig. 10, is reproduced herein, with scale attached, taken on a day of special gustiness. There is no doubt that many gusts were well over 150 m.p.h.

This apparatus was also tested by Mr. Bassett up to wind speeds of 100 ft./sec. or 68 miles an hour. His report is published as Appendix B. He found that high peaks were recorded when the wind stream was steady, owing to the ball dropping in eddies and being again flung backward, adding its momentum to the wind pressure. It is possible that eddies behind the box were greater in the air channel used in the test than in the open air, but still this is a serious defect in the instrument. Added to it is the fact that the box would not remain steady, but vibrated somewhat, like a wind vane, causing further jerks of the cord. Thus the records of the "Puffometer," in spite of all the labour and difficulty involved in obtaining them, are of little more than academic interest. The record reproduced certainly gives a wrong impression of the wind, the outstanding feature of which was its steadiness, not its gustiness.

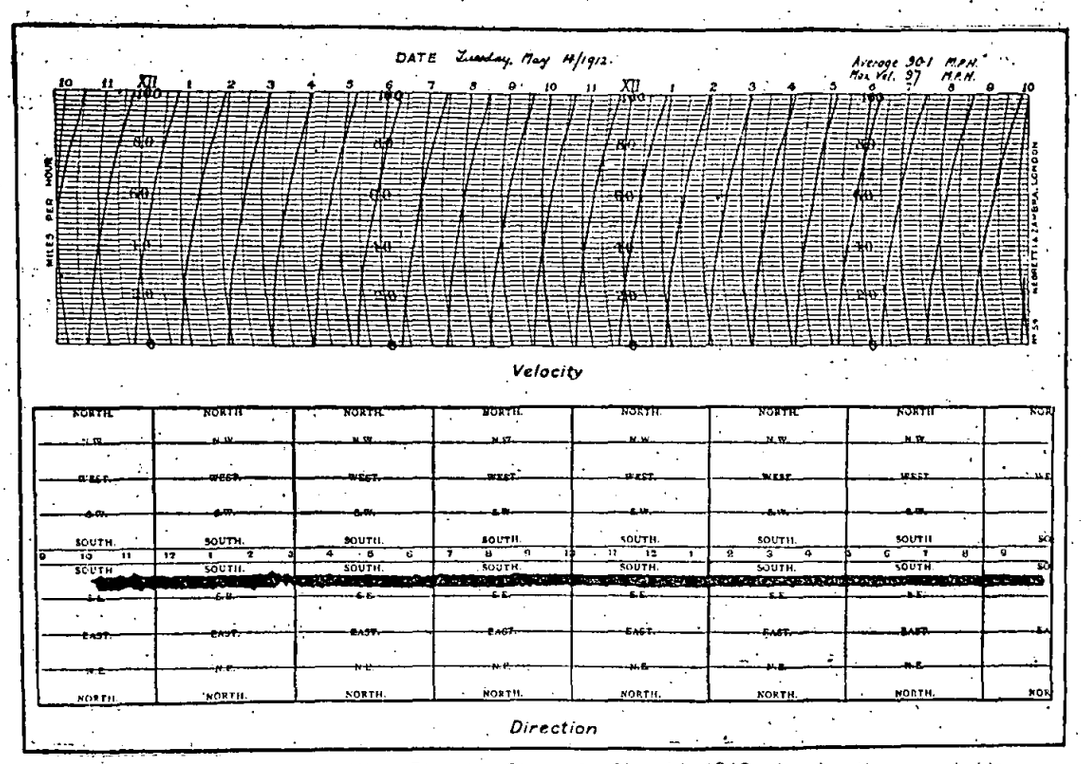


Fig 4.—Wind Velocity and Wind Direction Charts for May 14, 1912, showing the remarkable constancy of the hurricane in velocity and direction.

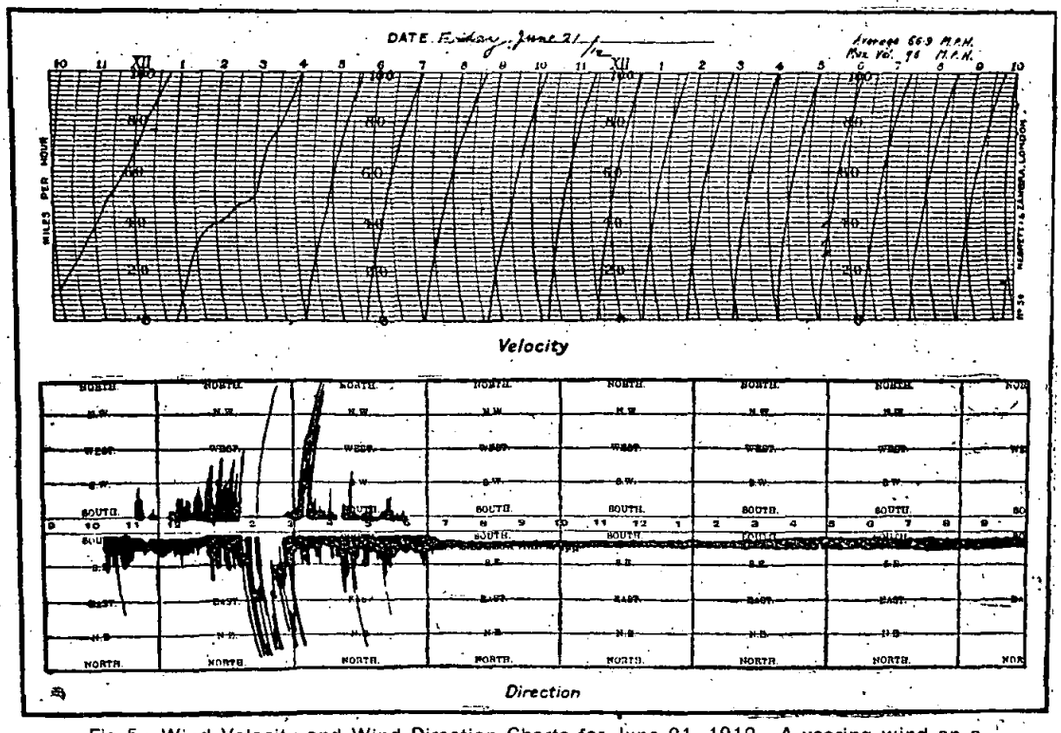


Fig 5.—Wind Velocity and Wind Direction Charts for June 21, 1912. A veering wind on a calm afternoon returning to a steady hurricane from the S.S.E.

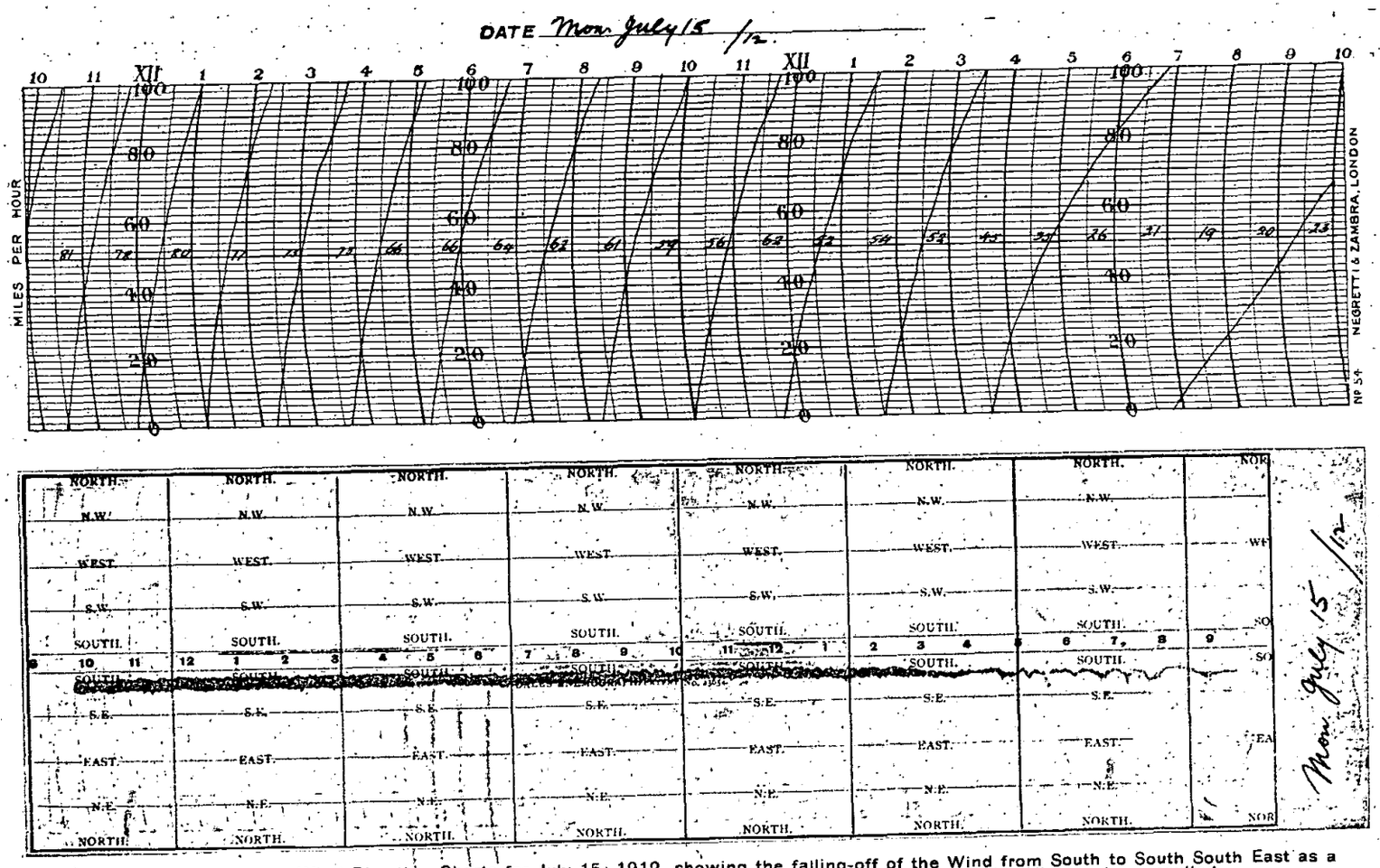


Fig 6.—Wind velocity and Wind Direction Charts for July 15, 1912, showing the falling-off of the Wind from South to South South East as a blizzard dies down. The velocities shown are uncorrected. For reduction to true value Table VI. may be consulted.

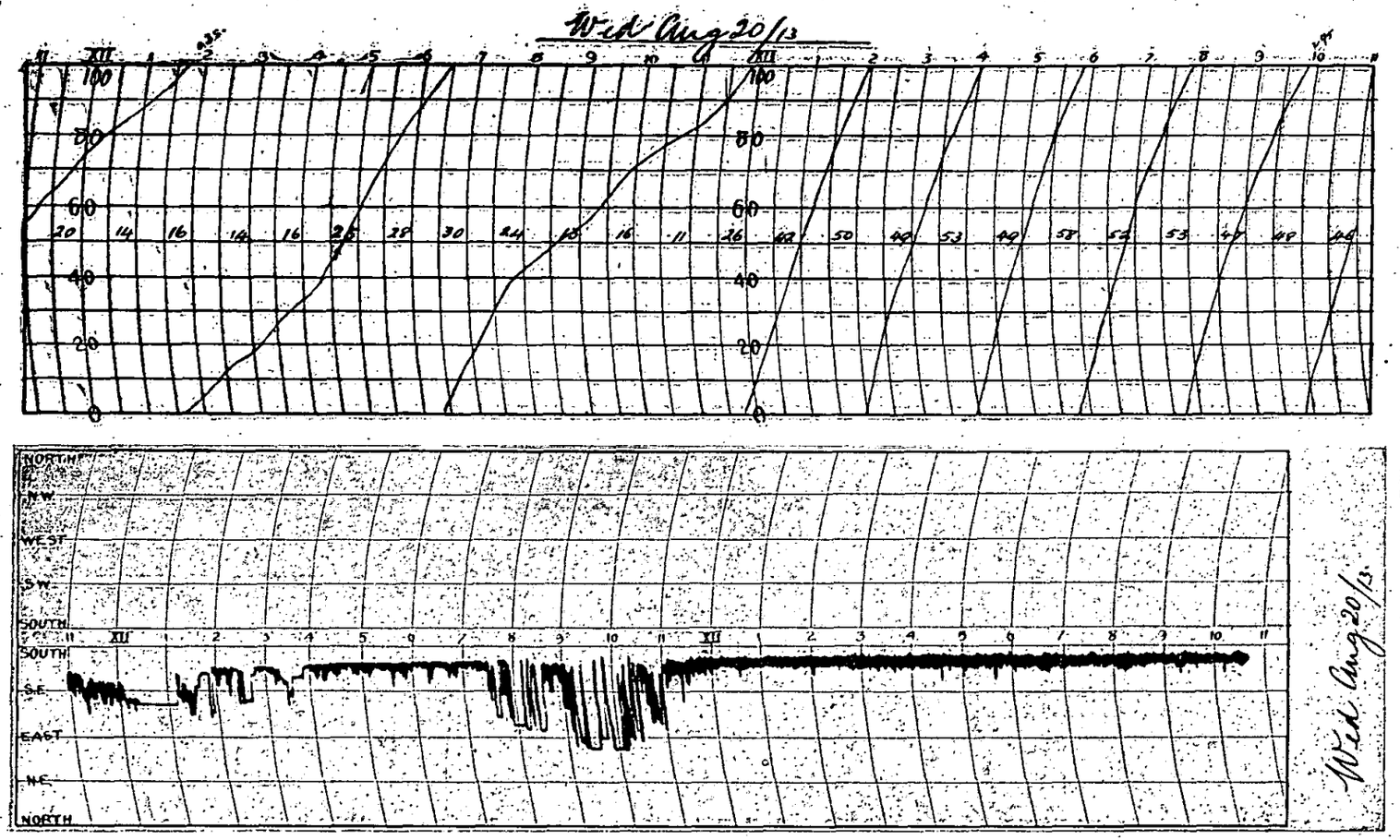


Fig. 7.—Wind Velocity and Wind Direction Charts for August 20, 1913. Here the wind is seen returning to South by East from South East as a blizzard comes on. Charts had to be improvised for the instruments early in 1913.

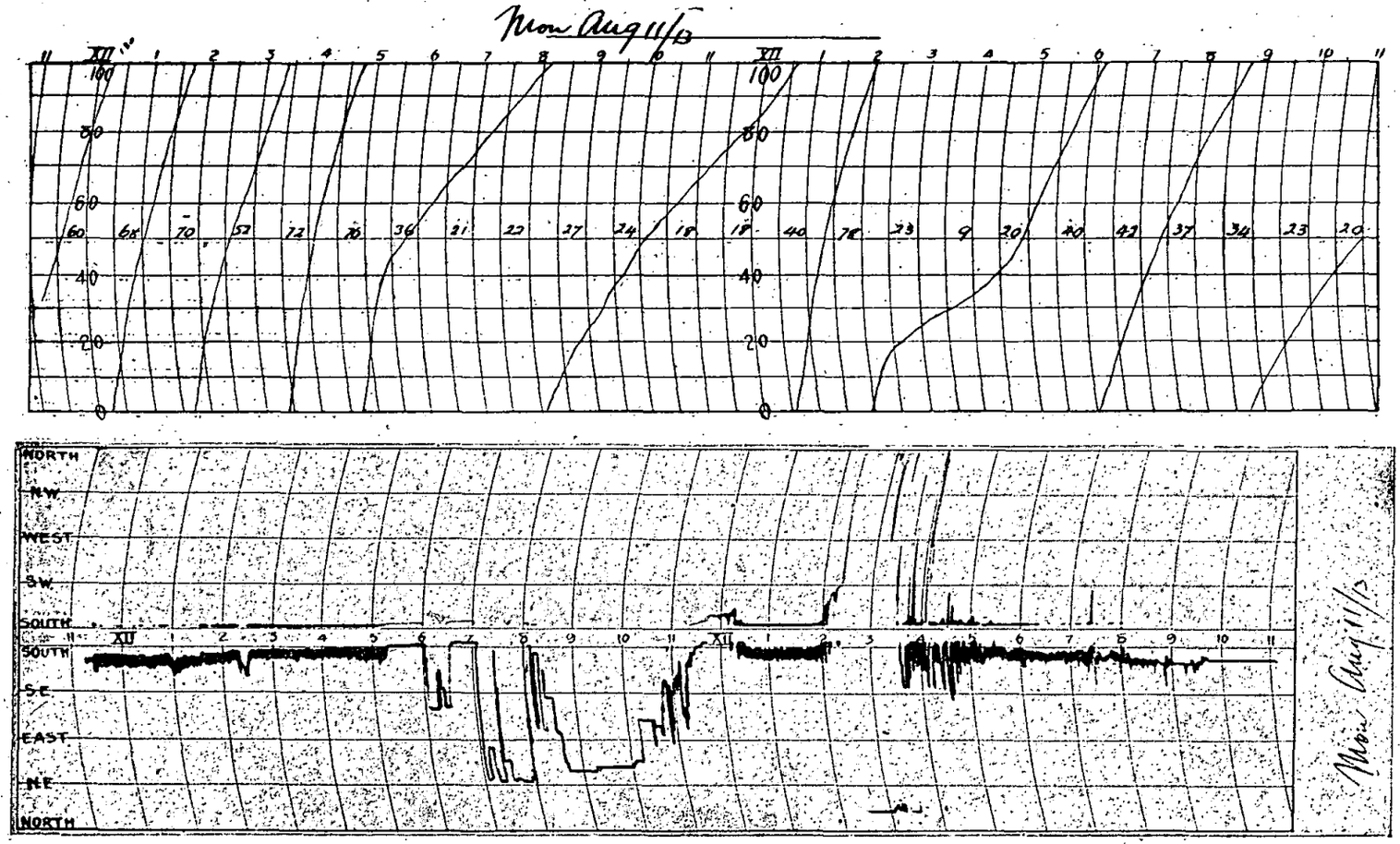


Fig. 8.—Wind Velocity and Wind Direction Charts for August 11, 1913. Two calm periods with veering winds, mainly Northerly separated by two hours of furious South wind.

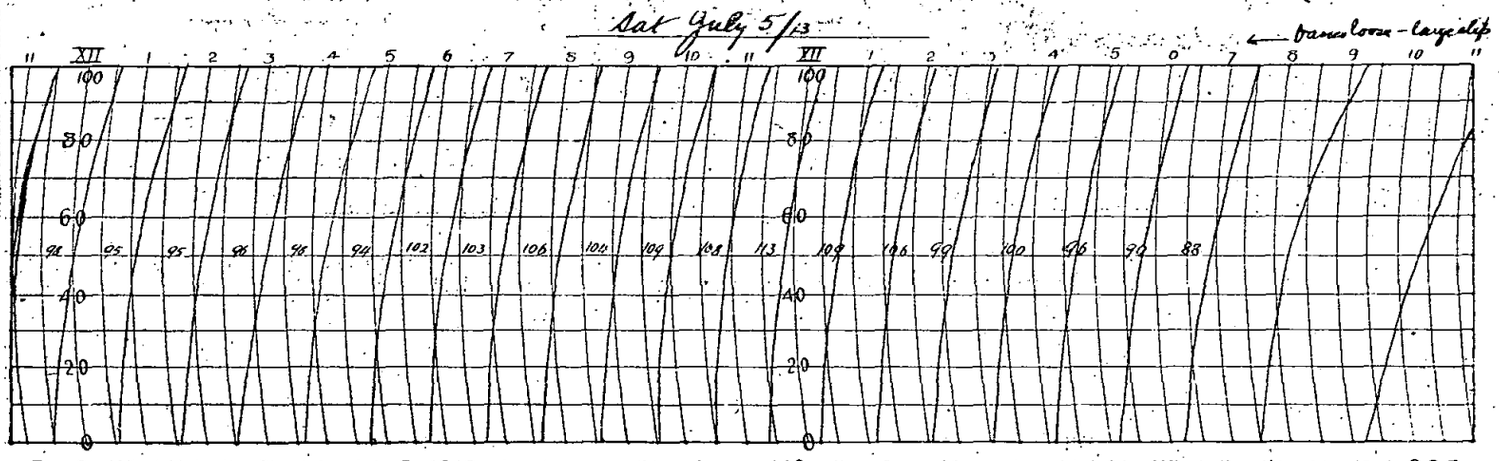


Fig. 9.—Wind Velocity Chart for July 5, 1913, showing record hour's run, 113 miles, from 11 p.m. to midnight. Wind direction constant, S.S.E., temperature steady, —11°F, barometer fell from 28·735 at noon to 28·495 at midnight.

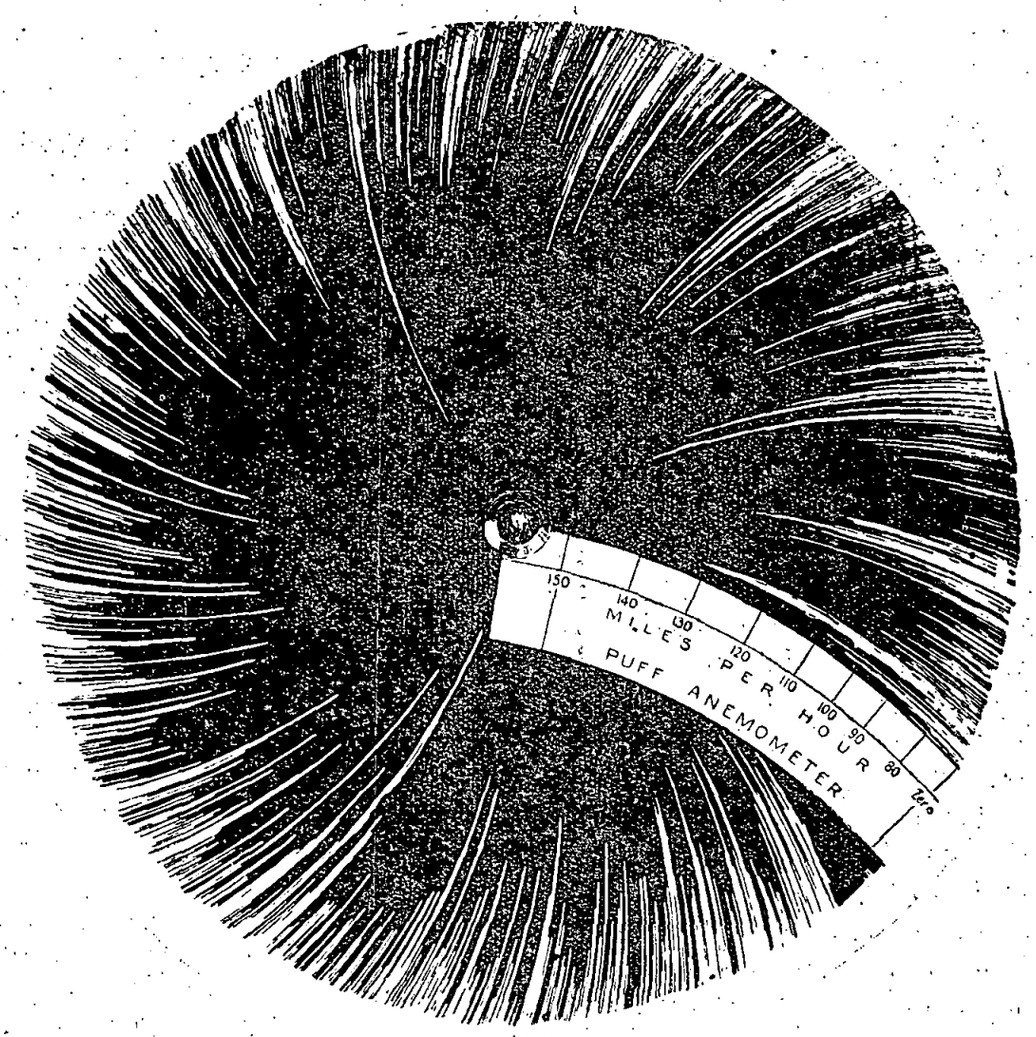


Fig. 10.—A Chart from the Puff Anemometer: The scale is as calculated by the Meteorologist in the Antarctic, for the particular spring in use.

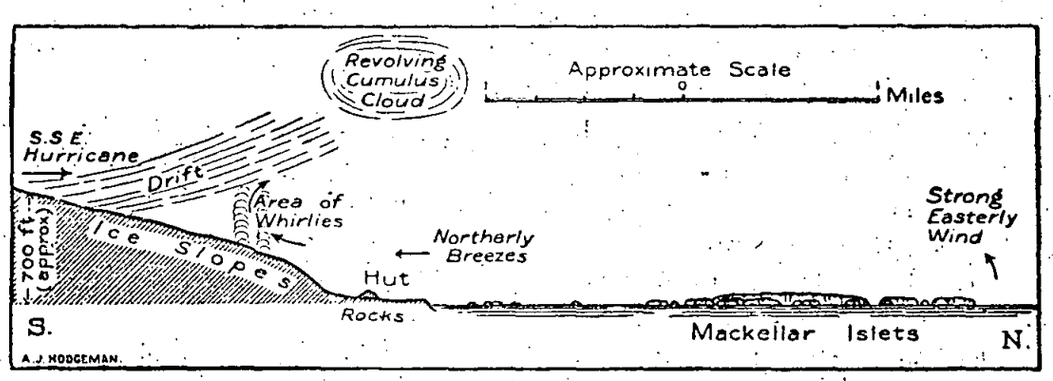


Fig. 11.—A Diagrammatic Sketch showing the Meteorological conditions at Cape Denison on days of Northerly Breezes and "Whirlies."

CHAPTER III.—ATMOSPHERIC PRESSURE—TABLE VII.

The same mercurial barometer and barograph were used throughout, and the barograph record is complete from 0 hours on February 1st, 1912, to noon on December 15th, 1913. The instruments were housed in the hut, the floor of which was 18 ft. above mean sea level. The mercurial barometer and attached thermometer were read at 6 hour intervals—midnight, 6 a.m., noon and 6 p.m., throughout. These readings have been corrected for instrumental error and reduced to M.S.L., 32°F. and standard gravity, and from these absolute readings the barograph curves have been calebrated and hourly values extracted. The curves were only read off to two places of decimals, the third place being introduced by adding the correction. The barograph recorded in a somewhat jerky manner, and curves have had to be smoothed out in places. Table VII gives in addition to hourly values, the hourly and daily means, daily maximum and minimum, monthly mean, and absolute monthly maximum and minimum.

The mean height of the barometer for the twelve months from February, 1912, to January, 1913, was 29·143 inches, and for the twelve months December 15, 1912, to January 14, 1913, was 29·187; giving a mean annual value of 29·165. For the same period the figures for Macquarie Island were 29·503, for Hobart, 29·896, and for Adelaide 30·061; showing a steady rise Northward from the Antarctic Low belt. The means for Commonwealth Bay are nearly an inch lower than those for Adelaide and Melbourne.

The absolute maximum reading was 30·430 on September 3rd, 1912, and the absolute minimum, 27·774, on September 18th, 1913. The minimum monthly mean was 28·912 for October, 1913.

The recording pen of the barograph dropped below the bottom of the paper chart, 28″, on July 11th, 1913, reaching 27·813″ at 5 p.m., from which hour it rose rapidly. Hourly readings of the barometer were taken from 3 p.m. of July 11th, till 7 a.m. of July 12th. There was a terrific wind in the morning of the 11th, reaching 91 m.p.h. at 2 p.m. and then dying steadily away to 22 m.p.h. at midnight, when the barometer was still as low as 27·921. By midnight of the 12th the barometer had risen to 29·040 and the wind had also risen to 58 m.p.h. Though, in general, extra violent winds followed low barometers, there often seemed little relation between the wind velocity and actual height of the barometer.

Three barograph charts have been selected to illustrate the behaviour of the barometer. In that for the week beginning March 4, 1912, (fig. 12) very little change in pressure is shown, though it was practically calm from 10 a.m. to 8 p.m. of the 8th, between periods of high winds. On each of these charts the average wind velocity for the day has been entered. The chart beginning July 7th (fig. 13) shows the next to lowest height recorded, with very steep fall and rise.

The fall on the 11th was accompanied by extra violent winds, reaching 91 m.p.h. at 2 p.m., though by midnight it was practically calm. The wind rose with the barometer on the afternoon of the 12th and continued high with a normal barometer.

The chart beginning May 12, 1913, shows continuous high winds with a somewhat unsteady barometer. The rise on the 14th scarcely affected the wind, which was highest during the steady spell on the 17th.

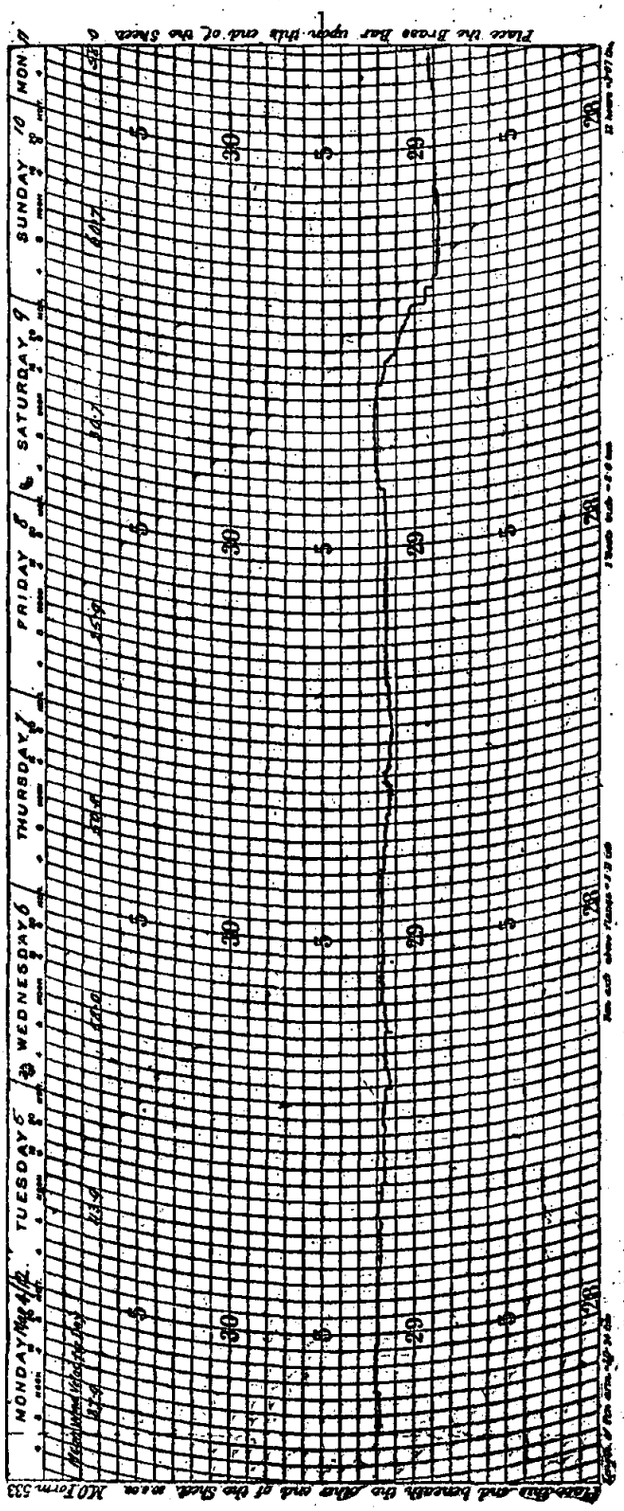


Fig. 12.—Barograph record for week commencing March 4, 1912. Steady barometer with varying wind. The average wind velocity (corrected) is added for each day.

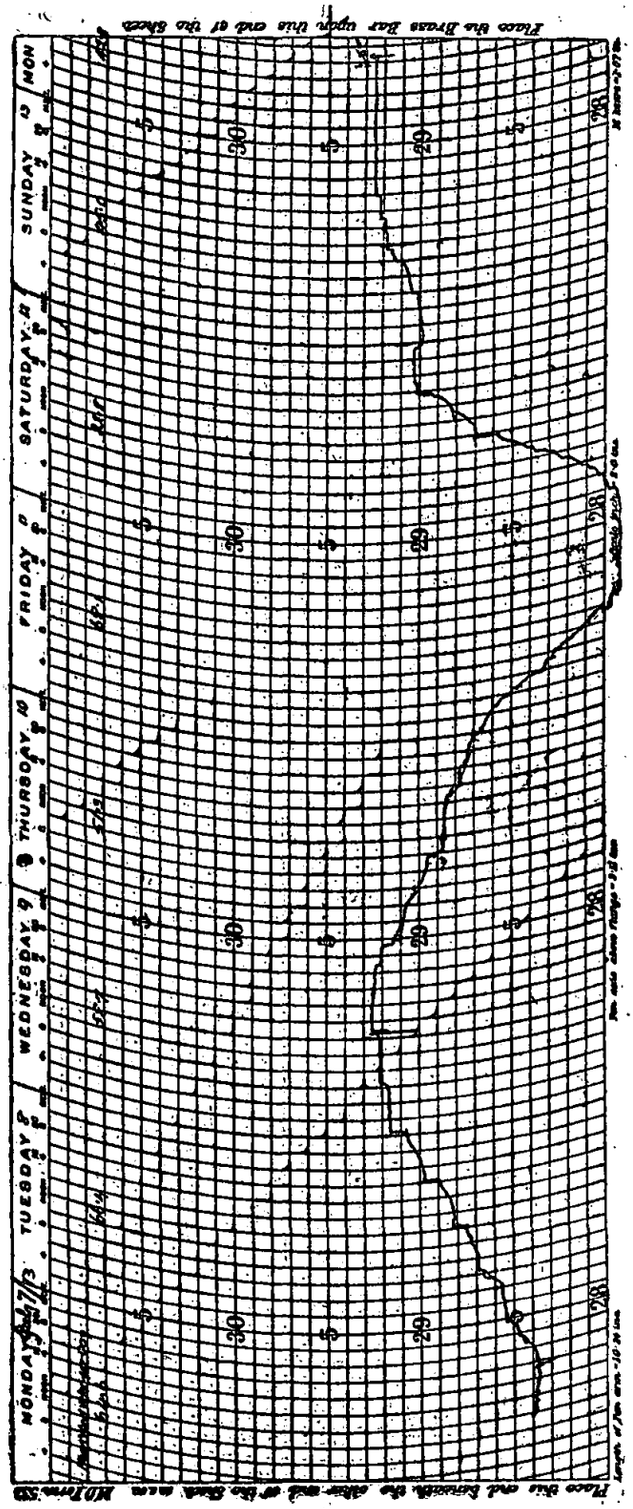


Fig. 13.—Barograph record for week commencing July 7, 1913. The next to lowest pressure was recorded on July 11th, namely 27·813. A calm period was experienced on the morning of the 12th.

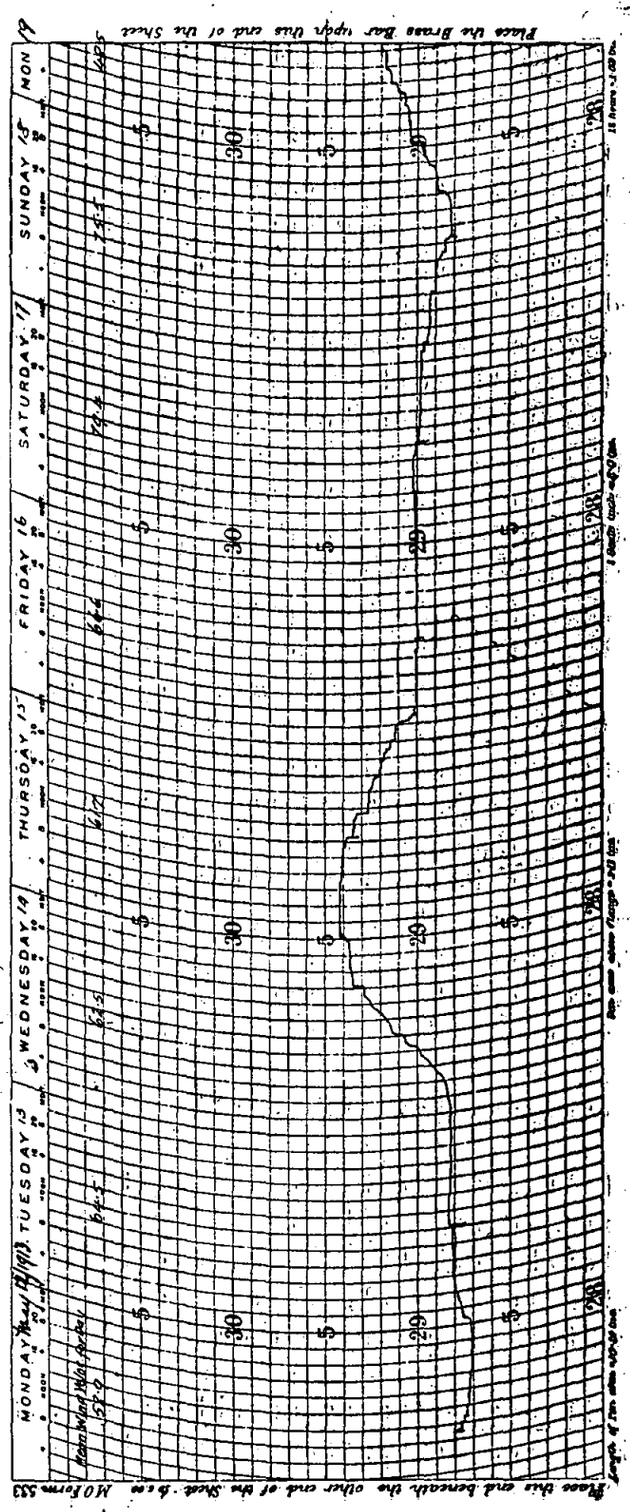


Fig. 14.—Barograph record for week commencing May 12, 1913. High and constant winds with a varying barometer.

CHAPTER IV.—TEMPERATURE.

1. The Thermometers and Thermographs.

Four thermometers were used during the period covered, three having been broken at various times. Three of these were by Negretti and Zambra, and were accompanied by National Physical Laboratory certificates. The fourth was by Cary and was standardized in the Antarctic by a long series of comparisons with one of the certificated thermometers, as were several others, in case of necessity. The first thermometer was used during February of 1912. It was correct at 32°F., and its largest error was + 0·4° at — 25°F. The second did duty from March 1st to July 21st, 1912. Its maximum error was 0·2°F. in the part of the scale used. After these two casualties the Cary was employed from July 21st, 1912, to April, 1913, when it too met its fate and another standardized thermometer was used from April to December, 1913. The Cary had an error of + 0·9° at — 30°F., falling to + 0·2° at Zero. From Zero to — 32°F. the error was constant, + 0·2°. The last Negretti and Zambra used was correct at 32°F. and at — 10°F. and its largest error over the range used was 0·2°F. Thus in most cases the instrumental error was within the order of accuracy of the reading.

The thermometer was hung in the screen near the hut, which also housed the thermograph and hygrograph. The screen is seen in Plate VI, Fig. 3 and Plate VII, Fig. 1. During the first year, and up to 6 p.m. of February 8th, 1913, this thermometer was read at 6 hour intervals from midnight. From February 8th to February 12th no observations were taken, as the land party had packed up and were expecting to go aboard the ship at any moment when conditions should permit a boat to be lowered, but the Adelie Land weather jealously continued its merciless course, and refused to allow us to return to more hospitable shores till we had endured it still longer. The ice-laden ship was driven out of the Bay and the instruments wearily returned to their screens to record another year of the eternal blizzard.

From noon of February 12 to 6 p.m. March 3, 1913, the thermometers were read at noon and 6 p.m., but after that date at noon only till the end. These absolute temperatures were all checked against the thermograph for any obvious errors in reading, corrections were added, and values tabulated by myself, and from them the hourly values were extracted from the thermograph curves.

Considerable difficulty was experienced with the thermographs, as is usual under such conditions. Two thermographs were available and they were used in alternate weeks as a general rule. It is necessary for air to have free access to the metal spiral, but any container has to be practically air-tight to keep out the very

fine particles of drift snow. Muslin bags over the thermograph, and hygrograph, to which the same problem applies, were tried; but the instruments were found to become tightly packed with snow in a very short time, with the enclosing bag distended and bulging. Calico bags of heavy material, with the opening tightly tied with string, would keep out the snow, though they undoubtedly hindered circulation. They were used in very heavy weather, but except for the denser drift of new fallen snow in larger particles, which was only usual when the wind was more moderate, it was found best to leave the instruments uncovered, when the drift could pass through with the air. A change of conditions during the night would sometimes lead to a choked instrument, but the bags were not put on till it was seen to be necessary.

The same conclusion was arrived at with regard to the screen itself. This was first covered all round with canvas, then the windward side only, but these experiments merely led to the complete filling of the screen, so that when the door was let down, a solid wall of snow confronted the observer. Finally the screen was used just as issued, with the wind and drift allowed to whistle through it.

2. Föhn Effect.

It was impossible to avoid a certain amount of vibration in the screens, but this did not have a marked effect on the recording pens, and reliance may be placed on the Föhn Effect recorded in Table VIII. In this connection it is to be noted that the hygrograph record shows a much greater steadiness.

The variation in temperature during gusts was often noted on the mercury thermometer when reading it. In general the thermometer was found to be more sensitive than the thermograph to these rapid changes. At noon on May 17, 1912, the thermometer was watched for about half an hour during a gusty wind. In calm periods the temperature fell to —3·8°F.; with the wind steady at 30 m.p.h. the mercury stood at —3·0°F., and in heavy gusts it rose to —2°F. It was changing every few minutes. The thermograph curve shows a variation of about 2° during this period. At noon on June 3, 1912, a variation of 2° was noted in gusts. with 2·5° showing on the thermograph. Towards midnight of this day the thermograph curve became very disturbed with variations up to 8°.

On August 20, 1912, the thermometer was changing rapidly in gusts from zero to + 2·2°F. during a high wind, and on August 24th at noon, changes from + 11° to + 18° were noted, being 11° in the lulls and 18° in the gusts. The thermograph records little variation at the latter time.

The Föhn effect was very marked on the thermograph from 10 p.m. of September 28 to 6 a.m. of the 29th, with variations up to 10°. At midnight the thermometer was jumping from —1·7 to —2·1, when the thermograph gave a line 8·5° in length.

October 13, 1912, was another day of strong Föhn winds. At 6 p.m. the thermometer was ranging between + 4° in lulls to + 14° in gusts, which were very violent, the thermograph at the same time changing through 11°.

October 16 and August 31 were also days on which the effect was specially marked.

3. Table VIII.—The Temperatures at Cape Denison.

Table VIII gives the hourly temperatures for each month, with mean for each hour of the day, mean for the day, maximum and minimum with difference for the day, maximum Föhn effect for the day, monthly mean and absolute maximum and minimum.

A thermograph record was obtained for every week of the period covered, but some days are incomplete, owing to the instrument becoming snowed up, the clockwork stopping, or the instrument being blown over in the screen. For these incomplete days the visual observations only are entered, and they are not included in the means.

The mean temperature for the whole period was + 7·5°F. For the year beginning February 1st, 1912, it was + 8·3°, and for the year beginning December 15, 1912, + 9·5°F. The mean of these last two figures gives a good value of the mean annual temperature of Commonwealth Bay at + 8·9°F.

The warmest month is January. January, 1913, gave a mean temperature of + 30·3°F. The warmest day was January 28, 1913, with a mean temperature of + 36·4°F., and the highest shade temperature recorded was + 43·1°F. at 11·50 a.m, on February 13th, 1912.

The coldest month was June, 1912, with a mean temperature of — 6·4°F., and the coldest day August 30, 1912, when the mean for the day was — 24°F. The absolute minimum was reached at 6 a.m. on May 23, 1912, when the mercury fell to — 28·2°F. The thermograph was unfortunately out of order from 10 p.m. of the 21st to noon of the 23rd.

Four records are reproduced herein, figs. 15–18, one a typical summer-time record, with daily maxima at 3 to 4 p.m., and minima at 3 a.m., two showing the steady temperature in winter, and the last an example of Föhn effect during high gusty winds.

4. Table IX.—Temperatures at Aladdin's Cave.

These temperatures were taken at Aladdin's Cave, a depot 5½ miles South of the Winter quarters at Cape Denison, on a comparatively level surface at the top of the first steep rise of the ice-cap. The position was approximately 1,500 feet above sea level, that is, above the Hut. A thermograph was placed in a 4-gallon kerosene tin, which lay on its side supported by wooden laths about 2 feet from the surface of

the ice, and rendered snow-tight. It is shown in Plate VIII, fig. 2. The tin would obviously heat up during hours of sunlight, and the thermograph would be slow to respond to outside changes of temperature. The instrument was placed in position on March the 2nd, 1912, and it was impossible to revisit it till August 10th. The clock stopped at midnight on March 12th, and the remainder of the record is a vertical line at that hour. This line gives a maximum temperature during the period of + 21°F. and a minimum of — 34·4°F., though this may not represent the true values owing to the ink drying up in the recording pen. The difference between the mean temperature at Aladdins Cave from March 3 to March 12, and that at the Hut for the same period, is found to be 6·8°F., showing a fall of 1°F. for each 220 feet rise in altitude.

Further records were obtained in August, 1912. The mean of these temperatures is 10·1°F. below those taken at the Main Base. There is no record of the adjustment of the instrument having been changed. The March record was standardised by the thermometer readings, but no absolute readings have been found to check the August record.

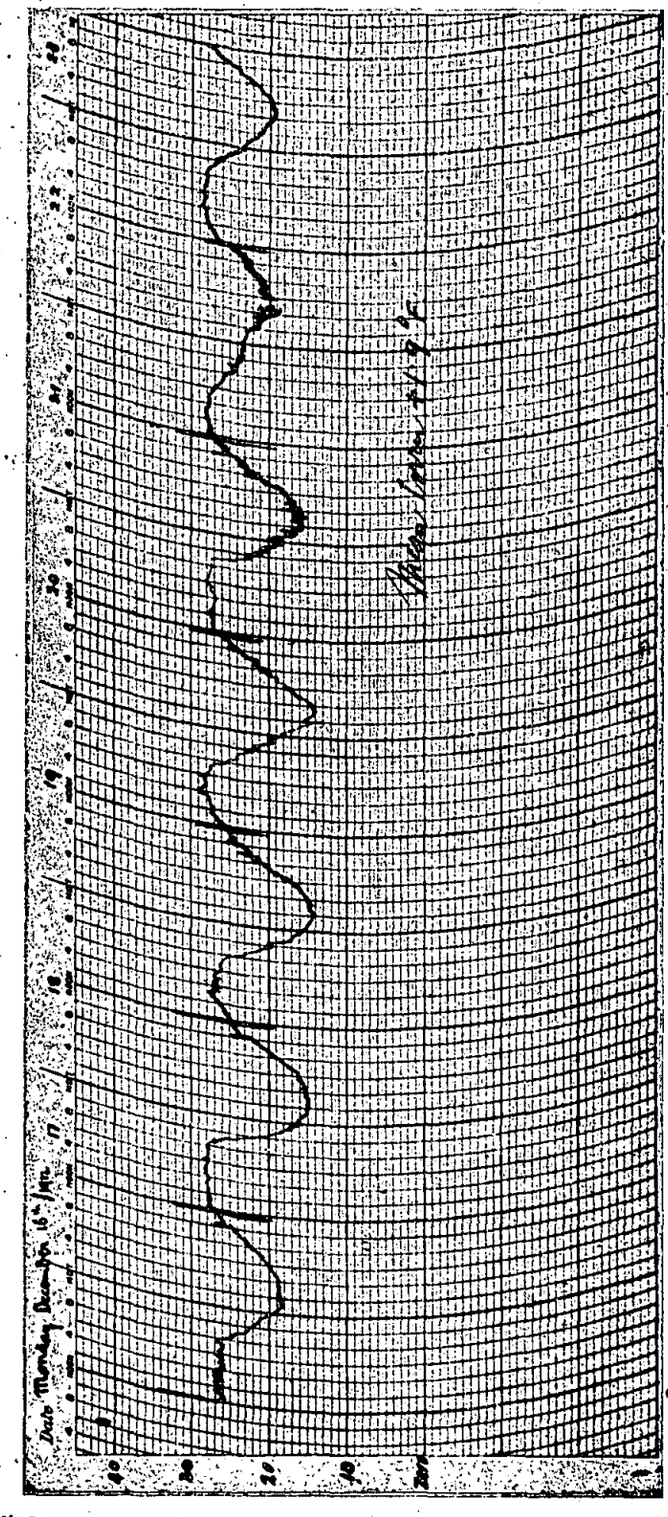


Fig. 15.—Thermograph Chart for week commencing December 16, 1912. A typical summer record, with daily maximum at 3 to 4 p.m., and minimum at 3 a.m.

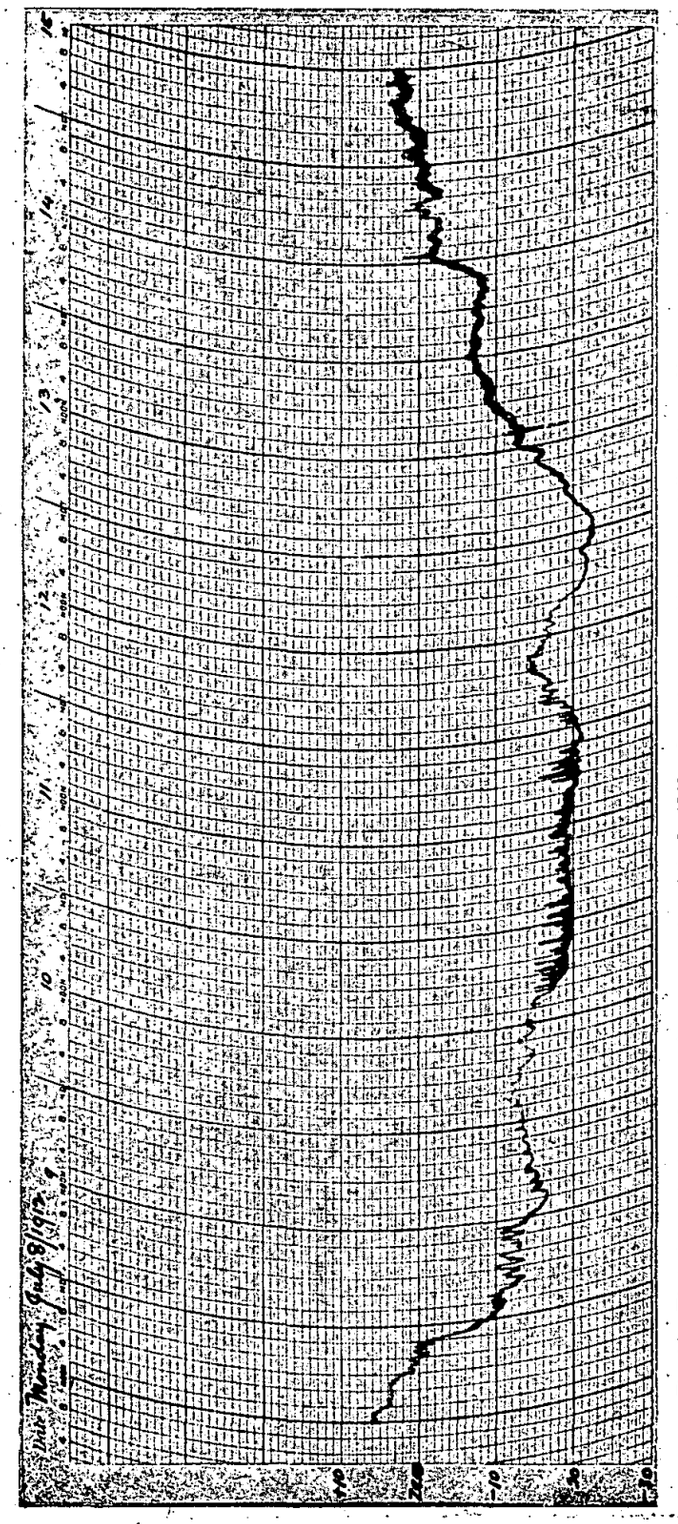


Fig 16.—Thermograph chart for week commencing July 8, 1912. A winter record with no daily rythm. Note steady temperature during hurricane of 10th and 11th, and also the much higher temperature during high winds on 15th. It was comparatively calm at noon on 10th, morning of 12th, and evening of 14th.

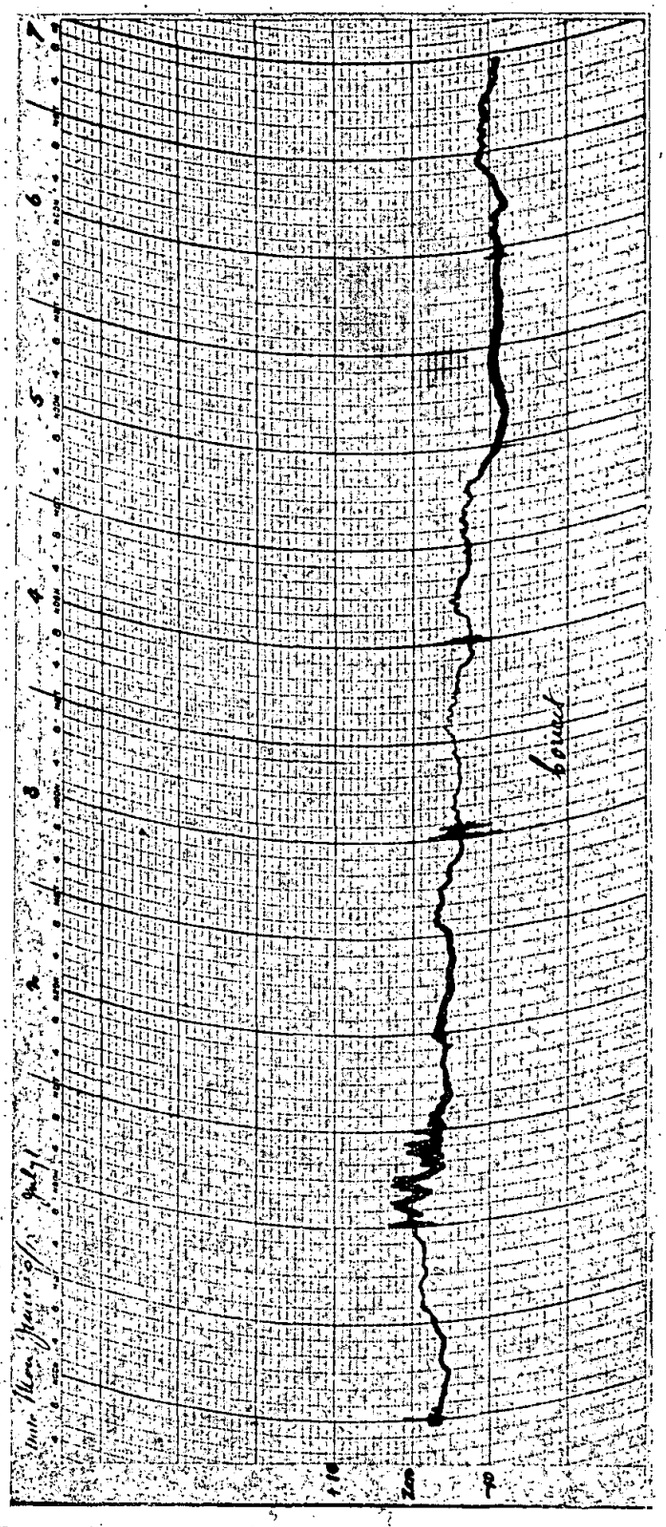


Fig. 17.—Thermograph Chart for week commencing June 30, 1913. A typical winter record, with steady temperature during very high winds.

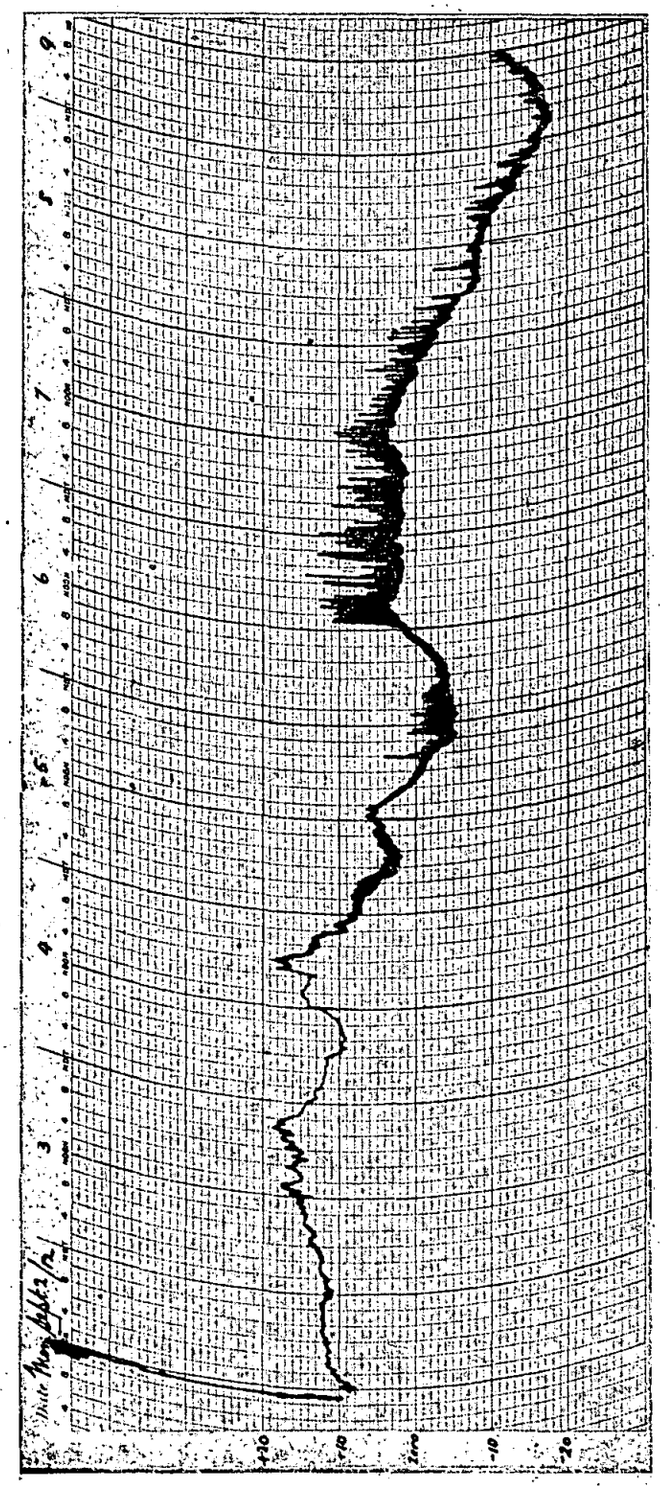


Fig. 18.—Thermograph Chart for week commencing September 2, 1912, showing Föhn effect during high gusty winds, on the 6th and 7th.

CHAPTER V.—RELATIVE HUMIDITY.

1. The Hair Hygrograph. Table X.

Two Hair Hygrographs were in use for determining Relative Humidity, and the hourly values read direct from their graphs are set forth in the table. The instruments were adjusted from time to time by taking them inside the hut and surrounding the wire cage enclosing the bundle of hairs with a piece of muslin saturated with water. This was left a couple of hours and the reading on the graph noted. The recording pen was adjusted to read 96 %. The temperature at which this was carried out was about 50°F., exactly so in two instances recorded.

The hygrograph was placed in the thermometer screen near the Hut.

It is noted that Dr. Gösta Bodman, in the Meteorological Results of the Swedish Antarctic Expedition of 1901–1903, does not place any value on the Hair Hygrograph, but publishes only wet and dry bulb results. R. C. Mossman, in the Meteorology of the Scottish Nat. Ant. Exp., 1902–4, discounts wet and dry bulb results for temperatures below 10°F. The Hair Hygrograph charts for winter months were considered valueless on account of the frequency of blizzards, and in summer were only used to detect any obvious error in wet and dry bulb readings. The British Antarctic Expedition of 1910–13 made no attempt to record humidity, owing to the supposed unreliability of both wet and dry bulb readings and the Hair Hygrograph at low temperatures.

Though the absolute accuracy of the Hair Hygrograph may still be doubted, it is certainly sensitive at low temperatures, and quick to respond to changes. The hygrograph record for the week July 29—August 5 is reproduced herein, Fig. 19. The mean temperature for this period was — 3·2°F., and for August 4 it was — 13·6°F. and for August 5, — 12·3°F. At noon on July 29 there was light drift which had increased to moderate at 2 p.m., and disappeared by 6 p.m. Drift was again light at midnight, absent at 5 and 6 a.m. of the 30th, and very light at 10 a.m., disappearing finally at noon. The curve is seen to follow the presence or absence of snow in the air very exactly. There was no further drift till 3.30 p.m. of the 31st when snow began to fall. The drift was dense at 6 p.m. and the graph rises to saturation. From 1 a.m. of August 1st to 2.30 p.m. the drift was variable, ceasing altogether at 2·30 p.m. The curve again follows these variations very closely. No more drift is noted till 8.30 p.m. of the 3rd, when the curve again rises almost to saturation and remains so till drift ceases in the afternoon of the 4th, being absent at 6 p.m. The 5th was a driftless day.

2. Comparison of Hair Hygrometers with Wet and Dry Bulb Readings, for Humidity at Low Temperatures. Table XI.

As doubt still exists as to the value of either of these methods for obtaining relative humidity at lower temperatures some readings of a wet bulb themometer were taken in February, 1912, and in November and December, 1913, for comparison with the hair hygrometer readings.

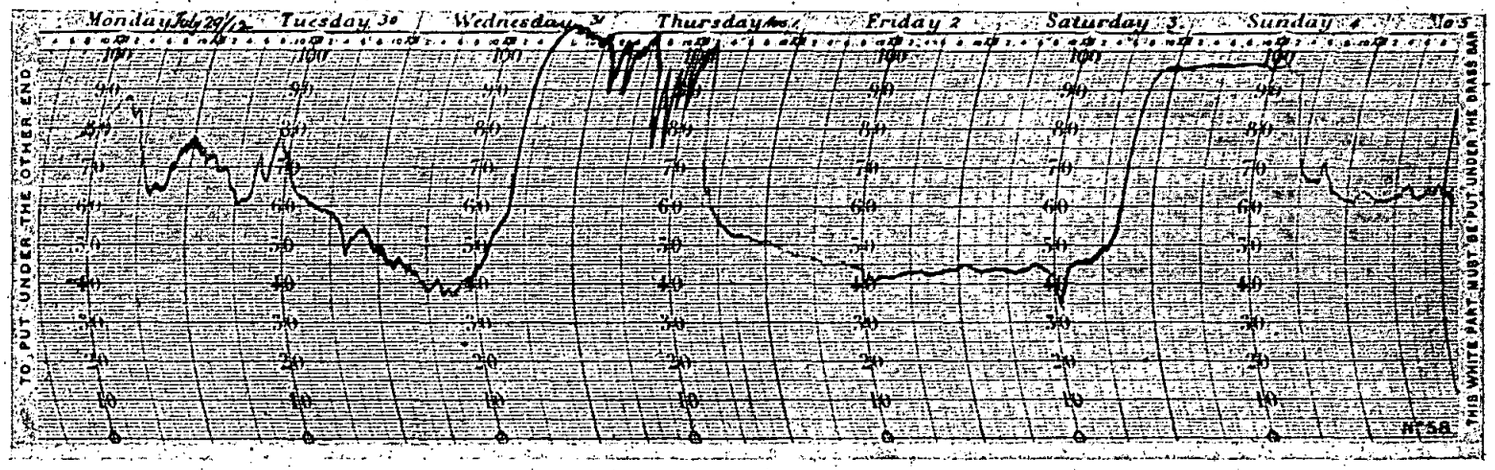


Fig. 19.—Hygrograph Chart for week commencing July 29, 1912. (Mean temperature for the week, −3·2°F). The curve rises to saturation during snowfall and drift.

The wet bulb thermometer had three turns of a strip of muslin about 2 inches wide wrapped round the bulb, which was dipped in water, and the thermometer was then hung up in the screen beside the standard dry bulb. The readings of both have been corrected. It was found that the wet bulb took at least an hour to come down to its lowest reading after wetting. The method has the effect of covering the bulb with a thin coating of ice. There is no advantage in having the muslin hanging into a vessel of water when the temperature is below 32° F., and there is the disadvantage of the difficulty of re-wetting when the whole is one solid mass.

In the table, the relative humidity is calculated from August's formulæ (modified from Regnault's Expressions)

(1) For Wet Bulb Temperatures below 32° F.—

$$x = f' - \frac{\cdot 480\,(t - t')\,h}{1240 \cdot 2 - t'}$$

(2) For Wet Bulb above 32° F.—

$$x = f' - \frac{\cdot 480\,(t - t')\,h}{1130 - t'}$$

where x = vapour tension in inches of mercury at time of observation.
f' = tension of saturated vapour at temperature of wet bulb t'.
f = " " " " dry bulb t.
h = height of the barometer in inches.

Then relative humidity $= \frac{x}{f} \times 100$, expressed as a percentage.

The tension f, of saturated vapour at the various temperatures was obtained from two tables, again for comparison, to wit "Tables for the Reduction of Meteorological Observations, prepared by G. C. Simpson, D.Sc." for use in the Indian Meteorological Department, and C. F. Marvin's "Tables of the Tension of Saturated Vapour at various temperatures." The results from these two tables only differ between 0 and 4%. The mean of these two values of relative humidity is compared with the reading of the hair hygrograph.

The temperatures at which the comparisons were made lie between 11° an 34° F. Below 32°, and with relative humidities of 50–70, there is a fair accordance between the results. When snow was actually falling and the humidity could be expected to be 100 per cent., the hair hygrometer shows 100 per cent., but the wet and dry bulb only 85 per cent. For higher humidities the wet and dry bulb would appear to give low results, some 15 per cent. too low.

Where the wet and dry bulb show a high humidity and the hair hygrometer a low, with a difference of some 30 per cent., it is probable that the wet bulb had not been left long enough after wetting, and some of these readings may be neglected. All readings taken have been recorded.

CHAPTER VI.—CLOUD AND SUNSHINE.

1. Cloud.—Table XII.

In this table the cloud amount has been extracted from the journal for the six-hour intervals only, as these were the only regular intervals of observation, for purposes of meaning.

An unorthodox method was followed in estimating cloud amount, the figure given representing the proportion of sky actually covered by cloud, the remainder being blue sky. 10 represents a completely covered sky, as with nimbus, but the cloud amount for a sky covered with cirro-cumulus would normally be 7 or 8, depending on how closely packed the small masses of cloud were. On the many days of dense drift it was often impossible to tell whether the sky was covered or not, and in doubtful cases the letter " D " for drift is inserted. The omission of figures on these days may considerably affect the means of cloud amount.

The winter months were the clearest, July being the clearest month in both years. 1913 was considerably more cloudy that 1912. The first four months of 1913 were exceptionally cloudy.

2. Sunshine.—Table XIII.

In Table XIII the total sunshine for the preceding hour is entered up for each hour from the cards from the Campbell Stokes sunshine recorder, and the totals for each day given, with the mean daily hours of sunshine for the month. The last column gives the theoretical number of hours of sunshine for each day, calculated from the formula

Cos. hour angle = — Tan. declination × Tan. latitude. Double the hour angle converted into time gives the theoretical length of the day. No account is taken of refraction, which tends to offset the fact that the card is not marked by a low sun. This formula gives no sunshine for three weeks during midwinter at the latitude of the instrument (67° S.), though the sun was never below the horizon at noon on any day.

These sunshine totals are subject to the usual limitations of the instrument. The paper cannot be marked till the heat reaches a certain intensity, so that there is always a loss at sunrise and sunset. From 10th May to 5th August, 1912, and from 21st May to 30th August, 1913, the sunlight was too weak to burn the card, and the hours of sunshine were recorded from visual observations. The " theoretical length of the day " gives the possible hours of sunshine, and for perfectly clear days of not more than twelve hours sunshine, indicates the efficiency of the instrument.

Drift interfered considerably with the sunshine recorder. A good record could be obtained in summer, in a light drift, which would prevent the card from being marked in the winter. Often during dense drift it was obvious that the sky was clear and sun shining brightly. In these cases it is noted in the table that the sun was gleaming for so many hours. Sometimes during drift the record showed the paradox of a little ridge of ice in place of a charred line, where the snow had been temporarily thawed, wetting the paper and finally accumulating as ice.

From the position of the instrument the northern half of the horizon was open sea, but to the south lay the slopes of the ice cap. The elevation of the horizon varied from practically zero due E. and W. to about 6° due S. The ice to the south thus kept a good deal of sunlight from the Hut during midsummer, but not very much of what the instrument would have been able to record. The maximum number of hours recorded for any day was 19·5 on 18th and 19th December, 1912, when the maximum possible was 24. These were clear days.

CHAPTER VII.—SNOWFALL AND SNOWDRIFT.

1. Snowfall—The Snow Gauge—Table XIV.

A snow-gauge was improvised in the Antarctic. It consisted of a piece of stove-pipe $8\frac{2\cdot5}{64}$ inches in diameter, and length 3 ft. 6 in., fixed upright on a board. A "billy-can" was found which just fitted into it, with space for a canvas strip to be tied round the top of the can. The rim of the can caused the canvas to bend outwards, thus making a perfect fit, like a pump washer. A wire attached to the handle of the can allowed it to be pulled out, and a stick was kept nearby, with which to push it down. The gauge was kept in position by large stones on the board, assisted by steel wire guys. The apparatus is seen in Plate VII, fig. 3. When the weather allowed, the can was pulled up, the snow melted in it, and the water measured in a fluid ounce measuring flask. One fluid ounce represented 3·124 in equivalent points of water. On some occasions the tube was half full of snow, when a bag was placed over the end of the tube and the can and all the snow above it pulled into this bag.

The gauge was erected on 16th February, 1912, and continued in use till the end.

During heavy drift it is obvious that snow would get into the gauge even if no snow were falling, so that it becomes impossible to distinguish between snowfall and accumulation of drift, except in calm weather when there could be no drift, and snowstorms were rare during calms, which themselves were so very rare.

The table gives the actual snow-gauge readings, with the dates on which they were taken. The amounts are considered to represent all the snowfall for the period from the last observation. The last column shows the total for each month, which was arrived at by approximately apportioning between the months any amount covering some days in two adjacent months.

The snowfall for the year during which the drift gauge was working, 14th March, 1912, to 14th March, 1913, was 51·82 inches of water, and for the year 15th December, 1912, to 15th December, 1913, it was 60·98 inches, a remarkable accordance. The total recorded in the twenty-two months was 118·41 inches.

November, December, January and February are practically free from snow, and it is light at midwinter. The heaviest falls are in April and May.

Some remarkable evidence of snowfall was obtained at Mount Murchison, 50 miles E.S.E. of Cape Denison. My Eastern Coastal Sledge Party erected a depot cairn on the summit of this broad-topped rise, with a flag standing 10 feet above the surface, on 21st November, 1912. On revisiting it on 7th January, seven weeks later, the

flagpole was only projecting four feet, showing that 6 feet of snow had accumulated. Mount Murchison is close to the coast, on the west side of the Mertz glacier. It stands 1,870 feet above the sea, and is the highest point in the neighbourhood. There was no question of snow accumulation in a low-lying area. On the contrary, the summit would tend to be wind-swept. On visiting the place in December, 1913, a year later, the total accumulation was found to be nine feet of consolidated snow. This is comparable with the average snowfall at Cape Denison, 4 ft. 8 in. of water, as recorded by the snow gauge.

Plate XIX, figs. 1 and 2, show the cairn being built, and the scene after it was buried. The observation further indicates that the wind is much less to the east than at Cape Denison, where no snow could accumulate at all, except a few ramps in the lee of rocks.

2. Drift Snow.—The Drift Gauge.—Table XV.

The drift snow is next in importance to the wind as the most prominent feature of Adelie Land weather. It was quite rare to have a high wind without drift, which was continuous for weeks on end.

A drift gauge was built by Hodgeman and myself. It consisted of a strong wooden box 3 ft. x 2 ft. 6 in. x 3 ft. high, with a lid bolted down on top. At one end was attached outside, horizontally, a tin cone with a $\frac{3}{4}$-in. opening at the apex. The cone opened out into the box. At the other end was attached a smaller wooden box with baffle plates. The nozzle was about 2 ft. 6 in. from the ground. The box was firmly fixed down on the ice on the west side of the hut, facing south. It is shown in position in Plate VIII, fig. 3. As the drift always came from the same direction the box did not need to be movable. The wind entering the cone could pass through the box, dropping its load of snow, and escape at the rear. The lid was taken off from time to time as the weather permitted, and the snow bagged with a shovel and weighed on a spring balance in pounds. One pound of snow represented 5·213 feet of water passing the gauge.

Though most of the snow was trapped, some may have been carried through, and there would be a loss owing to ablation, especially if it was impossible to open the gauge for several days. Thus the results may be considered an under-estimate.

As with the snow-gauge, the tabulated observations give the total drift since the last observation, and the monthly totals are arrived at in the same way. The figures represent the drift which passed the Hut at a height of 2 ft. 6 in. from the ground, expressed in equivalent feet of water.

The total quantity of drift for the year the gauge was in operation, 14th March, 1912, to 14th March, 1913, was 6,246 feet of water, nearly $1\frac{1}{4}$ miles.

The height of drift was hard to estimate. The rocks near the Hut were 60 feet higher than the gauge, but no diminution of drift was ever noticeable there. It always

appeared quite uniform as far as could be seen from the ground. It will be noted that the gauge did not record "surface drift" owing to its height above the ground, but it would have recorded no less if it had been 10 feet above the ground. The top of the 60-ft. wireless mast was never out of the drift. When in clear weather at the Hut drift was seen to the east or west it appeared to be several hundred feet in height. Taking it at 200 feet it may be considered to have been equivalent to 100 feet high at the density near the ground, at the snow gauge. On this basis the water equivalent of the snow which passed the Hut in a year was a belt of water $1\frac{1}{5}$ miles wide by 100 feet high extending along the coast.

The drift gauge and snow-gauge monthly totals show the same fluctuations. There is practically no drift in November, December, January and February. March is moderate, and the drift increases to a maximum in May, when over one-third of the total for the year was recorded. It decreases at midwinter. No drift was recorded in September, but surface drift was noted on three days, light drift on four, moderate on two, and dense on the 30th. Although none was recorded in November after the 2nd, it was light on five days, moderate on five, and dense on two. The gauge was empty on 10th December, and no drift was measured during the month, though it was light on one day, moderate on four and dense on one. The regular meteorological staff were away sledging during November, December and January. January was the only month absolutely free from drift.

This appears to have been the first attempt at systematically measuring drift snow.

CHAPTER VIII.—THE METEOROLOGICAL JOURNAL AND CONCLUSION.

1. Table XVI.—Cloud Observations. Terms. St. Elmo's Fire.

This table is compiled from the Meteorological Day Books, and contains all the notes taken on cloud, drift snow, snowfall, other phenomena with the exception of the Aurora, and general remarks on the weather. There are entries at regular six-hourly intervals, and also at other odd times. At the end of each day, opposite "24 hours," a general summary of the weather for the day has been added while compiling the table. General remarks entered at any other hour were made on the spot.

This journal contains all the cloud observations taken, only the six-hourly cloud amounts appearing also elsewhere, in Table XII. Observations of the movement of the higher level clouds are somewhat limited, owing mainly to weather conditions. Directions of cloud movement are all "directions moving from," as for wind. The term "trend" has no connection with movement, but is only used to indicate the direction in which whisp-like clouds, as cirrus, are lying. They are often moving at right angles to the trend.

In the development of a blizzard the usual course of events was the formation of a gauzy cirrus, which rapidly became denser and lower, and soon took the form of a fleecy alto-cumulus moving from the west. This is the commonest type of cloud movement throughout. The next step was an even pall of alto-stratus and finally nimbus, when everything would soon be blotted out by drift snow, which would continue long after the sun was again gleaming through the drift in a clear sky.

In the summer time, in generally calmer weather, alto-culmus and culmus were often noted moving from the east and south-east. These low clouds were frequently noted in December and January by my Eastern Coastal Sledge party, and the heavy snowstorms encountered by us always resulted from these cloud movements. S.E. is the dominant direction of cloud movement at the Main Base also during this period.

As stated above, the cloud amount was determined by the relative amount of cloud to blue sky, a sky completely covered by alto-cumulus not necessarily being logged as "Cloud 10." There was almost invariably a low bank of cloud over the sea horizon to the north.

The cloud always appeared denser to the north and is often logged as such. This was mainly due to the "water sky" effect to the north and "ice-blink" to the south.

As regards the notes on the wind, the common meaning of the terms used became somewhat modified under these extreme conditions. 30-mile winds were

often logged as breezes, and considered as such, and after some days of a 90-mile hurricane, days of 20 m.p.h. were considered calm. The days referred to as "calm" may often have averaged over 20 miles an hour.

The term "blizzard" is used to mean a hurricane accompanied by drift snow, and not merely a cold wind.

The velocities stated in the journal are entries from visual observations, not from the anemometer, and are included as a guide to the conditions, not to be taken as correct. For true velocities, Table I must be consulted. In most cases only calm periods or times of exceptional gusts are noted. While the wind continues steady and strong no special remarks are made, though they appear in the original log.

The snow drift, which with the wind renders the climate so inhospitable, has been given a column to itself, so that the weather from this standpoint on any particular day can be seen at a glance. It is classified in five grades, absent, surface, light, moderate and dense, indicated by the symbols O, S, L, M. and D. "Surface" indicates that it is rolling along the ground, only rising, perhaps, to a foot or so. This is well shown in Plate XVI.

Snowfall is only recorded in comparative calms when flakes were seen descending. In the usual drift, and when the sky was overcast, it was impossible to determine whether snow was actually falling or not. "Probably snowing" is a frequent note.

St. Elmo's Fire is frequently recorded in February, March and April, 1912. It was not so much observed in 1913. The displays took the form of little points of blue light on the tips of mittens, on the nephoscope and wind vane, and occasionally on the points of rocks, and on the helmets of men. It could of course only be seen at night, and occurred only when there was drift snow in the air. It appeared to be due to the particles of drift snow becoming charged by friction in the long journey over the ice. It was most noticeable when the drift was light, not during heavy drift of new fallen particles. A detector was fixed up consisting of a metal bar carrying gramophone needles, projecting above the Hut roof. An insulated wire was brought in through the roof and this often gave a copious discharge of electricity, with sparks up to half an inch long, in a continuous crackling. Sparks up to $\frac{7}{16}$ inch were got from the anemograph when changing records on several occasions.

2. Conclusion.

The foregoing account is not intended to be a complete discussion of the tabulated results which it introduces. The methods of taking observations, and the instrumental and other difficulties, have been described, and attention has been drawn to the more striking and important features of an extraordinary climate. An attempt has been made to add a touch of local colour to a dreary list of figures.

The two diagrams, Figs. 20 and 21, were prepared to give a general co-ordinated idea of the variation of three of the main elements of climate, wind, pressure and temperature. Fig. 20 shows the mean monthly value of each of these elements for the whole period, with the annual mean as a horizontal line. The regularity of the temperature curve is to be noted, with its crests of + 30° in summer, and troughs of — 5° in winter. The wind is high and constant, with a drop at midsummer only. The Barometer falls with the high winds in 1912, but its behaviour is anomalous in 1913. It is lowest in October of each year, but shows a maximum for September, 1912. It follows the temperature curve to some extent.

In Fig. 21 the mean value of each of the three elements is plotted for each day of the first six months of the observations. The monthly means are also plotted above the middle of each month, forming a curve of smoothed-out gradient from the daily means. The horizontal lines again show the annual means.

For the comparison of Cape Denison with Cape Royds, McMurdo Sound, in the Ross Sea, where coastal weather conditions are more normal, Fig. 22 has been drawn. This shows the mean daily wind velocities and temperatures for the two stations, during the months of May and June, for 1908 in the case of Cape Royds, and 1912 in the case of Cape Denison. The wind velocities are uncorrected anemometer readings in both cases. The Cape Royds figures are from the Shackleton Expedition, and were for the only two months available at the time. In the curves, the solid line refers to Cape Denison and the broken line to Cape Royds. The respective latitudes of the two stations are 67° and 77° 30′. The curves show that the temperature conditions are very similar at the two stations; but on three days only during the two months did the average wind velocity at Cape Royds reach that of the lowest daily value at Cape Denison. The calms of Cape Denison are the storms of Cape Royds.

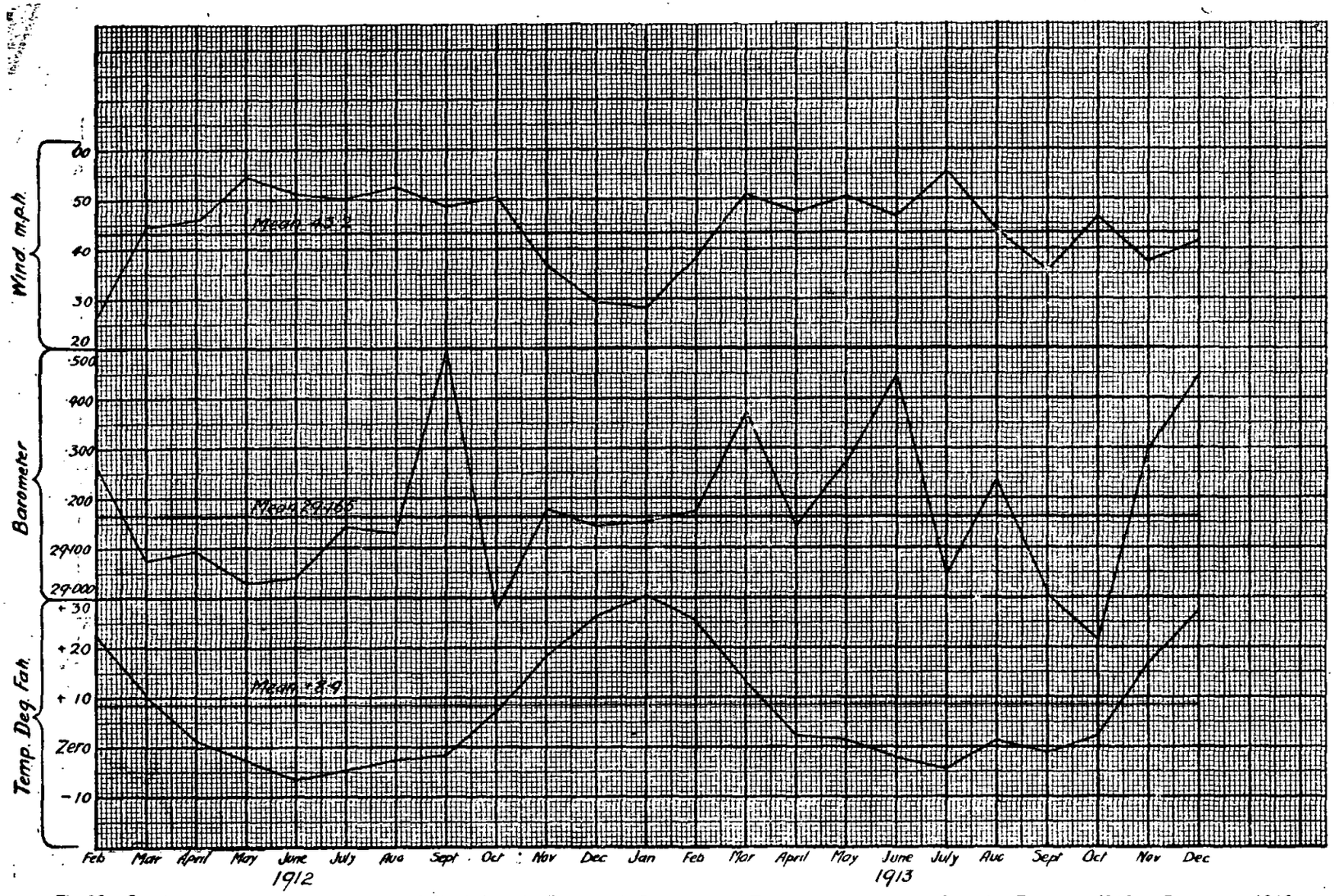


Fig 20.—Graphs of the mean monthly values of Wind Velocity, Barometric Pressure, and Temperature for the whole period February, 1912, to December, 1913.

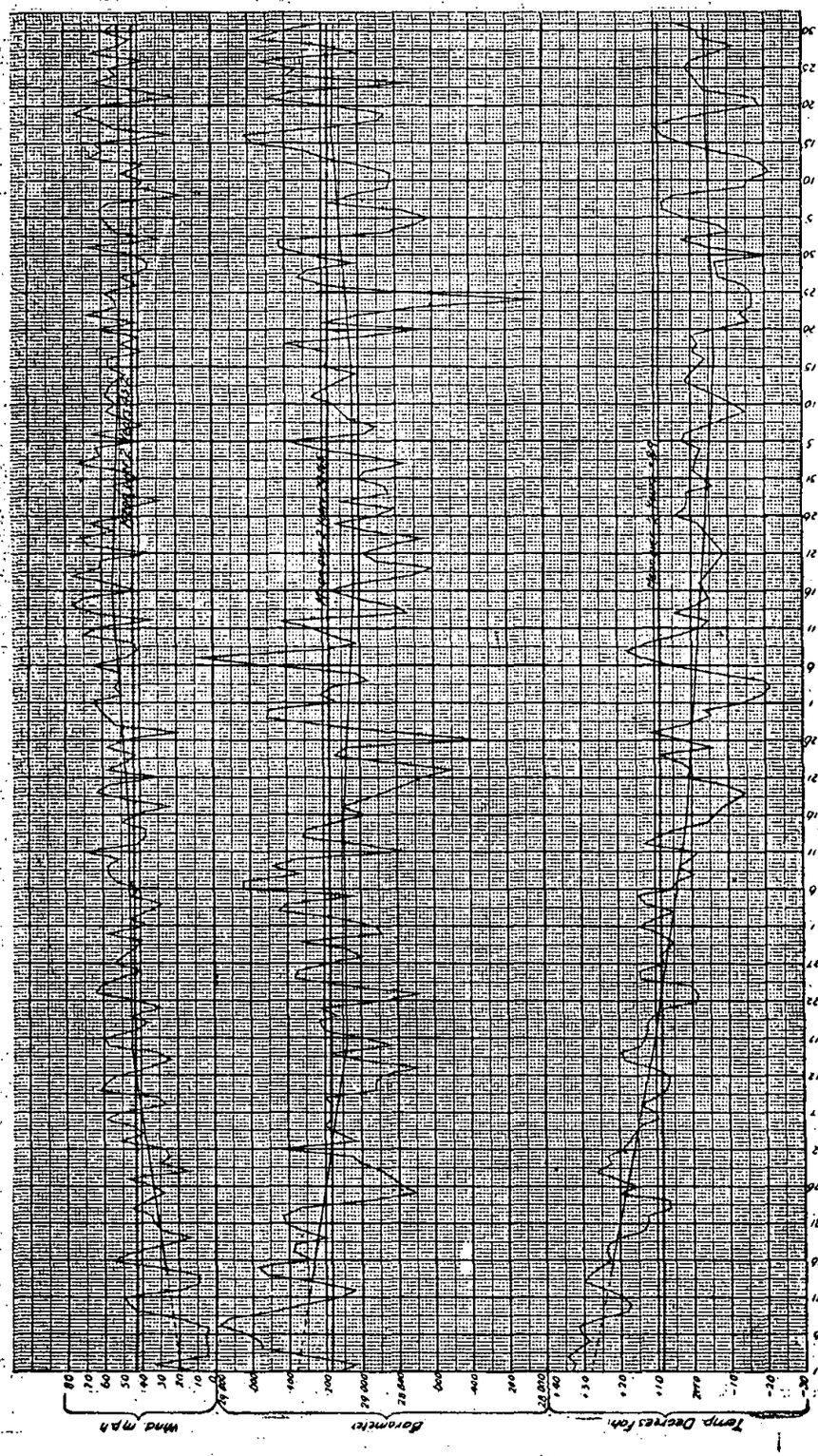


Fig. 21.—Graphs of the mean daily values of Wind Velocity, Barometric Pressure, and Temperature for the six months commencing February 1, 1912.

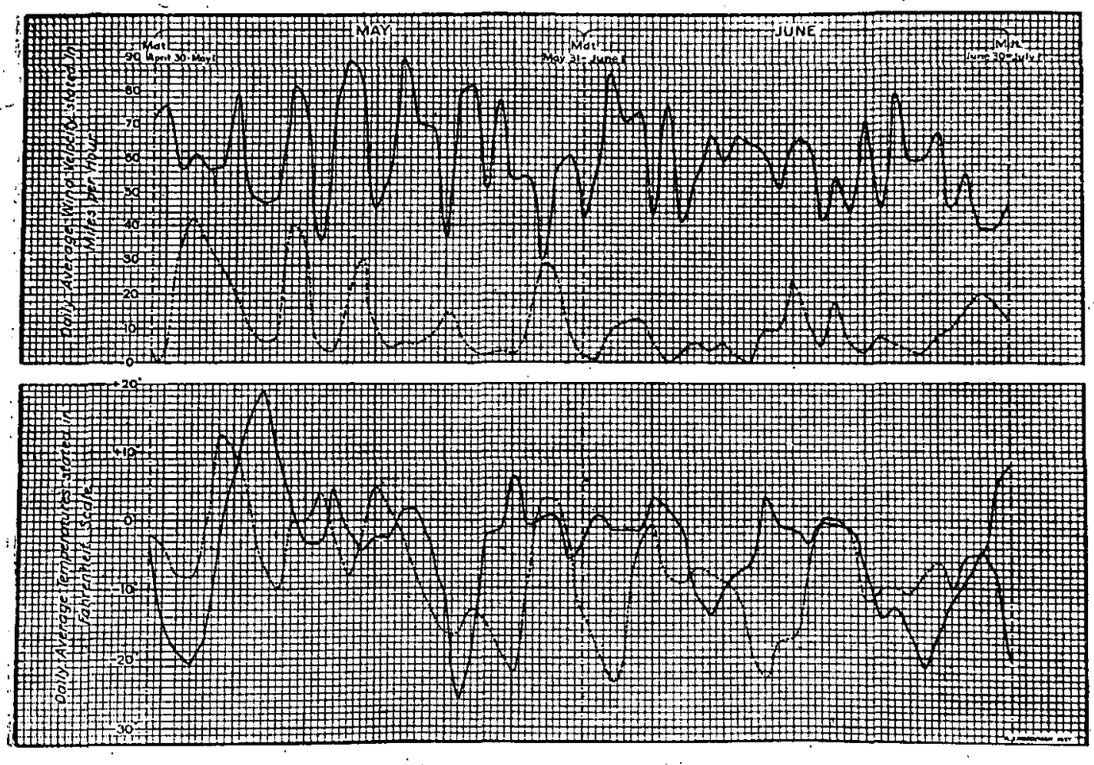


Fig. 22.—A comparison of Wind Velocities and Temperatures at Cape Royds, McMurdo Sound, and Cape Denison, Adelie Land, during the Months of May and June.

Solid line, Cape Denison; broken line, Cane Royds.

PART II.

TABLES.

SECTION I.

THE WIND. TABLES I—VI.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	E.S.E.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	W.	.....	.....
	Miles p.h...	4	4	4	4	4	4	4	4	5	4	4	4	7	6
2	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	.....	.....	.....	.....	S.E.	.....	.....
	Miles p.h...	13	19	24	20	27	28	30	37	41	41	41	41	41	41
3	Direction...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	E.	N.N.E.	W.N.W.
	Miles p.h...	11	9	6	6	11	8	4	5	5	4	4	4	4	4
4	Direction...	S.E.	S.	S.	S.	S.	S.S.W.	S.S.W.	S.S.W.	S.S.W.	S.S.W.	W.N.W.	W.	W.S.W.	W.
	Miles p.h...	4	4	4	4	4	4	4	4	4	4	5	4	4	4
5	Direction...	S.W.	W.S.W.	N.	N.N.E.	W.	N.N.W.	N.W.	N.	S.W.	S.S.E.	E.	N.	N.	N.N.W.
	Miles p.h...	4	4	5	4	5	4	5	4	4	4	4	6	4	5
6	Direction...	S.S.W.	S.S.W.	S.S.E.	E.	S.	S.E.	S.E.	E.N.E.	E.N.E.	E.N.E.	E.S.E.	N.E.	E.S.E.	N.E.
	Miles p.h...	4	4	6	8	6	8	13	8	5	4	5	5	4	4
7	Direction...	E.	S.E.	S.E.	S.E.	S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	N.E.	N.E.
	Miles p.h...	12	17	20	18	31	29	29	32	25	24	15	10	4	4
9	Direction...	S.S.E.	S.	S.	S.E.	S.E.	S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	37	42	41	42	41	42	41	42	41	42	41	41	41
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	54	50	52	57	50	57	48	55	53	46	41	43	46	44
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	40	50	52	58	58	64	45	59	53	45	31	50	48	54
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	S.E.
	Miles p.h...	50	45	45	43	39	29	25	24	16	15	15	8	5	4
13	Direction...	S.E.	E.S.E.	E.S.E.	S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.W.	W.N.W.
	Miles p.h...	15	15	14	16	18	17	13	12	10	6	4	4	4	4
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	E.S.E.	E.	S.E.	N.N.E.
	Miles p.h...	15	11	17	19	13	12	15	13	9	5	4	4	5	4
15	Direction...	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	20	15	15	17	18	15	15	20	28	33	27	28	27	28
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h...	60	62	59	66	61	54	61	63	59	59	63	58	62	60
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	41	39	42	48	51	50	53	51	45	48	42	49	46
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	E.
	Miles p.h...	41	41	41	41	41	41	41	41	41	41	32	29	27	21
19	Direction...	E.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	E.	S.S.E.	E.	S.E.	S.E.	S.	N.N.W.	S.	E.
	Miles p.h...	16	14	11	20	16	15	15	14	12	6	7	6	6	6
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h...	27	24	30	28	32	25	33	32	28	24	18	27	28	25
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	E.S.E.
	Miles p.h...	43	45	42	41	41	40	37	39	34	28	20	13	19	17
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	46	45	40	40	40	41	37	37	33	33	34	28	31	29
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	45	45	45	45	45	45	45	45	45	45	45	45	45
24	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.
	Miles p.h...	45	45	45	45	45	45	45	45	45	45	45	45	45	45
25	Direction...	S.S.E.	S.S.E.	S.E.	E.S.E.	E.S.E.	E.	E.	N.W.	W.N.W.	E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	34	34	25	18	11	10	7	7	6	6	9	37	34	28
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	53	46	50	45	46	47	50	46	41	38	37	31	27
27	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	20	21	26	25	30	33	38	46	51	41	58	66	70	67
28	Direction...	N.N.E.	.....	N.E.	N.N.W.	.....	N.N.W.	.....	.....	.....	Var.	.....	S.E.	.....	.....
	Miles p.h...	9	10	8	12	16	14	12	8	6	5	8	8	8	9
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	25	27	24	31	28	30	32	32	34	37	25	28	27	28
	Mean ...	27·2	27·4	27·3	28·4	28·6	28·1	27·4	28·8	27·4	25·4	24·0	25·0	25·2	24·3

Maximum Daily Mean, 55·9 m.p.h. on 16th.
Minimum „ „ 4·2 m.p.h. on 4th.

VELOCITY—HOURLY VALUES.

Table I.

FEBRUARY, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
										miles.						
.....	.....	.....	E.S.E.	.....	.....	.....	.....	.....	E.	...	...	...	...	...	Direction	1
11	19	19	20	19	20	15	16	11	10	222	9·3	20	4	16	Miles p.h.	
.....	.....	.....	S.S.E.	.....	.....	.....	.....	.....	S.E.	...	...	...	...	...	Direction	2
41	41	41	41	44	41	30	30	26	21	800	33·3	44	13	31	Miles p.h.	
E.N.E.	N.E.	N.N.E.	E.N.E.	E.N.E.	S.E.	S.E.	E.	E.N.E.	E.S.E.	...	...	...	...	...	Direction	3
4	5	5	5	5	4	4	4	4	4	129	5·4	11	4	7	Miles p.h.	
W.N.W.	S.W.	S.W.	N.W.	N.N.W.	S.W.	S.W.	W.S.W.	N.N.W.	N.W.	...	...	...	...	...	Direction	4
4	4	4	5	5	5	4	4	4	4	100	4·2	5	4	1	Miles p.h.	
S.W.	W.	N.	N.W.	S.S.W.	S.S.W.	S.S.W.	S.S.W.	S.S.W.	S.S.W.	...	...	...	...	...	Direction	5
5	4	4	5	5	4	4	5	4	5	107	4·5	6	4	2	Miles p.h.	
E.N.E.	E.S.E.	S.E.	E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.	...	...	...	...	...	Direction	6
4	5	5	6	4	5	6	7	6	5	137	5·7	13	4	9	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
4	4	4	4	4	4	4	4	6	15	109	4·5	15	4	11	Miles p.h.	
N.N.E.	N.N.E.	N.	E.	E.S.E.	E.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
4	4	5	8	7	22	27	32	41	35	455	18·9	41	4	37	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
41	41	41	41	41	41	46	45	51	48	1,011	42·1	51	37	14	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
44	44	39	53	41	50	39	43	46	50	1,145	47·7	57	39	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
41	64	40	43	45	49	48	46	51	48	1,182	49·2	64	31	33	Miles p.h.	
S.S.E.	S.E.	E.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
4	6	4	4	6	5	14	11	6	11	434	18·1	50	4	46	Miles p.h.	
W.	S.W.	S.W.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
4	4	4	4	4	4	7	16	14	12	225	9·4	18	4	14	Miles p.h.	
N.N.E.	N.	N.E.	E.S.E.	E.N.E.	N.E.	E.S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	14
4	4	4	4	4	4	5	11	12	14	212	8·8	19	4	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
30	33	33	36	35	46	46	54	55	58	732	30·5	58	15	43	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	16
50	59	54	55	57	48	47	41	44	40	1,342	55·9	66	40	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
45	43	42	41	41	41	41	41	41	41	1,063	44·3	53	39	14	Miles p.h.	
S.E.	S.S.E.	E.	E.	S.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	S.S.E.	...	...	...	...	...	Direction	18
11	23	15	6	5	8	17	15	11	16	646	26·9	41	5	36	Miles p.h.	
S.E.	S.E.	E.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	19
6	6	6	6	18	15	22	24	19	29	315	13·1	29	6	23	Miles p.h.	
S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20
24	25	28	27	30	32	36	33	38	43	697	29·0	43	18	25	Miles p.h.	
S.E.	E.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
22	30	28	32	28	28	32	38	42	39	778	32·4	45	13	32	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
28	30	32	28	29	28	32	41	45	34	841	35·0	46	28	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	23
45	45	45	45	45	45	45	45	45	45	1,080	45·0	45	45	0	Miles p.h.	
E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
45	45	45	12	12	12	12	11	13	28	865	36·0	45	11	34	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	25
20	29	33	39	41	43	38	43	44	50	646	26·9	50	6	44	Miles p.h.	
E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
20	12	17	15	19	20	21	20	25	23	794	33·1	53	12	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
63	73	69	73	76	63	51	29	24	14	1,127	47·0	76	14	62	Miles p.h.	
.....	.....	.....	S.S.E.	.....	.....	.....	.....	.....	S.S.E.	...	...	...	...	...	Direction	28
4	4	7	11	14	21	22	26	30	28	300	12·5	30	4	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
24	24	28	33	30	34	38	32	32	33	716	29·8	38	24	14	Miles p.h.	
22·5	25·2	24·2	24·2	24·6	25·6	26·0	26·4	27·2	27·7	628	26·2	39·0	15·2	23·8	Mean.	

Absolute Maximum, 76 m.p.h. at 7 p.m. on 27th.
" Minimum, 4 m.p.h. at 1 a.m. on 1st., etc.

Table I.—WIND DIRECTON AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	28	32	33	33	33	32	29	28	26	18	22	19	17	10
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	44	40	46	45	46	43	45	41	41	33	32	31	27
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	24	30	28	30	36	45	54	59	63	58	45	61	59	51
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	57	52	47	43	38	45	41	41	43	40	40	32	36	32
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	32	34	32	29	32	33	35	36	35	34	37	39	42	44
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	54	58	52	60	62	63	63	71	63	63	67	66	61	54
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	49	53	49	53	59	53	54	60	54	47	48	62	56	52
8	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.	S.	S.E.	E.S.E.	S.E.	S.	S.E.
	Miles p.h...	42	50	45	48	35	31	29	31	24	18	19	13	16	9
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	30	31	29	29	32	27	26	28	26	27	30	27	27	27
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	52	55	57	59	62	64	64	66	67	57	63	62	63	63
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	58	63	58	63	63	60	63	59	59	54	46	56	55	57
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	62	58	56	60	56	57	57	59	60	55	55	53	54	54
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	42	41	37	38	44	39	45	42	45	43	34	42	38	35
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	24	26	31	30	28	31	27	25	24	21	27	23	18	13
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	23	23	19	21	23	27	27	29	27	24	32	15	17	24
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	58	56	58	59	61	59	63	63	63	65	60	60	58
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	58	61	62	68	67	71	69	60	54	58	54	61	60	52
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	50	50	47	50	47	48	42	46	37	45	37	28	28
19	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	N.
	Miles p.h...	45	45	45	45	45	45	45	45	45	45	48	46	46	20
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	46	45	50	54	50	51	58	49	54	45	45	49	50
21	Direction...	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	35	37	35	37	38	36	38	42	39	41	27	45	41	38
22	Direction...	S.E.	S.W.	Var.	N.	N.	S.	Var.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	11	11	12	9	23	38	40	14	50	43	51	40	50	42
23	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	68	68	67	71	64	66	58	64	67	59	54	57	59	58
24	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	65	65	65	65	65	65	65	65	65	65	50	58	62	71
25	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	49	50	55	57	53	54	62	59	67	63	40	50	42	47
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	51	50	46	43	48	42	44	41	43	30	28	35	34	31
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	50	55	57	57	58	62	62	62	62	54	45	56	56
28	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	51	47	48	50	50	50	54	47	41	32	48	52	49
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	51	51	48	49	50	46	50	46	47	45	41	53	46	40
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h...	39	39	37	40	38	36	36	37	37	38	34	37	37	40
31	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	45	53	51	52	56	56	59	67	69	54	53	63	67	65
	Mean ...	44·1	46·3	44·8	46·4	47·2	47·5	48·2	48·3	48·6	45·1	42·6	44·6	44·5	41·8

Maximum Daily Mean, 63·7 m.p.h. on 23rd.
Minimum „ 23·8 „ 14th.

VELOCITY—HOURLY VALUES.

Table I.
MARCH, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	—	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
11	11	14	7	11	28	30	35	36	37	580	24·2	37	7	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
18	11	10	11	14	5	4	4	11	16	655	27·3	46	4	42	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
58	58	59	63	62	58	56	52	56	57	1,222	50·9	63	24	39	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
36	31	28	35	32	33	31	31	32	33	909	37·9	57	28	29	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
45	52	50	56	62	61	62	64	54	54	1,054	43·9	64	29	35	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
52	51	50	55	53	54	55	56	57	53	1,393	58·0	71	50	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	...	...	...	...	...	Direction	7
57	54	50	50	47	45	39	43	44	43	1,221	50·8	62	39	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
10	13	15	11	15	27	28	28	32	32	621	25·9	50	9	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
28	28	28	31	34	36	32	37	41	45	736	30·7	45	26	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
58	62	58	58	61	63	58	62	63	60	1,457	60·7	67	52	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
56	57	54	56	59	59	59	59	61	58	1,392	58·0	63	46	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
49	53	49	47	50	51	50	45	48	43	1,281	53·4	62	43	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
36	33	34	32	30	32	24	26	24	28	864	36·0	45	24	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
11	11	18	25	28	30	24	20	27	29	571	23·8	31	11	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
25	32	35	37	40	43	45	48	51	51	738	30·8	51	15	36	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	16
63	53	45	48	55	54	51	58	63	60	1,383	57·6	65	45	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
56	57	58	58	59	62	59	57	60	53	1,434	59·7	69	52	17	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.	S.S.E.	...	...	...	...	...	Direction	18
32	37	37	41	45	45	45	45	45	45	1,022	42·6	50	28	22	Miles p.h.	
N.	Var.	N.N.W.	E.N.E.	N.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
9	10	10	9	9	19	43	53	53	42	867	36·1	53	9	44	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	20
41	41	39	43	49	43	37	46	37	37	1,104	46·0	58	37	21	Miles p.h.	
N.	N.	N.E.	Var.	N.	E.	S.	Var.	Var.	S.E.	...	...	...	...	...	Direction	21
19	10	9	12	13	11	31	19	12	16	681	28·4	45	9	36	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	22
44	43	46	53	64	67	61	63	66	64	1,005	41·8	67	9	58	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	23
65	65	65	65	65	65	65	65	65	65	1,530	63·7	71	54	17	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	24
62	93	54	58	58	59	51	46	56	51	1,479	61·6	93	46	47	Miles p.h.	
S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
41	48	41	45	46	49	46	51	50	51	1,216	50·7	67	40	27	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
24	26	31	37	40	44	39	45	38	39	929	38·7	51	24	27	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
56	52	51	50	53	50	52	50	50	50	1,292	53·8	63	41	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
48	50	41	49	54	49	47	53	48	54	1,162	48·4	54	32	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	...	...	...	...	...	Direction	29
42	41	38	39	41	40	34	36	38	37	1,049	43·7	53	34	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
39	30	38	41	41	45	41	45	42	46	933	38·9	46	30	16	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	31
63	67	58	64	67	61	56	59	46	44	1,395	58·1	69	44	25	Miles p.h.	
40·5	41·3	39·1	41·5	43·8	44·8	43·7	45·2	45·4	44·9	1,070	44·6	57·7	30·4	27·3	Mean.	

Absolute Maximum, 93 m.p.h. at 4 p.m. on 24th.
" Minimum, 4 " " 2nd.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	—	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E
	Miles p.h...	40	42	38	39	37	38	32	36	33	32	35	35	34	36
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	47	47	50	48	50	48	53	47	48	50	48	47	48
3	Direction...	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	45	45	49	46	47	42	47	45	45	45	38	38	37
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h...	12	9	6	5	13	25	19	36	32	28	27	32	36	31
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	42	36	39	39	38	36	37	42	36	38	45	45	45	45
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	W.	N.W.
	Miles p.h...	45	45	45	45	45	45	45	45	45	45	48	48	16	11
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	42	45	50	50	54	49	57	55	52	63	52	53	53
8	Direction...	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	53	55	54	54	57	56	62	66	63	63	54	66	63	62
9	Direction...	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	38	43	48	56	58	63	62	59	54	56	59	61	61
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	61	61	53	53	45	37	37	45	45	45	45	45	45	45
11	Direction...	S S E.	S S E.	S S E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	61	61	65	69	69	69	77	77	77	77	77	77	77	77
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S S E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	69	73	69	65	61	57	49	49	45	41	41	37	37	37
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	20	20	24	24	28	32	32	37	41	41	45	46	43	41
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S E	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	41	37	41	38	38	33	24	30	26	32	29	37	41
15	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	45	45	41	49	49	49	54	55	57	49	57	46	49	48
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h...	57	55	53	53	53	53	53	53	53	53	53	32	32	32
17	Direction...	S.	S.S.E.	S.	S.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	20	20	24	24	24	28	28	20	16	16	16	16	16	16
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	32	35	39	40	42	47	45	50	41	53	53	53	53	53
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	53	53	57	57	61	61	61	65	65	65	65	65	65
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	74	69	71	71	72	64	64	64	63	61	59	59	54	57
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	35	33	27	30	27	24	21	23	24	23	19	19	19	19
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	56	62	66	64	61	61	61	61	61	61	65	65	65
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	45	45	45	45	45	37	37	37	41	45	49	53	53
24	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	40	32	38	38	41	41	40	40	40	50	42	48	45
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	44	45	45	45	49	46	47	48	47	45	54	58	53	61
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	69	69	69	69	69	69	69	69	69	66	64	58	63	57
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	20	22	23	19	22	22	15	12	11	11	12	12	14	14
28	Direction...	S.S.E.	S S E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	SS.E.
	Miles p.h...	28	32	37	41	45	49	53	53	53	53	51	56	50	60
29	Direction...	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	63	63	63	63	63	63	63	63	63	63	63	63	63	59
30	Direction...	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	53	57	64	63	63	58	58	63	60	69	58	57	65
	Mean ...	44·3	45·0	45·0	46·8	47·1	47·6	46·5	48·1	47·2	46·5	48·5	46·9	46·2	46·5

Maximum Daily Mean, 69·3 m.p.h. on 11th.
Minimum „ 18·4 „ 27th.

VELOCITY—HOURLY VALUES.

Table I.
APRIL, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	—	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
37	36	33	32	36	38	38	38	41	37	873	36·4	42	32	10	Miles p.h.	
S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
45	46	44	46	43	43	35	44	41	41	1,104	46·0	53	35	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
32	31	29	27	28	24	23	19	15	15	853	35·6	49	15	34	Miles p.h.	
S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
30	34	35	33	37	35	35	39	41	40	670	27·9	41	5	36	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
45	45	45	45	45	45	45	45	45	45	1,013	42·2	45	36	9	Miles p.h.	
E.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
11	19	46	49	52	49	44	45	41	42	971	40·5	52	11	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	...	...	...	...	...	Direction	7
50	55	50	54	57	54	53	54	58	59	1,260	52·5	63	41	22	Miles p.h.	
S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
64	58	55	58	59	50	43	47	46	38	1,346	56·1	66	38	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
61	61	61	61	61	61	61	61	61	65	1,369	57·0	65	37	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
45	49	53	53	53	53	57	61	61	61	1,208	50·3	61	37	24	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
69	65	65	65	65	65	65	65	65	65	1,664	69·3	77	61	16	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
37	32	32	32	28	28	24	20	20	20	1,003	41·7	73	20	53	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
33	37	41	39	40	41	41	42	44	44	876	36·5	46	20	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	14
40	44	37	38	40	40	32	32	44	45	880	36·7	45	24	21	Miles p.h.	
S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
50	42	45	48	39	49	51	50	51	54	1,172	48·8	57	39	18	Miles p.h.	
S.	S.	S.S.E.	S.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	16
32	37	37	37	37	37	28	24	24	20	998	41·6	57	20	37	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
16	20	20	24	24	28	36	32	40	37	561	23·4	40	16	24	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
49	45	41	37	37	45	45	49	49	53	1,086	45·2	53	32	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
65	65	64	61	58	66	67	69	74	72	1,507	62·8	74	53	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20
54	52	50	49	47	41	37	34	40	38	1,344	56·0	74	34	40	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
16	17	25	28	34	36	41	41	47	49	677	28·2	49	16	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	W.	Var.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
65	65	65	69	69	53	12	37	45	45	1,387	57·8	69	12	57	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	23
54	51	52	51	53	56	46	53	49	45	1,132	47·2	56	37	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
50	46	39	40	45	43	43	44	45	44	1,011	42·1	50	32	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
63	63	66	66	75	73	72	70	71	69	1,375	57·3	75	44	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
45	36	25	25	21	21	21	21	21	20	1,185	49·4	69	20	49	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
13	11	11	13	25	28	28	28	28	28	442	18·4	28	11	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
53	55	58	61	63	63	63	63	63	63	1,266	52·8	63	28	35	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.	S.S.E.	S.	S.S.E.	...	...	...	...	...	Direction	29
49	52	50	56	58	53	47	48	44	42	1,377	57·4	63	42	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
61	67	63	67	66	61	63	63	59	58	1,461	60·9	69	45	24	Miles p.h.	
44·5	44·5	44·6	45·5	46·5	46·0	43·2	44·6	45·8	45·1	1,103	46·0	57·5	29·8	27·7	Mean.	

Absolute Maximum, 77 m.p.h. at 7 a.m., etc., on 11th.
„ Minimum, 5 „ 4 a.m. on 4th.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h.	62	64	63	67	67	66	63	73	67	73	58	62	63	63
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.
	Miles p.h.	61	59	57	57	57	53	53	49	49	49	45	41	46	42
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	45	48	41	46	47	53	46	49	45	49	61	51	59	54
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	57	57	57	58	57	57	55	53	54	52	58	49	47	48
5	Direction...	S.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.	S.
	Miles p.h.	38	37	29	42	45	57	52	55	48	51	49	48	54	54
6	Direction...	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.
	Miles p.h.	56	58	58	64	68	69	68	76	69	71	73	68	67	59
7	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	53	61	52	53	54	46	50	44	48	43	36	45	43	45
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	48	50	54	49	49	49	49	50	46	55	41	40	42	40
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	32	28	28	27	28	31	33	28	23	26	35	41	44	61
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	64	66	66	64	69	60	63	69	74	67	76	71	72	76
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	66	69	75	64	69	68	69	69	63	62	65	65	61	61
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.
	Miles p.h.	45	46	36	44	42	34	36	43	38	33	32	28	22	11
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	33	34	30	29	52	57	54	68	75	82	74	73	73	73
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	73	73	73	73	73	73	73	73	74	76	76	76	78	74
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	76	82	74	80	82	76	75	73	76	71	69	69	69	70
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.SE.
	Miles p.h.	52	48	52	50	49	45	45	41	40	36	43	42	39	3
17	Direction...	S.S.E.	S.	S.	S.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	33	34	39	47	50	41	53	58	54	52	58	50	49	46
18	Direction...	S.S.E.	S.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	79	80	76	80	71	71	77	81	81	84	81	78	80	80
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	N.N.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	66	59	45	58	56	34	14	35	65	77	55	52	64	74
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	72	69	73	70	75	71	71	76	71	66	41	32	59	62
21	Direction...	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	32	24	15	16	20	22	22	21	16	13	27	28	28	30
22	Direction...	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	66	65	67	65	59	54	56	54	61	69	80	79	80	77
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	61	56	58	66	64	73	69	67	61	68	84	65	72	85
24	Direction...	S.	S.	S.S.E.	N.E.	Var.	Var.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	71	80	66	21	34	28	25	66	69	80	70	73	77	62
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	43	49	52	67	69	72	72	84	81	82	72	75	73	78
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	71	76	70	71	64	63	60	52	37	43	58	45	57	50
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	39	38	36	36	42	39	37	37	36	41	48	54	55	54
28	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Var.	W.N.W.	N.E.	Var.	Var.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	58	58	58	52	15	28	10	10	7	11	38	45	58	41
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	23	41	56	58	53	51	57	53	58	59	58	52	44	46
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	58	63	59	63	64	69	60	64	63	61	66	58	58	52
31	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h.	33	34	27	33	32	27	26	27	30	40	42	36	43	40
	Mean ...	53·7	55·0	53·0	53·9	54·0	52·8	51·4	54·8	54·2	56·2	57·1	54·5	57·3	56·2

Maximum Daily Mean, 76·0 m.p.h. on 14th.
Minimum „ 27·8 „ 28th.

VELOCITY—HOURLY VALUES.

Table I.

MAY, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
63	63	63	63	63	63	63	62	61	61	1,536	64·0	73	58	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
45	45	49	50	53	52	45	41	46	44	1,188	49·5	61	41	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
54	58	55	58	64	58	59	59	60	59	1,278	53·2	64	41	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
43	46	43	45	48	50	47	42	43	40	1,205	50·3	58	40	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	...	...	...	...	...	Direction	5
54	54	58	56	60	53	53	50	56	57	1,210	50·4	60	29	31	Miles p.h.	
S.	S.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.	S.	S.	...	...	...	...	...	Direction	6
64	69	60	58	65	63	54	67	65	64	1,553	64·7	76	54	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	
47	50	45	46	45	49	41	42	47	52	1,137	47·4	61	36	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
46	39	46	42	40	30	24	22	24	27	1,002	41·8	55	22	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
58	46	45	47	52	63	58	63	67	70	1,034	43·1	70	23	47	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
76	71	74	74	76	79	69	72	67	69	1,684	70·2	79	60	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
65	62	60	62	59	55	51	51	53	54	1,498	62·4	75	51	24	Miles p.h.	
S.E.	S.E.	S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
15	15	14	19	40	43	37	35	38	30	776	32·3	46	11	35	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
73	73	73	73	73	73	73	73	73	73	1,537	64·0	82	29	53	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
79	79	76	75	80	83	76	80	83	76	1,825	76·0	83	73	10	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
68	65	63	64	67	64	58	64	58	46	1,659	69·1	82	46	36	Miles p.h.	
S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.	S.	...	...	...	...	...	Direction	16
34	39	32	32	31	35	36	36	34	37	963	40·1	52	31	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
50	54	60	59	52	70	71	76	74	82	1,312	54·7	82	33	49	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
79	76	69	79	76	73	62	73	68	67	1,821	75·9	84	62	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
76	61	69	72	77	76	76	76	67	66	1,470	61·2	77	14	63	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20
65	70	69	67	62	50	35	44	43	39	1,452	60·5	76	32	44	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	21
26	27	33	42	53	59	56	64	67	70	811	33·8	70	13	57	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
75	73	67	67	68	69	66	65	64	67	1,613	67·2	80	54	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	23
80	76	67	76	68	72	80	83	73	69	1,693	70·5	85	56	29	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.	W.	N.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
57	46	53	56	45	24	16	35	58	48	1,260	52·5	80	16	64	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	Var.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
76	82	76	81	59	25	35	58	66	69	1,596	66·5	84	25	59	Miles p.h.	
S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	26
51	40	28	28	27	33	32	32	28	25	1,141	47·6	76	25	51	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
54	50	53	58	58	58	58	58	58	58	1,155	48·1	58	36	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.E.	S.	E.S.E.	S.	W.S.W.	S.S.E.	...	...	...	...	...	Direction	28
39	45	28	15	17	9	5	6	6	8	667	27·8	58	5	53	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
41	45	39	46	45	54	48	49	54	56	1,186	49·4	59	23	36	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
51	49	47	44	45	43	38	41	37	37	1,290	53·7	69	37	32	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	31
34	36	29	32	32	44	61	63	53	68	922	38·4	68	26	42	Miles p.h.	
56·1	55·0	53·0	54·4	54·8	53·9	51·1	54·2	54·5	54·4	1,306	54·4	70·4	35·5	34·9	Mean.	

Absolute Maximum, 85 m.p.h. at 2 p.m. on 23rd.
„ Minimum, 5 „ 9 „ 28th.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.		1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.E.
	Miles p.h...	70	61	64	64	58	53	41	37	48	48	41	34	26	36
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h ...	63	75	71	71	76	77	67	76	75	73	75	72	71	71
3	Direction ...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	77	80	74	77	76	75	70	71	74	67	62	63	59	56
4	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	58	66	59	74	63	68	72	71	76	77	77	63	64	67
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	44	41	41	40	37	32	31	28	25	28	28	32	37	37
6	Direction...	S.S.E.	S.S.E.	S.	S.E.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	49	50	52	58	58	60	62	68	70	81	79	73	78	75
7	Direction...	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	56	54	54	47	46	42	37	37	36	37	36	37	36	38
8	Direction...	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	15	20	24	39	49	55	58	52	51	48	45	47	45	63
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.
	Miles p.h...	54	61	59	55	58	58	52	58	62	54	60	56	59	61
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	44	42	45	53	49	49	43	52	45	60	50	50	50	53
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	47	58	48	49	28	39	39	54	52	53	55	54	59	64
12	Direction...	S.	S.	W.	S.S.E.	S.S.E.	S.S.E.	E.	N.	S.	S.	S.	S.	S.	S.
	Miles p.h...	62	63	32	62	64	70	38	15	40	63	63	63	64	59
13	Direction...	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.	S.	S.E.	S.E.	S.
	Miles p.h...	62	67	65	65	67	65	62	63	50	40	32	28	24	37
14	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	43	44	34	33	33	28	28	33	32	37	37	48	47	45
15	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	50	51	57	55	56	61	45	58	67	58	57	58	58	58
16	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	64	74	67	71	63	62	54	58	60	54	51	50	51	51
17	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	E.
	Miles p.h...	50	50	50	39	51	58	54	60	51	50	48	48	54	50
18	Direction...	S.S.E.	S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	26	37	32	45	54	52	54	57	57	54	54	50	48	42
19	Direction...	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.W.
	Miles p.h...	47	55	42	32	28	29	19	26	28	34	34	34	39	24
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	68	71	71	72	67	71	74	76	73	63	59	66	67	58
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.	S.E.	S.S.W.	S.W.	S.S.E.	S.	S.	N.
	Miles p.h...	49	45	42	38	30	26	21	29	25	20	25	28	37	29
22	Direction...	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	76	76	75	77	81	77	71	72	72	71	76	67	54	58
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	W.
	Miles p.h...	58	58	58	61	54	60	55	61	68	64	67	65	63	51
24	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	59	64	55	65	67	68	61	57	57	54	56	57	54	54
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	W.	S.S.W.
	Miles p.h...	66	64	63	63	55	63	63	62	57	62	49	60	70	42
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.W.	W.N.W.	Var.
	Miles p.h...	54	50	47	47	42	43	29	28	27	28	19	13	7	9
27	Direction...	E.S.E.	E.S.E.	S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.
	Miles p.h...	25	21	13	13	31	41	31	28	37	26	50	54	59	50
28	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...
	Miles p.h...	77	77	77	77	77	58	16	25	32	33	33	29	21	12
29	Direction...	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	Var.	Var.	.....	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	14	19	27	27	23	19	12	16	24	32	32	24	32	27
30	Direction...	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	59	54	55	50	54	47	41	48	47	51	45	51	43	45
	Mean ...	52·9	54·9	51·8	54·0	53·2	53·5	46·7	49·2	50·6	50·7	49·8	49·1	49·2	47·4

Maximum Daily Mean, 73·3 m.p.h. on 2nd.
Minimum „ 35·0 „ 28th.

VELOCITY—HOURLY VALUES.

Table I.

JUNE, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
38	49	41	52	52	51	47	54	60	67	1,192	49·7	70	26	44	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
72	76	73	72	76	77	71	75	78	76	1,759	73·3	78	71	7	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.E.	S.S.E.	...	...	...	...	...	Direction	3
55	52	51	51	50	55	41	45	45	47	1,473	61·4	80	41	39	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
61	66	66	64	64	63	54	49	44	45	1,531	63·8	77	44	33	Miles p.h.	
S.S.E.	S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	5
38	37	34	44	42	48	47	55	54	51	931	38·8	55	25	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
73	73	63	67	69	68	64	59	59	58	1,566	65·2	81	49	32	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	7
39	37	29	41	41	34	28	25	24	12	903	37·6	56	12	44	Miles p.h.	
S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.S.W.	S.	...	...	...	...	...	Direction	8
58	58	59	53	50	49	49	46	46	56	1,135	47·3	63	15	48	Miles p.h.	
S.	S.	S.S.E.	S.	S.	S.S.E.	S.S.E.	E.	S.	S.E.	...	...	...	...	...	Direction	9
70	71	63	62	54	54	54	53	48	45	1,381	57·5	71	45	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
53	53	54	58	51	63	63	61	58	53	1,252	52·2	63	43	20	Miles p.h.	
S.S.E.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
67	77	78	80	76	76	59	58	58	62	1,390	57·9	80	28	52	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	12
59	55	55	54	61	61	60	59	58	64	1,344	56·0	70	15	55	Miles p.h.	
S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	13
53	47	55	66	64	66	63	55	48	51	1,295	53·9	67	24	43	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	14
52	58	55	61	61	58	56	59	56	58	1,096	45·7	61	28	33	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	15
58	56	56	51	50	57	54	60	61	65	1,357	56·5	67	45	22	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	16
54	54	53	55	54	57	46	51	43	54	1,351	56·3	74	43	31	Miles p.h.	
N.E.	N.E.	N.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
12	15	14	28	26	23	17	17	19	19	903	37·6	60	12	48	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	18
43	49	52	50	53	58	44	51	45	47	1,154	48·1	58	26	32	Miles p.h.	
S.	S.	S.W.	S.E.	S.S.E.	S.W.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
60	54	26	24	32	24	52	63	65	66	947	39·5	66	19	47	Miles p.h.	
S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	20
58	54	47	54	56	55	56	49	45	48	1,478	61·6	76	45	31	Miles p.h.	
E.	S.	S.	S.	S.S.E	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
12	45	50	59	63	57	50	60	67	70	977	40·7	70	12	58	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
67	60	61	67	66	62	62	63	60	64	1,635	68·1	81	54	27	Miles p.h.	
W.	E.	Var.	E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	23
28	19	25	15	21	56	53	60	64	61	1,245	51·9	68	15	53	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.N.E.	S.S.E.	...	...	...	...	...	Direction	24
46	47	45	48	53	47	44	43	35	23	1,259	52·4	68	23	45	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
25	53	58	58	64	65	57	58	57	58	1,392	58·0	70	25	45	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	N.E.	S.	...	...	...	...	...	Direction	26
38	50	59	60	59	62	56	55	62	17	961	40·0	62	7	55	Miles p.h.	
W.S.W.	S.	S.S.E.	E.	S.S.E.	S.	E.	W.S.W.	S.S.E.	S.	...	...	...	...	...	Direction	27
50	60	58	60	75	77	77	84	82	79	1,181	49·2	84	13	71	Miles p.h.	
.....	.....	.....	W.	.....	.....	.....	.....	.....	S.E.	...	...	...	...	...	Direction	28
6	16	33	32	24	19	18	17	11	20	840	35·0	77	6	71	Miles p.h.	
S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.	S.	S.	...	...	...	...	...	Direction	29
28	42	43	50	50	63	59	57	63	63	846	35·2	63	12	51	Miles p.h.	
S.S.E.	S.S.E.	S.	S.	S.S.E.	E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	30
40	37	31	32	20	8	8	37	49	53	1,005	41·9	59	8	51	Miles p.h.	
47·1	50·7	49·9	52·3	52·6	53·8	50·3	52·6	52·1	51·7	1,226	51·1	69·2	27·7	41·5	Mean.	

Absolute Maximum, 84 m.p.h. at 10 p.m. on 27th.
„ Minimum, 6 „ 3 „ 28th.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.		1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	66	71	63	71	78	76	75	76	75	71	57	59	58	63
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	50	56	37	24	18	20	23	7	19	27	28	32	14
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	36	43	41	49	41	51	46	55	55	56	56	53	55	58
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	60	61	59	60	59	57	53	53	46	57	52	51	58
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h...	76	79	72	74	67	66	59	63	63	58	58	49	55	50
6	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	63	59	64	61	54	53	59	65	63	63	64	59	60
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	57	66	63	64	67	58	55	67	67	71	72	71	67	66
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	15	14	12	14	11	10	8	9	9	7	7	11	11	16
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	38	37	37	35	27	28	30	30	28	28	40	47	49
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Var.	Var.	N.	E.	W.
	Miles p.h...	47	45	41	33	35	41	40	52	28	24	15	15	8	10
11	Direction...	S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	51	46	53	50	45	54	46	53	50	50	53	54	58
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.
	Miles p.h...	50	41	39	35	24	19	24	24	28	15	39	37	37	32
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	48	54	51	53	58	58	58	68	67	76	69	62	66	69
14	Direction...	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	Var.	S.
	Miles p.h...	62	73	68	66	71	67	58	63	65	71	56	69	71	40
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	63	71	67	67	71	73	67	71	71	73	70	67	69	67
16	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	46	48	46	41	32	25	21	19	20	23	19	16	13	12
17	Direction...	S.	S.	N.W.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	7	13	10	16	53	58	58	55	62	63	67	63	66	67
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.
	Miles p.h...	58	66	64	64	61	61	58	61	61	62	50	65	73	63
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	70	76	70	70	67	66	61	63	70	76	84	82	84	85
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	67	73	77	77	69	67	65	63	64	67	79	71	61	63
21	Direction...	S.S.E.	S.E.	S.S.E.	S.E.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.S.E.
	Miles p.h...	39	34	19	19	22	19	19	19	8	12	16	9	14	15
22	Direction...	S.S.E.	S.S.E.	S.	W.S.W.	N.W.	N.W.	N.W.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	14	19	23	14	11	9	11	14	16	13	24	35	47	45
23	Direction...	S.S.E.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	67	71	71	76	77	79	76	82	83	82	85	79	80	79
24	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h...	32	32	37	45	54	49	45	50	45	48	50	50	51	50
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	67	72	72	74	73	71	66	65	52	45	45	43	41	37
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	55	54	39	42	37	43	44	48	44	46	44	33	33	29
27	Direction...	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E
	Miles p.h...	40	43	49	57	59	59	59	65	63	67	76	79	76	69
28	Direction...	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	56	62	48	43	47	51	52	47	48	42	51	46	47	50
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	51	54	50	46	35	24	19	20	19	21	28	31	34	37
30	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	77	76	57	63	63	59	58	56	54	55	53	58	59	62
31	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	51	50	46	43	31	32	37	39	27	16	23	45	56	63
	Mean ...	50·2	53·6	50·1	50·5	49·8	48·2	46·8	49·2	47·5	47·3	49·0	49·5	50·8	49·6

Maximum Daily Mean, 74·3 m.p.h. on 19th.
Minimum „ 14·0 „ 8th.

VELOCITY—HOURLY VALUES.

Table I.
JULY, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
64	63	67	72	73	74	70	60	58	55	1,615	67·3	78	55	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
22	30	25	24	28	35	24	24	24	27	663	27·6	56	7	49	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
54	59	54	57	55	50	50	53	58	58	1,243	51·8	59	36	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
52	59	58	54	58	46	44	60	66	68	1,341	55·9	68	44	24	Miles p.h.	
S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	5
54	50	59	55	63	59	50	38	50	51	1,418	59·1	79	38	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	6
58	58	51	53	55	63	66	68	62	65	1,439	60·0	68	51	17	Miles p.h.	
S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
60	62	57	50	47	41	33	33	24	19	1,337	55·7	72	19	53	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
13	11	10	9	13	15	15	23	34	38	335	14·0	38	7	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
46	41	43	45	50	54	47	51	49	49	974	40·6	54	27	27	Miles p.h.	
S.	S.	S.	S.S.W.	S.S.W.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	10
11	38	49	46	49	57	48	54	53	50	889	37·0	57	8	49	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	11
52	54	50	49	44	45	44	45	50	46	1,187	49·5	58	44	14	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
33	41	38	45	43	48	41	48	45	48	874	36·4	50	15	35	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	13
71	72	71	76	77	78	69	68	65	65	1,569	65·4	78	48	30	Miles p.h.	
S.	S.	S.	W.	W.	Var.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
66	71	63	57	16	13	41	73	67	65	1,432	59·7	73	13	60	Miles p.h.	
S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	15
63	63	58	58	56	54	54	52—	50	54	1,529	63·7	73	50	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.W.	W.	N.	...	...	...	...	...	Direction	16
14	15	17	19	16	14	13	18	8	10	525	21·9	48	8	40	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
61	47	60	60	63	63	62	63	63	61	1,261	52·5	67	7	60	Miles p.h.	
S.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
9	53	53	62	67	71	67	69	72	69	1,459	60·8	73	9	64	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
85	84	82	77	76	77	72	69	71	67	1,784	74·3	85	61	24	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20
58	50	52	49	59	54	55	57	54	44	1,495	62·3	79	44	35	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
16	15	16	14	24	19	15	19	19	13	434	18·1	39	8	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	22
52	55	53	58	57	64	59	64	62	61	880	36·7	64	9	55	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	23
81	81	56	37	33	32	32	32	32	32	1,535	64·0	85	32	53	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
46	50	41	49	60	67	68	71	67	72	1,229	51·2	72	32	40	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
38	46	43	49	51	52	48	57	57	58	1,322	55·1	74	37	37	Miles p.h.	
S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
32	25	21	27	36	34	33	35	31	32	897	37·4	55	21	34	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	27
71	73	63	70	71	77	74	74	71	62	1,567	65·3	79	40	39	Miles p.h.	
S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
50	56	50	54	51	54	49	45	50	52	1,201	50·0	62	42	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	...	...	...	...	...	Direction	29
42	48	48	42	46	65	67	76	78	80	1,061	44·2	80	19	61	Miles p.h.	
S.S.E.	S.S.E.	S.	S.S.E.	S.	S.	S.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
62	60	59	60	47	47	53	53	51	50	1,392	58·0	77	47	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.	S.	S.	...	...	...	...	...	Direction	31
63	67	68	72	76	73	69	69	71	76	1,263	52·6	76	16	60	Miles p.h.	
48·4	51·5	49·5	50·0	50·3	51·5	49·4	52·3	52·0	51·5	1,199	50·0	67·0	28·9	38·1	Mean.	

Absolute Maximum, 85 m.p.h. at 2 and 3 p.m. on 19th.
„ Minimum, 7 „ at 9 a.m. on 2nd, etc.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	79	76	75	78	71	76	72	77	76	73	69	69	69	69
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	41	41	41	40	42	41	43	45	46	46	46	47	52	53
3	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	55	59	58	58	61	65	63	65	69	63	60	38	51	59
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	52	74	67	59	69	68	69	67	65	63	59	58	63	63
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	50	41	51	38	49	44	47	44	45	45	46	53	48
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	67	58	59	60	55	60	54	57	54	55	47	51	45	53
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	54	55	55	53	54	56	53	57	54	59	60	67	59	63
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	51	48	48	50	48	48	45	45	41	47	40	41	36
9	Direction	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	32	39	40	42	38	41	38	40	41	40	39	36	35	35
10	Direction...	E.S.E.	E.S.E.	S.E.	E.S.E.	E.S.E.	S.S.E.	N.N.E.	E.S.E.	N.W.	S.	S.	N.E.	N.E.	S.
	Miles p.h...	17	10	7	9	7	11	12	9	9	9	33	35	11	30
11	Direction...	S.S.E.	S.S.E.	S.S.E.	E.S.E.	S.S.E.	E.	S.W.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	10	16	41	40	17	48	22	58	55	54	49	46	46	50
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Var.	S.	S.S.E.
	Miles p.h...	63	63	58	63	63	66	58	64	65	63	55	31	19	55
13	Direction...	E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	13	37	63	64	67	64	67	65	62	59	53	63	58	45
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	S.S.E.
	Miles p.h...	52	45	45	50	55	54	48	54	58	62	70	61	63	67
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	55	53	50	52	52	49	45	48	40	40	41	51	45	48
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	49	45	46	54	54	47	54	49	54	58	69	69	72
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	66	69	67	71	71	71	68	68	67	75	68	67	66	66
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.S.E.
	Miles p.h...	64	68	52	53	46	51	51	54	61	54	58	63	61	58
19	Direction...	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	69	71	60	63	56	62	65	67	68	80	79	60	55	61
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	60	63	61	62	65	62	63	64	67	59	63	64	66	66
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	50	52	51	50	48	51	50	37	50	50	42	41	42
22	Direction...	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	28	25	27	28	25	39	49	52	61	58	50	56	51	53
23	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	67	69	57	59	61	61	61	63	62	62	66	63	62	59
24	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	S.S.E.	S.S.E.
	Miles p.h...	62	60	50	45	45	40	43	42	41	41	46	49	54	52
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	56	50	53	51	50	49	42	43	41	36	37	37	45	45
26	Direction...	S.S.E.	S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	39	44	38	41	47	55	56	62	66	63	67	65	62	58
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	76	82	72	61	53	60	60	60	62	63	63	52	48	32
28	Direction...	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	63	64	57	62	63	68	55	64	64	64	58	58	63	58
29	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	59	65	58	62	62	60	61	65	67	58	59	58	57	51
30	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	44	51	41	46	46	48	46	51	46	40	43	39	37	40
31	Direction...	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	E.	S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	38	42	27	18	18	13	11	9	12	10	16	16	16	16
	Mean ...	50·8	53·2	50·5	51·2	50·0	52·8	50·5	53·7	53·4	52·9	53·4	51·5	50·4	51·7

Maximum Daily Mean, 66·5 m.p.h. on 1st.
Minimum „ 21·5 „ 31st.

VELOCITY—HOURLY VALUES.

Table I.

AUGUST, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
67	68	66	63	61	57	49	49	45	41	1,595	66·5	79	41	38	Miles p.h.	
S.	S.	S.	S.	S.S.E.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	2
54	67	60	63	63	63	58	62	63	64	1,241	51·7	67	40	27	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	E.	...	...	...	...	...	Direction	3
66	71	74	72	80	74	66	60	69	74	1,530	63·7	80	38	42	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
59	62	63	63	64	63	55	55	55	54	1,489	62·0	74	52	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
50	51	50	57	61	65	57	71	71	72	1,256	52·3	72	38	34	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
53	59	55	52	56	53	53	57	53	54	1,320	55·0	67	45	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
63	64	60	63	63	58	58	55	57	52	1,392	58·0	67	52	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
40	38	35	37	34	36	37	37	36	34	1,002	41·8	51	34	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	...	...	...	....	...	Direction	9
36	38	34	35	36	37	34	33	32	21	872	36·3	42	21	21	Miles p.h.	
S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	...	...	...	...	....	Direction	10
53	57	52	54	50	41	32	17	15	18	598	24·9	57	7	50	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
52	54	50	54	56	57	57	63	61	63	1,119	46·6	63	10	53	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.N.E.	N.E.	...	...	...	...	...	Direction	12
63	64	56	58	63	64	61	63	21	14	1,313	54·7	66	14	52	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
45	45	46	50	50	54	50	53	58	56	1,287	53·6	67	13	54	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
69	66	61	62	63	61	59	56	58	55	1,394	58·1	70	45	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
46	53	55	58	60	52	54	45	41	40	1,173	48·9	60	40	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	16
74	67	66	70	74	76	67	67	67	69	1,462	60·9	76	45	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	....	....	....	....	....	Direction	17
62	60	56	61	71	62	52	62	60	58	1,264	65·2	75	52	23	Miles p.h.	
S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
62	67	68	64	70	77	66	70	71	72	1,471	61·3	77	46	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
59	63	62	58	58	61	60	61	62	58	1,518	63·2	80	55	25	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	....	...	...	...	...	Direction	20
67	67	67	67	59	61	61	59	62	58	1,513	63·0	67	58	9	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.	S.E.	E.	S.S.E.	S.E.	....	...	...	...	...	Direction	21
40	38	41	37	39	36	28	24	32	31	1,010	42·1	52	24	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	22
54	55	55	59	61	68	65	70	68	68	1,225	51·0	70	25	45	Miles p.h.	
S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	E.S.E.	...	...	...	...	...	Direction	23
64	61	58	67	70	69	62	68	68	66	1,525	63·5	70	58	12	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
60	68	63	69	71	73	58	71	68	66	1,337	55·7	73	40	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
49	51	51	49	52	49	47	42	45	48	1,118	46·6	56	36	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
58	61	58	66	66	63	59	62	58	63	1,377	57·4	67	38	29	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.	...	...	...	...	...	Direction	27
32	43	39	46	45	52	53	58	53	54	1,319	55·0	82	32	50	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	28
62	65	58	61	68	65	52	58	62	55	1,467	61·1	68	52	16	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
59	51	53	50	50	61	45	52	45	46	1,354	56·4	67	45	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
35	35	29	29	40	37	44	39	41	39	986	41·1	51	29	22	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.S.E.	E.	S.E.	S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	31
16	28	28	22	32	35	27	24	19	23	516	21·5	42	9	33	Miles p.h.	
53·8	56·0	53·5	55·4	57·6	57·4	52·5	53·6	52·1	51·1	1,269	52·9	66·3	36·6	29·7	Mean.	

Absolute Maximum, 82 m.p.h. at 2 a.m. on 27th.
„ Minimum, 7 „ 3 a.m. and 5 a.m. on 10th.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	—	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.	S.
	Miles p.h...	35	40	37	32	37	41	35	40	28	20	26	19	16	7
2	Direction...	S.E.	E.	N.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S S.E.
	Miles p.h...	15	20	20	19	21	16	12	8	18	31	23	27	33	24
3	Direction...	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.E.	E.S.E.
	Miles p.h...	23	19	11	14	14	19	15	21	14	13	8	22	17	7
4	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	4	4	5	4	4	5	4	4	5	4	4	4	4	4
5	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.
	Miles p.h...	65	72	77	74	74	63	67	66	67	65	51	54	54	56
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	68	68	62	69	75	75	73	76	76	74	76	72	66	59
7	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	48	49	54	48	51	43	45	52	53	51	45	40	39	45
8	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S
	Miles p.h...	50	51	49	54	52	57	59	64	58	54	58	51	55	62
9	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	56	60	54	58	58	50	50	48	46	41	41	37	41	42
10	Direction	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	47	50	49	50	50	52	46	49	46	45	38	45	42	48
11	Direction...	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.
	Miles p.h...	53	58	55	51	52	54	53	52	48	45	45	41	37	38
12	Direction...	S.	S.	S.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	38	35	34	40	41	44	43	43	35	35	40	35	45	39
13	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	41	42	41	50	47	50	43	48	45	48	58	49	44	41
14	Direction...	S.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.E.	S.S.E.
	Miles p.h...	43	45	41	50	51	51	46	47	47	40	35	32	24	13
15	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S S.E.
	Miles p.h...	53	53	53	53	53	53	61	61	61	61	60	61	62	60
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E	S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	61	60	58	60	58	57	50	38	32	32	37	37	38	41
17	Direction...	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	51	44	53	48	50	50	53	56	50	51	49	45	45
18	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	57	54	50	51	52	50	51	45	48	41	41	36	32
19	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	47	55	54	63	63	66	63	63	56	51	54	47	49	46
20	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	59	61	54	60	62	60	59	63	54	58	62	56	55	58
21	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	71	61	56	60	60	63	62	60	55	56	63	59	59	58
22	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	54	57	53	60	61	55	58	62	54	65	61	61	61	62
23	Direction...	S.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.	S.S.E.	S.	S.	S.
	Miles p.h	64	72	73	72	74	73	71	71	67	67	71	69	66	64
24	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.	S.
	Miles p.h...	67	68	66	62	59	67	71	69	66	63	60	44	55	51
25	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	58	62	69	69	72	78	65	68	58	51	51	51	54	58
26	Direction...	S.	E.N.E.	S.	N.	S.	W.N.W.	S.	E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	31	18	32	21	21	18	7	7	23	25	33	41	37	45
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.
	Miles p.h...	57	56	57	57	56	57	57	57	57	57	57	67	64	68
28	Direction...	S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	69	71	67	69	78	75	76	82	74	62	62	58	58	55
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.S.E.	S.	S.	S.S.E.
	Miles p.h...	50	50	50	50	50	58	54	59	61	58	58	59	61	67
30	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	71	75	71	75	75	76	76	69	65	62	67	60	59	57
	Mean ...	49·8	51·3	50·0	51·6	52·3	52·6	50·7	51·7	49·0	47·7	47·9	46·3	45·9	45.1

Maximum Daily Mean, 69·2 m.p.h. on 23rd.
Minimum „ 13·5 „ 3rd.

VELOCITY—HOURLY VALUES.

Table I.

SEPTEMBER, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.E.	S.E.	...	...	...	...	...	Direction	1
6	11	10	11	15	15	15	13	14	14	537	22·4	41	6	35	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
16	17	18	18	18	17	16	19	18	24	468	19·5	33	8	25	Miles p.h.	
S.E.	S.E.	E.	E.S.E.	S.E.	S.E.	E.	S.E.	S.	S.	...	...	...	...	...	Direction	3
5	25	7	11	11	20	10	8	5	4	323	13·5	25	4	21	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	4
4	4	31	57	63	64	64	61	64	71	542	22·6	71	4	67	Miles p.h.	
S.	S.	S.	S.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
61	72	70	75	80	68	63	67	65	65	1,591	66·3	80	51	29	Miles p.h.	
S.S.E.	S.	S.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction.	6
52	53	53	59	65	67	58	54	53	46	1,549	64·5	76	46	30	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	7
46	49	45	46	48	50	44	43	50	49	1,133	47·2	54	39	15	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	8
55	58	67	59	62	61	55	55	61	60	1,367	57·0	64	49	15	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	9
44	45	41	45	44	50	47	46	48	49	1,141	47·5	60	37	23	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	10
41	50	50	54	54	57	56	57	58	62	1,196	49·8	62	38	24	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	11
41	45	45	40	45	44	45	45	45	41	1,118	46·6	58	37	21	Miles p.h.	
S.	S.E.	S.E.	S.E.	S.E.	S.	S.	S.S.E.	S.E.	S.	...	...	...	...	...	Direction	12
40	37	33	35	34	45	48	52	41	40	952	39·7	52	33	19	Miles p.h.	
S.	S.	S.	S.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.	...	...	...	...	...	Direction	13
37	41	37	33	37	38	41	44	44	45	1,044	43·5	58	33	25	Miles p.h.	
S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.	S.S.E.	...	...	...	...	...	Direction	14
5	11	8	11	12	17	17	17	17	53	733	30·5	53	5	48	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
57	57	58	60	62	60	58	61	63	63	1,404	58·5	63	53	10	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	...	...	...	...	...	Direction	16
32	32	34	28	32	41	38	43	41	45	1,025	42·7	61	28	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	17
43	43	44	41	50	49	51	54	53	54	1,172	48·8	56	41	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	18
34	35	33	38	38	40	36	41	44	45	1,042	43·4	57	32	25	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	19
50	48	46	47	48	56	55	60	60	58	1,305	54·4	66	46	20	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	20
54	57	62	56	63	68	62	67	73	70	1,453	60·5	73	54	19	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	21
54	57	55	58	63	64	58	61	56	52	1,421	59·2	71	52	19	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.	...	...	...	...	...	Direction	22
58	51	56	67	69	70	67	66	64	66	1,458	60·8	70	53	17	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	23
64	67	67	65	64	74	72	77	71	66	1,661	69·2	77	64	13	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	24
57	63	66	65	58	58	50	64	72	66	1,487	62·0	72	44	28	Miles p.h.	
S.	S.	S.	W.N.W.	S.	S.S.E.	S.S.E.	S.E.	S.W.	S.E.	...	...	...	...	...	Direction	25
58	50	45	26	13	11	35	22	13	15	1,152	48·0	78	11	67	Miles p.h.	
S.S.E.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
45	57	57	57	57	56	57	57	56	57	915	38·1	57	7	50	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	27
67	67	67	70	73	72	70	64	63	67	1,504	62·6	73	56	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
57	44	37	35	41	46	50	50	50	50	1,416	59·0	82	35	47	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	29
64	63	66	61	61	59	64	66	69	68	1,426	59·4	69	50	19	Miles p.h.	
S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
59	67	64	58	62	59	56	67	76	76	1,602	66·7	76	56	20	Miles p.h.	
43·5	45·9	45·7	46·2	48·1	49·9	48·6	50·0	50·2	51·4	1,171	48·8	62·9	35·7	27·2	Mean.	

Absolute Maximum, 82 m.p.h. at 8 a.m. on 28th.
" Minimum, 4 " Midnight on 3rd, etc.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	72	68	64	67	72	71	69	69	69	72	66	74	72	69
2	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	63	63	56	63	63	67	61	63	58	55	53	52	49	56
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	43	46	50	48	53	51	54	56	48	45	43	45	41	40
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	42	44	42	43	45	41	41	45	45	37	41	42	41	40
5	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.
	Miles p.h...	46	49	49	46	46	50	45	52	46	42	41	24	26	28
6	Direction...	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	46	41	40	41	41	37	42	45	42	41	40	41	38	39
7	Direction...	S.S.E.	S.	S.	S.	S.	S.	S.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	35	36	35	36	33	36	33	28	21	16	19	16	22	32
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	46	47	42	45	45	48	47	41	45	50	55	59	52	59
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	68	73	67	74	69	69	64	71	70	71	68	67	49	65
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	60	64	62	64	62	67	65	63	63	69	68	62	58	59
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	50	50	47	51	50	53	45	49	45	45	45	43	41	45
12	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.
	Miles p.h...	61	69	60	61	58	69	57	54	51	43	53	45	56	53
13	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	69	70	72	80	77	80	75	80	80	80	78	80	72	66
14	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	67	74	69	69	63	60	61	67	72	72	66	71	71	64
15	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	53	58	58	61	47	54	48	52	51	51	53	45	43	40
16	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	40	49	42	47	45	47	43	41	37	35	37	36	37	44
17	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	68	74	61	64	67	72	74	69	66	69	54	60	55	58
18	Direction...	S.E.	S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	50	45	45	61	57	63	63	61	59	65	62	58	61	61
19	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	69	66	67	71	71	71	68	67	70	64	66	63	63	62
20	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.	S.	S.
	Miles p.h...	60	62	61	65	64	59	61	62	50	59	57	54	51	43
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	27	32	32	34	33	31	24	25	23	24	31	31	33	33
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	32	33	31	37	40	42	43	45	47	49	49	49	49	49
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.S.
	Miles p.h...	69	69	68	70	67	65	69	67	68	63	58	59	54	53
24	Direction...	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h...	50	50	48	52	48	50	47	45	45	44	45	37	41	42
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	46	42	41	39	39	41	40	36	32	28	27	24	21	33
26	Direction...	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	43	45	38	42	41	38	33	39	37	32	37	35	41	30
27	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	55	60	62	63	65	61	60	64	65	63	64	63	64	63
28	Direction...	S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	42	41	46	52	45	45	46	42	41	43	43	45	41	42
29	Direction...	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	50	55	52	55	53	48	45	42	39	32	39	35	32	32
30	Direction...	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	E.	E.	S.E.	S.E.	S.E.
	Miles p.h...	57	65	55	57	55	50	47	46	44	26	11	6	7	7
31	Direction...	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	54	58	61	67	71	70	67	71	71	69	69	65	69	73
	Mean ...	52·7	54·8	52·4	55·6	54·4	55·0	52·8	53·5	51·3	50·1	49·6	47·9	46·8	47·7

Maximum Daily Mean, 69·9 m.h.p. on 13th.
Minimum „ 28·1 „ 21st.

VELOCITY—HOURLY VALUES.

Table I.

OCTOBER, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	1
67	69	71	66	69	72	66	64	69	64	1,651	68·8	74	64	10	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
41	42	37	40	40	41	45	43	37	41	1,229	51·2	67	37	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
41	42	41	41	50	48	45	44	45	39	1,099	45·8	56	39	17	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	4
34	38	41	38	37	35	39	42	49	44	986	41·1	49	34	15	Miles p.h.	
S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
34	37	42	47	47	49	45	51	50	50	1,042	43·4	52	24	28	Miles p.h.	
S.	S.	S.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.E.	N.	...	...	...	...	...	Direction	6
40	33	32	32	29	26	27	15	13	14	835	34·8	46	13	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
37	30	30	34	37	37	39	39	42	41	764	31·8	42	16	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
56	60	58	66	65	68	62	70	71	61	1,318	54·9	71	41	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
63	66	60	59	62	63	59	64	67	67	1,575	65·6	74	49	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
58	58	53	58	60	63	57	55	54	47	1,449	60·4	69	47	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	11
45	45	45	49	57	54	48	54	57	59	1,172	48·8	59	41	18	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	12
54	48	50	54	61	63	63	61	66	68	1,378	57·4	69	43	26	Miles p.h.	
S.	S.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
54	63	55	63	63	67	63	63	67	61	1,678	69·9	80	54	26	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	14
64	69	59	59	62	54	50	59	51	57	1,530	63·8	74	50	24	Miles p.h.	
Var.	N.	W.	S.	S.	S.	N.	S.S.E.	S.	S.W.	...	...	...	...	...	Direction	15
37	21	11	12	28	50	32	7	17	37	966	40·3	61	7	54	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	...	...	...	...	...	Direction	16
53	64	66	66	77	75	73	69	71	70	1,264	52·7	77	35	42	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.E.	S.	S.	S.	S.E.	...	...	...	...	...	Direction	17
55	60	60	51	63	63	59	56	61	61	1,500	62·5	74	51	23	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	18
64	62	57	56	58	69	67	64	69	67	1,444	60·2	69	45	24	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	19
57	61	56	50	51	49	50	58	60	60	1,490	62·1	71	49	22	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20
41	38	40	42	44	48	41	49	41	34	1,226	51·1	65	34	31	Miles p.h.	
S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	...	...	...	...	...	Direction	21
28	28	27	26	32	24	24	27	21	24	674	28·1	34	21	13	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
49	53	50	56	61	61	65	69	71	71	1,201	50·0	71	31	40	Miles p.h.	
S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	23
50	52	42	45	54	48	49	45	44	50	1,378	57·4	70	42	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
40	47	38	41	40	39	35	41	45	41	1,051	43·8	50	35	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	...	...	...	...	...	Direction	25
22	27	23	23	33	37	36	40	41	36	807	33·6	46	21	25	Miles p.h.	
S.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
35	33	37	36	42	47	45	52	54	54	966	40·3	54	30	24	Miles p.h.	
S.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	27
61	54	48	43	46	38	40	41	38	41	1,322	55·1	65	38	27	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	28
38	41	37	43	44	47	44	51	49	50	1,058	44·1	52	37	15	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	N.	S.	S.	...	...	...	...	...	Direction	29
31	31	28	29	32	42	50	36	28	53	969	40·4	55	28	27	Miles p.h.	
E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
7	8	6	7	7	6	12	43	50	52	721	30·0	65	6	59	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	31
76	69	66	66	78	76	71	67	62	61	1,627	67·8	78	54	24	Miles p.h.	
46·2	46·7	44·1	45·1	49·3	50·3	48·4	49·6	50·3	50·8	1,206	50·2	62·5	36·0	26·5	Mean.	

Absolute Maximum, 80 m.p.h. at 4.0 a.m., etc., on 13th.
„ Minimum, 6 „ at Noon, etc., on 30th.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	—	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	57	54	53	51	48	44	45	51	48	45	50	49	48	48
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.
	Miles p.h. ..	40	43	41	45	40	41	40	43	38	37	31	30	32	33
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	36	40	38	40	42	41	38	33	35	32	27	26	25	25
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	42	44	43	43	41	41	36	37	32	29	28	21	21	16
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.
	Miles p.h. ..	30	37	39	36	41	41	32	24	41	46	47	41	43	45
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	59	63	63	66	63	70	67	65	61	54	58	65	60	56
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	53	54	47	54	50	48	41	43	41	40	41	38	39	42
8	Direction...	S.S.E.	E.S.E.	S.	S.S.E.	S.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h. ..	50	55	54	54	51	48	45	48	38	31	39	27	13	28
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	44	50	47	53	50	45	43	54	49	46	42	50	48	46
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	38	41	38	32	20	19	24	32	30	28	33	27	27	27
11	Direction...	S.	S.	S.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	45	46	56	63	53	53	53	53	54	51	54	43	41	40
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.E.
	Miles p.h. ..	47	58	53	53	56	67	53	58	59	53	49	49	45	45
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	E.
	Miles p.h. ..	45	38	37	22	22	28	25	24	27	30	28	24	24	12
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h. ..	37	37	37	41	41	41	41	41	41	41	41	45	45	49
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	73	69	69	65	65	65	65	65	65	61	60	62	64	58
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.
	Miles p.h. ..	49	54	43	44	39	38	37	31	24	27	26	25	30	13
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.S.E.	E.S.E.	E.	S.E.
	Miles p.h. ..	15	17	22	19	19	16	15	18	18	18	18	20	20	16
18	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	N.W.	N.W.	N.W.
	Miles p.h. ..	24	24	26	24	24	20	20	20	16	8	13	11	11	11
19	Direction...	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.W.	W.N.W.	W.N.W.	W.N.W.	W.N.W.
	Miles p.h. ..	9	11	11	11	11	11	7	8	8	8	14	15	15	14
20	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h. ..	37	37	37	37	37	37	37	37	37	37	39	42	34	34
21	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.	S.	S.S.E.	S.E.
	Miles p.h. ..	45	45	45	41	41	45	45	41	37	28	24	20	12	8
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.E.	E.N.E.	N.E.	N.	S.S.W.
	Miles p.h. ..	45	37	37	37	41	45	41	37	28	8	9	6	6	5
23	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h. ..	51	58	57	58	48	45	45	49	49	49	49	53	53	49
24	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h. ..	45	49	53	53	57	57	53	49	45	41	41	37	32	28
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	46	45	50	47	49	46	49	48	44	41	35	36	31	31
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.N.E.	S.S.E.
	Miles p.h. ..	15	28	28	37	40	33	37	34	38	35	33	15	10	8
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	28	32	32	28	37	41	41	28	45	41	41	40	41	39
28	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h. ..	55	63	60	58	61	58	47	47	36	35	40	40	39	32
29	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h. ..	36	39	41	45	44	44	41	43	50	45	56	53	43	46
30	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h. ..	52	54	55	58	57	55	54	54	58	49	49	48	48	48
	Mean ...	41·6	44·1	43·7	43·8	42·9	42·8	40·6	40·5	39·7	36·5	37·2	35·3	33·3	31·7

Maximum Daily Mean, 60·8 m.p.h. on 6th.
Minimum " 15·1 " 18th and 19th.

VELOCITY—HOURLY VALUES.

Table I.

NOVEMBER, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.		Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	....	...	...	...	...	Direction	1
47	47	45	48	49	47	45	46	42	38	1,145	47·7	57	38	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
32	33	32	33	35	37	35	39	37	37	884	36·8	45	31	14	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
23	24	24	26	26	28	32	39	40	40	780	32·5	42	23	19	Miles p.h.	
S.E.	N.N.E.	N.N.E.	N.E.	E.N.E.	N.E.	N.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
14	11	11	9	6	6	6	11	23	27	598	24·9	44	6	38	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
44	41	39	39	48	56	54	53	62	61	1,040	43·3	62	24	38	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
61	63	63	58	67	63	61	53	51	50	1,460	60·8	70	50	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
41	41	38	42	41	45	47	50	49	49	1,074	44·8	54	38	16	Miles p.h.	
S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
22	18	25	37	32	33	33	40	45	50	916	38·2	55	13	42	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
48	40	41	45	43	43	43	45	41	46	1,102	45·9	54	40	14	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.W.	S.W.	S.S.E.	S.	S.	S.	....	...	...	...	...	Direction	10
25	24	19	16	12	11	7	15	30	37	612	25·5	41	7	34	Miles p.h.	
S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
32	38	32	40	40	45	40	41	45	51	1,109	46·2	63	32	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	...	...	...	...	...	Direction	12
47	44	50	45	51	41	41	40	40	41	1,185	49·4	67	40	27	Miles p.h.	
S.E.	N.	S.E.	E.	E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
16	12	12	16	12	12	12	12	28	37	555	23·1	45	12	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
49	53	53	57	57	57	57	61	61	73	1,156	48·2	73	37	36	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
54	56	52	52	51	58	54	53	56	55	1,447	60·3	73	51	22	Miles p.h.	
E.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	16
11	12	11	12	13	14	11	12	15	15	606	25·2	54	11	43	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	...	...	...	...	...	Direction	17
16	12	16	20	24	24	24	24	24	24	459	19·1	24	12	12	Miles p.h.	
N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	S.W.	S.	S.	S.	...	...	...	...	...	Direction	18
11	11	11	10	7	8	12	15	14	12	363	15·1	26	7	19	Miles p.h.	
W.S.W.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	...	...	...	...	...	Direction	19
19	14	13	11	14	16	20	28	37	37	362	15·1	37	7	30	Miles p.h.	
W.	S.S.W.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	20
12	12	12	24	24	24	28	32	37	45	769	32·0	45	12	33	Miles p.h.	
S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
8	11	12	16	20	28	32	37	41	45	727	30·3	45	8	37	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	22
11	20	23	26	27	35	34	37	46	46	687	28·6	46	5	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.	E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	23
45	37	37	28	28	12	12	37	41	45	1,035	43·1	58	12	46	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
28	28	32	33	36	45	40	50	43	53	1,028	42·8	57	28	29	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.S.E.	...	...	...	....	...	Direction	25
20	11	10	11	6	5	11	16	19	19	726	30·2	50	5	45	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
11	12	11	9	6	7	11	19	21	23	521	21·7	40	6	34	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
34	10	9	40	48	43	45	51	50	54	898	37·4	54	9	45	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	...	...	...	...	...	Direction	28
34	39	32	33	32	34	32	30	33	35	1,005	41·9	63	30	33	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	....	...	...	...	Direction	29
44	45	44	45	47	47	48	50	52	49	1,097	45·7	56	36	20	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	....	...	...	...	Direction	30
45	45	47	45	49	48	46	49	49	49	1,211	50·5	58	45	13	Miles p.h.	
30·1	28·8	28·5	30·9	31·7	32·4	32·4	36·2	39·1	41·4	885	36·9	51·9	22·5	29·4	Mean.	

Absolute Maximum, 73 m.p.h. at Midnight on 14th., etc.
„ Minimum, 5 „ 2 p.m. on 22nd., etc.

‡ 9348—L

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	—	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.
	Miles p.h..	45	41	35	42	42	34	39	36	40	40	40	41	33	38
2	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.E.	N.N.W.	W.
	Miles p.h.	37	45	45	47	46	44	44	44	41	38	37	26	17	10
3	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	W.N.W.	S.S.W.
	Miles p.h..	11	28	33	32	38	33	31	32	33	28	27	15	6	6
4	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.E.	N.	N.N.W.	N.N.W
	Miles p.h..	38	43	41	43	41	45	39	28	25	27	25	15	8	7
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	28	23	18	19	25	28	24	26	30	29	33	25	17	9
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h..	24	42	48	50	50	44	42	40	34	35	43	45	49	47
7	Direction...	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	54	61	53	55	50	54	58	62	56	55	60	51	45	50
8	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	E.	E.	E.	E.
	Miles p.h..	27	24	18	14	15	32	37	37	38	33	29	13	12	14
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h..	41	50	37	48	45	34	32	39	44	35	40	37	38	37
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	45	56	53	51	56	50	53	49	48	45	43	41	40	39
11	Direction...	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h..	41	36	27	32	31	36	23	10	17	27	32	32	32	20
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.N.W.	N.W.	N.W.	N.
	Miles p.h..	39	42	36	37	41	37	37	37	30	24	14	7	9	10
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	41	38	40	42	44	41	47	45	49	50	46	42	43	42
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	N.	N.N.W.	N.N.W.	N.W.	N.W.
	Miles p.h..	46	44	39	49	51	43	45	33	24	17	6	8	9	7
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	N.N.E.	N.N.E.
	Miles p.h..	15	20	26	23	28	31	31	22	16	9	12	17	11	6
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	E.	N.E.	N.N.E.	N.	N.
	Miles p.h..	19	28	33	39	44	33	27	23	10	9	6	5	5	6
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	E.	E.S.E.
	Miles p.h..	20	23	23	26	28	27	25	28	29	26	22	19	16	17
18	Direction...	S.	S.	S.	S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.
	Miles p.h..	36	38	40	37	40	40	40	37	37	33	27	23	21	20
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	36	37	37	41	42	42	37	37	27	24	28	26	24	19
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	E.S.E.	E.S.E.
	Miles p.h..	24	27	28	35	33	31	31	27	28	19	20	13	5	5
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	30	31	32	37	36	37	33	31	26	24	27	25	28	22
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	41	49	45	49	50	53	48	46	51	51	47	45	43	46
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	45	47	46	53	47	52	47	50	43	38	37	35	36	34
24	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	41	44	40	45	39	44	40	45	37	32	36	33	26	27
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	16	17	21	28	30	29	25	31	28	32	27	28	20	22
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	14	43	41	44	41	44	43	45	41	33	35	37	42	45
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h..	58	67	60	62	64	62	53	59	58	53	54	37	41	39
28	Direction...	E.S.E.	E.	E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	26	15	13	28	45	41	42	46	41	37	41	40	38	35
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h..	41	45	43	49	45	43	35	41	33	23	28	26	23	21
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	E.S.E.	N.N.W.	N.N.W.	N.W.
	Miles p.h..	34	38	38	37	35	35	22	31	24	15	6	8	11	11
31	Direction...	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h..	14	16	18	21	21	21	19	18	14	11	13	15	15	15
	Mean ...	33·1	37·4	35·7	39·2	40·1	39·4	37·4	36·6	33·9	30·7	30·2	26·8	24·7	23·7

Maximum Daily Mean, 49·4 m.p.h. on 7th.
Minimum „ 13·8 „ 15th.

VELOCITY—HOURLY VALUES.

Table I.

DECEMBER, 1912.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	—	Date.
S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	...	...	...	...	...	Direction	1
32	30	31	30	30	33	30	33	33	33	861	35·9	45	30	15	Miles p.h.	
N.W.	W.	S.E.	S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	2
10	10	6	6	6	6	6	8	14	15	608	25·3	47	6	41	Miles p.h.	
W.S.W.	W.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	3
6	9	12	13	11	15	18	26	31	39	533	22·2	39	6	33	Miles p.h.	
N.N.W.	N.N.W.	N.N.W.	N.N.W.	N.N.W.	N.N.W.	S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	4
6	6	6	6	6	6	7	6	9	26	509	21·2	45	6	39	Miles p.h.	
S.E.	S.E.	S.S.E.	S.E.	S.E.	N.	S.S.E.	S.S.E.	S.S.E.	S.S.W.	...	...	...	...	...	Direction	5
14	17	22	23	24	11	7	10	18	15	495	20·6	33	7	26	Miles p.h.	
S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	6
45	48	48	46	52	55	45	54	53	51	1,090	45·4	55	24	31	Miles p.h.	
S.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	7
47	45	52	55	37	45	37	37	32	35	1,186	49·4	62	32	30	Miles p.h.	
E.N.E.	E.N.E.	E.	E.	E.N.E.	E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
11	11	7	10	9	7	22	36	40	40	536	22·3	40	7	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
38	41	41	42	43	47	44	48	46	48	995	41·5	50	32	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
39	37	37	37	39	40	39	42	41	41	1,061	44·2	56	37	19	Miles p.h.	
S.W.	W.N.W.	W.N.W.	W.N.W.	N.N.W.	N.	E.S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
12	9	10	7	9	11	6	14	14	29	517	21·5	41	6	35	Miles p.h.	
N.	N.N.W.	N.N.W.	N.N.W.	E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
9	7	5	6	5	6	11	32	33	36	550	22·9	42	5	37	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
42	42	39	44	41	49	43	53	45	48	1,056	44·0	53	38	15	Miles p.h.	
N.W.	N.W.	N.W.	N.N.W.	N.N.W.	N.	N.N.E.	N.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
7	7	7	7	6	4	7	6	11	11	494	20·6	51	4	47	Miles p.h.	
N.	N.W.	N.	N.	N.N.E.	N.	N.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	15
6	6	5	5	5	4	5	5	7	15	330	13·8	31	4	27	Miles p.h.	
N.	N.N.W.	N.N.W.	N.N.W.	N.N.W.	Var.	E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	16
5	5	4	6	6	6	7	14	18	20	378	15·8	44	4	40	Miles p.h.	
E.S.E.	E.S.E.	S.E.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	17
11	11	11	6	5	4	7	8	26	33	451	18·8	33	4	29	Miles p.h.	
E.S.E.	E.	E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
14	8	6	12	19	15	15	27	30	32	647	27·0	40	6	34	Miles p.h.	
S.S.E.	E.	E.	E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
21	16	6	6	7	10	14	16	19	20	592	24·7	42	6	36	Miles p.h.	
E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20
5	7	6	6	4	5	4	14	20	24	421	17·5	35	4	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
31	34	33	34	39	37	38	43	45	45	808	33·7	45	24	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
40	46	43	43	41	43	38	41	42	45	1,086	45·3	53	38	15	Miles p.h.	
S.S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	23
37	39	39	42	45	46	41	42	41	41	1,023	42·6	53	34	19	Miles p.h.	
S.S.E.	S.S.E.	N.	N.N.W.	N.	N.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
22	18	8	6	6	6	9	11	15	14	644	26·8	45	6	39	Miles p.h.	
S.S.E.	S.S.E.	S.S.W.	E.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.E.	N.	...	...	...	...	...	Direction	25
23	24	19	6	6	6	6	7	6	9	466	19·4	32	6	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
48	51	54	50	56	55	52	60	61	58	1,093	45·5	61	14	47	Miles p.h.	
S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	27
36	41	34	44	39	46	42	41	38	37	1,165	48·5	67	34	33	Miles p.h.	
S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
34	40	32	34	38	38	40	38	40	41	863	36·0	46	13	33	Miles p.h.	
S.E.	S.E.	S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	29
24	19	16	11	6	4	6	9	12	24	627	26·1	49	4	45	Miles p.h.	
N.W.	N.W.	N.W.	N.N.W.	N.N.W.	N.	N.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
9	6	6	5	4	5	5	9	11	16	431	18·0	38	4	34	Miles p.h.	
E.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	31
15	14	17	15	23	23	23	25	25	26	437	18·2	26	11	15	Miles p.h.	
22·5	22·7	21·4	21·4	21·5	22·2	21·8	26·3	28·3	31·2	708	29·5	45·1	14·7	30·4	Mean.	

Absolute Maximum, 67 m.p.h. at 2 a.m. on 27th.
„ Minimum, 4 „ 8 p.m., on 14th, etc.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	24	26	27	28	28	28	30	32	28	28	33	32	37	37
2	Direction...	S.S.E.	S.S.E.	S S E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	31	32	31	29	31	30	31	31	28	28	32	30	32	32
3	Direction	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	40	41	34	36	33	37	37	37	36	27	35	33	32	32
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	28	36	39	43	41	45	40	43	37	29	32	27	30	27
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	32	39	34	40	37	41	41	41	36	33	37	33	32	34
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	39	37	41	41	41	33	32	29	24	25	22	24	19
7	Direction...	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	6	6	6	6	7	10	15	17	17	23	22	25	27	25
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	24	24	24	24	28	25	28	24	25	24	27	24	24	24
9	Direction...	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	39	40	40	50	53	50	50	51	52	42	39	34	45	53
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	37	39	43	42	45	45	47	42	45	41	41	37	36
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	N.N.W.	N.N.W.	W.N.W.	N.W.
	Miles p.h...	37	42	32	32	24	16	16	19	11	11	9	6	7	7
12	Direction...	E.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	N.	Var.	N.N.E.
	Miles p.h...	6	6	18	28	28	32	37	38	36	31	32	15	11	10
13	Direction...	N.	S.E.	S.E.	S.E.	S.E.	S.E.	E.S.E.	E.S.E.	S.E.	S.E.	S.E.	S.E.	N.	E.S.E.
	Miles p.h...	11	11	13	11	11	18	26	15	26	24	40	41	24	10
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	30	37	37	38	38	45	40	51	45	37	43	37	39	35
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	48	54	47	53	47	44	28	13	10	30	43	45	41	41
16	Direction...	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	28	21	25	28	32	37	37	45	38	32	20	28	30	32
17	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	33	33	32	35	32	31	31	32	30	34	37	35	32	31
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	27	28	28	29	31	31	31	32	28	25	2	26	24	1
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	E.S.E.	E.S.E.
	Miles p.h...	11	27	27	32	33	36	35	32	31	34	11	6	6	5
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	N.	N.	W.
	Miles p.h...	19	27	28	31	30	19	30	19	29	22	11	7	6	6
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.
	Miles p.h...	12	13	16	20	22	24	21	21	19	19	15	6	4	5
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	16	18	20	21	20	22	22	28	28	28	24	25	20	19
23	Direction...	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	18	19	19	23	27	30	28	33	31	31	37	31	32	31
24	Direction...	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.
	Miles p.h...	17	13	12	15	15	20	21	21	18	15	19	19	23	27
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	47	49	45	50	56	54	51	54	50	45	46	43	38	30
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	E.S.E.	S.E.	S.E.	S.E.
	Miles p.h...	45	32	28	39	36	51	32	15	18	45	41	32	32	38
27	Direction...	S.E.	S.E.	S.E.	N.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.	W.N.W.	S.W.	S.S.E.	E.	S.E.
	Miles p.h...	30	40	31	11	10	30	40	40	10	8	7	28	34	34
28	Direction...	N.E.	S.E.	E.S.E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	N.
	Miles p.h...	11	11	11	13	15	28	23	22	24	25	11	7	11	12
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.
	Miles p.h...	11	14	27	33	37	40	37	45	41	45	42	41	39	43
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	50	47	45	46	41	41	46	49	45	56	47	47	45
31	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	37	39	40	41	44	48	53	53	50	50	50	45	45	50
	Mean ...	27·0	29·2	28·8	31·2	31·4	33·8	33·2	33·2	30·7	30·3	30·5	28·1	27·9	27·5

Maximum Daily Mean, 45·0 m.p.h. on 25th.
Minimum „ 11·7 „ 21st.

VELOCITY—HOURLY VALUES.

Table I.

JANUARY, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	—	Date.
S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
40	38	38	36	35	36	32	32	32	31	768	32·0	40	24	16	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	...	...	...	...	...	Direction	2
28	32	31	28	30	33	29	31	37	37	744	31·0	37	28	9	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
32	32	26	28	25	22	22	27	25	23	752	31·3	41	22	19	Miles p.h.	
S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
24	24	17	18	22	20	26	28	33	33	742	30·9	45	17	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
28	32	28	32	32	34	32	33	36	36	833	34·7	41	28	13	Miles p.h.	
N.N.W.	N.N.W.	W.N.W.	W.	W.S.W.	W.S.W.	S.W.	S.E.	S.E.	E.S.E.	...	...	...	...	...	Direction	6
12	8	8	6	7	7	6	5	6	6	515	21·5	41	5	36	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	7
22	25	22	21	22	22	21	24	23	21	435	18·1	27	6	21	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	8
28	28	23	24	24	31	29	28	40	40	644	26·8	40	23	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
49	47	45	45	50	45	41	37	41	41	1,079	44·9	53	34	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	10
36	37	33	33	31	32	32	31	36	37	915	38·1	47	31	16	Miles p.h.	
N.W.	S.W.	W.N.W.	W.S.W.	W.	W.	W.	N.N.W.	N.N.W.	S.E.	...	...	...	...	...	Direction	11
7	6	6	6	6	6	6	5	5	6	328	13·7	42	5	37	Miles p.h.	
S.E.	E.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	E.S.E.	E.	E.S.E.	...	...	...	...	...	Direction	12
13	11	15	26	27	40	35	18	14	11	538	22·4	40	6	34	Miles p.h.	
E.S.E.	E.	E.	E.	E.S.E.	E.S.E.	E.	S.E.	N.	S.S.E.	...	...	...	...	...	Direction	13
9	11	11	15	11	14	6	10	11	12	391	16·3	41	6	35	Miles p.h.	
S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
41	39	41	43	37	41	35	41	47	45	962	40·1	51	30	21	Miles p.h.	
S.S.E.	S.E.	E.	E.S.E.	S.E.	N.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	15
36	24	12	11	10	8	20	26	32	29	752	31·3	54	8	46	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	16
33	32	28	30	28	28	23	28	31	33	727	30·3	45	20	25	Miles p.h.	
S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
28	33	25	28	24	26	21	24	27	27	721	30·0	37	21	16	Miles p.h.	
S.S.E.	S.S.E.	S.E.	E.S.E.	E.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
20	19	14	11	6	11	12	14	14	15	524	21·8	32	6	26	Miles p.h.	
E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
5	6	4	6	6	4	4	10	18	19	408	17·0	36	4	32	Miles p.h.	
W.	W.N.W.	W.	W.S.W.	W.	W.	S.W.	S.W.	S.W.	S.S.E.	...	...	...	...	...	Direction	20
6	6	6	6	5	7	6	7	8	11	352	14·7	31	5	26	Miles p.h.	
E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
5	5	4	4	4	4	5	6	12	15	281	11·7	24	4	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	N.	N.	N.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
13	15	15	8	6	6	11	16	17	20	438	18·2	28	6	22	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	23
28	26	24	25	23	24	22	21	22	20	625	26·0	37	18	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
37	36	38	43	42	43	40	45	47	45	671	28·0	47	12	35	Miles p.h.	
S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	25
25	24	23	49	45	52	49	56	48	52	1,081	45·0	56	23	33	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	26
37	34	27	29	33	35	30	29	31	33	802	33·4	45	15	30	Miles p.h.	
S.S.E.	N.	S.E.	S.E.	N.E.	E.	E.	E.N.E.	E.	E.	...	...	...	...	...	Direction	27
28	21	21	32	19	11	9	9	8	8	519	21·6	40	7	33	Miles p.h.	
N.N.W.	S.S.E.	S.S.E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
14	15	17	20	23	27	26	27	18	16	427	17·8	28	7	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
40	41	37	40	38	41	41	42	43	47	905	37·7	47	11	36	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
45	46	45	37	31	29	26	35	33	39	1,016	42·3	56	26	30	Miles p.h.	
S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	31
49	50	39	37	31	33	41	38	37	42	1,042	43·4	53	31	22	Miles p.h.	
26·4	25·9	23·3	25·1	23·6	24·9	23·8	25·3	26·8	27·4	675	28·1	41·4	15·8	25·6	Mean.	

Absolute Maximum, 56 m.p.h. at 5 a.m. on 25th.
„ Minimum, 4 „ 5 p.m. on 19th, etc.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	—	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E
	Miles p.h...	45	42	44	47	50	47	48	48	46	41	45	35	37	36
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.
	Miles p.h...	41	45	41	38	41	45	38	49	51	55	51	47	50	51
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	47	47	48	56	51	54	54	54	58	54	56	58	50	54
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	38	54	40	49	45	57	58	61	67	63	64	67	62	66
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	56	59	63	61	59	64	61	57	45	54	58	57	56	50
6	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	47	50	56	59	66	64	59	60	63	64	49	57	50	49
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.
	Miles p.h...	57	57	62	60	57	64	62	61	59	62	61	56	59	59
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	N.	N.	N.W.
	Miles p.h...	48	52	43	50	50	50	38	37	33	26	24	24	20	12
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	32	33	39	46	44	48	45	49	48	41	41	41	41	41
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	37	37	37	37	37	37	37	37	37	37	37	24	24
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	37	37	37	37	37	37	37	37	37	37	37	37	37
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	37	35	35	30	30	25	25	25	25	20	16	16	16
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.E.	S.	S.	S.S.E.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	45	45	45	45	45	45	45	45	45	50	50	51	51	54
14	Direction...	S.	S.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	58	54	53	51	56	54	52	45	46	45	45	37	36	35
15	Direction...	E.N.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	18	13	15	32	34	32	33	33	37	32	36	26	31	25
16	Direction...	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	54	56	54	54	47	46	50	45	39	34	43	38	41
17	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	58	63	68	63	67	69	64	57	45	41	40	40	41	56
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	64	62	61	61	63	66	65	...	...	...	...	53	41	41
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	32	...	...
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	28	24	...
21	Direction...	...	S.	...	...	...	...	...	...	...	...	E.S.E.	E.S.E.	E.S.E.	E.S.E.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	28	32	...	...
22	Direction...	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	53	...	...
23	Direction...	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	E.S.E.	S.E.	S.E.	E.	E.	E.	E.	E.N.E.	W.N.W.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	5	...	...
24	Direction...	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.	E.S.E.	E.	E.	E.	E.N.E.	E.N.E.	E.N.E.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	20	...	...
25	Direction...	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.	E.S.E.	E.S.E.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	61	...	...
26	Direction...	E.S.E.	E.S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	53	41	...
27	Direction...	...	...	...	...	...	...	...	...	...	...	...	S.E.	...	...
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	16	...	...
28	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	...	...	...	...	...	...	...	...	...	...	...	37	...	...
	Mean ...	38·6	39·4	39·8	40·8	41·1	42·1	41·0	41·0	40·1	39·8	39·8	40·0	37·7	37·8

Maximum Daily Mean, 57·9 on 4th.
Minimum „ 8·2 on 23rd.

VELOCITY—HOURLY VALUES.

Table I.

FEBRUARY, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
32	35	35	37	43	40	39	36	37	40	985	41·0	50	32	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
50	49	45	50	44	47	43	43	40	45	1,099	45·8	55	38	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
55	52	52	52	52	55	52	51	51	53	1,266	52·8	58	47	11	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
67	62	53	62	58	61	58	58	61	58	1,389	57·9	67	38	29	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	5
54	54	51	51	56	54	53	56	53	49	1,331	55·5	64	45	19	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
48	45	45	45	51	55	53	57	55	55	1,302	54·3	66	45	21	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	7
52	57	50	54	56	54	59	52	52	52	1,374	57·3	64	50	14	Miles p.h.	
N.W.	N.W.	N.W.	N.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
10	9	8	4	4	6	10	12	20	28	618	25·8	52	4	48	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
41	41	41	41	41	41	41	41	41	41	999	41·6	49	32	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
24	24	24	24	24	24	24	24	24	24	732	30·5	37	24	13	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
37	37	37	37	37	37	37	37	37	37	888	37·0	37	37	0	Miles p.h.	
S.S.E.	N.	N.N.W.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	...	...	...	...	...	Direction	12
16	16	10	7	10	20	30	40	40	45	606	25·3	45	7	38	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	13
54	54	61	56	56	59	62	60	54	54	1,231	51·3	62	45	17	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
38	35	32	32	28	28	40	34	24	19	977	40·7	58	19	39	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.	S.	...	...	...	...	...	Direction	15
25	26	28	39	40	48	50	54	47	49	803	33·5	54	13	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	16
44	37	40	44	45	50	56	45	59	58	1,132	47·2	59	34	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
49	57	55	47	50	58	58	60	58	60	1,324	55·2	69	40	29	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
41	41	41	37	...	...	...	37	...	...	1,196	49·8	66	37	29	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
...	...	...	28	...	...	28	...	...	28	755	31·5	37	28	9	Miles p.h.	
S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.S.E.	S.E.	...	...	...	...	...	Direction	20
...	...	...	28	...	...	...	...	...	...	514	21·4	28	4	24	Miles p.h.	
E.S.E.	E.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	21
28	...	...	32	...	...	24	...	...	...	467	19·5	32	4	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	E.S.E.	S.S.E.	...	...	...	...	...	Direction	22
32	...	...	37	...	...	32	...	...	28	966	40·3	55	28	27	Miles p.h.	
W.	N.N.W.	N.N.W.	N.N.W.	N.	N.	N.E.	E.N.E.	E.S.E.	E.S.E.	...	...	...	...	...	Direction	23
...	...	...	5	...	...	...	...	...	...	196	8·2	28	4	24	Miles p.h.	
E.	E.	E.	E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	...	...	...	...	...	Direction	24
...	...	...	32	...	...	41	...	...	41	544	22·7	41	10	31	Miles p.h.	
E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	E.S.E.	...	...	...	...	...	Direction	25
...	...	...	37	...	...	37	...	...	28	1,014	42·3	61	28	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	N.E.	...	...	...	...	...	...	...	Direction	26
...	20	...	28	...	...	...	12	...	12	828	34·5	53	12	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
28	...	...	28	...	...	37	...	...	40	538	22·4	40	12	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
37	...	...	37	...	...	...	...	...	37	921	38·4	40	37	3	Miles p.h.	
36·8	36·2	35·5	36·1	35·7	37·4	38·4	37·8	37·5	37·7	928	38·7	51·0	27·0	24·0	Mean.	

Absolute Maximum, 69 m.p.h. at 6 a.m. on 17th.
„ Minimum, 4 „ 6 p.m. on 8th, etc.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	...	...	...	45	...	...	...	...	...	57	...	...
2	Direction...	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.S.E.	E.S.E.	S.E.	S.E.
	Miles p.h..	...	...	...	...	...	37	...	...	20	...	...	12	...	...
3	Direction...	S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	...	...	...	...	...	...	...	...	...	61	...	...
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	61	65	61	61	...	...	57	...	...	65	...	...
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	...	...	69	...	...	69	...	69	69	...	...	69	...	...
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	69	...	...	69	...	...	53	...	...	37	...	...
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	20	...	41	...	41	37	...	32	24	...	...	10	...	...
8	Direction...	...	E.	...	S.E.	E.	E.	E.	E.	E.	...	E.	E.S.E.	S.E.	S.E.
	Miles p.h..	...	...	...	16	16	16	...	...	16	...	...	37	...	...
9	Direction...	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.	S.	S.	S.	S.	S.
	Miles p.h..	...	41	...	...	...	...	53	...	...	...	...	65	...	...
10	Direction...	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h..	...	53	...	49	...	65	...	...	61	...	65	65	61	...
11	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h..	...	69	69	65	...	65	...	...	65	...	...	61	...	...
12	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.E.	S.S.E.	S.	S.S.E.
	Miles p.h..	45	45	...	41	...	45	...	...	...	...	...	28	...	...
13	Direction...	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	65	...	65	61	...	61	...	...	...	65	...	...
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	53	...	53	...	53	...	...	45	...	...	65	...	...
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	45	...	...	...	45	...	45	...	...	...	50	...	...
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	...	37	...	32	28	...	41	41	...	41	...	...
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.
	Miles p.h..	...	...	57	...	...	57	...	...	53	...	...	73	...	...
18	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	65	...	...	61	57	53	49	...	...	37	...	...
19	Direction...	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	57	...	...	57	...	...	45	...	...	32	...	...
20	Direction...	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.E.	S.	S.
	Miles p.h..	...	...	45	...	...	45	...	28	...	24	...	24	...	...
21	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h..	...	...	...	53	...	...	...	45	...	49	...	53	...	...
22	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h..	...	...	37	...	...	37	...	...	45	...	...	45	...	...
23	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h..	...	...	69	...	...	65	...	...	65	...	...	69	...	...
24	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h..	...	...	73	...	...	69	...	...	...	...	...	77	...	...
25	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h..	...	...	53	53	45	37	69	65	45	...	...	69	...	...
26	Direction...	S.	S.S.E.	E.S.E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h..	...	28	...	28	37	32	...	...	...	28	...	16	...	...
27	Direction...	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	45	...	...	45	...	...	45	...	...	37	...	...
28	Direction...	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h..	...	...	61	...	...	61	...	...	69	...	...	69	...	...
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.
	Miles p.h..	...	...	65	...	...	65	...	...	61	...	...	49	...	...
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...	...	61	...	...	69	...	...	...	...	...	65	...	...
31	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h..	...		81	...	...	77	...	...	69	...	...	61	...	...
	Mean ...	51·1	52·4	53·3	53·2	53·3	52·6	52·8	51·7	50·6	50·8	50·6	50·5	50·4	49·5

Maximum Daily Mean, 72·2 m.p.h. on 30th.
Minimum „ 18·0 „ 7th.

VELOCITY—HOURLY VALUES.

Table I.

MARCH, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.S.E.	...	...	...	...	...	Direction	1
...	...	...	53	...	...	...	...	...	53	1,208	50·3	57	40	17	Miles p.h.	
N.	N.	N.	N.	N.	N.	...	N.	E.S.E.	S.E.	...	...	...	...	...	Direction	2
...	...	...	8	...	...	...	...	...	8	518	21·6	53	5	48	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
...	...	...	61	...	...	61	...	...	61	1,343	56·0	61	10	51	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
...	...	...	69	...	...	69	...	...	69	1,545	64·4	69	57	12	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
...	69	...	69	...	...	69	...	...	65	1,648	68·7	69	65	4	Miles p.h.	
S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	E.N.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
20	20	25	25	...	...	...	4	5	20	975	40·6	69	4	64	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	Direction	7
10	...	...	...	...	...	...	...	...	...	433	18·0	41	4	37	Miles p.h.	
S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	...	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
32	...	...	28	...	...	...	...	...	28	550	22·9	37	4	33	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
65	...	...	61	...	...	53	...	...	53	1,329	55·4	65	35	30	Miles p.h.	
S.	S.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.S.E.	...	...	...	...	...	Direction	10
57	49	49	49	...	53	61	...	...	65	1,387	57·8	65	49	16	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	11
53	...	...	45	...	...	45	53	49	37	1,369	57·0	69	37	32	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	12
...	37	...	57	...	...	61	...	...	61	1,087	45·3	61	25	36	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
65	...	...	61	...	...	...	...	53	53	1,478	61·6	65	53	12	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
...	49	...	57	...	...	45	...	...	45	1,290	53·8	65	45	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
28	...	...	32	...	...	...	37	...	41	978	40·8	50	28	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	16
41	...	...	45	...	...	...	...	57	57	1,017	42·4	57	28	29	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	17
73	...	...	69	...	...	61	...	...	61	1,504	62·7	73	53	20	Miles p.h.	
S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	...	...	...	...	...	Direction	18
49	...	...	69	...	...	65	...	...	61	1,365	56·9	69	37	32	Miles p.h.	
S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	19
28	...	32	41	...	...	49	...	...	45	1,072	44·7	61	28	33	Miles p.h.	
S.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	20
24	...	...	28	...	...	45	45	...	53	855	35·6	53	24	29	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	21
45	...	...	53	...	...	53	...	...	53	1,216	50·7	53	45	8	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	22
41	...	...	37	...	...	61	...	...	61	1,077	44·9	61	37	24	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	23
69	...	...	69	...	...	69	...	...	69	1,624	67·7	69	63	6	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	24
77	...	...	77	10	53	53	...	...	61	1,633	68·0	77	10	67	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	25
...	...	...	37	...	...	37	...	...	37	1,195	49·8	69	37	32	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
28	...	...	49	...	...	49	...	...	45	811	33·8	49	16	33	Miles p.h.	
S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
53	...	...	53	...	...	53	...	...	53	1,142	47·6	53	37	16	Miles p.h.	
S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
69	...	...	69	...	...	69	...	69	69	1,591	66·3	69	56	13	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
53	...	...	49	...	...	53	...	...	61	1,374	57·2	67	49	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
73	...	...	81	...	...	85	...	...	85	1,732	72·2	85	61	24	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	31
61	...	...	65	...	...	61	...	...	61	1,628	67·8	83	61	22	Miles p.h.	
48·6	48·8	49·8	50·6	51·2	49·3	51·3	50·2	51·2	51·5	1,225	51·0	81·0	46·0	35·0	Mean.	

Absolute Maximum, 85 m.p h. at 9 p.m. on 30th.
" Minimum, 4 " 10 p.m. on 7th, etc.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	...	...	65	...	...	65	...	...	...	...	...	65	...	...
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	61	...	61	...	...	...	...	53	53	...	...	41	45	45
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	44	46	43	45	45	50	48	47	50	48	49	48	46
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	45	42	42	45	46	49	46	46	45	40	43	40	43
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	46	48	53	49	49	48	45	61	53	55	56	51	54
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	76	71	77	79	76	69	69	61	63	56	58	60	58	61
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	41	43	45	51	50	48	61	61	61	65	76	67	67
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	E.	E.	E.	E.N.E.	N.E.	E.	E.	E.	E.
	Miles p.h...	57	54	53	32	19	15	15	15	11	6	6	11	11	13
9	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	64	64	69	67	67	67	72	67	71	67	66	63	63	58
10	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.E.	S.S.E.	S.
	Miles p.h...	45	45	46	45	41	37	51	50	50	45	31	27	28	37
11	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	41	41	38	50	41	47	44	46	44	45	39	42	43	54
12	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	66	69	74	67	71	69	71	67	72	65	61	64	64	63
13	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	57	61	62	59	56	57	54	54	58	63	47	58	48	50
14	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	57	61	71	67	71	70	71	71	73	76	69	76	72	74
15	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	68	62	62	59	58	54	53	45	48	53	58	57	50	41
16	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	36	33	38	36	41	41	46	38	45	42	49	50	50	38
17	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	56	53	52	50	49	56	41	53	58	55	47	46	49	45
18	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	55	46	48	47	42	41	50	50	54	56	53	59	54	50
19	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	49	51	52	50	51	45	52	48	54	58	60	72	65	64
20	Direction...	...	...	Var.	...	...	S.	...	Var.	S.W.	...	S.S.W.	S.	S.	S.
	Miles p.h...	8	6	8	6	6	6	6	8	8	12	15	66	59	71
21	Direction...	...	...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	20	20	65	65	65	65	65	65	65	65	65	65	58	59
22	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	63	61	63	60	62	49	55	50	50	64	71	52	51	42
23	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	42	48	48	41	49	40	41	30	32	37	38	41	38	37
24	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	33	34	37	46	49	42	47	48	50	50	48	48	48	50
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h...	28	20	14	13	30	22	24	19	24	19	19	18	24	11
26	Direction...	S.S.E.	E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	12	21	12	11	38	37	42	45	25	28	24	32	37	36
27	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	45	41	46	45	50	46	47	43	48	45	50	45	45	44
28	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	33	32	32	32	33	36	33	33	32	37	34	39	39	40
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	41	41	40	40	38	38	38	38	38	38	32	32	28
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h...	45	45	45	37	28	28	37	45	45	45	45	69	69	65
	Mean ...	46·9	45·0	48·6	47·1	48·2	46·3	47·9	46·9	48·4	48·4	47·0	50·7	48·9	47·9

Maximum Daily Mean, 71·6 m.p.h. on 14th.
Minimum „ 18·0 „ 25th.

VELOCITY—HOURLY VALUES.

Table I.

APRIL, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
45	...	...	61	...	...	65	...	...	61	1,475	61·5	65	45	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
44	41	42	43	38	47	49	48	51	51	1,197	49·9	61	38	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
44	44	41	46	39	44	38	45	42	45	1,090	45·4	53	38	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
50	54	50	50	48	58	57	57	61	53	1,155	48·1	61	40	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
54	61	58	54	64	69	71	67	74	72	1,365	56·9	74	45	29	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
63	57	57	52	50	50	49	41	41	37	1,431	59·6	79	37	42	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
65	74	67	69	66	59	63	56	54	63	1,409	58·7	76	37	39	Miles p.h.	
E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	...	...	...	...	...	Direction	8
12	17	15	19	29	35	53	50	59	57	664	27·7	59	6	53	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	9
53	52	55	54	52	59	50	50	51	44	1,445	60·2	71	44	27	Miles p.h.	
S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	10
33	41	46	49	53	52	46	50	44	45	1,037	43·2	50	27	23	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	11
54	55	57	53	58	63	62	65	65	65	1,212	50·5	65	38	27	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	12
61	66	67	63	63	70	70	61	62	62	1,588	66·2	74	61	13	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	13
49	48	43	41	43	51	54	53	66	65	1,297	54·0	66	41	25	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	14
78	78	77	76	77	74	69	67	73	71	1,719	71·6	78	57	21	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	15
35	38	43	37	39	33	39	37	37	33	1,139	47·5	68	33	35	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	16
48	41	45	36	42	40	46	45	50	50	1,026	42·8	50	33	17	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	17
53	49	55	50	50	53	53	51	54	51	1,229	51·2	58	41	17	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	18
57	56	58	50	49	45	43	45	48	52	1,208	50·3	59	41	18	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	N.W.	...	...	...	...	...	Direction	19
62	63	67	63	63	71	67	60	59	11	1,357	56·5	72	11	61	Miles p.h.	
S.	N.N.E.	...	S.W.	...	...	S.W.	...	...	S.	...	...	...	...	...	Direction	20
77	60	16	16	16	16	16	16	20	20	558	23·3	77	6	71	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	21
61	58	63	63	63	64	69	67	64	65	1,444	60·2	69	20	49	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	22
49	45	47	38	45	47	42	49	46	47	1,248	52·0	71	38	33	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	23
41	35	42	42	45	50	50	50	50	46	1,013	42·2	50	30	20	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	24
52	45	40	37	28	28	28	17	23	29	927	38·6	50	4	46	Miles p.h.	
S.S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	E.S.E.	S.	E.S.E.	E.S.E.	...	...	...	...	...	Direction	25
14	16	19	14	8	7	11	16	23	20	433	18·0	30	7	23	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	26
38	36	41	37	33	40	37	37	41	41	781	32·5	45	11	34	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	27
44	45	41	38	41	37	40	32	37	37	1,032	43·0	50	32	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
40	40	40	37	37	38	38	38	38	38	869	36·2	40	32	8	Miles p.h.	
S.S.E.	S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
24	28	37	45	45	45	45	45	45	45	927	38·6	45	24	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
61	61	57	53	53	53	57	61	65	65	1,234	51·4	69	28	41	Miles p.h.	
48·7	48·5	48·0	46·2	46·6	48·7	49·2	48·0	50·2	48·0	1,150	47·9	61·2	31·5	29·7	Mean.	

Absolute Maximum, 79 m.p.h. at 4 a.m. on 6th.
„ Minimum, 4 „ 2 „ 24th.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.
	Miles p.h...	65	65	65	65	65	57	53	49	45	37	32	28	28	28
2	Direction...	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	45	32	24	30	33	31	32	42	50	45	49	50	54	46
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.
	Miles p.h...	54	52	58	60	67	67	58	43	45	38	46	45	33	38
4	Direction...	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	31	41	46	44	48	43	50	52	53	54	58	65	65	63
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	61	58	59	59	54	61	62	47	59	55	50	52	50	46
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	35	37	37	38	41	35	39	35	42	51	58	61	58	58
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.
	Miles p.h...	51	52	60	50	54	55	50	51	51	51	46	49	47	53
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	40	41	38	34	38	37	36	35	30	37	32	29	32
9	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	22	25	28	24	24	24	24	24	24	24	24	46	40	49
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	49	53	45	38	35	37	37	24	11	14	24	24	37	48
11	Direction...	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	63	58	63	64	66	71	71	67	74	77	71	71	69	71
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	41	49	45	53	49	52	54	58	59	63	65	65	65
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	69	65	65	65	65	65	65	65	65	65	65	65	65	61
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	69	69	69	69	65	61	61	61	65	65	65	65	65	60
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	51	52	53	55	56	58	62	58	64	63	64	69	53	59
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	70	72	67	67	67	67	67	67	67	67	67	65	57	52
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	74	76	77	77	76	76	77	72	80	82	81	85	82	80
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	73	81	79	77	79	82	76	79	79	76	76	76	80	76
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.
	Miles p.h...	57	63	63	51	57	53	52	53	51	54	45	49	45	47
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	43	38	38	40	41	41	37	45	37	40	51	46	42
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	46	40	50	42	49	46	48	50	50	54	53	53	53	54
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.
	Miles p.h...	76	69	79	81	88	67	81	73	83	86	83	84	85	87
23	Direction...	E.S.E.	S.E.	E.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	71	68	71	70	48	28	30	56	51	38	42	47	29	29
24	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.S.E.
	Miles p.h...	17	16	22	18	17	18	17	18	17	18	17	20	21	30
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	67	63	70	63	67	59	56	50	50	47	42	43	36	38
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.
	Miles p.h...	24	24	25	22	29	12	9	8	9	18	21	9	9	9
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Var.	Var.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	24	30	36	37	37	43	36	28	15	14	14	19	51	48
28	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	65	74	72	71	67	59	54	53	67	73	67	76	56	67
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h...	66	76	77	74	77	72	54	39	39	46	43	53	46	25
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	35	37	32	25	28	37	28	28	45	61	77	77	66
31	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	58	49	57	51	45	38	39	37	41	37	38	40	42	55
	Mean ...	51·8	52·2	54·3	52·1	52·5	49·7	49·3	47·0	48·7	49·0	49·7	52·7	50·7	51·0

Maximum Daily Mean, 79·7 m.p.h. on 22nd.
Minimum „ 13·2 „ 26th.

VELOCITY—HOURLY VALUES.

Table I.
MAY, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.		Date
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.	...	...	...	...	...	Direction	1
24	25	24	36	29	35	44	33	42	48	1,022	42·6	65	24	41	Miles p.h.	
S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
38	42	50	50	50	49	49	50	49	55	1,045	43·5	55	24	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S!	S.	...	...	...	...	...	Direction	3
33	33	35	30	27	33	40	39	37	42	1,053	43·9	67	27	40	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
72	53	65	64	65	62	61	61	60	62	1,338	55·7	72	31	41	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
43	44	41	41	37	35	36	41	16	34	1,131	47·1	62	16	46	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
58	63	67	63	63	67	66	54	53	53	1,232	51·3	67	35	32	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
45	52	54	45	51	46	51	42	39	37	1,182	49·3	60	37	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
29	28	22	22	20	27	27	19	17	19	726	30·2	41	17	24	Miles p.h.	
S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.	...	...	...	...	...	Direction	9
41	53	45	50	50	57	59	51	52	45	905	37·7	59	22	37	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
46	54	57	50	54	53	61	57	54	59	1,021	42·5	61	11	50	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
60	54	51	40	41	37	32	30	32	35	1,368	57·0	77	30	47	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
65	65	65	65	65	65	65	65	65	69	1,413	58·9	69	41	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
61	61	61	61	61	61	65	69	69	69	1,548	64·5	69	61	8	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
61	63	57	57	63	59	63	58	60	55	1,501	62·5	69	55	14	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	15
64	62	67	59	58	71	71	69	76	67	1,481	61·7	76	51	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	16
62	61	61	65	73	75	71	65	69	77	1,598	66·6	77	52	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
81	80	85	83	80	82	80	77	78	84	1,905	79·4	85	72	13	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
82	85	77	80	71	76	67	59	63	64	1,813	75·5	85	59	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	19
41	41	47	43	44	45	41	38	41	43	1,164	48·5	63	38	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20
49	43	46	45	51	46	51	45	51	41	1,044	43·5	51	37	14	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
52	53	61	61	61	61	61	61	61	61	1,281	53·4	61	40	21	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	22
89	85	89	75	76	80	74	74	73	76	1,913	79·7	89	67	22	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	23
27	28	19	20	32	20	12	18	9	8	871	36·3	71	8	63	Miles p.h.	
S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
37	37	45	49	53	53	54	55	53	67	769	32·0	67	16	51	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
32	37	37	35	30	31	24	24	24	19	1,044	43·5	70	19	51	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
9	9	9	9	9	9	9	9	9	9	318	13·2	29	8	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
58	57	67	60	58	68	73	67	57	63	1,060	44·2	73	14	59	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
77	67	59	51	50	54	45	56	56	63	1,508	62·8	77	50	27	Miles p.h.	
S.E.	S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
26	18	28	20	39	30	24	28	28	32	1,060	44·2	77	18	59	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
72	71	76	69	69	69	61	64	61	61	1,286	53·6	77	25	52	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	31
58	54	53	51	54	58	54	51	50	57	1,167	48·6	58	37	21	Miles p.h.	
51·4	50·9	52·3	50·0	51·1	52·1	51·6	49·0	48·5	50·8	1,218	50·7	67·1	33·6	33·5	Mean.	

Absolute Maximum, 89 m.p.h. at 3 and 5 p.m. on 22nd.
„ Minimum, 8 „ Midnight on 23rd.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	61	59	57	61	58	58	63	57	53	63	56	69	63	67
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	64	61	67	63	64	66	67	58	57	62	69	74	77	72
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	80	80	83	77	89	78	82	76	85	85	85	88	82	82
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	69	69	66	63	68	69	70	60	68	70	61	54	56	41
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E	S S E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	39	40	41	45	50	50	50	47	50	54	53	55	48	50
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.
	Miles p.h...	50	50	50	50	54	47	54	48	58	60	45	55	54	45
7	Direction...	N.N.W.	S.S.E.	S.	S.	S.	S.	S.	W.	N.W.	Var.	N.W.	S.	S.S.E.	S.S.E.
	Miles p.h...	15	24	65	63	64	61	58	54	34	14	12	25	63	67
8	Direction...	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	71	63	66	69	71	67	64	50	45	58	56	63	54	49
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	47	58	63	66	67	61	63	65	54	63	69	61	54
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	39	42	46	55	45	52	43	38	46	48	56	60	52	50
11	Direction...	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.
	Miles p.h...	38	45	39	31	15	13	21	26	24	16	15	15	17	19
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S S.E.
	Miles p.h...	29	30	25	28	30	24	18	25	34	39	41	33	36	41
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	45	45	45	45	45	45	45	41	41	41	41	45	46	53
14	Direction...	N.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	36	13	28	36	43	46	53	59	69	61	63	63	63	64
15	Direction...	S.	S.	S.	S.	S.	S.S.E.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	65	65	65	65	69	69	69	69	69	69	65	65	65	65
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	61	53	45	45	45	45	45	41	37	37	41	41	41	45
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	69	69	73	73	73	73	69	61	61	61	61	58	58	66
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	52	50	49	42	44	48	47	46	47	42	36	40	40	37
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	40	38	39	41	37	41	40	40	35	37	50	38	32
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	48	50	56	54	59	55	58	53	54	50	47	50	53	50
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	46	47	41	44	53	49	53	45	48	49	49	57	49	47
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	39	41	35	35	37	37	45	42	45	45	45	50	48	45
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	45	45	45	45	45	45	45	45	45	45	45	37	37
24	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	52	57	48	56	54	58	58	65	56	56	58	57	68
25	Direction...	S.E.	S.E.	E.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Var.	Var.	S.S.E.
	Miles p.h...	21	13	7	18	20	20	28	29	28	28	34	32	8	11
26	Direction...	W.	S.	S.S.E.	S.S.E.	N.	S.S.E.	S.	S.S.E.	S.	S.W.	S.W.	S.	S.	...
	Miles p.h...	13	24	12	11	10	11	14	28	40	45	37	34	14	13
27	Direction...	N.E.	E.	S.	.....	E.	E.	N.E.	E.	S.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h...	15	14	13	12	9	8	11	11	24	33	37	54	46	41
28	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	30	34	38	35	32	38	43	37	44	49	49	62	57	54
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	55	51	47	46	37	37	42	28	24	16	14	22	21	23
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	21	32	38	40	42	47	45	48	51	45	46	46	51	49
	Mean ...	44·9	44·9	46·5	46·7	48·1	47·2	48·7	46·1	48·4	47·7	47·2	50·4	48·5	47 9

Maximum Daily Mean, 80·3 m.p.h. on 3rd.
Minimum „ 17·9 „ 26th.

VELOCITY—HOURLY VALUES.

Table I.
JUNE, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
72	66	66	67	71	71	73	66	70	64	1,531	63·8	73	53	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
71	78	80	77	78	76	79	77	76	75	1,688	70·3	80	57	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
81	83	85	85	84	71	75	73	66	72	1,927	80·3	89	66	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
46	40	41	39	40	41	40	45	45	43	1,304	54·3	70	39	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
49	50	50	45	46	51	48	45	45	50	1,151	47·9	55	39	16	Miles p.h.	
S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	N.E.	N.	S.S.E.	...	...	...	...	...	Direction	6
44	50	50	45	50	41	43	33	15	15	1,106	46·1	60	15	45	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	7
69	69	58	52	62	55	56	66	66	65	1,237	51·5	69	12	57	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
45	40	46	34	19	30	38	33	35	33	1,199	50·0	71	19	52	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	9
59	54	53	56	53	41	38	41	40	37	1,304	54·3	69	37	32	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
50	47	55	50	50	60	45	36	41	37	1,133	47·2	60	36	24	Miles p.h.	
S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
17	24	27	22	25	20	25	27	28	30	579	24·1	45	13	32	Miles p.h.	
S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	....	Direction	12
37	32	28	32	35	40	41	41	45	45	809	33·7	45	18	27	Miles p.h.	
S.	S.	S.	S.	S.S.E.	S.	S.	S.	S.S.E.	N.	...	...	...	...	....	Direction	13
55	55	56	51	49	53	55	62	64	53	1,176	49·0	64	41	23	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	....	Direction	14
65	65	65	67	67	69	69	69	69	65	1,367	57·0	69	13	56	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	....	Direction	15
65	61	57	61	61	57	57	61	65	65	1,544	64·3	69	57	12	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	16
53	53	53	53	53	61	65	65	65	69	1,212	50·5	69	37	32	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	....	Direction	17
63	60	57	61	54	57	59	45	54	56	1,491	62·1	73	45	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
36	35	33	33	34	33	27	25	31	39	946	39·4	52	25	27	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	....	Direction	19
32	32	27	30	32	36	32	32	38	43	879	36·6	50	27	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	....	Direction	20
56	51	51	44	58	66	37	9	7	22	1,138	47·4	66	7	59	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	....	...	Direction	21
49	50	58	49	55	56	55	55	43	48	1,195	49·8	58	41	17	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
45	45	45	45	45	45	45	45	45	45	1,039	43·3	50	35	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	23
32	34	35	34	32	40	41	35	41	46	984	41·0	46	32	14	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	24
62	67	67	62	50	64	58	34	36	24	1,312	54·7	68	24	44	Miles p.h.	
S.S.E.	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.W.	S.	S.	W.	...	...	...	...	...	Direction	25
10	10	28	48	41	32	31	10	9	11	537	22·4	48	7	41	Miles p.h.	
S.	S.	S.	S.S.E.	...	S.	S.S.E.	...	S.	S.	...	...	...	...	...	Direction	26
11	11	13	15	14	11	11	11	12	15	430	17·9	45	10	35	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	27
11	14	11	16	37	41	39	27	20	45	589	24·5	54	8	46	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
61	61	57	55	54	55	62	63	56	58	1,183	49·3	63	32	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
24	20	21	19	10	10	11	15	28	22	643	26·8	55	10	45	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
54	59	59	56	58	56	65	56	61	50	1,175	49·0	65	21	44	Miles p.h.	
47·5	47·2	47·7	46·8	47·2	47·9	47·3	43·4	43·9	44·7	1,127	46·9	61·7	29·2	32·5	Mean.	

Absolute Maximum, 89 m.p.h. at 5 a.m. on 3rd.
„ Minimum, 7 „ 11 p.m. on 20th, etc.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.	W.N.W.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	7	20	24	27	31	26	23	28	36	28	18	15	26
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	54	54	67	60	64	65	65	63	77	74	72	60	82	75
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	73	61	66	58	63	58	59	57	63	57	59	67	58	55
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	35	34	35	32	28	28	28	28	32	32	37	39	39	45
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	49	55	53	46	51	48	43	38	49	73	85	87	81
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	93	90	84	85	82	77	76	69	65	69	73	77	73	73
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	65	61	61	69	61	69	65	65	61	61	65	65	65	65
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	59	53	63	64	69	57	59	65	73	58	62	60	63	67
9	Direction...	S.	S.	S.	S.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	63	69	71	69	69	61	65	53	65	63	61	58	58	55
10	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.	S.S.E.
	Miles p.h...	48	58	54	52	55	58	58	60	66	58	63	45	41	43
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	45	50	58	58	71	74	60	65	82	84	89	60	79	61
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	10	9	10	9	8	9	9	11	10	9	12	10	10	19
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	67	61	55	54	53	48	52	45	46	41	45	45	38	40
14	Direction...	S.S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	E.S.E.	S.E.	S.E.
	Miles p.h.	44	34	32	28	36	34	36	36	40	39	32	38	28	45
15	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	54	62	65	61	64	66	68	66	65	67	65	67	58	67
16	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.
	Miles p.h...	67	67	64	66	76	73	74	73	76	69	71	77	72	71
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	44	42	40	39	47	42	45	41	37	43	38	28	20	29
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	39	41	45	45	37	37	37	41	45	53	61	69	73	73
19	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.
	Miles p.h...	73	73	73	73	73	73	69	69	65	65	65	60	45	41
20	Direction...	E.S.E.	E.S.E.	S.E.	E.S.E.	E.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	38	32	32	32	24	24	24	17	16	15	15	21	17
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	48	53	54	58	65	61	65	63	59	66	67	69	67	67
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	54	57	50	43	45	42	48	41	53	51	48	43	45	50
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	47	45	46	38	43	48	50	41	42	48	50	57	54	58
24	Direction...	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.
	Miles p.h...	71	71	70	72	71	71	62	62	64	69	66	72	61	73
25	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	63	73	72	73	74	65	71	69	72	65	60	68	66	61
26	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	75	76	72	69	69	74	69	62	62	60	65	60	52	52
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.
	Miles p.h...	52	51	55	54	58	62	59	58	66	61	57	66	60	65
28	Direction...	S.S.E.	S.E.	S.E.	S.S.E.	E.S.E.	S.S.E.	S.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	33	30	20	17	12	16	21	17	21	17	19	31	35	33
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	61	50	65	59	65	67	61	41	51	54	57	54	45	53
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.	S.	S.	S.	S.	S.S.E.	S.	S.S.E.
	Miles p.h...	53	42	59	53	58	63	60	53	56	45	60	53	60	61
31	Direction...	S.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.S.E.	S.	S.	S.
	Miles p.h...	57	60	70	69	63	74	71	73	84	76	67	69	67	71
	Mean ...	54·0	52·3	54·3	52·8	54·3	54·1	53·9	50·9	54·2	53·4	54·3	56·6	52·5	55·5

Maximum Daily Mean, 74·1 m.p.h. on 6th.
Minimum ,, 22·8 ,, 12th.

VELOCITY—HOURLY VALUES.

Table I.
JULY, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
34	50	49	42	56	61	54	50	50	53	853	35·5	61	7	54	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
77	81	80	79	81	82	84	73	80	81	1,750	72·9	84	54	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
55	50	51	53	50	53	48	46	42	45	1,347	56·1	73	42	31	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
45	39	45	45	49	57	57	53	58	53	973	40·5	58	28	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
82	84	80	87	88	90	89	93	92	96	1,684	70·2	96	38	58	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	6
73	73	73	77	73	73	65	65	55	65	1,778	74·1	93	55	38	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
65	67	79	67	67	71	67	58	58	54	1,551	64·6	79	54	25	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	8
67	71	72	69	73	71	69	71	67	72	1,594	66·4	80	53	27	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9
48	59	48	56	54	48	56	51	54	54	1,408	58·7	71	48	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
44	49	50	48	53	48	45	49	38	47	1,230	51·3	66	38	28	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
85	84	80	77	64	63	55	48	40	22	1,634	68·1	91	22	69	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
22	24	37	35	37	49	45	50	46	58	548	22·8	58	8	50	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
37	37	40	40	38	40	43	37	40	38	1,080	45·0	67	37	30	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	14
47	50	51	47	50	54	58	54	56	59	1,028	42·8	59	28	31	Miles p.h.	
S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15
67	65	63	60	62	56	61	62	66	67	1,524	63·5	68	54	14	Miles p.h.	
S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.N.E.	S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	16
71	70	65	61	61	54	23	15	32	34	1,482	61·8	77	15	62	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
21	21	37	43	44	47	44	46	38	50	926	38·6	50	20	30	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	18
77	77	81	85	85	85	85	85	81	81	1,518	63·3	85	37	48	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	E.S.E.	E.S.E.	E.S.E.	S.E.	...	...	...	...	...	Direction	19
49	42	40	37	43	43	48	33	35	43	1,330	55·4	73	33	40	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20
25	27	32	38	34	40	41	40	38	48	707	29·5	48	15	33	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21
68	67	71	60	53	69	67	57	63	62	1,499	62·5	71	48	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
50	45	42	38	36	39	46	41	45	45	1,097	45·7	57	36	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.	...	...	...	...	...	Direction	23
56	60	64	55	65	70	71	60	76	71	1,315	54·8	76	38	38	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	24
73	69	77	76	71	76	70	71	71	73	1,682	70·1	77	61	16	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
64	67	71	71	77	80	79	82	81	79	1,693	70·5	82	50	32	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
46	50	53	48	55	54	58	59	58	58	1,456	60·7	76	46	30	Miles p.h.	
S.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.S.E.	...	...	...	...	...	Direction	27
72	66	65	54	58	67	68	63	67	58	1,462	60·9	72	51	21	Miles p.h.	
S.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
44	43	54	40	47	56	60	56	58	53	833	34·7	60	12	48	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
50	56	63	55	61	65	55	54	52	45	1,339	55·8	67	41	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	30
55	60	65	55	58	66	73	64	66	60	1,368	57·0	73	42	31	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	31
71	66	66	67	72	72	74	60	69	69	1,657	69·0	84	57	27	Miles p.h.	
56·1	57·1	59·5	56·9	58·5	61·3	59·9	56·3	57·2	57·8	1,334	55·6	72·0	37·7	34·3	Mean.	

Absolute Maximum, 96 m.p.h. at Midnight on 5th:
„ Minimum, 7 „ 2 a.m. on 1st.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	69	70	57	64	65	62	63	59	65	53	57	54	54	50
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	51	55	59	58	61	58	55	65	63	50	67	61	50
3	Direction...	S.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	69	65	70	60	63	63	63	61	69	56	69	76	69	69
4	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.
	Miles p.h...	41	68	79	76	75	65	66	70	67	71	60	66	67	64
5	Direction...	S.E.	S.E.	E.S.E.	E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	E.N.E.	N.E.	E.S.E.
	Miles p.h...	35	32	23	21	22	19	19	16	15	13	11	10	8	6
6	Direction...	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.
	Miles p.h...	11	10	8	11	10	11	9	11	7	5	5	6	6	6
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.
	Miles p.h...	41	49	55	57	63	61	63	58	61	64	56	51	58	51
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.
	Miles p.h...	61	61	63	59	54	61	62	57	61	61	54	62	54	50
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	41	39	32	21	19	22	24	21	18	20	20	35	40	50
10	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	49	46	50	50	46	46	49	43	48	44	42	42	44	39
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.
	Miles p.h...	47	45	52	49	50	50	50	53	61	60	58	53	59	61
12	Direction...	S.	S.	N.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	67	23	11	20	37	38	34	32	23	20	19	12	10
13	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
	Miles p.h...	44	45	46	45	52	50	54	54	61	58	61	66	61	61
14	Direction...	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	77	76	68	63	67	67	61	58	73	59	44	45	37	40
15	Direction...	S.E.	E.	E.	S.E.	S.E.	E.S.E.	S.E.	E.S.E.	S.E.	E.	E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	9	6	6	5	5	6	28	28	17	15	11	31	50	57
16	Direction...	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.S.E.	S.	S.S.E.
	Miles p.h...	80	80	84	83	84	84	82	77	84	92	86	89	81	87
17	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	71	76	53	63	61	60	58	56	49	50	39	55	50	52
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.
	Miles p.h...	52	39	47	40	39	37	42	45	50	46	50	50	48	45
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	60	56	55	54	43	41	38	41	40	34	35	29	25	26
20	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	E.	E.	S.	E.S.E.	E.S.E.	S.E.	E.S.E.	S.S.E.
	Miles p.h...	7	6	7	7	8	6	9	10	10	7	7	20	15	17
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	38	45	44	47	44	51	46	47	42	43	41	42	37	37
22	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	49	47	52	50	47	48	48	50	44	46	56	48	58	63
23	Direction...	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	61	52	60	61	58	59	61	61	63	55	48	47	47	53
24	Direction...	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.
	Miles p.h...	68	62	56	54	58	45	37	11	13	37	43	43	41	27
25	Direction...	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	34	35	40	35	37	38	45	39	38	39	31	27	24	27
26	Direction...	S.E.	S.	S.	S.S.W.	S.S.E.	N.N.E.	N.	N.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	33	32	24	21	26	31	28	12	17	22	47	41	40	42
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.E.	S.E.	S.S.E.
	Miles p.h...	42	45	46	46	49	45	45	38	37	37	41	45	32	30
28	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	19	19	19	22	28	31	32	28	29	32	41	41	60	63
29	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	60	63	54	61	58	52	52	52	50	54	46	45	41	45
30	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	48	42	45	38	41	41	37	44	41	53	44	54	41	41
31	Direction...	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	E.	S.S.E.	E.S.E.	E.S.E.	E.S.E.	S.S.E.	E.S.E.	E.S.E.
	Miles p.h...	41	45	40	42	43	43	32	28	32	18	15	10	11	11
	Mean ...	46·7	47·5	45·6	44·4	44·9	44·9	45·1	42·5	43·8	42·9	41·5	44·2	42·9	42·9

Maximum Daily Mean, 80·6 m.p.h. on 16th.
Minimum „ 10·3 „ 6th.

VELOCITY—HOURLY VALUES.

Table I.

AUGUST, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	——	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1.
47	47	50	49	50	52	50	45	51	49	1,332	55·5	70	45	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
60	59	58	54	58	50	63	53	55	66	1,382	57·6	67	50	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	3.
69	67	71	66	56	59	46	50	41	32	1,479	61·6	76	32	44	Miles p.h.	
S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	E.S.E.	S.E.	...	...	...	...	...	Direction	4
53	63	47	47	37	49	39	36	33	45	1,384	57·7	79	33	46	Miles p.h.	
E.N.E.	E.N.E.	E.N.E.	E.N.E.	S.E.	E.S.E.	E.S.E.	E.	E.N.E.	N.N.E.	...	...	...	...	...	Direction	5
6	6	7	6	9	9	11	15	15	11	345	14·4	35	6	29	Miles p.h.	
N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	N.N.E.	S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
9	9	7	7	6	7	11	18	22	35	247	10·3	35	5	30	Miles p.h.	
S.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.S.E.	...	...	...	...	...	Direction	7
54	59	66	58	67	64	68	67	69	63	1,423	59·3	69	41	28	Miles p.h.	
S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8.
58	46	51	46	46	54	50	50	45	49	1,315	54·8	63	45	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	9.
63	63	54	48	53	48	50	46	51	45	923	38·5	63	18	45	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10.
39	40	47	41	44	41	48	41	45	48	1,072	44·7	50	39	11	Miles p.h.	
S.	S.	S.	S.	S.	N.E.	E.N.E.	E.N.E.	S.E.	S.S.W.	...	...	...	...	...	Direction	11
46	63	66	33	21	22	26	24	19	19	1,087	45·3	66	19	47	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	12
12	26	33	41	38	40	41	37	43	41	735	30·6	67	10	57	Miles p.h.	
S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	...	...	...	...	...	Direction	13.
63	61	67	67	79	77	78	71	82	77	1,480	61·7	82	44	38	Miles p.h.	
E.S.E.	S.E.	E.	E.	E.	S.	S.S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	14.
19	8	5	5	4	5	5	6	11	18	921	38·4	77	4	73	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	15.
63	66	66	66	68	76	74	74	75	77	979	40·8	77	5	72	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	16.
86	79	72	73	67	71	78	79	80	76	1,934	80·6	92	67	25	Miles p.h.	
S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
50	45	53	47	46	45	50	39	42	45	1,255	52·3	76	39	37	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18.
51	50	53	45	56	55	48	51	48	56	1,143	47·6	56	37	19	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	19
22	19	15	10	10	12	11	11	16	8	711	29·6	60	8	52	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	E.	S.E.	E.N.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	20.
15	17	24	27	28	24	15	17	13	25	341	14·2	28	6	22	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	21.
40	40	45	43	41	45	51	45	49	50	1,053	43·9	51	37	14	Miles p.h.	
S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
73	76	79	80	87	79	77	71	64	64	1,456	60·7	87	44	43	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	...	...	...	...	...	Direction	23
56	61	61	63	64	58	63	65	58	66	1,401	58·4	66	47	19	Miles p.h.	
S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	24
17	20	15	14	11	6	6	14	27	34	759	31·6	68	6	62	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.	S.	S.	S.E.	...	...	...	...	...	Direction	25
31	37	45	40	42	33	24	24	28	28	821	34·2	45	24	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
45	50	45	44	40	44	45	53	47	50	879	36·6	53	12	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	...	...	...	...	...	Direction	27
39	37	38	36	28	28	32	27	25	19	887	37·0	49	19	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
69	63	69	71	71	66	69	70	64	59	1,135	47·3	71	19	52	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
41	40	38	41	48	51	49	45	50	49	1,185	49·4	63	38	25	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	E.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	30
40	37	42	42	45	40	28	39	44	38	1,005	41·9	54	28	26	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	E.S.E.	...	...	...	...	...	Direction	31
11	13	29	32	44	43	37	31	38	13	702	29·3	45	10	35	Miles p.h.	
43·5	44·1	45·7	43·3	44·0	43·6	43·3	42·4	43·5	43·7	1,057	44·0	80·8	34·9	45·9	Mean.	

Absolute Maximum, 92 m.p.h. at 10 a.m. on 16th.
„ Minimum, 4 „ 7 p.m. on 14th.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	—	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	E.S.E.	S.S.E.	E.	E.	S.S.W.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	E.N.E.	E.N.E.
	Miles p.h...	18	14	14	17	16	13	30	33	37	43	33	18	24	13
2	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	64	66	62	62	65	73	66	71	73	69	71	75	77	69
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	58	60	52	52	51	50	45	52	49	50	45	53	50
4	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	36	31	30	27	28	32	35	33	36	37	30	35	32	32
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	45	51	57	54	52	50	58	54	51	57	58	54	57	57
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	58	58	58	63	66	69	66	64	63	67	61	61	57	53
7	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.
	Miles p.h...	49	49	49	49	49	53	53	53	53	49	45	45	44	51
8	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	60	58	53	58	48	49	50	47	49	43	44	45	45	45
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.
	Miles p.h...	41	41	41	41	41	41	41	37	24	24	24	24	28	32
10	Direction...	S.E.	S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	21	24	24	27	32	28	25	25	27	25	25	20	20	28
11	Direction...	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.
	Miles p.h...	53	57	57	57	57	57	57	57	57	57	57	57	57	53
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	53	53	53	53	53	53	45	45	41	37	37	32	24	12
13	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	37	28	28	24	24	12	8	8	8	12	20	16	20	29
14	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.
	Miles p.h...	40	37	41	40	42	37	43	40	45	40	40	38	29	29
15	Direction...	S.E.	S.E.	E.S.E.	E.S.E.	E.S.E.	E.	E.	E.N.E.	E.N.E.	E.N.E.	N.E.	E.N.E.	N.E.	N.E.
	Miles p.h...	34	28	28	34	22	23	19	13	15	13	10	11	10	12
16	Direction...	E.S.E.	E.S.E.	S.	W.	W.	S.	S.	S.S.E.	S.S.E.	S.S.E.	W.	W.N.W.	W.N.W.	W.N.W.
	Miles p.h...	5	5	5	31	9	7	7	6	8	6	6	6	11	11
17	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	24	28	32	37	45	53	57	57	57	57	61	58	61	64
18	Direction...	S.S.E.	S.S.E.	S.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	40	33	34	36	32	27	28	24	32	37	31	35	41	44
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	E.N.E.	N.	N.N.W.	N.N.W.	N.N.W.	N.N.W.
	Miles p.h...	48	41	49	37	38	35	28	19	19	13	13	17	19	24
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	E.S.E.	E.	E.
	Miles p.h...	6	6	6	7	10	12	12	9	11	26	34	65	65	45
21	Direction...	W.N.W.	S.S.E.	S.S.E.	E.S.E.	E.S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	0	15	27	31	15	13	31	37	46	43	46	51	53	46
22	Direction...	N.W.	N.W.	N.W.	E.S.E.	E.S.E.	E.S.E.	E.	E.	E.S.E.	E.S.E.	S.E.	S.S.E.	E.S.E.	E.S.E.
	Miles p.h...	15	13	16	11	14	14	17	15	11	8	7	25	15	4
23	Direction...	E.	E.	E.	E.	E.	E.	E.	E.	E.	E.	E.	E.	E.	E.
	Miles p.h...	5	5	4	4	5	5	5	5	5	6	6	4	4	4
24	Direction...	S.E.	S.E.	S.E.	E.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	5	6	6	7	24	37	42	45	50	58	45	37	46	50
25	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.
	Miles p.h...	43	53	61	55	49	53	41	41	51	45	34	21	13	11
26	Direction...	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	20	20	24	28	32	37	45	49	53	53	53	53	53	53
27	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	E.S.E.	E.S.E.	S.E.	S.E.
	Miles p.h...	65	65	61	61	61	61	65	65	69	77	77	76	79	79
28	Direction...	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	E.N.E.
	Miles p.h...	55	52	59	56	57	58	45	37	28	18	14	7	19	15
29	Direction...	S.	N.	S.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.
	Miles p.h...	9	6	13	23	24	27	29	26	24	14	11	14	11	8
30	Direction...	S.E.	S.S.E.	S.	S.S.E.	S.E.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	14	13	11	8	6	6	8	9	9	21	36	34	37	32
	Mean ...	34·2	33·8	35·1	36·3	35·6	36·2	36·9	35·6	36·8	36·8	36·0	36·0	36·8	35·1

Maximum Daily Mean, 67·8 m.p.h. on 27th.
Minimum „ 4·6 „ 23rd.

VELOCITY—HOURLY VALUES.

Table I.

SEPTEMBER, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	—	Date.
S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	1
28	43	53	53	45	51	48	60	62	61	827	34·5	62	13	49	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
61	60	66	65	53	61	61	56	61	59	1,566	65·3	77	53	24	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
50	48	41	37	41	40	40	41	46	41	1,135	47·3	58	37	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
33	28	32	28	28	31	38	37	41	45	795	33·1	45	27	18	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
58	58	57	59	64	66	58	58	63	53	1,349	56·2	66	45	21	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	6
53	53	49	49	49	49	49	49	49	49	1,362	56·8	69	49	20	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	7
53	56	58	49	61	55	59	61	60	55	1,258	52·4	61	44	17	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	8
45	45	41	37	37	37	37	37	37	41	1,088	45·3	60	37	23	Miles p.h.	
S.E.	S.E.	E.S.E.	S.E.	S.E.	E.S.E.	S.E.	S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	9
24	19	15	14	13	24	13	15	20	24	661	27·5	41	13	28	Miles p.h.	
S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	10
32	32	32	32	37	41	49	53	53	53	765	31·9	53	20	33	Miles p.h.	
S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
53	53	53	53	53	57	57	57	57	57	1,340	55·8	57	53	4	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	12
41	41	41	37	37	41	45	41	37	37	989	41·2	53	12	41	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
30	28	34	35	35	41	37	40	34	37	625	26·0	41	8	33	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	14
32	29	34	36	38	36	41	35	38	27	887	37·0	45	27	18	Miles p.h.	
N.E.	N.E.	N.	E.	W.N.W.	W.N.W.	W.N.W.	N.	N.E.	E.S.E.	...	...	...	...	...	Direction	15
6	7	5	6	6	5	4	4	4	5	324	13·5	34	4	30	Miles p.h.	
W.	S.S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	16
8	8	11	16	16	16	12	12	12	16	250	10·4	31	5	26	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
61	63	68	66	63	67	67	64	58	48	1,316	54·8	68	24	44	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
49	47	55	53	58	61	57	52	56	50	1,012	42·2	61	24	37	Miles p.h.	
N.N.W.	N.N.W.	N.N.W.	N.N.W.	W.S.W.	W.N.W.	W.S.W.	S.W.	S.S.W.	S.S.E.	...	...	...	...	...	Direction	19
23	17	11	11	6	8	20	19	14	6	535	22·3	49	6	43	Miles p.h.	
E.	N.E.	N.N.E.	N.N.W.	N.W.	N.W.	N.W.	W.N.W.	W.N.W.	W.N.W.	...	...	...	...	...	Direction	20
37	27	29	27	32	31	19	12	8	8	542	22·6	65	6	59	Miles p.h.	
S.E.	S.E.	S.E.	E.	E.S.E.	E.S.E.	E.N.E.	N.N.W.	N.W.	N.W.	...	...	...	...	...	Direction	21
54	44	31	14	12	9	17	12	13	15	684	28·5	54	9	45	Miles p.h.	
E.S.E.	E.S.E.	S.E.	S.S.E.	E.S.E.	E.S.E.	E.	E.	E.	E.	...	...	...	...	...	Direction	22
4	4	5	9	15	7	6	5	6	5	251	10·5	25	4	21	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	23
4	4	5	4	4	5	4	4	4	5	110	4·6	6	4	2	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	...	...	...	...	...	Direction	24
45	48	46	43	37	55	51	60	63	56	962	40·1	63	5	58	Miles p.h.	
S.S.E.	S.E.	S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	...	...	...	...	...	Direction	25
11	8	8	8	12	16	16	16	12	20	698	29·1	61	8	53	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
61	61	65	65	65	65	65	69	69	65	1,223	50·9	69	20	49	Miles p.h.	
S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	...	...	...	...	...	Direction	27
79	73	61	68	74	66	69	58	64	55	1,628	67·8	79	55	24	Miles p.h.	
E.	S.E.	E.	E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
9	6	5	6	6	5	6	6	6	7	582	24·3	59	5	54	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
11	16	16	20	22	20	23	24	19	18	428	22·0	29	6	23	Miles p.h.	
S.S.E.	S.S.E.	S.	S.	N.	E.	N.E.	E.	N.E.	E.	...	...	...	...	...	Direction	30
31	18	4	4	6	8	10	7	5	6	343	14·3	37	4	33	Miles p.h.	
36·2	34·8	34·4	33·5	34·2	35·7	35·8	35·6	35·8	34·1	851	35·5	52·6	20·9	31·7	Mean.	

Absolute Maximum, 79 m.p.h. at 1 p.m.; etc., on 27th.
„ Minimum, 4 „ at 9 p.m. on 15th, etc.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	——	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	.....	.....	.....	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	6	21	28	43	50	50	58	51	55	50	50	50	46	45
2	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	.....	.....	.....	.....	S.S.E.	.....	.....
	Miles p.h...	68	69	70	60	64	66	73	60	67	72	74	74	61	64
3	Direction...	.....	.....	S.S.E.	S.S.E.	.....	S.S.E.	.....	.....	.....	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	57	57	57	61	57	57	57	49	49	41	37	37	41	40
4	Direction...	S.	.....	.....	.....	.....	S.	.....	.....	.....	.....	S.	S.	.....	.....
	Miles p.h...	42	45	56	59	64	75	75	62	70	70	65	67	56	55
5	Direction...	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	69	67	63	67	65	65	68	66	70	71	67	69	61	68
6	Direction...	.....	.....	S.	.....	.....	S.	.....	.....	S.	.....	S.	.....	N.E.	N.
	Miles p.h...	69	69	69	69	69	65	65	61	61	61	61	29	6	7
7	Direction...	S.S.E.	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	.....	.....	.....	S.S.E.	.....	.....
	Miles p.h...	81	77	77	77	77	77	77	77	73	73	73	72	71	72
8	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	.....	.....	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	76	71	71	72	72	71	72	59	67	69	65	60	62	63
9	Direction...	S.S.E.	.....	S.S.E.	S.S.E.	.....	S.S.E.	.....	.....	.....	.....	S.S.E.	S.E.	.....	.....
	Miles p.h...	53	53	49	49	49	49	41	35	41	49	57	49	49	53
10	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	.....	.....	.....	.....	S.	.....	.....
	Miles p.h...	49	46	45	45	41	41	41	41	37	28	24	24	22	18
11	Direction...	.....	.....	S.S.E.	.....	.....	S.	.....	.....	.....	.....	.....	E.S.E.	.....	E.
	Miles p.h...	33	38	31	28	35	32	17	16	10	11	8	4	4	4
12	Direction...	S.	S.S.E.	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	Var.	S.W.	.....	W.S.W.
	Miles p.h...	37	40	42	45	45	44	41	39	32	28	10	16	13	6
13	Direction...	S.S.W.	.....	S.S.W.	.....	.....	S.	S.	.....	.....	S.S.E.	.....	S.S.E.	.....	.....
	Miles p.h...	50	45	50	52	54	45	45	34	36	39	30	46	38	32
14	Direction...	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	45	50	52	45	58	61	54	55	56	46	49	49	47	48
15	Direction...	.....	.....	.....	...	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.E.
	Miles p.h...	74	76	80	77	75	74	79	76	75	80	67	76	63	66
16	Direction...	S.S.E.	.....	.....	.....	.....	S.S.E.	.....	.....	.....	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	54	56	58	57	49	50	50	43	48	46	55	45	46	43
17	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	.....
	Miles p.h...	55	54	54	58	53	52	53	53	50	46	46	49	45	37
18	Direction...	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	38	45	41	50	46	54	48	50	43	48	41	37	28	21
19	Direction...	S.S.E.	.....	S.S.E.	S.S.E.	.....	S.S.E.	.....	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	34	41	43	41	41	36	46	40	41	27	24	26	26	29
20	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.E.	.....	.....
	Miles p.h...	41	40	45	33	43	33	38	28	27	18	14	18	18	26
21	Direction...	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	48	52	50	50	47	48	46	45	43	41	33	35	37	32
22	Direction...	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	.....	.....	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	45	37	46	41	48	43	46	43	53	45	45	45	50	53
23	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	58	67	61	69	71	70	69	61	69	65	49	53	61	54
24	Direction...	.....	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	50	48	53	50	55	52	50	46	46	49	41	41	41	41
25	Direction...	.....	E.	E.	.....	S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	.....	.....
	Miles p.h...	16	16	12	8	16	12	12	16	16	19	20	38	28	26
26	Direction...	S.S.E.	S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	.....	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	15	10	23	25	30	35	37	40	45	45	43	46	43	40
27	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	39	49	46	49	43	46	49	45	46	49	45	38	41	46
28	Direction...	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	58	57	60	63	59	61	58	55	58	58	41	49	41	43
29	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.	S.S.E.	.....	.....
	Miles p.h...	41	45	48	50	53	49	45	44	45	48	45	40	44	50
30	Direction...	S.S.E.	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	67	69	64	66	63	61	61	49	54	54	47	54	37	34
31	Direction...	.....	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	.....	.....	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	56	54	60	55	63	60	59	56	58	54	54	54	56	54
	Mean ...	49·2	50·5	51·7	52·1	53·4	52·7	52·6	48·2	49·7	48·4	44·5	44·8	41·4	41·0

Maximum Daily Mean, 74·3 m.p.h. on 7th.
Minimum „ 18·4 „ 11th.

VELOCITY—HOURLY VALUES.

Table I.

OCTOBER, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	—	Date.
...	S.S.E.	...	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	1
45	50	49	54	56	58	65	58	61	68	1,167	48·6	68	6	62	Miles p.h.	
S.S.E.	...	...	S.S.E.	S.S.E.	N.E.	N.	...	S.S.E.	S.S.E.	...	...	...	...	...	Direction	2
58	72	63	64	61	16	24	19	28	45	1,392	58·0	74	16	58	Miles p.h.	
S.S.E.	S.S.E.	...	S.S.E.	S.	...	S.	...	S.	S.	...	...	...	...	...	Direction	3
36	31	28	25	37	41	44	42	44	40	1,065	44·4	61	25	36	Miles p.h.	
S.	...	S.W.	N.E.	N.E.	N.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	4
57	53	52	28	11	11	38	51	61	55	1,278	53·3	75	11	64	Miles p.h.	
S.	...	...	S.	...	...	S.	...	...	S.	...	...	...	...	...	Direction	5
71	69	64	58	63	59	61	67	65	69	1,582	65·9	71	58	13	Miles p.h.	
...	...	...	S.S.E.	...	...	...	...	...	S.S.E.	...	...	...	...	...	Direction	6
7	8	7	19	69	69	73	77	81	81	1,252	52·2	81	6	75	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	7
71	74	69	65	73	74	76	74	76	77	1,783	74·3	81	65	16	Miles p.h.	
S.S.E.	...	...	S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	8
52	54	46	39	39	46	38	48	46	51	1,409	58·7	76	38	38	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	9
53	53	61	65	65	65	61	57	53	53	1,262	52·6	65	35	30	Miles p.h.	
S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	10
15	15	15	13	16	28	19	27	31	29	710	29·6	49	13	36	Miles p.h.	
...	...	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	11
4	4	4	7	11	12	27	31	31	39	441	18·4	39	4	35	Miles p.h.	
W.S.W.	...	...	S.S.W.	S.S.W.	S.S.W.	S.S.W.	S.S.W.	S.S.W.	S.S.W.	...	...	...	...	...	Direction	12
6	11	25	24	25	39	41	41	42	44	736	30·7	45	6	39	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	S.S.E.	S.S.E.	...	...	...	...	...	Direction	13
27	24	23	26	32	37	37	39	47	54	942	39·3	54	23	31	Miles p.h.	
...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	S.S.E.	...	...	...	...	...	Direction	14
50	52	57	63	71	77	74	73	81	79	1,392	58·0	81	45	36	Miles p.h.	
S.S.E.	...	S.S.E.	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	15
55	56	63	59	64	67	64	63	59	59	1,647	68·6	80	55	25	Miles p.h.	
S.S.E.	...	S.S.E.	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	16
47	45	58	49	54	62	50	54	54	58	1,231	51·3	62	43	19	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	17
34	26	31	31	31	34	35	32	37	40	1,036	43·2	58	26	32	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
19	18	19	28	24	23	37	28	31	20	837	34·9	54	18	36	Miles p.h.	
S.S.E.	S.S.E.	...	S.S.E.	S.S.E.	...	S.S.E.	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	19
30	32	37	37	41	43	40	36	45	38	874	36·4	46	24	22	Miles p.h.	
S.E.	S.E.	...	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	20
26	24	29	24	28	34	34	39	47	54	761	31·7	54	14	40	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	21
28	30	29	30	34	35	43	40	45	51	972	40·5	52	28	24	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	22
52	64	63	55	57	58	59	61	63	58	1,230	51·3	64	37	27	Miles p.h.	
S.S.E.	...	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	23
53	43	49	44	45	45	50	52	54	54	1,366	56·9	71	43	28	Miles p.h.	
S.S.E.	...	S.S.E.	S.S.E.	...	...	S.E.	...	...	S.	...	...	...	...	...	Direction	24
37	24	16	20	8	8	12	16	16	16	836	34·8	55	8	47	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	25
28	25	24	14	11	10	12	15	27	23	444	18·5	38	8	30	Miles p.h.	
S.S.E.	S.S.E.	...	S.S.E.	S.S.E.	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	26
42	39	40	40	40	41	41	39	41	46	886	36·8	46	10	36	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	...	...	...	...	S.S.E.	...	...	...	...	...	Direction	27
40	45	41	44	41	50	46	48	49	53	1,088	45·3	53	38	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	28
37	37	32	24	24	32	32	34	37	37	1,087	45·3	63	24	39	Miles p.h.	
S.S.E.	...	S.	S.	...	...	...	...	...	S.	...	...	...	...	...	Direction	29
54	55	58	65	61	62	64	64	68	65	1,263	52·6	68	40	28	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	30
35	41	42	46	51	56	57	53	48	49	1,258	52·4	69	34	35	Miles p.h.	
...	S.S.E.	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	31
45	46	46	36	39	41	34	45	50	54	1,229	51·2	63	34	29	Miles p.h.	
39·2	39·4	40·0	38·6	41·4	43·0	44·8	45·9	49·0	50·3	1,111	46·3	61·8	26·9	34·9	Mean.	

Absolute Maximum, 81 m.p.h. at 11 p.m. on 6th, etc.
„ Minimum, 4 „ Noon, etc., on 11th.

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	—	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	.....
	Miles p.h...	50	60	66	62	63	61	59	50	58	44	38	26	26	23
2	Direction...	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	28	34	28	35	40	44	50	46	49	53	42	58	54	45
3	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	39	45	38	36	43	43	43	44	47	47	45	45	45	40
4	Direction...	S.S.E.	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	55	58	54	63	51	59	55	50	56	49	42	42	37	32
5	Direction...	S.S.E.	.....	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	.....	S.S.E.	S.S.E.	N.W.
	Miles p.h...	45	44	47	41	36	37	26	23	26	27	22	15	19	19
6	Direction...	S.W.	S.	S.	S.	S.	S.S.E.	S.	S.S.E.	S.S.E.	.....	S.S.E.	S.	.....	S.
	Miles p.h...	19	22	31	17	28	40	45	39	37	40	41	45	45	50
7	Direction...	S.	.....	S.	S.W.	S.	S.W.	S.W.	S.S.E.	S.	.....	N.W.	S.W.	.....	S.W.
	Miles p.h...	46	47	36	11	10	19	13	14	9	8	8	6	8	5
8	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	.....	.....	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	60	72	71	64	58	69	70	58	58	69	63	56	56	60
9	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	64	67	67	62	65	60	71	63	67	64	57	58	56	45
10	Direction...	.....	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.	S.	.....	.....
	Miles p.h...	56	58	58	59	54	60	63	52	61	58	47	58	48	45
11	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	49	45	48	52	57	50	55	48	50	47	37	41	46	54
12	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	.....
	Miles p.h...	39	36	37	37	31	23	22	25	25	24	24	17	17	14
13	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.W.	S.	S.S.E.	N.N.W.	N.W.	.....	N.N.W.
	Miles p.h...	48	50	51	46	52	42	48	22	17	9	9	7	7	8
14	Direction...	.....	S.	.....	S.	S.	S.	S.	S.	S.	.....	S.S.W.	S.S.W.	.....	S.
	Miles p.h...	41	37	37	41	45	51	51	45	49	49	49	49	41	37
15	Direction...	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.W.	W.N.W.	.....
	Miles p.h...	41	41	41	41	41	32	32	32	41	37	28	20	12	10
16	Direction...	.....	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	.....	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	26	21	17	21	24	22	26	29	37	41	36	57	47	47
17	Direction...	.....	.....	.....	.....	.....	S.S.E.	.....	S.S.E.	.....	.....	.....	S.	.....	.....
	Miles p.h...	55	56	63	64	65	63	67	63	62	65	62	55	62	63
18	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	59	62	60	56	71	63	68	67	67	67	63	65	67	69
19	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	.....	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	73	69	72	71	73	76	72	63	66	72	58	67	69	58
20	Direction...	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	.....	.....
	Miles p.h...	56	53	58	59	55	58	58	53	55	51	43	57	41	57
21	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	.....
	Miles p.h...	49	52	56	54	55	54	55	54	54	54	53	50	47	46
22	Direction...	.....	.....	S.S.E.	.....	.....	S.S.E.	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.
	Miles p.h...	49	46	54	48	51	48	43	45	47	50	42	49	36	37
23	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	S.E.	.....	S.S.E.
	Miles p.h...	32	40	42	45	43	48	53	52	55	58	53	65	60	53
24	Direction...	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	.....	S.S.E.	S.S.E.	.....	S.	S.	.....	.....
	Miles p.h...	37	36	40	37	32	32	30	28	28	35	28	37	28	25
25	Direction...	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.	S.E.	.....	E.S.E.
	Miles p.h...	36	32	28	30	24	25	25	21	19	12	16	18	13	11
26	Direction...	.....	S.S.E.	.....	S.E.	.....	S.S.E.	.....	.....	.....	E.	.....	E.S.E.	.....	S.E.
	Miles p.h...	25	23	20	11	7	15	19	16	6	8	6	8	6	10
27	Direction...	.....	S.E.	.....	S.E.	.....	S.E.	.....	S.E.	.....	S.E.	.....	S.E.	.....	S.E.
	Miles p.h...	16	14	15	11	13	12	12	10	9	6	7	9	6	7
28	Direction...	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.	N.E.	S.S.E.
	Miles p.h...	23	28	37	48	34	30	32	35	30	28	21	14	15	10
29	Direction...	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	E.	N.E.
	Miles p.h...	41	42	45	41	45	45	45	32	24	25	28	32	28	9
30	Direction...	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	N.E.	.....	N.W.	.....	N.E.
	Miles p.h...	26	31	24	20	15	8	7	7	8	6	5	6	6	6
	Mean ...	42·8	44·0	44·7	42·8	42·7	43·2	43·8	39·5	40·6	40·1	35·8	37·7	34·7	33·2

Maximum Daily Mean, 64·2 m.p.h. on 18th.
Minimum „ 9·5 „ 30th.

VELOCITY—HOURLY VALUES.

Table I.

NOVEMBER, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	—	Date.
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.E.	S.E.	S.E.	S.E.	S.S.E.	...	...	...	...	...	Direction	1
23	19	18	19	14	15	20	13	17	20	864	36·0	66	13	53	Miles p.h.	
...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	2
47	49	43	42	38	37	40	45	39	46	1,032	43·0	58	28	30	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	S.S.E.	...	S.S.E.	S.S.E.	...	...	...	...	...	Direction	3
37	39	45	36	37	44	46	43	51	50	1,028	42·8	51	36	15	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	S.S.E.	S.S.E.	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	4
32	34	34	37	31	31	40	37	45	41	1,065	44·4	63	31	32	Miles p.h.	
...	...	N.W.	N.N.W.	...	S.E.	S.E.	S.E	...	S.S.E.	...	...	...	...	...	Direction	5
15	19	19	23	24	14	9	14	20	23	607	25·3	47	9	38	Miles p.h.	
...	S.	S.	S.S.W.	...	S.S.W.	S.S.E.	...	S.	S.	...	...	...	...	...	Direction	6
50	50	50	57	61	57	11	22	32	50	939	39·1	61	11	50	Miles p.h.	
W.	W.	S.W.	S.W.	...	S.	S.	...	...	S.S.E.	...	...	...	...	...	Direction	7
6	4	7	7	7	32	45	46	51	53	498	20·8	53	4	49	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	8
55	61	62	53	53	53	54	54	57	60	1,446	60·3	72	53	19	Miles p.h.	
S.S.E.	S.S.E.	...	S.S.E.	...	...	S.S.E.	...	...	S.	...	...	...	...	...	Direction	9
45	45	42	45	51	54	57	57	57	59	1,378	57·4	71	42	29	Miles p.h.	
S.	S.S.E.	...	S.S.E.	S.	S.	S.	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	10
42	48	39	40	39	48	47	47	48	50	1,225	51·0	63	39	24	Miles p.h.	
S.S.E.	...	...	S.	...	S.	S.S.E.	...	S.S.E.	S.S.E.	...	...	...	...	...	Direction	11
43	51	44	45	41	50	54	51	61	41	1,160	48·3	61	37	24	Miles p.h.	
S.S.E.	...	...	S.S.E.	S.S.E.	S.	...	S.	...	S.	...	...	...	...	...	Direction	12
11	10	10	13	12	13	24	32	33	43	572	23·8	43	10	33	Miles p.h.	
N.N.W.	S.W.	...	N.W.	...	S.	...	S.S.E.	S.S.E.	.	...	...	...	...	...	Direction	13
6	7	6	7	11	21	22	24	45	45	610	25·4	52	6	46	Miles p.h.	
...	...	...	S.	...	...	...	...	...	S.	...	...	...	...	...	Direction	14
37	37	41	41	41	41	41	41	41	41	1,024	42·7	51	37	14	Miles p.h.	
N.	S.S.E.	...	S.S.E.	...	...	S.S.E.	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	15
12	6	16	15	12	12	10	15	15	20	582	24·3	41	6	35	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	16
47	50	53	45	54	55	54	48	53	50	960	40·0	57	17	40	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	17
62	51	64	50	56	57	53	59	57	59	1,433	59·7	67	50	17	Miles p.h.	
S.S.E.	S.S.E.	...	S.S.E.	...	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	18
67	57	66	64	59	61	67	63	65	67	1,540	64·2	71	57	14	Miles p.h.	
S.S.E.	...	...	S.S.E.	...	...	...	...	...	S.S.E.	...	...	...	...	...	Direction	19
56	57	53	53	47	48	53	54	54	50	1,478	61·6	76	47	29	Miles p.h.	
...	...	S.S.E.	S.S.E.	...	...	S.S.E.	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	20
39	47	44	41	41	50	38	50	40	50	1,194	49·8	59	38	21	Miles p.h.	
S.S.E.	...	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...		Direction	21
50	48	45	38	48	47	43	47	47	47	1,191	49·6	56	38	18	Miles p.h.	
...	...	...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	22
34	29	34	32	31	37	34	32	31	35	974	40·6	54	29	25	Miles p.h.	
S.S.E.	...	S.S.E.	S.E.	S.E.	S.E.	....	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	23
49	41	45	37	39	41	36	34	37	38	1,096	45·7	65	32	33	Miles p.h.	
S.	...	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	24
28	25	24	25	27	28	28	24	35	32	729	30·4	40	24	16	Miles p.h.	
...	S.E.	...	E.S.E.	...	E.	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	25
11	10	5	5	5	5	6	18	20	24	419	17·5	36	5	31	Miles p.h.	
...	...	E.	E.N.E.	...	...	...	E.S.E.	...	S.E.	...	...	...	...	...	Direction	26
6	8	7	6	6	6	6	6	11	12	254	10·6	25	6	19	Miles p.h.	
N.W.	N.W.	...	W.N.W.	N.	N.	S.	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	27
4	6	7	7	6	8	7	7	17	18	234	9·8	18	4	14	Miles p.h.	
N.E.	N.N.E.	...	Var.	...	N.E.	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	28
11	5	8	5	6	11	4	18	37	41	537	22·4	48	4	44	Miles p.h.	
...	N.E.	...	N.	...	...	...	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	29
9	7	6	5	5	5	4	10	17	24	574	23·9	45	4	41	Miles p.h.	
...	...	...	...	...	...	...	...	S.S.E.	S.S.E.	...	...	...	...	...	Direction	30
6	5	4	6	5	4	5	5	5	7	227	9·5	31	4	27	Miles p.h.	
31·3	30·8	31·4	30·0	30·2	32·8	32·1	33·7	37·9	39·9	896	37·3	53·3	24·0	29·3	Mean.	

Absolute Maximum, 76 m.p.h. at 6 a.m. on 19th.
" Minimum, 4 " 4 p.m. on 7th, etc.

‡ 9348—O

Table I.—WIND DIRECTION AND

CAPE DENISON.

Date.	—	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.
1	Direction...	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	N.E.	.....	.....
	Miles p.h...	31	32	40	36	42	46	37	31	27	24	19	6	6	5
2	Direction...	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	.....	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.
	Miles p.h...	35	41	41	43	43	45	48	50	48	51	45	53	51	44
3	Direction...	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	N.
	Miles p.h...	45	39	42	46	44	39	40	36	36	28	18	20	11	6
4	Direction...	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.	.....	S.	.....	S.S.E.
	Miles p.h...	37	43	41	39	41	40	42	34	35	41	40	45	45	44
5	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	59	58	65	57	63	63	61	57	61	65	58	61	63	57
6	Direction...	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.
	Miles p.h...	63	59	54	54	63	61	61	53	59	61	58	67	58	55
7	Direction...	.....	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	47	50	54	51	54	54	59	58	57	62	54	67	54	56
8	Direction...	.....	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	.....
	Miles p.h...	54	51	57	46	64	57	61	53	54	53	51	47	54	57
9	Direction...	S.S.E.	.....	.....	.....	S.S.E.	S.S.E.	.....	.....	S.S.E.	.....	.....	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	58	54	59	63	63	63	63	58	62	57	58	58	49	50
10	Direction...	.....	S.S.E.	.....	.....	.....	S.S.E.	.....	S.S.E.	S.S.E.	.....	.....	S.S.E.	.....	S.S.E.
	Miles p.h...	50	54	52	50	51	50	49	45	45	38	43	45	44	45
11	Direction...	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.
	Miles p.h...	41	41	41	37	41	38	34	37	40	37	37	34	34	40
12	Direction...	.....	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	S.S.E.
	Miles p.h...	43	46	46	45	50	49	53	44	47	43	45	40	39	35
13	Direction...	.....	S.S.W.	.....	.....	.....	S.	.....	.....	S.S.E.	S.S.E.	S.S.E.	S.S.E.	.....	S.S.E.
	Miles p.h...	20	23	24	33	28	26	21	24	25	24	22	20	.....	18
14	Direction...	S.S.E.	S.S.E.	.....	S.S.E.	.....	S.S.E.	.....	.....	S.S.E.	S.S.E.	.....	S.S.E.	S.S.E.	S.S.E.
	Miles p.h...	35	30	.....	37	.....	37	.....	.....	37	37	.....	28	28	20
15	Direction...	.....	S.	.....	S.	.....	S.	.....	.....	S.S.E.	.....	.....	S.	.....	.....
	Miles p.h...	.....	53	.....	41	.....	53	.....	.....	53	.....	.....	41	.....	.....
	Mean ...	44·2	44·3	46·4	45·5	48·9	47·7	47·6	44·1	45·2	44·4	41·5	42·2	39·6	38·0

14 days.—Maximum Daily Mean, 56·0 m.p.h. on 9th.
Minimum „ 17·7 „ 13th.

VELOCITY—HOURLY VALUES.

Table I.

DECEMBER, 1913.

3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Daily Total.	Mean.	Max.	Min.	Diff.	—	Date.
...	...	S.E.	S.E.	...	...	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	1
6	5	10	19	18	27	32	33	35	38	614	25·6	46	5	41	Miles p.h.	
...	S.S.E.	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	2
39	38	39	38	38	41	42	40	44	38	1,035	43·1	53	35	18	Miles p.h.	
...	...	N.	N.	...	S.S.E.	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	3
7	8	9	9	10	10	32	35	41	37	648	27·0	46	6	40	Miles p.h.	
...	S.S.E.	...	S.S.E.	...	S.S.E.	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	4
45	45	45	44	45	49	57	53	57	57	1,064	44·3	57	34	23	Miles p.h.	
S.S.E.	S.S.E.	S.S.E.	S.S.E.	...	S.S.E.	...	S.S.E.	S.S.E.	S.S.E.	...	...	...	...	...	Direction	5
58	63	59	54	60	60	57	60	58	63	1,440	60·0	65	57	8	Miles p.h.	
...	...	...	S.S.E.	S.S.E.	S.S.E.	...	...	...	S.S.E.	...	...	...	...	...	Direction	6
49	46	47	50	46	53	51	42	50	45	1,305	54·4	67	42	25	Miles p.h.	
...	S.S.E.	...	S.S.E.	S.S.E.	S.S.E.	...	S.S.E.	...	S.S.E.	...	...	...	...		Direction	7
58	53	56	50	55	56	52	54	49	53	1,313	54·7	67	47	20	Miles p.h.	
...	S.S.E.	...	S.S.E.	...	S.S.E.	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	8
53	52	50	52	58	54	63	61	58	54	1,314	54·8	64	46	18	Miles p.h.	
...	S.S.E.	S.S.E.	S.E.	...	S.S.E.	S.S.E.	...	...	S.S.E.	...	...	...	...	...	Direction	9
53	54	52	51	51	58	57	49	54	50	1,344	56·0	63	49	14	Miles p.h.	
...	...	...	S.S.E.	...	S.S.E.	...	...	...	S.S.E.	...	...	...	...	...	Direction	10
41	48	45	46	45	45	45	40	39	41	1,096	45·7	54	38	16	Miles p.h.	
...	...	...	S.S.E.	...	...	...	S.S.E.	...	S.S.E.	...	...	...	...	...	Direction	11
39	37	41	35	40	39	38	37	40	42	920	38·3	42	34	8	Miles p.h.	
...	S.S.E.	S.S.E.	S.S.E.	...	W.	...	N.W.	...	S.S.E.	...	...	...	...	...	Direction	12
29	32	41	37	41	24	10	7	24	28	898	37·4	53	7	46	Miles p.h.	
N.	N.E.	Var.	N.N.W.	...	S.E.	...	S.E.	S.	S.S.E.	...	...	...	...	...	Direction	13
10	5	5	5	...	5	...	10	15	30	425	17·7	33	5	28	Miles p.h.	
...	...	N.W.	N.N.W.	S.	...	...	S.	...	S.	...	...	...	...	...	Direction	14
10	...	5	5	20	...	...	28	...	...	662	27·6	40	5	35	Miles p.h.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Direction	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Miles p.h.	
35·5	35·3	36·5	35·4	38·0	38·9	40·7	39·2	42·4	44·0	1,005	41·9	53·6	29·3	24·3	Mean.	

Absolute Maximum, 67 m.p.h. at noon on 6th, etc.
„ Minimum, 5 „ 2 p.m. on 1st, etc.

TABLE II.—NUMBER OF DAYS ON WHICH THE WIND AVERAGED VARIOUS VELOCITIES.

CAPE DENISON. 1912. 1913.

Miles per hour.	Feb.	Mar.	Aprl.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.	Total, Whole Period.	Total, 12 months 1-3-1912 to 28-2-1913.	Jan.	Feb.'	Mar.	Aprl.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec. 14 days only.	Total.
0–10	8	0	0	0	0	0	0	0	0	0	0	8	12	1	0	1	0	0	0	0	0	1	0	2	0	4
10–20	4	0	1	0	0	2	0	2	0	3	7	19	44	24	8	1	1	1	1	1	0	3	4	2	2	1	25
20–30	4	5	3	1	0	2	2	2	1	6	12	38	81	46	7	5	2	2	0	4	2	2	8	1	7	3	43
30–40	6	7	4	3	6	4	1	3	4	7	3	48	104	59	11	6	2	4	4	3	3	7	4	7	3	2	56
40–50	6	6	10	8	8	3	6	9	9	11	9	85	172	92	5	8	8	8	12	10	4	8	5	6	10	3	87
50–60	1	10	9	6	10	11	12	6	8	1	0	74	152	80	0	7	9	10	6	7	7	7	6	12	3	4	78
60–70	0	3	3	9	5	8	10	8	9	2	0	57	98	57	0	0	8	4	5	3	10	3	2	2	3	1	41
70–80	0	0	0	4	1	1	0	0	0	0	0	6	18	6	0	0	1	1	3	1	5	0	0	1	0	0	12
80–90	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Monthly Mean Velocity, m.p.h.	26·2	44·6	46·0	54·4	51·1	50·0	52·9	48·8	50·2	36·9	29·5	...	...	...	28·1	38·7	51·0	47·9	50·7	46·8	55·6	44·0	35·5	46·3	37·3	41·9	...

TABLE III.—NUMBER AND PERCENTAGE OF DAYS ON WHICH THE AVERAGE WIND VELOCITY WAS BELOW AND ABOVE VARIOUS FIGURES.

CAPE DENISON.

		Below.				Above.				
		10 m.p.h.	20 m.p.h.	30 m.p.h.	40 m.p.h.	40 m.p.h.	50 m.p.h.	60 m.p.h.	70 m.p.h.	80 m.p.h.
Total Period—1st February, 1912, to 14th December, 1913 (683 days).	No. of days	12	56	137	241	442	270	118	20	2
	Per cent. ...	1·7	8·2	20·1	35·3	64·7	39·5	17·6	2·9	0·3
Twelve months, from 1st March, 1912, to 28th February, 1913.	No. of days	1	25	71	130	235	143	63	6	0
	Per cent. ...	0·3	6·9	19·5	35·7	64·3	39·1	17·2	1·6	0

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Directions.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	4	5·0	...	...	...	...	...	...	...	...	4	4·0	...	...	...	...	...	...	3	6·0	North.
N.N.E. ...	4	9·0	...	...	...	...	4	4·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	4	8·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	5·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	8·0	4	5·0	4	4·0	...	...	...	...	E.N.E.
East ...	4	4·0	...	...	...	...	4	8·0	...	...	7	12·5	4	7·0	4	14·0	...	...	4	6·0	4	4·0	6	4·0	East.
E.S.E. ...	7	10·0	4	15·0	4	14·0	4	18·0	4	11·0	...	...	...	...	...	...	4	16·0	4	15·0	12	8·0	6	9·0	E.S.E.
S.E. ...	15	14·7	12	13·0	15	16·5	15	21·5	13	25·3	16	26·7	4	13·0	...	...	8	10·5	12	17·3	8	20·5	13	28·7	S.E.
S.S.E. ...	62	39·0	68	38·2	65	36·4	65	38·9	66	38·3	59	39·2	72	36·6	68	40·4	64	41·7	64	36·9	60	37·0	52	39·4	S.S.E.
South ...	...	...	8	20·5	8	23·0	4	4·0	13	9·3	7	10·5	12	19·7	12	19·0	8	7·0	8	5·0	12	5·0	7	4·0	South.
S.S.W. ...	4	4·0	4	4·0	...	...	...	...	...	...	4	4·0	4	4·0	4	4·0	4	4·0	4	4·0	...	...	...	...	S.S.W.
S.W. ...	4	4·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4·0	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	4	4·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W
West ...	...	...	...	...	...	...	...	...	4	5·0	...	...	...	...	...	...	...	...	...	...	...	...	6	4·0	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	6·0	...	...	4	5·0	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	4	5·0	4	7·0	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	4	12·0	...	...	7	9·0	...	...	...	...	...	...	...	...	...	...	4	6·0	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	3	9·0	3	23·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	19·0	...	...	E.S.E
S.E. ...	6	23·0	...	...	...	...	...	...	...	...	3	36·0	4	29·0	...	...	3	39·0	6	29·5	...	...	3	13·0	S.E.
S.S.E. ...	78	43·8	84	46·0	86	44·0	84	45·8	78	46·7	74	46·9	83	47·7	81	48·8	78	47·9	71	44·2	78	41·8	74	44·3	S.S.E.
South ...	16	53·8	13	57·0	14	58·0	13	59·5	19	53·5	23	51·4	13	57·5	19	46·3	19	53·0	23	52·4	19	49·3	23	50·1	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	3	11·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION. FEBRUARY, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency % whole month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	4	4·0	...	...	...	...	4	4·0	8	4·5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·1	4·5	North
N N E ...	4	4·0	4	4·0	8	4·0	4	4·0	4	5·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·3	4·0	N N E.
N.E. ...	4	4·0	8	4·0	...	...	4	5·0	4	4·0	...	...	...	...	4	4·0	...	...	...	...	...	...	...	...	1·3	4·0	N.E.
E.N.E. ...	...	...	...	...	8	4·0	...	...	...	...	3	5·0	8	4·5	...	...	...	...	...	...	4	4·0	...	...	1·5	4·2	E.N.E.
East ...	...	...	8	13·5	4	20·0	...	...	4	15·0	10	6·7	...	...	4	22·0	...	...	4	4·0	...	...	6	7·5	3·2	6·7	East.
E.S.E. ...	8	4·5	4	17·0	4	45·0	8	17·5	8	5·0	6	12·0	8	5·5	8	6·5	12	9·3	8	11·0	8	8·5	3	4·0	5·6	8·6	E.S.E.
S.E. ...	23	32·1	15	29·2	19	16·6	19	25·0	11	30·7	14	26·0	15	36·0	15	27·5	23	25·0	15	22·2	11	25·0	13	28·5	13·5	28·5	S.E.
S.S.E. ...	41	40·2	41	41·3	41	37·8	45	39·7	49	37·5	55	35·4	57	30·6	57	33·2	53	35·4	61	35·4	69	34·4	72	33·0	58·6	34·8	S.S.E.
South ...	8	5·0	4	4·0	4	4·0	4	4·0	4	4·0	6	4·0	4	4·0	4	4·0	4	4·0	4	4·0	...	...	...	...	6·0	13·2	South.
S S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	4	5·0	4	4·0	4	4·0	4	5·0	4	4·0	3	5·0	2·1	4·2	S.S.W.
S.W. ...	4	4·0	...	...	4	5·0	8	4·0	8	4·0	...	...	...	...	4	5·0	4	4·0	...	...	...	...	...	...	1·7	4·0	S.W.
W.S.W. ...	4	4·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4·0	...	...	...	...	0·5	4·0	W.S.W.
West ...	...	...	4	4·0	4	4·0	4	4·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·0	4·2	West.
W.N.W. ...	...	...	8	4·0	4	4·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·8	4·0	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	6	5·0	...	...	...	...	...	...	...	...	...	...	3	4·0	0·7	5·0	N.W.
N.N.W. ...	...	...	4	5·0	...	...	...	...	...	...	...	...	4	5·0	...	...	...	...	...	...	4	4·0	...	...	1·1	6·8	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION. MARCH, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	3	20·0	6	14·0	4	10·0	...	...	...	...	7	11·0	...	...	...	...	...	...	...	...	...	...	1·1	12·5	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	3	9·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	9·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	4	9·0	...	...	...	...	...	...	...	...	...	...	...	...	0·2	9·0	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	11·0	...	...	...	...	...	...	...	...	0·1	11·0	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	19·0	E.S.E.
S.E. ...	...	...	3	9·0	...	...	4	37·0	3	37·0	4	41·0	3	45·0	7	44·0	...	...	4	46·0	4	37·0	3	16·0	2·5	32·2	S.E.
S.S.E. ...	77	44·3	78	42·5	84	40·6	79	40·5	78	39·6	83	41·9	77	44·2	77	44·9	84	42·6	79	45·1	76	45·3	81	44·7	79·3	44·0	S.S.E.
South ...	23	45·1	16	51·2	10	57·0	13	62·2	13	51·5	9	58·7	13	57·0	13	52·5	16	49·4	17	50·6	20	52·3	16	52·0	16·4	49·7	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	11·0	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	3	10·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	10·0	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON.

PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.S.E.
S.E. ...	...	...	...	...	...	...	...	...	4	13·0	7	23·5	...	...	...	...	4	32·0	...	...	4	45·0	...	...	S.E.
S.S.E. ...	93	45·1	90	44·0	83	45·8	83	47·2	86	47·6	76	49·0	86	44·3	90	46·7	83	48·1	90	45·8	83	47·5	86	46·8	S.S.E.
South ...	7	32·5	10	53·6	17	41·4	17	44·8	10	54·0	17	50·8	14	60·5	10	61·0	13	45·2	10	52·3	13	55·5	14	48·0	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON.

PERCENTAGE FREQUENCIES AND

Directions.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	...	...	3	21·0	...	...	...	...	3	14·0	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	3	10·0	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.S.E.
S.E. ...	...	...	...	...	3	15·0	3	16·0	6	35·0	4	22·0	3	22·0	4	21·0	4	16·0	...	...	...	...	3	28·0	S.E.
S.S.E. ...	87	53·6	77	53·7	90	54·6	88	53·8	80	56·6	86	56·1	81	54·8	89	56·6	86	56·7	87	57·0	87	57·2	87	55·3	S.S.E.
South ...	13	54·5	23	59·7	7	48·5	6	63·5	14	64·0	6	50·0	10	59·3	7	70·0	10	60·6	13	51·0	13	56·2	10	57·0	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	4	28·0	...	...	...	...	...	...	...	...	...	...	...	...	W.M.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION.

APRIL, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency % whole Month.	Average Velocity at Greatest Frequency.	Direction
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N E.
East ...	...	...	...	...	4	11·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	11·0	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.S.E.
S.E. ...	3	36·0	3	31·0	4	30·0	4	34·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·4	23·5	S.E.
S.S.E. ...	90	47·6	90	48·3	83	45·9	83	45·8	86	44·1	86	45·1	83	44·4	83	45·1	86	44·3	96	45·0	93	45·9	93	44·6	86·6	45·0	S.S.E.
South ...	4	49·0	3	48·0	9	48·6	13	39·0	14	47·5	14	48·0	17	56·8	13	49·7	14	44·0	4	32·0	7	44·0	7	52·0	11·3	48·5	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	3	16·0	...	...	...	...	...	...	...	...	...	...	...	...	4	53·0	...	...	...	...	...	...	...	...	0·3	34·5	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	4	11·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	11·0	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION.

MAY, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency % Whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	24·0	...	...	3	35·0	...	...	...	...	0·3	29·5	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	14·0	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·3	15·5	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	5·0	...	...	...	...	...	...	0·1	5·0	E.S.E.
S.E. ...	3	22·0	3	11·0	3	15·0	3	15·0	6	21·0	3	28·0	7	22·0	3	33·0	3	32·0	...	...	...	...	3	25·0	2·8	26·0	S.E.
S.S.E. ...	84	58·7	84	58·2	91	58·0	91	56·5	94	55·2	84	59·3	83	58·8	81	57·5	91	54·6	81	57·0	84	56·3	84	55·2	85·7	55·2	S.S.E.
South ...	13	57·5	13	54·5	6	49·0	6	54·0	...	...	13	29·0	10	42·6	13	44·2	...	...	16	44·4	13	55·5	13	57·0	10·3	59·7	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	6·0	...	...	0·1	6·0	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	16·0	...	...	...	...	...	...	0·1	16·0	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	28·0	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	15·0	...	...	...	...	...	...	...	...	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East	...	...	...	...	...	...	...	...	...	...	...	...	7	27·0	...	...	...	...	...	...	...	...	...	...	East.
E.S.E.	4	25·0	4	21·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.S.E.
S.E.	7	14·5	10	25·3	7	20·0	4	58·0	...	...	4	58·0	4	61·0	7	27·0	4	32·0	...	...	7	34·5	14	40·2	S.E.
S.S.E.	59	57·6	56	60·4	49	55·9	56	56·5	56	53·4	58	54·6	48	49·0	48	52·6	48	51·4	60	50·1	53	48·9	43	53·5	S.S.E.
South	30	55·0	30	58·2	40	53·5	40	50·1	44	52·8	38	54·6	41	49·1	41	54·6	44	55·2	36	54·4	40	53·7	39	50·3	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	25·0	...	...	...	...	4	13·0	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	20·0	...	...	...	...	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West	...	...	...	...	4	32·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	15·0	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East.
E.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	27·0	...	...	...	...	...	...	E.S.E.
S.E.	...	...	3	34·0	...	...	...	...	3	24·0	...	...	...	...	6	21·5	6	18·0	14	14·0	4	16·0	...	...	S.E.
S.S.E.	77	50·2	74	53·2	78	50·5	74	47·9	71	47·5	68	45·6	74	44·8	75	47·7	75	46·7	69	50·2	76	50·3	78	47·2	S.S.E.
South	23	50·0	23	57·7	19	55·5	23	64·4	23	66·1	29	58·5	23	58·6	19	64·3	16	67·0	17	66·2	20	55·0	19	64·3	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W.	...	...	...	...	...	...	3	14·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W.	...	...	...	...	3	10·0	...	...	3	11·0	3	9·0	3	11·0	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS. Table IV.

MEAN VELOCITIES FOR EACH DIRECTION. JUNE, 1912.

Direction.	1 p.m. Frequency.	1 p.m. Mean Velocity.	2 p.m. Frequency.	2 p.m. Mean Velocity.	3 p.m. Frequency.	3 p.m. Mean Velocity.	4 p.m. Frequency.	4 p.m. Mean Velocity.	5 p.m. Frequency.	5 p.m. Mean Velocity.	6 p.m. Frequency.	6 p.m. Mean Velocity.	7 p.m. Frequency.	7 p.m. Mean Velocity.	8 p.m. Frequency.	8 p.m. Mean Velocity.	9 p.m. Frequency.	9 p.m. Mean Velocity.	10 p.m. Frequency.	10 p.m. Mean Velocity.	11 p.m. Frequency.	11 p.m. Mean Velocity.	Midnight. Frequency.	Midnight. Mean Velocity.	Frequency. % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	4	29·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·3	22·0	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	35·0	...	...	0·1	35·0	N.N.E.
N.E.	...	...	...	...	3	12·0	4	15·0	4	14·0	...	...	...	...	...	...	...	...	...	...	3	62·0	...	...	0·6	29·3	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East	...	...	4	50·0	3	12·0	4	19·0	...	...	7	37·5	...	...	3	8·0	3	77·0	3	53·0	...	...	...	...	1·4	32·2	East.
E.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·3	23·0	E.S.E.
S.E.	7	30·5	7	36·5	...	...	4	37·0	4	34·0	7	41·0	6	50·5	3	62·0	6	42·0	9	32·3	6	34·5	17	35·2	6·0	35·2	S.E.
S.S.E.	44	54·0	45	57·0	58	51·4	47	53·8	53	55·1	39	55·4	60	51·7	57	60·0	71	50·3	54	56·3	54	58·0	46	54·9	52·6	50·3	S.S.E.
South	41	51·2	28	48·9	30	53·5	41	56·6	35	52·8	43	54·9	34	57·3	34	54·0	20	53·8	31	53·7	31	52·3	37	55·2	36·2	54·3	South.
S.S.W.	...	...	4	42·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	46·0	...	...	0·6	31·5	S.S.W.
S.W.	...	...	4	24·0	...	...	...	...	4	36·0	...	...	...	...	3	24·0	...	...	...	...	...	...	...	...	0·6	26·0	S.W.
W.S.W.	...	...	...	...	3	50·0	...	...	...	...	...	...	...	...	...	...	...	...	3	84·0	...	...	...	...	0·3	55·3	W.S.W.
West	4	70·0	4	51·0	3	28·0	...	...	...	...	4	32·0	...	...	...	...	...	...	...	...	...	...	...	...	0·8	45·2	West.
W.N.W.	4	7·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	7·0	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION. JULY, 1912.

Direction.	1 p.m. Frequency.	1 p.m. Mean Velocity.	2 p.m. Frequency.	2 p.m. Mean Velocity.	3 p.m. Frequency.	3 p.m. Mean Velocity.	4 p.m. Frequency.	4 p.m. Mean Velocity.	5 p.m. Frequency.	5 p.m. Mean Velocity.	6 p.m. Frequency.	6 p.m. Mean Velocity.	7 p.m. Frequency.	7 p.m. Mean Velocity.	8 p.m. Frequency.	8 p.m. Mean Velocity.	9 p.m. Frequency.	9 p.m. Mean Velocity.	10 p.m. Frequency.	10 p.m. Mean Velocity.	11 p.m. Frequency.	11 p.m. Mean Velocity.	Midnight. Frequency.	Midnight. Mean Velocity.	Frequency. % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	3	63·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	10·0	0·4	29·3	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East	4	8·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	8·0	East.
E.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	27·0	E.S.E.
S.E.	7	34·5	6	41·0	3	54·0	...	...	...	...	3	9·0	...	...	...	...	...	...	...	...	...	...	...	...	2·3	14·0	S.E.
S.S.E.	76	50·7	71	49·0	78	48·8	81	50·0	71	47·8	75	48·8	68	47·0	70	48·2	64	49·0	71	50·6	65	49·6	65	48·8	72·6	50·0	S.S.E.
South	13	65·0	17	61·0	19	45·5	19	57·8	29	53·7	16	63·0	26	63·6	30	63·2	36	50·1	26	61·2	32	61·2	32	61·0	22·9	50·1	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	3	46·0	3	49·0	...	...	...	...	3	18·0	...	...	...	...	0·4	37·7	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	14·0	W.S.W.
West	...	...	3	10·0	...	...	...	...	...	...	3	57·0	3	16·0	...	...	...	...	...	...	3	8·0	...	...	0·5	22·7	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·5	10·2	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	3	12·0	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	35·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	3	13·0	...	...	...	...	...	...	...	...	3	48·0	...	...	3	9·0	...	...	...	...	...	...	...	...	East.
E.S.E. ...	3	17·0	3	10·0	...	...	6	24·5	3	7·0	...	...	...	...	3	9·0	...	...	...	...	...	...	3	49·0	E.S.E.
S.E. ...	3	28·0	3	44·0	6	17·0	10	32·0	3	18·0	...	...	...	...	...	...	3	12·0	3	10·0	...	...	3	16·0	S.E.
S.S.E. ...	75	52·8	81	53·0	75	50·7	61	53·6	74	49·4	78	49·9	75	50·3	68	53·4	68	52·4	68	53·5	74	51·7	63	52·9	S.S.E.
South ...	16	60·8	13	67·2	19	60·8	23	60·4	20	64·8	19	65·3	19	62·5	26	65·9	26	66·5	29	56·1	26	58·2	27	57·5	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	3	22·0	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	9·0	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	4	21·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	4	20·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E. ...	...	...	4	18·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	4	20·0	...	...	...	...	...	...	...	...	...	...	4	7·0	...	...	...	...	...	...	...	...	East.
E.S.E. ...	...	...	...	...	...	...	4	19·0	4	21·0	4	16·0	4	12·0	4	8·0	...	...	...	...	...	...	...	...	E.S.E.
S.E. ...	4	15·0	7	35·0	4	11·0	...	...	...	...	3	50·0	4	50·0	6	29·5	4	32·0	7	22·5	...	...	7	29·5	S.E.
S.S.E. ...	23	48·4	16	54·8	29	54·3	33	49·7	17	45·6	13	46·7	19	47·7	12	58·2	13	34·0	14	43.5	30	38·7	20	42·7	S.S.E.
South ...	73	51·8	69	55·1	63	51·6	59	56·1	79	55·0	76	56·8	73	53·3	73	56·6	83	52·1	79	50·5	70	51·8	73	48·8	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	4	18·0	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS. Table IV.

MEAN VELOCITIES FOR EACH DIRECTION. AUGUST, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Vrlocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	21·0	...	...	0·3	16·5	N.N.E
N.E. ...	3	11·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	14·0	0·4	20·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	35·0	...	...	3	24·0	...	...	3	74·0	0·8	33·8	East.
E.S.E. ...	3	63·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	68·0	10	35·0	1·5	35·0	E.S.E.
S.E. ...	...	...	...	...	3	16·0	3	28·0	3	28·0	3	22·0	3	39·0	...	...	6	27·5	3	24·0	3	19·0	3	31·0	2·7	32·0	S.E.
S.S.E. ...	68	49·8	77	50·4	71	54·2	74	55·1	74	52·9	78	55·3	81	57·4	74	57·7	71	52·2	75	54·3	75	51·5	65	53·2	72·6	55·2	S.S.E.
South ...	26	55·4	23	56·3	26	57·5	23	63·0	23	59·1	19	61·2	16	62·6	23	59·9	23	60·3	19	61·2	16	64·8	16	59·8	21·5	56·1	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	22·0	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	9·0	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION. SEPTEMBER, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	21·0	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	20·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	18·0	E.N.E.
East ...	...	...	...	...	...	...	...	...	4	7·0	...	...	...	...	...	...	4	10·0	...	...	...	...	...	...	0·6	11·0	East.
E.S.E. ...	...	...	4	7·0	...	...	...	...	...	...	4	11·0	...	...	...	...	...	...	...	...	...	...	...	...	1·2	13·4	E.S.E.
S.E. ...	7	20·5	...	...	4	5·0	7	31·0	4	33·0	7	31·5	7	22·5	7	18·5	...	...	10	15·6	7	27·5	7	14·5	4·7	15·6	S.E.
S.S.E. ...	30	47·7	33	44·1	33	40·5	34	38·0	29	40·4	29	39·0	34	43·2	30	44·2	30	40·3	36	46·6	30	53·0	24	55·4	25·5	46·6	S.S.E.
South ...	63	47·7	63	47·6	63	47·2	59	51·9	63	50·9	56	55·0	59	53·6	63	55·8	66	54·2	54	58·8	59	53·4	69	53·5	66·9	52·1	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	13·0	...	...	0·2	13·0	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	4	26·0	...	...	...	...	...	...	...	...	...	...	...	...	0·3	22·0	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	26·0	3	11·0	...	...	East.
E.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.S.E.
S.E.	6	56·5	6	54·0	3	56·0	3	63·0	3	63·0	6	49·0	3	61·0	3	63·0	6	39·5	6	35·5	6	36·0	6	11·0	S.E.
S.S.E.	52	49·6	45	52·4	45	48·2	39	50·9	42	52·5	36	55·2	45	51·0	52	49·4	52	48·6	55	48·2	55	49·1	45	50·4	S.S.E.
South	42	56·2	49	57·1	52	55·7	58	58·4	55	55·2	58	55·6	52	53·9	45	57·3	42	56·4	36	58·0	36	56·4	49	50·5	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	8·0	...	...	3	6·0	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	9·0	...	...	E.N.E.
East	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East.
E.S.E.	...	...	4	55·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	20·0	E.S.E.
S.E.	...	...	...	...	...	...	...	...	...	...	...	...	4	45·0	4	24·0	...	...	7	43·0	...	...	6	45·0	S.E.
S.S.E.	70	43·0	66	45·2	66	43·8	70	45·1	67	43·2	76	42·6	66	41·2	69	41·9	74	40·1	59	39·1	67	39·0	58	36·4	S.S.E.
South.	30	38·2	30	40·3	34	43·5	30	40·9	33	42·3	24	43·3	30	38·7	27	38·9	26	38·7	26	36·0	27	39·0	24	42·6	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	8·0	...	...	...	...	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	14·0	3	15·0	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	11·0	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS. Table IV.

MEAN VELOCITIES FOR EACH DIRECTION. OCTOBER, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency, % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	3	21·0	...	...	...	...	...	...	...	...	3	32·0	3	36·0	...	...	3	14·0	0·5	25·7	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East ...	...	...	...	...	4	7·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·4	14·7	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	6·0	...	...	...	...	...	...	...	...	0·1	6·0	E.S.E.
S.E. ...	3	7·0	3	7·0	...	...	3	28·0	10	29·3	13	50·5	6	42·5	3	63·0	...	...	...	...	6	17·0	10	49·6	4·8	50·5	S.E.
S.S.E. ...	62	45·6	55	50·1	60	47·4	58	47·3	55	48·5	51	44·9	52	51·2	52	54·7	55	50·3	61	47·3	52	54·2	45	51·4	50·9	46·8	S.S.E.
South ...	35	52·5	42	47·8	36	48·6	36	49·9	32	44·2	36	43·4	42	48·2	42	47·2	42	47·2	36	54·9	42	50·8	39	54·6	43·1	57·0	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	37·0	0·1	37·0	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	3	11·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	11·0	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION. NOVEMBER, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency, % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	3	6·0	...	...	...	...	4	12·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·3	9·0	North.
N.N.E. ...	3	10·0	...	...	...	...	4	11·0	3	11·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·4	10·7	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	3	9·0	...	...	3	6·0	3	6·0	...	...	...	...	...	...	0·7	7·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	3	6·0	...	...	...	...	...	...	...	...	...	...	0·2	7·5	E.N.E.
East ...	3	20·0	3	12·0	...	...	...	...	...	...	3	16·0	3	12·0	3	12·0	3	12·0	...	...	...	...	...	...	0·7	14·0	East.
E.S.E. ...	...	...	...	...	3	11·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·4	28·7	E.S.E.
S.E. ...	14	28·0	20	25·8	10	17·3	6	25·0	6	11·5	6	27·0	7	31·0	6	23·5	6	11·5	6	31·0	3	15·0	3	15·0	4·7	25·8	S.E.
S.S.E. ...	57	38·1	54	36·1	68	35 1	70	31·8	74	31·6	71	33·7	67	35·3	65	38·4	58	36·9	64	37·6	63	42·1	67	44·7	66·1	42·6	S.S.E.
South ...	14	44·5	14	44·2	10	32·3	10	33·7	14	28·7	14	32·5	14	36·7	17	31·8	27	36·6	30	34·3	34	35·7	30	37·1	23·7	40·5	South.
S.S.W. ...	...	...	3	5·0	...	...	3	12·0	...	...	...	...	3	12·0	...	...	...	...	...	...	...	...	...	...	0·4	9·7	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	11·0	3	12·0	...	...	...	...	...	...	0·4	10·3	S.W.
W.S.W. ...	...	...	...	...	3	19·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	19·0	W.S.W.
West ...	...	...	...	...	3	12·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	12·0	West.
W.N.W. ...	3	15·0	3	14·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·5	14·5	W.N.W.
N.W. ...	3	11·0	3	11·0	3	11·0	3	11·0	3	11·0	3	10·0	3	7·0	3	8·0	...	...	...	...	...	...	...	...	1·1	10·1	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON.

PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	17·0	...	...	3	15·0	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	5·0	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	23·0	3	6·0	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	3	15·0	3	13·0	...	...	...	...	...	...	...	...	...	...	...	...	3	9·0	3	29·0	3	13·0	East.
E.S.E. ...	3	26·0	...	...	...	...	...	...	...	...	...	...	3	23·0	...	...	6	17·0	...	...	3	6·0	...	...	E.S.E.
S.E. ...	6	40·5	13	34·2	6	35·5	6	34·5	3	15·0	6	27·5	6	25·5	6	28·5	13	20·2	16	20·6	17	28·6	20	25·8	S.E.
S.S.E. ...	78	33·3	71	38·7	78	36·0	81	39·5	81	40·0	75	38·6	74	38·4	81	37·5	68	38·1	69	35·0	62	35·0	52	33·0	S.S.E.
South ...	13	30·5	13	38·5	13	39·7	13	39·7	16	45·8	19	46·1	17	40·4	13	35·2	13	34·0	6	33·0	6	33·5	10	31·0	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	7·0	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	10·0	6	8·0	N.N.W
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON.

PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	3	11·0	...	...	...	...	3	11·0	...	...	...	...	...	...	...	...	3	10·0	...	...	...	...	6	11·0	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	3	11·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	3	28·0	...	...	...	...	...	...	...	...	...	...	East.
E.S.E. ...	6	6·0	3	6·0	6	8·5	6	9·5	3	7·0	...	...	3	26·0	6	14·0	...	...	...	...	6	26·0	3	6·0	E.S.E.
S.E. ...	23	27·0	26	24·4	23	23·9	17	25·0	19	26·0	13	21·7	13	32·5	23	26·0	23	25·1	36	28·1	32	25·2	29	27·0	S.E.
S.S.E. ...	65	30·7	71	32·0	71	32·3	74	35·3	78	33·8	87	35·6	81	33·8	68	36·5	71	32·5	58	31·8	53	35·9	56	32·3	S.S.E.
South ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	53·0	3	50·0	3	50·0	3	50·0	3	45·0	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	7·0	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	8·0	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	9·0	3	6·0	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION.

DECEMBER, 1912.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	3	5·0	6	8·0	10	6·7	...	...	6	6·5	3	5·0	3	6·0	17	7·0	6	5·0	...	...	...	...	3	9·0	2·6	7·0	North.
N.N.E. ...	3	11·0	3	6·0	...	...	...	...	...	...	...	...	3	5·0	...	...	3	7·0	...	...	...	...	...	...	0·6	6·8	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	6·0	...	...	3	6·0	...	...	...	...	0·5	10·2	N.E.
E.N.E. ...	...	...	...	...	3	11·0	3	11·0	...	...	...	...	3	9·0	...	...	...	...	...	...	...	...	...	...	0·4	10·3	E.N.E.
East ...	6	14·0	3	14·0	...	...	6	12·0	10	6·3	6	8·0	3	5·0	3	7·0	3	7·0	...	...	...	...	...	...	2·3	6·3	East.
E.S.E. ...	3	5·0	6	11·0	13	11·2	6	9·0	3	6·0	10	7·7	6	5·0	6	4·5	10	5·3	...	...	...	...	...	...	3·3	11·2	E.S.E.
S.E. ...	13	30·5	17	24·6	13	29·2	20	29·7	26	24·9	17	26·4	19	31·3	14	42·2	20	27·3	26	24·4	23	24·7	16	33·6	14·2	24·7	S.E.
S.S.E. ...	53	33·4	50	34·3	42	35·1	36	37·1	30	39·5	36	38·6	37	35·5	40	34·9	45	29·2	58	29·9	61	31·1	62	33·1	59·2	39·0	S.S.E.
South ...	...	...	...	...	...	...	...	...	3	12·0	6	9·5	10	7·3	14	7·8	13	15·2	13	18·7	16	22·6	16	29·2	10·1	46·1	South
S.S.W. ...	...	...	3	6·0	...	...	...	...	3	19·0	...	...	...	...	...	...	...	...	...	...	...	...	3	15·0	0·4	13·3	S.S.W.
S.W. ...	...	...	...	...	3	12·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	12·0	S.W.
W.S.W. ...	...	...	...	...	3	6·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	6·0	W.S.W.
West ...	...	...	3	10·0	...	...	6	19·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·4	19·0	West.
W.N.W. ...	3	6·0	...	...	...	...	3	9·0	3	10·0	3	7·0	...	...	...	...	...	...	...	...	...	...	...	...	0·5	8·0	W.N.W.
N.W. ...	6	9·0	6	9·0	10	8·7	10	6·3	6	6·5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·7	7·5	N.W.
N.N.W. ...	10	12·0	3	7·0	3	6·0	10	6·0	10	5·0	19	6·0	16	6·2	3	6·0	...	...	...	...	...	...	...	...	3·6	6·0	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION

JANUARY, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	6	15·0	3	12·0	...	...	3	21·0	...	...	3	8·0	3	6·0	3	6·0	...	...	...	...	3	11·0	...	...	1·6	13·0	North.
N.N.E. ...	...	...	3	10·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	10·0	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	3	19·0	3	8·0	...	...	...	...	...	...	...	...	0·4	12·6	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	9·0	...	...	...	...	0·1	9·0	E.N.E.
East ...	4	34·0	...	...	...	...	3	11·0	6	11·5	3	15·0	...	...	3	11·0	6	7·5	...	...	6	11·0	3	8·0	1·6	10·0	East.
E.S.E. ...	4	6·0	10	6·6	10	6·3	10	7·3	6	4·0	16	10·4	13	6·7	10	7·3	6	4·5	6	12·0	...	...	6	8·5	5·8	10·4	E.S.E.
S.E. ...	23	25·6	23	32·4	19	28·2	36	30·5	33	24·3	29	28·3	32	25·0	23	27·6	26	22·9	23	20·7	23	30·7	26	27·4	24·7	29·3	S.E.
S.S.E. ...	53	32·2	49	32·6	53	32·3	36	31·3	46	30·6	40	35·8	40	34·4	49	34·1	53	32·1	62	31·2	59	29·7	62	29·9	59·8	35·6	S.S.E.
South ...	6	41·5	6	40·0	6	37·0	3	50·0	...	...	...	...	...	...	...	...	...	...	...	...	3	36·0	3	37·0	1·7	39·5	South
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	3	6·0	...	...	...	...	...	...	...	...	6	6·0	3	7·0	3	8·0	...	...	0·8	6·0	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	6	6·0	3	7·0	3	7·0	...	...	...	...	...	...	...	...	0·5	6·0	W.S.W.
West ...	...	...	3	6·0	3	6·0	...	...	3	6·0	3	6·0	6	5·5	6	6·5	3	6·0	...	...	...	...	...	...	1·1	6·0	West.
W.N.W. ...	...	...	...	...	...	...	3	6·0	6	7·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·5	7·0	W.N.W.
N.W. ...	...	...	3	7·0	3	7·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·3	7·0	N.W.
N.N.W. ...	4	7·0	...	...	6	13·0	3	8·0	...	...	...	...	...	...	...	...	...	...	3	5·0	3	5·0	...	...	1·0	13·0	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	24·0	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E.	4	18·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	20·0	E.N.E.
East	...	...	...	...	...	...	...	...	...	...	...	...	4	10·0	...	...	8	7·5	8	7·5	7	7·5	7	33·0	East.
E.S.E.	12	26·3	12	28·6	8	25·5	8	25·5	8	25·5	12	20·3	4	41·0	8	25·5	4	47·0	4	50·0	11	37·0	4	32·0	E.S.E.
S.E.	4	35·0	4	35·0	12	33·7	15	29·5	8	25·0	12	39·3	4	10·0	8	27·5	4	45·0	...	...	...	...	4	16·0	S.E.
S.S.E.	65	42·2	69	41·8	68	42·6	62	45·6	61	43·6	57	47·3	69	46·4	69	46·6	65	51·9	76	44·5	71	44·4	73	43·3	S.S.E.
South	15	54·0	15	57·7	12	60·0	15	56·7	23	56·3	19	55·0	19	47·0	15	46·7	19	44·0	12	44·3	11	45·3	4	51·0	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East	...	...	3	12·0	...	...	...	...	3	16·0	3	16·0	3	16·0	3	16·0	3	16·0	...	...	3	35·0	...	...	East.
E.S.E.	...	...	...	...	3	28·0	3	28·0	...	...	...	...	...	...	...	...	...	...	...	...	3	12·0	6	24·5	E.S.E.
S.E.	3	10·0	...	...	...	...	3	16·0	...	...	...	...	...	...	...	...	...	...	...	...	3	25·0	3	24·0	S.E.
S.S.E.	40	57·0	42	55·3	47	61·5	45	57·3	52	55·8	49	53·4	48	52·7	58	50·3	58	49·3	60	49·1	52	50·9	55	50·2	S.S.E.
South	57	52·5	55	52·2	50	49·6	49	53·7	45	53·9	48	54·7	49	56·1	39	57·7	39	56·1	40	55·8	39	54·8	36	58·0	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION. FEBRUARY, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency, % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	4	20·0	...	...	...	...	4	16·0	...	...	4	4·0	4	5·0	...	...	...	...	...	...	...	...	...	...	0·8	13·8	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	5·0	4	5·0	4	12·0	...	...	...	...	0·5	7·3	N.E.
E.N.E. ...	7	15·0	4	30·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	5·0	...	...	...	...	1·0	15·0	E.N.E.
East ...	...	...	...	...	4	30·0	4	32·0	4	32·0	4	32·0	...	...	...	...	...	...	...	...	...	...	...	...	2·1	7·5	East.
E.S.E. ...	7	43·5	7	38·5	7	34·0	7	35·0	4	41·0	4	37·0	7	34·5	7	37·0	7	39·0	7	39·0	11	27·0	11	24·3	7·5	25·1	E.S.E.
S.E. ...	4	50·0	...	...	7	33·0	7	35·0	11	33·0	14	27·0	18	36·6	11	34·6	11	31·7	11	32·3	4	32·0	7	19·0	7·5	36·6	S.E.
S.S.E. ...	71	42·9	77	40·7	67	38·8	63	38·3	63	38·5	63	41·9	54	36·0	61	37·9	60	38·6	61	41·5	63	36·6	60	39·4	65·3	40·7	S.S.E.
South ...	7	55·0	4	54·0	7	53·0	7	55·5	7	55·5	7	55·0	17	40·2	17	43·0	18	46·2	13	40·2	22	50·8	22	51·2	13·6	56·3	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	4	5·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	5·0	West.
W.N.W. ...	...	...	4	5·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	5·0	W.N.W.
N.W. ...	...	...	4	12·0	4	10·0	4	9·0	4	8·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·7	9·7	N.W.
N.N.W....	...	...	...	...	...	...	4	5·0	7	7·5	4	5·0	...	...	...	...	...	...	...	...	...	...	...	...	0·6	7·5	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION. MARCH, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency, % whole Month.	Average Velocity at Greatest Frequency.	Direction
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	3	8·0	3	8·0	3	8·0	3	8·0	3	8·0	3	5·0	...	...	3	5·0	...	...	...	...	0·9	7·0	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4·0	...	...	...	...	0·1	4·0	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·9	18·1	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	8·0	...	...	0·7	24·5	E.S.E.
S.E. ...	6	20·0	10	37·7	3	32·0	3	32·0	3	25·0	3	25·0	...	...	...	...	...	...	...	...	...	...	3	8·0	1·8	37·7	S.E.
S.S.E. ...	58	49·4	58	47·1	55	49·2	62	48·4	52	53·0	57	54·0	60	52·3	50	55·4	48	56·1	49	59·2	57	53·5	60	54·7	53·0	48·4	S.S.E.
South ...	36	56·4	32	56·8	39	53·3	32	55·1	42	51·0	37	55·9	37	55·0	47	48·6	52	52·1	45	54·4	40	55·6	37	54·5	42·6	52·5	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND.

CAPE DENISON.—PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	North.
N.N.E.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	N.N.E.
N.E.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	6·0	....	....	....	....	N.E.
E.N.E.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	11·0	....	....	....	....	....	....	E.N.E.
East	....	....	4	21·0	....	....	....	....	....	....	3	15·0	3	15·0	3	15·0	....	....	....	....	3	6·0	3	11·0	East.
E.S.E.	....	....	....	....	3	12·0	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	E.S.E.
S.E.	....	....	....	....	....	....	3	32·0	3	19·0	....	....	....	....	....	....	....	....	3	19·0	....	....	3	27·0	S.E.
S.S.E.	43	47·5	39	48·3	38	48·6	38	44·5	38	47·7	37	45·9	38	47·6	38	47·8	37	48·0	34	49·1	40	44·4	30	51·2	S.S.E.
South	57	50·6	57	48·8	59	53·1	59	52·1	59	52·7	60	48·2	59	52·5	59	50·5	57	53·2	60	54·3	54	53·4	64	53·8	South.
S.S.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	15·0	....	....	S.S.W.
S.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	8·0	....	....	....	....	....	....	S.W.
W.S.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	W.S.W.
West	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	West.
W.N.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	W.N.W.
N.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	N.W.
N.N.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	N.N.W.
Calm	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	Calm.

CAPE DENISON.—PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	North.
N.N.E.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	N.N.E.
N.E.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	N.E.
E.N.E.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	E.N.E.
East	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	East.
E.S.E.	3	71·0	....	....	3	71·0	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	E.S.E.
S.E.	6	31·0	10	38·7	10	36·3	10	40·0	16	33·6	13	31·8	6	23·5	6	37·0	13	38·7	14	36·2	20	42·2	23	54·7	S.E.
S.S.E.	85	54·6	84	55·3	81	57·1	80	55·6	74	57·4	71	54·3	81	53·4	81	50·1	77	51·5	76	53·3	70	55·1	61	54·6	S.S.E.
South	6	26·5	6	33·0	6	37·0	10	35·3	10	46·3	16	43·8	13	36·2	13	32·5	10	39·7	10	41·3	10	39·0	16	45·0	South.
S.S.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	S.S.W.
S.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	S.W.
W.S.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	W.S.W.
West	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	West.
W.N.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	W.N.W.
N.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	N.W.
N.N.W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	N.N.W.
Calm	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION.

APRIL, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	North.
N.N.E.	...	...	...	...	...	...	3	60·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	60·0	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	6·0	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	11·0	E.N.E.
East	3	11·0	3	13·0	3	12·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·2	21·0	East.
E.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	11·0	...	...	3	23·0	3	20·0	0·5	16·5	E.S.E.
S.E.	...	...	...	...	...	...	10	20·3	7	17·0	3	19·0	3	8·0	3	7·0	...	...	...	...	...	...	...	...	1·6	20·3	S.E.
S.S.E.	40	46·7	37	46·3	40	44·7	30	53·5	35	50·4	34	47·9	38	48·3	38	51·1	34	53·2	35	52·2	38	53·8	34	53·0	36·8	47·5	S.S.E.
South	57	52·6	60	50·7	57	53·6	57	50·1	58	52·2	60	48·4	59	49·7	59	51·6	60	54·0	65	47·5	59	51·2	60	48·9	59·0	47·4	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	15·0	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	3	16·0	...	...	...	...	3	16·0	...	...	...	...	...	...	0·4	13·3	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	11·0	0·1	11·0	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION.

MAY, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole Month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	East.
E.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·2	71·0	E.S.E.
S.E.	19	47·3	13	49·7	10	40·7	16	49·4	16	52·8	16	47·8	10	44·6	10	43·6	6	43·0	6	25·5	6	56·5	6	42·0	11·7	54·7	S.E.
S.S.E.	65	51·5	68	51·3	77	53·0	68	51·8	71	52·1	71	50·5	77	52·8	74	53·7	78	52·5	88	49·9	91	49·4	81	51·4	76·3	49·4	S.S.E.
South.	16	51·8	19	50·8	13	49·5	16	48·8	13	52·5	13	50·0	13	45·5	16	49·4	16	51·0	6	60·0	3	9·0	13	50·5	11·8	50·8	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	3	10·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.E. ...	7	25·5	...	...	...	...	...	...	...	...	...	...	3	11·0	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	3	14·0	...	...	...	...	3	9·0	3	8·0	...	...	3	11·0	...	...	...	...	...	...	...	...	East.
E.S.E. ...	...	...	...	...	3	7·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.S.E.
S.E. ...	7	29·5	7	29·0	...	...	4	18·0	14	35·5	10	28·3	...	...	...	...	...	...	...	...	3	45·0	3	50·0	S.E.
S.S.E. ...	77	49·8	83	47·5	83	47·2	89	47·8	66	53·1	77	50·0	83	50·3	87	45·8	83	48·6	90	47·7	88	48·4	87	50·9	S.S.E.
South ...	3	65·0	7	44·5	14	52·2	7	64·0	14	52·5	10	58·0	14	48·5	7	64·0	14	50·5	7	65 0	3	63·0	10	40·6	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	37·0	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	45·0	...	...	...	...	W.S.W.
West ...	3	13·0	...	...	...	...	...	...	...	...	...	...	...	...	3	54·0	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	34·0	...	...	3	12·0	...	...	N.W.
N.N.W. ...	3	15·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East.
E.S.E. ...	3	37·0	3	38·0	...	...	3	32·0	6	22·0	...	...	...	...	...	...	...	...	...	...	...	...	3	38·0	E.S.E.
S.E. ...	...	...	6	32·0	6	26·0	6	41·0	6	44·5	10	35·3	13	35·0	13	33·2	13	27·5	6	27·0	6	23·5	3	39·0	S.E.
S.S.E. ...	74	52·9	75	54·0	75	55·4	72	53·6	65	54·0	65	51·5	58	57·3	58	52·6	64	56·2	71	57·6	75	54·2	74	53·7	S.S.E.
South ...	23	60·0	13	67·7	19	59·5	19	57·1	23	67·1	25	67·9	29	55·4	29	55·3	23	63·7	23	64·7	19	64·8	20	73·8	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	3	7·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION. JUNE, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency % whole month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	15·0	3	53·0	0·4	26·0	North.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	33·0	...	...	...	...	0·5	25·5	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·5	10·5	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	7·0	E.S.E.
S.E. ...	10	37·0	10	41·3	7	44·5	7	47·5	7	36·0	7	30·5	7	41·0	10	42·3	7	45·0	7	39·5	7	51·0	3	37·0	5·7	35·5	S.E.
S.S.E. ...	76	50·9	80	48·3	79	47·5	79	48·7	77	49·6	83	46·5	86	48·0	76	50·5	80	46·4	76	45·1	76	45·9	81	46·0	81·0	47·7	S.S.E.
South ...	14	45·2	10	61·0	14	48·5	14	47·8	16	43·8	10	59·6	7	60·5	14	47·5	10	61·0	14	46·5	14	36·0	10	45·3	10·7	43·8	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	31·0	...	...	...	...	...	...	0·3	34·0	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	45·0	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	11·0	0·4	26·0	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·3	23·0	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION. JULY, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency % whole month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	23·0	...	...	...	...	...	...	0·1	23·0	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	48·0	3	33·0	3	35·0	...	...	1·1	22·0	E.S.E.
S.E. ...	6	36·5	6	43·0	6	48·6	6	46·0	6	45·5	6	42·0	6	46·5	6	48·5	3	58·0	10	44·5	6	43·5	6	54·0	6·7	31·9	S.E.
S.S.E. ...	62	50·2	71	52·9	71	52·5	71	53·4	71	57·3	71	54·1	71	56·2	62	58·5	59	58·2	64	55·3	72	55·9	75	54·7	68·7	54·6	S.S.E.
South ...	32	60·1	23	67·6	23	69·9	23	71·9	23	70·4	23	70·0	23	69·3	32	69·1	32	68·2	23	67·7	19	70·2	19	71·0	23·3	65·8	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	7·0	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	3	23·0	...	...	...	...	...	...	3	28·0	3	12·0	...	...	...	...	...	...	...	...	North.
N.N.E. ...	3	11·0	3	10·0	3	8·0	3	11·0	6	16·0	10	20·3	6	14·0	6	13·5	6	11·0	6	9·0	6	8·0	3	6·0	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	10·0	E.N.E.
East ...	...	...	3	6·0	3	6·0	3	21·0	...	...	...	...	6	20·5	3	10·0	...	...	3	15·0	3	11·0	...	...	East.
E.S.E. ...	...	...	...	...	3	23·0	...	...	...	...	3	6·0	...	...	3	28·0	3	32·0	6	12·5	6	11·0	...	...	E.S.E.
S.E. ...	29	36·9	13	45·5	10	46·3	19	38·0	19	37·5	3	6·0	13	42·7	10	47·3	10	37·7	3	71·0	3	60·0	13	46·5	S.E.
S.S.E. ...	45	50·7	62	48·1	55	47·6	56	46·0	56	47·1	68	49·6	53	51·0	56	46·2	55	41·6	59	42·6	72	44·5	68	44·6	S.S.E.
South ...	23	56·3	19	60·3	23	57·9	16	62·4	19	56·0	16	55·6	19	52·2	19	52·0	26	60·7	23	62·0	10	67·0	13	57·5	South.
S.S.W. ...	...	...	...	...	...	...	3	21·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	—	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	3	6·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	13·0	...	...	...	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	10·0	...	...	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	13·0	7	17·0	3	13·0	...	...	3	11·0	E.N.E.
East ...	3	5·0	3	5·0	7	9·0	7	10·5	3	5·0	7	14·0	10	13·6	7	10·0	3	5·0	3	6·0	3	6·0	3	4·0	East.
E.S.E. ...	7	11·5	3	5·0	3	28·0	14	20·7	10	17·0	3	14·0	...	...	...	...	3	11·0	3	8·0	3	77·0	7	70·5	E.S.E.
S.E. ...	27	33·4	24	36·0	14	37·5	14	41·7	20	40·1	17	34·2	24	33·7	24	31·3	20	31·0	20	31·7	24	26·1	31	29·1	S.E.
S.S.E. ...	54	43·6	64	38·6	59	40·9	59	41·8	58	41·6	70	41·2	59	44·1	66	40·8	67	43·4	68	43·7	61	43·6	50	42·5	S.S.E.
South ...	3	9·0	...	...	14	15·7	3	36·0	3	38·0	3	7·0	7	17·5	...	...	...	...	...	...	...	...	...	...	South.
S.S.W. ...	...	...	...	...	...	...	...	...	3	16·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	3	31·0	3	9·0	...	...	...	...	...	...	...	...	...	...	3	6·0	...	...	West.
W.N.W. ...	3	9·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	6·0	W.N.W.
N.W. ...	3	15·0	3	13·0	3	16·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	13·0	3	17·0	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION. AUGUST, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·4	21·0	North.
N.N.E. ...	3	6·0	3	6·0	3	9·0	3	9·0	3	7·0	3	7·0	3	6·0	3	7·0	...	...	...	...	...	...	3	11·0	3·6	20·3	N.N.E.
N.E. ...	3	8·0	...	...	...	...	...	...	...	...	...	...	...	...	3	22·0	...	...	...	...	...	...	...	...	0·2	15·0	N.E.
E.N.E. ...	...	...	...	...	3	6·0	3	6·0	3	7·0	3	6·0	...	...	...	...	3	26·0	6	20·5	3	15·0	...	...	1·1	20·5	E.N.E.
East ...	...	...	...	...	...	...	...	...	3	5·0	3	5·0	3	4·0	3	24·0	...	...	3	15·0	...	...	...	...	1·5	20·5	East.
E.S.E. ...	6	13·0	6	8·5	3	19·0	...	...	...	...	...	...	...	...	6	24·5	3	11·0	...	...	3	33·0	3	13·0	2·2	13·9	E.S.E.
S.E. ...	3	32·0	6	45·5	13	32·7	16	24·6	13	42·5	13	32·2	23	31·9	19	43·3	26	34·3	26	29·3	16	32·8	23	35·0	14·2	36·9	S.E.
S.S.E. ...	75	46·0	75	45·4	65	48·1	72	50·2	68	49·0	65	48·6	62	51·9	43	51·0	49	46·3	46	50·5	59	46·4	58	49·1	60·1	45·5	S.S.E.
South ...	10	66·6	10	57·7	13	55·2	6	62·0	10	66·3	13	56·0	19	50·1	23	46·9	19	56·2	19	52·8	19	50·8	10	61·3	16·5	60·7	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	19·0	0·2	20·0	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION. SEPTEMBER, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	3	5·0	...	...	3	6·0	...	...	...	...	3	4·0	...	...	...	...	0·6	6·8	North.
N.N.E. ...	...	...	...	...	...	...	...	...	3	29·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	29·0	N.N.E.
N.E. ...	3	10·0	3	12·0	3	6·0	7	17·0	...	...	...	...	...	...	...	...	3	10·0	3	7·0	7	4·5	...	...	1·3	10·7	N.E.
E.N.E. ...	3	24·0	7	14·0	...	...	...	...	...	...	...	...	...	...	...	...	3	17·0	...	...	...	...	...	...	1·2	15·5	E.N.E.
East ...	7	34·5	7	23·5	7	23·0	...	...	3	5·0	10	8·6	...	...	3	8·0	3	6·0	3	5·0	3	6·0	7	5·5	4·7	11·0	East.
E.S.E. ...	3	15·0	3	4·0	3	4·0	3	4·0	3	15·0	...	...	7	13·5	10	13·3	...	...	...	...	...	...	3	5·0	3·8	20·7	E.S.E.
S.E. ...	24	39·7	24	43·0	24	39·1	27	29·5	31	26·5	24	27·0	17	27·0	10	35·6	17	27·8	14	28·0	14	29·5	24	29·0	21·2	27·8	S.E.
S.S.E. ...	54	42·4	50	41·7	57	42·7	60	41·8	51	48·1	56	44·0	64	42·8	67	43·6	65	45·2	68	44·9	67	45·3	60	43·4	60·7	41·2	S.S.E.
South ...	...	...	...	...	...	...	...	...	3	4·0	3	4·0	...	...	...	...	...	...	...	...	...	...	...	...	1·6	15·7	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	14·0	...	...	0·2	15·0	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	19·0	...	...	...	...	0·1	19·0	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	3	6·0	...	...	3	20·0	...	...	...	...	...	...	0·2	13·0	W.S.W.
West ...	...	...	...	...	3	8·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·5	13·5	West.
W.N.W. ...	3	11·0	3	11·0	...	...	...	...	...	...	...	...	3	6·0	7	6·5	3	4·0	3	12·0	3	8·0	3	8·0	1·5	6·5	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	3	32·0	3	31·0	3	19·0	...	...	3	13·0	3	15·0	1·0	19·3	N.W.
N.N.W. ...	3	19·0	3	24·0	3	23·0	3	17·0	3	11·0	7	19·0	...	...	...	...	...	...	3	12·0	...	...	...	...	1·3	19·0	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East	...	...	17	16·0	5	12·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East.
E.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4·0	E.S.E.
S.E.	...	...	17	10·0	...	...	...	...	11	16·0	...	...	...	...	...	...	7	16·0	12	19·0	5	20·0	10	35·0	S.E.
S.S.E.	77	43·3	66	37·5	85	48·9	100	45·1	89	49·2	87	52·5	75	29·0	100	40·0	86	52·3	88	39·6	80	45·3	77	49·8	S.S.E.
South	15	39·5	...	...	5	69·0	...	...	...	...	13	54·2	25	45·0	...	...	7	61·0	...	...	15	57·0	7	45·5	South.
S.S.W.	8	50·0	...	...	5	50·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	16·0	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%
North	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	6·0	...	...	...	...	N.E.
E.N.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	8·0	...	...	...	...	East.
E.S.E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	8·0	E.S.E.
S.E.	...	...	6	14·0	...	...	8	11·0	...	...	3	12·0	...	...	4	10·0	...	...	7	6·0	...	...	10	30·7	S.E.
S.S.E.	76	48·9	82	44·8	91	49·7	80	46·4	83	48·3	84	45·2	83	50·9	88	41·3	80	44·6	79	41·5	75	42·3	54	45·9	S.S.E.
South	18	45·0	12	29·5	9	33·5	8	29·0	17	27·7	10	44·3	11	48·0	4	45·0	20	25·0	...	...	10	37·5	16	41·8	South.
S.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	22·0	...	...	...	...	5	49·0	7	34·5	S.S.W.
S.W.	6	19·0	...	...	...	...	4	11·0	...	...	3	19·0	6	13·0	...	...	...	...	...	...	...	...	3	6·0	S.W.
W.S.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	8·0	7	6·5	N.W.
N.N.W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	9·0	...	...	N.N.W.
Calm	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION.

OCTOBER, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	8	7·0	...	...	...	...	...	...	...	...	...	...	9	11·0	4	24·0	...	...	...	...	...	...	0·9	11·0	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	33	6·0	...	...	...	...	...	...	...	...	3	28·0	7	11·0	9	16·0	...	...	...	...	...	...	...	...	2·2	6·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East ...	...	...	8	4·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·2	16·0	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·1	4·0	E.S.E.
S.E. ...	...	...	8	66·0	8	20·5	8	24·0	...	...	3	39·0	...	...	...	...	4	12·0	...	...	...	...	...	...	3·9	10·0	S.E.
S.S.E. ...	67	32·5	68	40·9	80	42·3	92	36·5	82	37·8	85	37·8	79	40·5	73	40·5	80	44·3	91	41·8	84	41·3	84	51·0	82·3	47·5	S.S.E.
South ...	...	...	...	...	8	64·0	...	...	9	58·0	6	61·5	7	37·0	...	...	8	52·5	...	...	8	44·0	13	47·5	6·1	45·0	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	3	24·0	7	25·0	9	39·0	4	41·0	9	41·0	8	42·0	5	44·0	2·3	40·0	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	9	52·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·5	52·0	S.W.
W.S.W. ...	...	...	8	6·0	4	6·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·5	6·0	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

MEAN VELOCITIES FOR EACH DIRECTION.

NOVEMBER, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency. % whole month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	5	12·0	...	...	...	...	4	5·0	11	6·0	6	8·0	...	...	...	...	...	...	...	...	1·1	6·0	North.
N.N.E. ...	...	...	...	...	...	...	7	5·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·3	5·0	N.N.E.
N.E. ...	17	15·0	12	7·5	5	11·0	7	7·0	...	...	...	...	...	...	6	11·0	...	...	...	...	...	...	...	...	2·2	15·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	4	6·0	...	...	...	...	...	...	...	...	...	...	...	...	0·2	6·0	E.N.E.
East ...	17	28·0	...	...	...	...	...	...	10	7·0	...	...	...	...	6	5·0	...	...	...	...	...	...	...	...	1·7	28·0	East.
E.S.E. ...	...	...	6	11·0	...	...	...	...	...	...	4	5·0	...	...	...	...	...	...	5	6·0	...	...	...	...	0·7	11·0	E.S.E.
S.E. ...	...	...	12	8·5	...	...	7	10·0	...	...	4	37·0	11	39·0	17	23·3	12	14·5	5	13·0	10	17·0	3	12·0	5·0	23·3	S.E.
S.S.E. ...	49	27·3	40	38·7	65	44·3	51	37·1	60	38·1	57	38·1	67	30·0	31	39·1	70	42·6	80	32·9	80	40·3	80	39·4	70·2	49·7	S.S.E.
South ...	...	...	12	43·5	10	35·0	7	50·0	10	50·0	7	43·0	11	39·0	28	32·8	18	33·0	10	23·0	10	32·0	17	47·2	11·5	32·8	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	4	57·0	...	...	6	57·0	...	...	...	...	...	...	...	...	1·1	34·5	S.S.W.
S.W. ...	...	...	6	5·0	...	...	7	7·0	10	7·0	4	7·0	...	...	...	...	...	...	...	...	...	...	...	...	2·0	7·0	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	5	6·0	7	4·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·5	4·0	West.
W.N.W. ...	17	12·0	...	...	...	...	...	...	...	...	4	7·0	...	...	...	...	...	...	...	...	...	...	...	...	0·9	12·0	W.N.W.
N.W. ...	...	...	6	19·0	5	4·0	7	6·0	10	19·0	4	7·0	...	...	...	...	...	...	...	...	...	...	...	...	1·8	19·0	N.W.
N.N.W. ...	...	...	6	8·0	5	6·0	...	...	...	...	4	23·0	...	...	...	...	...	...	...	...	...	...	...	...	0·8	8·0	N.N.W.
Calm. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table IV.—WIND

CAPE DENISON. PERCENTAGE FREQUENCIES AND

Direction.	1 a.m.		2 a.m.		3 a.m.		4 a.m.		5 a.m.		6 a.m.		7 a.m.		8 a.m.		9 a.m.		10 a.m.		11 a.m.		Noon.		Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	North.
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.E.
N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	6·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.N.E.
East ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	E.S.E.
S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.E.
S.S.E. ...	100	53·7	84	44·3	100	57·5	92	44·6	100	59·7	87	49·4	100	60·3	100	44·8	100	46·8	90	42·4	100	38·0	80	45·0	S.S.E.
South ...	...	...	8	53·0	...	...	8	41·0	...	...	13	39·5	...	...	...	...	...	...	10	41·0	...	...	13	43·0	South.
S.S.W. ...	...	...	8	23·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calm.

ANALYSIS.

Table IV.

MEAN VELOCITIES FOR EACH DIRECTION. DECEMBER, 1913.

Direction.	1 p.m.		2 p.m.		3 p.m.		4 p.m.		5 p.m.		6 p.m.		7 p.m.		8 p.m.		9 p.m.		10 p.m.		11 p.m.		Midnight.		Frequency % whole month.	Average Velocity at Greatest Frequency.	Direction.
	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.	Frequency.	Mean Velocity.			
	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	..p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	%	m.p.h.	
North ...	...	...	8	6·0	50	10·0	...	...	17	9·0	7	9·0	...	...	...	...	...	...	...	...	...	...	...	...	3·4	10·0	North
N.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	N.N.E.
N.E. ...	...	...	...	...	...	...	13	5·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·8	5·0	N.E.
E.N.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.N.E.
East ...	...	...	...	...	...	...	—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	East.
E.S.E. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	E.S.E.
S.E. ...	...	...	...	...	...	...	...	...	17	19·0	14	35·0	...	...	9	5·0	...	...	11	10·0	...	...	...	...	2·1	19·0	S.E.
S.S.E. ...	100	48·5	92	42·0	50	58·0	87	48·1	49	50·7	65	45·1	67	50·5	82	47·3	100	59·0	67	43·2	50	58·0	100	44·3	85·1	51·3	S.S.E.
South ...	...	...	...	...	...	...	...	...	...	...	...	...	33	20·0	...	...	...	...	11	28·0	50	15·0	...	...	6·1	15·0	South.
S.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·3	23·0	S.S.W.
S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	S.W.
W.S.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	—	...	...	...	...	...	0·0	...	W.S.W.
West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	24·0	...	...	...	...	...	...	...	...	0·4	24·0	West.
W.N.W. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	W.N.W.
N.W. ...	...	...	...	...	...	...	...	...	17	5·0	...	...	...	...	...	...	...	...	11	7·0	...	...	...	...	1·2	5·0	N.W.
N.N.W. ...	...	...	...	...	...	...	...	...	...	...	14	5·0	...	...	...	...	...	...	...	...	...	...	...	...	0·6	5·0	N.N.W.
Calm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·0	...	Calm.

Table V.—WIND ANALYSIS.

MONTHLY SUMMARY OF MAXIMUM FREQUENCIES.

CAPE DENISON. 1912.

Month.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night	Month.
February—																									February—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	62	68	65	65	66	59	72	63	64	64	60	52	41	41	41	45	49	55	57	57	53	61	69	72	Percentage of month, 58·6.
Mean velocity ...	39·0	38·2	36·4	38·9	38·3	39·2	36·6	40·4	41·7	36·9	37·0	39·4	40·2	41·3	37·8	39·7	37·5	35·4	30·6	33·2	35·4	35·4	34·4	33·0	Average velocity at greatest frequency, 34·8.
March—																									March—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	78	84	86	84	78	74	83	81	78	71	78	74	77	78	84	79	78	83	77	77	84	79	76	81	Percentage of month, 79·3.
Mean velocity ...	43·8	46·0	44·0	45·8	46·7	46·9	47·7	48·8	47·9	44·2	41·8	41·3	44·3	42·5	40·6	40·5	39·6	41·9	41·2	44·9	42·6	45·1	45·3	44·7	Average velocity at greatest frequency, 44·0.
April—																									April—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	93	90	83	83	86	76	86	90	83	90	83	86	90	90	83	83	86	86	83	83	86	90	93	93	Percentage of Month, 86·6.
Mean velocity ...	45·1	44·0	45·8	47·2	47·6	49·0	44·3	46·7	48·1	45·8	47·5	46·8	47·6	48·3	45·9	45·8	44·1	45·1	44·4	45·1	44·3	45·0	45·9	44·6	Average velocity at greatest frequency, 45·0.
May—																									May—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	87	77	90	88	80	86	81	89	86	87	87	87	84	84	91	91	94	84	83	81	91	81	84	84	Percentage of month, 85·7.
Mean velocity ...	53·6	53·7	54·6	53·8	56·6	56·1	54·8	56·6	56·7	57·0	57·2	55·3	58·7	58·2	58·0	56·5	55·2	59·3	58·8	57·5	54·6	57·0	56·3	55·2	Average velocity at greatest frequency, 55·2.
June—																									June—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	59	56	49	56	56	58	48	48	48	60	53	43	44	45	58	47	53	43	60	57	71	54	54	46	Percentage of month, 52·6.
Mean velocity ...	57·6	60·4	55·9	56·5	53·4	54·6	49·0	52·6	51·4	50·1	48·9	53·5	54·0	57·0	51·4	53·8	55·1	54·9	51·7	60·0	50·3	56·3	58·0	54·9	Average velocity at greatest frequency, 50·3.
July—																									July—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	77	74	78	74	71	68	74	75	75	69	76	78	76	71	78	81	71	75	63	70	64	71	65	65	Percentage of month, 72·6.
Mean velocity ...	50·2	53·2	50·5	47·9	47·5	45·6	44·8	47·7	46·7	50·2	50·3	47·2	50·7	49·0	48·8	50·0	47·8	48·8	47·0	48·2	49·0	50·6	49·6	48·8	Average velocity at greatest frequency, 50·0.
August—																									August—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	75	81	75	61	74	78	75	68	68	68	74	63	63	77	71	74	74	78	81	74	71	75	75	65	Percentage of month, 72·6.
Mean velocity ...	52·8	53·0	50·7	53·6	49·4	49·9	50·3	53·4	52·4	53·5	51·7	52·9	49·8	50·4	54·2	55·1	52·9	55·3	57·4	57·7	52·2	54·3	51·5	53·2	Average velocity at greatest frequency, 55·2.
September—																									September.—
Greatest frequency	S.	S.S.E.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	Greatest frequency, S.
Percentage of total	73	69	63	59	79	76	73	73	83	79	70	73	63	63	63	59	63	56	59	63	66	54	59	69	Percentage of month, 66·9.
Mean velocity ...	51·8	55·1	51·6	56·1	55·0	56·8	53·3	56·1	52·1	50·5	51·8	48·8	47·7	47·6	47·2	51·9	50·9	55·0	53·6	55·8	54·2	58·8	53·4	53·5	Average velocity an greatest frequency, 52·1.
October—																									October—
Greatest frequency	S.S.E.	S.	S.	S.	S.	S.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	52	49	52	58	55	58	52	52	52	55	55	49	62	55	60	58	55	51	52	52	55	61	52	45	Percentage of month, 50·9.
Mean velocity ...	49·6	57·1	55·7	53·4	55·2	55·6	53·9	49·4	48·6	43·2	49·1	50·5	45·6	50·1	47·4	47·3	48·5	44·9	51·2	54·7	50·3	47·3	54·2	51·4	Average velocity at greatest frequency, 46·8.
November—																									November—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	70	66	66	70	67	76	66	69	74	59	67	58	57	54	68	70	74	71	67	65	58	64	63	67	Percentage of month, 66·1.
Mean velocity ...	43·0	45·2	43·8	45·1	43·2	42·6	41·2	41·9	40·1	39·1	39·0	36·4	38·1	36·1	35·1	31·8	31·6	33·7	35·3	38·4	36·9	37·6	42·1	41·7	Average velocity at greatest frequency, 42·6.
December—																									December—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	78	71	78	81	81	75	74	81	68	69	62	52	53	50	42	36	30	36	37	40	45	53	61	62	Percentage of month, 59·2.
Mean velocity ...	33·3	38·7	36·0	39·5	40·0	38·6	38·4	37·5	38·1	35·0	35·0	33·0	33·4	34·3	35·1	37·1	39·5	38·6	35·5	34·9	29·2	29·9	31·1	33·1	Average velocity at greatest frequency, 39·0.

Table V.—WIND ANALYSIS.

Monthly Summary of Maximum Frequencies.

CAPE DENISON. 1913.

Month.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Month.
January—																									January—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	65	71	71	74	78	87	81	68	71	58	53	56	53	49	53	36	46	40	40	49	53	62	59	62	Percentage of month, 59·8.
Mean velocity ...	30·7	32·0	32·3	35·3	33·8	35·6	33·8	36·5	32·5	31·8	35·9	32·3	32·2	32·6	32·3	31·3	30·6	35·8	34·4	34·1	32·1	31·2	29·7	29·9	Average velocity at greatest frequency, 35·6.
Greatest frequency	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	S.E.	...	...	...	...	...	...	...	...	
Percentage of total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	...	...	...	...	...	...	...	...	
Mean velocity ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30·5	...	...	...	...	...	...	...	...	
February—																									February—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	65	69	68	62	61	57	69	69	65	76	71	73	71	77	67	63	63	63	54	61	60	61	63	60	Percentage of month, 65·3.
Mean velocity ...	42·2	41·8	42·6	45·6	43·6	47·3	46·4	46·6	51·9	44·5	44·4	43·3	42·9	40·7	38·8	38·3	38·5	41·0	36·0	37·9	38·6	41·5	36·6	39·4	Average velocity at greatest frequency, 40·7.
March—																									March—
Greatest frequency	S.	S.	S.	S.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	57	55	50	49	52	49	49	58	58	60	52	55	53	58	55	62	52	57	60	50	52	49	57	60	Percentage of month, 53·0.
Mean velocity ...	52·5	52·2	49·6	53·7	55·8	53·4	56·1	50·3	49·3	49·1	50·9	50·2	49·4	47·1	49·2	48·4	53·0	54·0	52·3	55·4	52·1	50·2	53·5	54·7	Average velocity at greatest frequency, 48·4.
April—																									April.—
Greatest frequency	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	Greatest frequency, S.
Percentage of total	57	57	59	59	59	60	59	59	57	60	54	64	57	60	57	57	58	60	59	59	60	65	59	60	Percentage of month, 59·0.
Mean velocity ...	50·6	48·8	53·1	52·1	52·7	48·2	52·5	50·5	53·2	54·3	53·4	53·8	52·6	50·7	53·6	50·1	52·2	48·4	49·7	51·6	54·0	47·5	51·2	48·9	Average velocity at greatest frequency, 47·4.
May—																									May—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	85	84	81	80	74	71	81	81	77	76	70	61	65	68	77	68	71	71	77	74	78	88	91	81	Percentage of month, 76·3.
Mean velocity ...	54·6	55·3	57·1	55·6	57·4	54·3	53·4	50·1	51·5	53·3	55·1	51·0	51·5	51·3	53·0	51·8	52·1	50·5	52·8	53·7	52·5	49·9	49·4	51·4	Average velocity at greatest frequency, 49·4.
June—																									June—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	77	83	83	89	66	77	83	87	83	90	88	87	76	80	79	79	77	83	86	76	80	76	76	81	Percentage of month, 81·0.
Mean velocity ...	49·8	47·5	47·2	47·8	53·1	50·0	50·3	45·8	48·6	47·7	48·4	50·9	50·9	48·3	47·5	48·7	49·6	46·5	48·0	50·5	46·4	45·1	45·9	46·0	Average velocity at greatest frequency, 47·7
July—																									July—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	74	75	75	72	65	65	58	58	64	71	75	74	62	71	71	71	71	71	71	62	59	64	72	75	Percentage of month, 68·7.
Mean velocity ...	52·9	54·0	55·4	53·6	54·0	51·5	57·3	52·6	56·2	57·6	54·2	53·7	53·2	52·9	52·5	53·4	57·3	54·1	56·2	58·5	58·2	55·3	55·9	54·7	Average velocity at greatest frequency, 54·6
August—																									August—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	45	62	55	56	56	63	53	56	55	59	72	63	75	75	65	72	68	65	62	43	49	46	59	58	Percentage of month, 60·1.
Mean velocity ...	50·7	48·1	47·6	46·0	47·1	49·6	51·0	46·2	41·6	42·6	44·5	44·6	46·0	45·4	48·1	50·2	49·0	48·6	51·9	51·0	46·3	50·5	46·4	49·1	Average velocity at greatest frequency, 45·5.
September—																									September—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	54	64	59	59	58	70	59	66	67	68	61	50	54	50	57	60	51	56	64	67	65	63	67	60	Percentage of month, 60·7.
Mean velocity ...	43·6	38·6	40·9	41·3	41·6	41·2	44·1	40·8	43·4	43·7	43·6	42·5	42·4	41·7	42·7	41·8	48·1	44·0	42·8	43·6	45·2	44·9	45·3	43·4	Average velocity at greatest frequency, 41·2.
October—																									October—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	75	66	85	100	89	87	75	100	86	88	80	77	67	63	80	92	82	85	79	73	80	91	84	84	Percentage of month, 82·3.
Mean velocity ...	43·3	37·5	48·9	45·1	49·2	52·5	29·0	40·0	52·3	39·6	45·3	49·8	32·5	40·9	42·3	36·5	37·8	37·8	40·5	40·5	44·3	41·8	41·3	51·0	Average velocity at greatest frequency, 47·5.
November—																									November—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	76	82	91	80	83	84	83	88	80	79	75	54	49	40	65	51	60	57	67	31	70	80	80	80	Percentage of month, 70·2.
Mean velocity ...	48·9	44·8	49·7	46·4	48·3	45·2	50·9	41·3	44·6	41·5	42·3	45·9	27·3	38·7	44·3	37·1	38·1	38·1	30·0	39·1	42·6	32·9	40·3	39·4	Average velocity at greatest frequency, 49·7.
December—																									December—
Greatest frequency	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	S.S.E.	Greatest frequency, S.S.E.
Percentage of total	100	84	100	92	100	87	100	100	100	90	100	80	100	92	50	87	49	65	67	82	100	67	50	100	Percentage of month, 85·1.
Mean velocity ...	53·7	44·3	57·3	44·6	59·7	49·4	60·3	44·8	46·8	42·4	38·0	45·0	48·5	42·0	58·0	48·1	50·7	45·1	50·5	47·3	59·0	43·2	58·0	44·3	Average velocity at greatest frequency, 51·3,
Greatest frequency	...	...	...	...	...	...	...	...	...	...	...	...	...	...	N.	...	...	...	...	...	...	...	S.	...	
Percentage of total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	...	...	...	...	...	...	...	50	...	
Mean velocity ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10·0	...	...	...	...	...	...	...	15·0	...	

TABLE VI.—CONVERSION OF ANEMOMETER READINGS TO TRUE VELOCITIES.

From the equation $x = 4 + 0{\cdot}813y$.

y Anemometer Reading.	x Actual Velocity.	y Anemometer Reading.	x Actual Velocity.	y Anemometer Reading.	x Actual Velocity.	y Anemometer Reading.	x Actual Velocity.	y Anemometer Reading.	x Actual Velocity.	y Anemometer Reading.	x Actual Velocity.	y Anemometer Reading.	x Actual Velocity.	y Anemometer Reading.	x Actual Velocity.
miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.
0	4	15	16	30	28	45	41	60	53	75	65	90	77	105	89
1	5	16	17	31	29	46	41	61	54	76	66	91	78	106	90
2	6	17	18	32	30	47	42	62	54	77	67	92	79	107	91
3	6	18	19	33	31	48	43	63	55	78	67	93	80	108	92
4	7	19	19	34	32	49	44	64	56	79	68	94	80	109	93
5	8	20	20	35	32	50	45	65	57	80	69	95	81	110	93
6	9	21	21	36	33	51	45	66	58	81	70	96	82	111	94
7	10	22	22	37	34	52	46	67	58	82	71	97	83	112	95
8	11	23	23	38	35	53	47	68	59	83	71	98	84	113	96
9	11	24	24	39	36	54	48	69	60	84	72	99	84	114	97
10	12	25	24	40	37	55	49	70	61	85	73	100	85	115	97
11	13	26	25	41	37	56	50	71	62	86	74	101	86	116	98
12	14	27	26	42	38	57	50	72	63	87	75	102	87	117	99
13	15	28	27	43	39	58	51	73	63	88	76	103	88	118	100
14	15	29	28	44	40	59	52	74	64	89	76	104	89	119	101

SECTION II.

ATMOSPHERIC PRESSURE—TABLE VII.

Table VII.—ATMOSPHERIC PRESSURE.

CAPE DENISON.

INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·099	29·103	29·107	29·117	29·125	29·135	29·135	29·135	29·135	29·134	29·134	29·134	29·134	29·133	29·133
2	29·123	29·109	29·100	29·090	29·081	29·070	29·065	29·060	29·050	29·041	29·032	29·021	29·007	29·000	28·983
3	29·080	29·103	29·119	29·135	29·150	29·180	29·189	29·200	29·232	29·250	29·289	29·332	29·343	29·363	29·377
4	29·513	29·521	29·530	29·541	29·543	29·544	29·551	29·563	29·564	29·566	29·571	29·575	29·570	29·567	29·560
5	29·580	29·570	29·563	29·552	29·544	29·537	29·539	29·541	29·543	29·546	29·548	29·550	29·553	29·559	29·562
6	29·589	29·594	29·598	29·604	29·607	29·611	29·615	29·619	29·624	29·626	29·634	29·638	29·647	29·654	29·665
7	29·749	29·752	29·757	29·759	29·762	29·765	29·768	29·774	29·780	29·787	29·793	29·798	29·800	29·801	29·802
8	29·802	29·801	29·801	29·800	29·800	29·800	29·796	29·784	29·776	29·767	29·759	29·754	29·746	29·734	29·725
9	29·597	29·589	29·574	29·570	29·568	29·569	29·550	29·534	29·517	29·500	29·481	29·460	29·451	29·440	29·427
10	29·329	29·328	29·327	29·326	29·325	29·325	29·330	29·335	29·340	29·343	29·349	29·355	29·354	29·354	29·353
11	29·163	29·152	29·147	29·139	29·133	29·128	29·134	29·141	29·146	29·149	29·155	29·159	29·150	29·146	29·137
12	29·040	29·031	29·023	29·016	29·009	28·997	28·999	29·003	29·006	29·009	29·011	29·013	29·021	29·034	29·046
13	29·144	29·157	29·164	29·171	29·179	29·184	29·201	29·219	29·227	29·241	29·251	29·264	29·277	29·283	29·296
14	29·429	29·437	29·451	29·469	29·477	29·484	29·490	29·499	29·509	29·514	29·520	29·529	29·534	29·540	29·545
15	29·600	29·606	29·612	29·614	29·619	29·624	29·618	29·609	29·601	29·597	29·592	29·588	29·579	29·567	29·559
16	29·450	29·431	29·389	29·361	29·309	29·272	29·266	29·259	29·257	29·254	29·251	29·248	29·230	29·221	29·212
17	29·316	29·318	29·320	29·321	29·323	29·324	29·334	29·350	29·361	29·370	29·380	29·391	29·406	29·425	29·419
18	29·410	29·411	29·412	29·412	29·412	29·412	29·406	29·398	29·389	29·382	29·379	29·377	29·368	29·351	29·349
19	29·261	29·249	29·251	29·237	29·220	29·206	29·198	29·187	29·179	29·176	29·172	29·168	29·166	29·161	29·158
20	29·221	29·243	29·250	29·256	29·264	29·272	29·279	29·287	29·309	29·325	29·337	29·346	29·361	29·370	29·380
21	29·436	29·435	29·432	29·431	29·429	29·428	29·429	29·430	29·431	29·433	29·435	29·436	29·430	29·424	29·417
22	29·409	29·417	29·421	29·426	29·432	29·438	29·443	29·449	29·452	29·459	29·465	29·472	29·471	29·469	29·468
23	29·336	29·335	29·334	29·332	29·329	29·328	29·330	29·332	29·334	29·337	29·340	29·342	29·349	29·352	29·354
24	29·270	29·229	29·219	29·184	29·159	29·128	29·110	29·071	29·027	28·975	28·913	28·867	28·864	28·866	28·869
25	28·809	28·792	28·774	28·768	28·759	28·754	28·750	28·736	28·710	28·689	28·673	28·660	28·662	28·664	28·665
26	28·735	28·739	28·744	28·750	28·757	28·763	28·763	28·763	28·762	28·762	28·762	28·762	28·770	28·782	28·797
27	28·876	28·869	28·861	28·852	28·844	28·832	28·804	28·781	28·750	28·700	28·620	28·508	28·450	28·375	28·310
28	28·520	28·560	28·600	28·650	28·690	28·739	28·780	28·820	28·875	28·900	28·947	28·985	28·992	29·013	29·026
29	29·095	29·090	29·083	29·079	29·076	29·070	29·059	29·050	29·043	29·031	29·019	29·004	28·990	28·984	28·980
Mean ...	29·275	29·275	29·275	29·275	29·273	29·273	29·274	29·273	29·273	29·271	29·269	29·267	29·265	29·263	29·261

Absolute Maximum =29·806 at 6–7 p.m. on 7th.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	28·890	28·893	28·899	28·900	28·912	28·926	28·950	28·967	28·990	29·025	29·047	29·066	29·073	29·100	29·120
2	29·254	29·260	29·275	29·300	29·347	29·399	29·445	29·470	29·500	29·507	29·510	29·512	29·516	29·519	29·525
3	29·470	29·425	29·400	29·350	29·300	29·231	29·200	29·149	29·098	29·050	28·989	28·913	28·890	28·859	28·819
4	28·872	28·900	28·926	28·957	28·989	29·015	29·070	29·100	29·130	29·147	29·170	29·193	29·196	29·203	29·212
5	29·204	29·211	29·218	29·224	29·230	29·235	29·231	29·226	29·219	29·214	29·207	29·206	29·196	29·184	29·177
6	29·170	29·164	29·158	29·169	29·149	29·132	29·139	29·150	29·153	29·159	29·166	29·171	29·173	29·179	29·183
7	29·190	29·193	29·195	29·197	29·199	29·201	29·196	29·187	29·175	29·167	29·159	29·150	29·148	29·147	29·145
8	29·152	29·153	29·154	29·155	29·156	29·157	29·160	29·161	29·163	29·167	29·169	29·171	29·169	29·168	29·167
9	29·155	29·155	29·156	29·156	29·156	29·156	29·162	29·180	29·197	29·221	29·237	29·251	29·248	29·245	29·244
10	29·050	29·023	28·998	28·970	28·955	28·925	28·912	28·890	28·885	28·880	28·880	28·880	28·875	28·875	28·875
11	28·922	28·921	28·920	28·919	28·918	28·917	28·919	28·921	28·922	28·923	28·925	28·926	28·926	28·925	28·924
12	28·917	28·917	28·917	28·917	28·917	28·917	28·915	28·914	28·912	28·911	28·910	28·909	28·900	28·889	28·880
13	28·824	28·820	28·810	28·789	28·777	28·765	28·737	28·700	28·675	28·650	28·623	28·581	28·586	28·594	28·600
14	28·739	28·750	28·770	28·795	28·817	28·842	28·870	28·900	28·930	28·950	28·985	29·035	29·047	29·050	29·080
15	29·229	29·231	29·234	29·236	29·238	29·240	29·237	29·235	29·233	29·231	29·229	29·227	29·220	29·207	29·183
16	28·948	28·920	28·900	28·875	28·863	28·855	28·843	28·840	28·794	28·790	28·783	28·777	28·779	28·781	28·783
17	28·818	28·819	28·819	28·820	28·820	28·821	28·869	28·900	28·913	28·919	28·942	28·958	28·989	29·013	29·045
18	29·225	29·225	29·225	29·225	29·225	29·225	29·225	29·225	29·225	29·224	29·224	29·224	29·220	29·210	29·200
19	29·164	29·167	29·170	29·173	29·176	29·180	29·184	29·188	29·192	29·197	29·206	29·212	29·250	29·263	29·270
20	29·209	29·202	29·183	29·165	29·143	29·125	29·112	29·105	29·090	29·085	29·074	29·062	29·070	29·075	29·083
21	29·200	29·203	29·205	29·209	29·210	29·211	29·209	29·208	29·206	29·205	29·203	29·200	29·210	29·225	29·232
22	29·150	29·120	29·091	29·050	29·000	28·937	28·922	28·882	28·870	28·864	28·851	28·833	28·806	28·777	28·770
23	28·736	28·734	28·730	28·728	28·725	28·721	28·704	28·690	28·670	28·665	28·639	28·611	28·615	28·620	28·624
24	28·750	28·759	28·798	28·860	28·871	28·883	28·889	28·898	28·927	28·956	28·989	29·088	29·123	29·137	29·149
25	29·306	29·311	29·316	29·321	29·325	29·328	29·336	29·345	29·352	29·360	29·363	29·367	29·375	29·384	29·392
26	29·352	29·349	29·346	29·344	29·342	29·338	29·343	29·347	29·350	29·354	29·360	28·367	29·364	29·360	29·356
27	29·303	29·299	29·298	29·297	29·296	29·293	29·274	29·240	29·207	29·170	29·110	29·098	29·094	29·089	29·080
28	29·042	29·033	29·027	29·019	29·012	29·005	28·995	28·984	28·978	28·974	28·970	28·967	28·967	28·967	28·967
29	29·010	29·015	29·017	29·020	29·024	29·026	29·030	29·035	29·039	29·048	29·064	29·077	29·080	29·092	29·099
30	29·185	29·193	29·210	29·225	29·261	29·284	29·299	29·310	29·325	29·339	29·359	29·394	29·396	29·398	29·402
31	29·350	29·295	29·250	29·200	29·143	29·083	29·025	28·980	28·900	28·850	28·825	28·796	28·770	28·735	28·710
Mean ...	29·090	29·086	29·084	29·083	29·081	29·077	29·078	29·075	29·072	29·071	29·070	29·072	29·073	29·073	29·074

Absolute Maximum =29·532 at 6 p.m. on 2nd.

HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

FEBRUARY, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·132	29·132	29·131	29·130	29·130	29·130	29·129	29·129	29·129	29·127	29·135	6–9 a.m. ...	29·099	1 a.m. ...	1
28·970	28·961	28·953	28·960	28·975	29·000	29·025	29·050	29·071	29·034	29·129	0 a.m. ...	28·953	6 p.m. ...	2
29·390	29·410	29·422	29·450	29·457	29·477	29·490	29·498	29·501	29·301	29·501	Midnight ...	29·071	0 a.m. ...	3
29·559	29·557	29·552	29·557	29·561	29·567	29·570	29·578	29·587	29·555	29·587	Midnight ...	29·501	0 a.m. ...	4
29·565	29·566	29·567	29·569	29·572	29·574	29·577	29·580	29·582	29·560	29·587	0 a.m. ...	29·537	6 a.m. ...	5
29·678	29·685	29·691	29·699	29·709	29·721	29·729	29·736	29·744	29·651	29·744	Midnight ...	29·582	0 a.m. ...	6
29·803	29·805	29·806	29·806	29·805	29·805	29·804	29·803	29·802	29·786	29·806	6–7 p.m. ...	29·744	0 a.m. ...	7
29·717	29·709	29·692	29·671	29·662	29·650	29·639	29·619	29·605	29·738	29·802	0–1 a.m. ...	29·605	Midnight ...	8
29·419	29·414	29·407	29·400	29·391	29·381	29·357	29·343	29·330	29·475	29·605	0 a.m. ...	29·330	Midnight ...	9
29·352	29·351	29·351	29·340	29·319	29·300	29·263	29·212	29·172	29·325	29·355	Noon ...	29·172	Midnight ...	10
29·130	29·124	29·119	29·101	29·085	29·067	29·063	29·057	29·049	29·126	29·172	0 a.m. ...	29·049	Midnight ...	11
29·054	29·061	29·068	29·079	29·088	29·101	29·123	29·130	29·135	29·044	29·135	Midnight ...	28·997	6 a.m. ...	12
29·304	29·317	29·321	29·333	29·346	29·358	29·371	29·394	29·414	29·262	29·414	Midnight ...	29·135	0 a.m. ...	13
29·551	29·560	29·566	29·573	29·577	29·581	29·584	29·589	29·593	29·521	29·593	Midnight ...	29·414	0 a.m. ...	14
29·546	29·537	29·523	29·515	29·507	29·498	29·489	29·483	29·477	29·567	29·624	6 a.m. ...	29·477	Midnight ...	15
29·200	29·194	29·182	29·191	29·200	29·227	29·267	29·280	29·314	29·273	29·477	0 a.m. ...	29·182	6 p.m. ...	16
29·412	29·404	29·396	29·400	29·402	29·404	29·406	29·408	29·410	29·373	29·425	2 p.m. ...	29·314	0 a.m. ...	17
29·346	29·339	29·334	29·326	29·318	29·304	29·299	29·294	29·281	29·366	29·412	3–6 a.m. ...	29·281	Midnight ...	18
29·156	29·154	29·151	29·162	29·174	29·185	19·194	29·203	29·211	29·192	29·281	0 a.m. ...	29·151	6 p.m. ...	19
29·387	29·396	29·402	29·408	29·417	29·423	29·427	29·432	29·438	29·338	29·438	Midnight ...	29·211	0 a.m. ...	20
29·408	29·399	29·390	29·392	29·394	29·395	29·397	29·400	29·404	29·419	29·438	0 a.m. ...	29·390	6 p.m. ...	21
29·467	29·466	29·465	29·444	29·432	29·402	29·380	29·363	29·339	29·437	29·472	Noon ...	29·339	Midnight ...	22
29·359	29·362	29·367	29·354	29·350	29·337	29·321	29·302	29·293	29·339	29·367	6 p.m. ...	29·293	Midnight ...	23
28·871	28·874	28·876	28·863	28·850	28·842	28·841	28·834	28·822	28·986	29·293	0 a.m. ...	28·822	Midnight ...	24
28·667	28·671	28·675	28·680	28·687	28·693	28·699	28·713	28·728	28·714	28·822	0 a.m. ...	28·660	Noon ...	25
28·860	28·812	28·824	28·836	28·844	28·852	28·860	28·871	28·887	28·788	28·887	Midnight ...	28·728	0 a.m. ...	26
28·289	28·290	28·297	28·300	28·327	28·350	28·380	28·410	28·460	28·573	28·887	0 a.m. ...	28·285	3·30 p.m. ...	27
29·043	29·075	29·096	29·096	29·097	29·097	29·098	29·099	29·100	28·899	29·100	Midnight ...	28·460	0 a.m. ...	28
28·978	28·972	28·966	28·958	28·942	28·930	28·921	28·901	28·893	29·009	29·100	0 a.m. ...	28·893	Midnight ...	29
29·260	29·262	9·262	29·262	29·263	29·264	29·266	29·266	29·268	29·268	29·365	.....	29·161	.....	Mean.

Absolute Minimum =28·285 at 3·30 p.m. on 27th.

MARCH, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·143	29·161	29·180	29·191	29·200	29·212	29·226	29·239	29·254	29·060	29·254	Midnight ...	28·890	1 a.m. ...	1
29·527	29·530	29·532	29·530	29·527	28·518	29·511	29·500	29·491	29·454	29·532	6 p.m. ...	29·254	0–1 a.m. ...	2
28·787	28·770	28·761	28·763	28·772	28·780	28·807	28·830	28·853	29·024	29·491	0 a.m. ...	28·761	6 p.m. ...	3
29·215	29·218	29·219	29·216	29·212	29·209	29·206	29·204	29·200	29·117	29·219	6 p.m. ...	28·853	0 a.m. ...	4
29·169	29·163	29·154	29·157	29·164	29·167	29·170	29·173	29·176	29·195	29·237	6·30 a.m. ...	29·154	6 p.m. ...	5
29·185	29·188	29·192	29·192	29·190	29·190	29·191	29·189	29·188	29·171	29·192	6 p.m. ...	29·132	6 a.m. ...	6
29·143	29·140	29·138	29·141	29·143	29·145	29·147	29·149	29·151	29·165	29·202	6·15 a.m. ...	29·138	6 p.m. ...	7
29·165	29·163	29·162	29·161	29·160	29·159	29·158	29·157	29·155	29·161	29·171	Noon ...	29·151	0 a.m. ...	8
29·243	29·241	29·239	29·230	29·218	29·195	29·159	29·112	29·078	29·195	29·251	Noon ...	29·078	Midnight ...	9
28·875	28·876	28·877	28·884	28·890	28·900	28·913	28·919	28·923	28·917	29·078	0 a.m. ...	28·875	1–4 p.m. ...	10
28·923	28·922	28·921	28·919	28·919	28·918	28·918	28·917	28·917	28·921	28·926	Noon–1 p.m	28·917	6 a.m, 11 p.m.	11
28·874	28·862	28·853	28·848	28·842	28·839	28·837	28·834	28·830	28·888	28·917	0–6 a.m. ...	28·830	Midnight ...	12
28·611	28·615	28·618	28·627	28·638	28·647	28·669	28·688	28·696	28·684	28·830	0 a.m. ...	28·581	Noon ...	13
29·100	29·132	29·152	29·170	29·181	29·195	29·207	29·220	29·227	28·995	29·227	Midnight ...	28·696	0 a.m. ...	14
29·175	29·151	29·118	29·100	29·050	29·028	28·995	28·980	28·974	29·171	29·240	6 a.m. ...	28·974	Midnight ...	15
28·784	28·785	28·787	28·790	28·796	28·803	28·810	28·813	28·817	28·825	28·974	0 a.m. ...	28·777	Noon ...	16
29·070	29·101	29·122	29·140	29·150	29·173	29·181	29·200	29·225	28·984	29·225	Midnight ...	28·817	0 a.m. ...	17
29·185	29·177	29·162	29·162	29·162	29·162	29·162	29·162	29·162	29·202	29·225	0–9 a.m. ...	29·162	6 p.m.–midt.	18
29·300	29·323	29·327	29·325	29·318	29·300	29·270	29·251	29·220	29·233	29·327	6 p.m. ...	29·162	0 a.m. ...	19
29·090	29·100	29·111	29·129	29·132	29·170	29·177	29·190	29·197	29·129	29·220	0 a.m. ...	29·062	noon ...	20
29·250	29·263	29·276	29·264	29·253	29·241	29·229	29·200	29·191	29·221	29·276	6 p.m. ...	29·191	Midnight ...	21
28·764	28·750	28·742	28·742	28·742	28·741	28·741	28·740	28·739	28·869	29·191	0 a.m. ...	28·739	Midnight. ...	22
28·631	28·640	28·643	28·650	28·662	28·670	28·682	28·697	28·708	28·675	28·739	0 a.m. ...	28·611	Noon ...	23
29·187	29·237	29·268	29·275	29·287	29·290	29·295	29·298	29·301	29·051	29·301	Midnight ...	28·708	0 a.m. ...	24
29·401	29·409	29·414	29·403	29·392	29·387	29·379	29·367	29·363	29·361	29·414	6 p.m. ...	29·301	0 a.m. ...	25
29·351	29·347	29·344	29·338	29·330	29·324	29·318	29·311	29·306	29·345	29·367	Noon ...	29·306	Midnight ...	26
29·076	29·069	29·062	29·060	29·059	29·057	29·055	29·053	29·052	29·159	29·306	0 a.m. ...	29·052	Midnight ...	27
28·967	28·967	28·967	28·978	28·979	28·984	28·990	28·996	29·000	28·990	29·052	0 a.m. ...	28·967	Noon–6 p.m.	28
29·100	29·131	29·142	29·149	29·157	29·163	29·169	29·174	29·179	29·081	29·179	Midnight ...	29·000	0 a.m. ...	29
29·406	29·409	29·412	29·406	29·400	29·389	29·378	29·370	29·361	29·334	29·412	6 p.m. ...	29·179	0 a.m. ...	30
28·690	28·685	28·680	28·687	28·698	28·711	28·736	28·741	28·750	28·879	29·361	0a.m. ...	28·680	6 p.m. ...	31
29·077	29·081	29·083	29·085	29·085	29·086	29·087	29·086	29·087	29·079	29·204	.....	28·968	.....	Mean.

Absolute Minimum =28·581 at Noon on 13th.

Table VII.—ATMOSPHERIC PRESSURE.

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.
1	28·775	28·780	28·800	28·825	28·853	28·875	28·899	28·910	28·930	28·937	28·941	28·961	28·963	28·964	28·965
2	28·995	28·992	28·990	28·987	28·985	28·982	28·985	28·990	28·998	29·052	29·098	29·138	29·150	29·165	29·179
3	29·328	29·327	29·326	29·325	29·324	29·323	29·350	29·359	29·370	29·400	29·421	29·432	29·470	29·500	29·530
4	29·580	29·550	29·530	29·507	29·479	29·463	29·460	29·459	29·455	29·452	29·450	29·448	29·416	29·380	29·376
5	29·201	29·200	29·180	29·170	29·147	29·128	29·104	29·070	29·007	28·975	28·950	28·900	28·880	28·876	28·885
6	29·180	29·230	29·270	29·325	29·381	29·440	29·487	29·530	29·575	29·619	29·651	29·695	29·720	29·770	29·800
7	29·895	29·880	29·865	29·831	29·800	29·778	29·737	29·724	29·707	29·690	29·675	29·650	29·640	29·610	29·560
8	29·401	29·400	29·394	29·390	29·386	29·372	29·327	29·300	29·270	29·249	29·248	29·248	29·229	29·220	29·200
9	29·517	29·499	29·480	29·462	29·434	29·417	29·423	29·431	29·450	29·469	29·480	29·488	29·490	29·491	29·493
10	29·492	29·496	29·499	29·506	29·517	29·528	29·516	29·504	29·487	29·472	29·452	29·438	29·430	29·427	29·307
11	28·900	28·863	28·826	28·798	28·780	28·775	28·770	28·767	28·762	28·757	28·750	28·731	28·707	28·695	28·694
12	28·639	28·678	28·707	28·749	28·772	28·804	28·831	28·850	28·875	28·900	28·924	28·947	28·975	29·007	29·079
13	29·374	29·373	29·370	29·366	29·363	29·358	29·349	29·326	29·304	29·295	29·291	29·284	29·284	29·283	29·282
14	29·291	29·293	29·295	29·298	29·301	29·304	29·307	29·310	29·314	29·316	29·321	29·327	29·320	29·313	29·307
15	29·223	29·197	29·184	29·175	29·163	29·146	29·143	29·141	29·139	29·137	29·134	29·131	29·131	29·132	29·133
16	28·930	28·900	28·880	28·875	28·876	28·878	28·883	28·890	28·910	28·930	28·937	28·942	28·950	28·963	28·981
17	29·105	29·100	29·097	29·094	29·089	29·084	29·091	29·095	29·098	29·101	29·106	29·109	29·111	29·113	29·115
18	29·117	29·108	29·099	29·087	28·078	29·068	29·047	29·025	29·000	28·981	28·960	28·931	28·940	28·948	28·956
19	28·880	28·877	28·875	28·871	28·868	28·865	28·865	28·866	28·866	28·867	28·867	28·867	28·864	28·860	28·856
20	28·810	28·800	28·789	28·780	28·775	28·762	28·750	28·736	28·721	28·701	28·697	28·681	28·694	28·707	28·719
21	28·748	28·729	28·720	28·717	28·712	28·707	28·706	28·705	28·704	28·703	28·702	28·701	28·691	28·676	28·670
22	28·470	28·461	28·450	28·440	28·435	28·431	28·442	28·453	28·459	28·465	28·477	28·488	28·470	28·464	28·457
23	28·640	28·653	28·669	28·675	28·687	28·698	28·720	28·735	28·767	28·781	28·815	28·854	28·872	28·891	28·910
24	29·014	29·023	29·028	29·035	29·041	29·046	29·062	29·079	29·087	29·099	29·127	29·148	29·161	29·174	29·187
25	29·245	29·231	29·219	29·200	29·182	29·163	29·163	29·163	29·163	29·163	29·163	29·163	29·147	29·100	29·075
26	28·500	28·430	28·370	28·280	28·210	28·171	28·150	28·137	28·130	28·143	28·157	28·178	28·212	28·247	28·285
27	28·525	28·530	28·550	28·580	28·620	28·662	28·690	28·730	28·750	28·800	28·834	28·858	28·880	28·900	28·907
28	28·896	28·910	28·940	28·978	29·037	29·097	29·100	29·120	29·131	29·150	29·153	29·158	29·171	29·200	29·227
29	29·400	29·413	29·417	29·424	29·426	29·429	29·437	29·449	29·463	29·478	29·489	29·500	29·520	29·535	29·543
30	29·573	29·561	29·549	29·530	29·521	29·503	29·510	29·520	29·527	29·539	29·547	29·569	29·550	29·538	29·523
Mean ...	29·088	29·083	29·079	29·076	29·075	29·075	29·077	29·079	29·081	29·087	29·094	29·099	29·105	29·105	29·107

Absolute Maximum =29·911 at Midnight on 6th.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·230	29·170	29·140	29·100	29·165	29·042	29·020	29·010	29·000	29·005	29·010	29·020	29·040	29·060	29·080
2	29·230	29·225	29·225	29·200	29·190	29·182	29·185	29·190	29·200	29·205	29·210	29·220	29·215	29·215	29·210
3	29·206	29·206	29·206	29·207	29·207	29·207	29·205	29·200	29·195	29·185	29·180	29·176	29·170	29·160	29·150
4	29·020	29·010	29·000	28·985	28·980	28·978	28·965	28·960	28·955	28·950	28·945	28·941	28·940	28·940	28·920
5	28·885	28·880	28·880	28·875	28·870	28·865	28·870	28·880	28·890	28·910	28·925	28·949	28·975	29·020	29·050
6	29·380	29·390	29·405	29·415	29·430	29·436	29·450	29·455	29·460	29·470	29·480	29·486	29·500	29·520	29·550
7	29·760	29·780	29·810	29·855	29·900	29·950	29·980	30·000	30·015	30·030	30·020	30·021	30·015	30·000	29·962
8	29·560	29·550	29·540	29·515	29·500	29·465	29·435	29·380	29·330	29·260	29·210	29·152	29·110	29·070	29·040
9	28·910	28·910	28·905	28·900	28·895	28·889	28·890	28·900	28·900	28·910	28·915	28·938	28·970	29·010	29·060
10	29·245	29·250	29·260	29·270	29·290	29·323	29·310	29·280	29·225	29·218	29·180	29·128	29·080	29·065	29·050
11	29·100	29·120	29·130	29·150	29·160	29·176	29·200	29·220	29·245	29·255	29·270	29·281	29·285	29·295	29·300
12	29·370	29·380	29·390	29·395	29·396	29·397	29·400	29·405	29·410	29·415	29·430	29·441	29·441	29·442	29·445
13	29·300	29·240	29·180	29·110	29·040	28·959	28·880	28·790	28·715	28·640	28·580	28·546	28·530	28·480	28·470
14	28·740	28·810	28·840	28·865	28·870	28·882	28·880	28·860	28·850	28·810	28·790	28·753	28·755	28·750	28·740
15	28·770	28·800	28·820	28·840	28·850	28·864	28·880	28·920	28·950	28·980	28·990	29·022	29·040	29·090	29·120
16	29·193	29·194	29·195	29·198	29·200	29·204	29·210	29·215	29·210	29·200	29·195	29·185	29·175	29·160	29·150
17	29·050	29·045	29·040	29·035	29·040	28·979	28·990	29·000	29·015	29·040	29·055	29·061	29·060	29·055	29·045
18	28·820	28·810	28·800	28·795	28·790	28·785	28·770	28·780	28·780	28·780	28·775	28·788	28·780	28·780	28·750
19	28·555	28·580	28·620	28·630	28·650	28·668	28·670	28·650	28·590	28·530	28·560	28·585	28·560	28·530	28·510
20	28·800	28·840	28·850	28·880	28·895	28·903	28·900	28·899	28·890	28·885	28·875	28·872	28·872	28·870	28·870
21	29·040	29·040	29·039	29·039	29·037	29·036	29·033	29·033	29·030	29·028	29·027	29·026	29·024	29·020	29·010
22	28·940	28·930	28·930	28·925	28·910	28·871	28·855	28·825	28·810	28·793	28·792	28·792	28·780	28·775	28·775
23	28·810	28·780	28·765	28·730	28·710	28·690	28·680	28·670	28·660	28·650	28·650	28·657	28·655	28·645	28·630
24	28·450	28·700	28·795	28·840	28·845	28·866	28·860	28·840	28·740	28·735	28·730	28·736	29·000	29·070	29·130
25	29·180	29·175	29·170	29·170	29·165	29·162	29·165	29·170	29·175	29·180	29·175	29·180	29·160	29·145	29·100
26	29·020	28·980	28·975	28·960	28·950	28·938	28·940	28·950	28·940	28·925	28·890	28·844	28·850	28·855	28·855
27	28·855	28·850	28·840	28·830	28·820	28·816	28·810	28·810	28·800	28·795	28·780	28·760	28·755	28·760	28·760
28	28·855	28·880	29·930	28·975	28·980	29·037	29·030	29·050	29·050	29·110	29·115	29·117	29·130	29·180	29·185
29	29·120	29·060	28·980	28·930	28·890	28·878	28·870	28·830	28·810	28·775	28·770	28·788	28·790	28·790	28·790
30	28·745	28·745	28·750	28·750	28·755	28·762	28·770	28·785	28·810	28·830	28·850	28·866	28·890	28·910	28·830
31	29·020	29·030	29·030	29·030	29·025	29·023	29·020	29·015	29·010	29·000	28·995	28·992	28·990	28·990	28·990
Mean ...	29·037	29·044	29·046	29·045	29·045	29·040	29·036	29·031	29·021	29·016	29·012	29·011	29·017	29·021	29·017

Absolute Maximum =30·030 at 10 a.m. on 7th.

HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

APRIL, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
28·968	28·969	28·970	28·974	28·978	28·982	28·987	28·993	28·998	28·920	28·998	Midnight ...	28·750	0 a.m. ...	1
29·200	29·243	29·266	29·275	29·287	29·300	29·315	29·320	29·329	29·127	29·329	Midnight ...	28·982	6 a.m. ...	2
29·542	29·553	29·569	29·576	29·582	29·590	29·594	29·601	29·609	29·453	29·609	Midnight ...	29·323	6 a.m. ...	3
29·367	29·350	29·328	29·278	29·239	29·230	29·225	29·215	29·203	29·402	29·609	0 a.m. ...	29·203	Midnight ...	4
28·900	28·919	28·937	28·960	28·980	29·010	29·050	29·100	29·165	29·030	29·203	0 a.m. ...	28·874	2·30 p.m. ...	5
29·827	29·850	29·875	29·880	29·895	29·900	29·903	29·907	29·911	29·635	29·911	Midnight ...	29·165	0 a.m. ...	6
29·525	29·472	29·430	29·423	29·420	29·418	29·416	29·414	29·412	29·634	29·911	0 a.m. ...	29·412	Midnight ...	7
29·195	29·200	29·207	29·270	29·317	29·380	29·450	29·474	29·510	29·316	29·510	Midnight ...	29·195	4 p.m. ...	8
29·494	29·497	29·499	29·496	29·494	29·493	29·491	29·489	29·488	29·478	29·517	1 a.m. ...	29·417	6 a.m. ...	9
29·250	29·196	29·141	29·131	29·080	29·050	28·998	28·950	28·930	29·336	29·528	6 a.m. ...	28·930	Midnight ...	10
28·693	28·692	28·691	28·685	28·680	28·670	28·651	28·630	28·626	28·739	28·930	0 a.m. ...	28·626	Midnight ...	11
29·125	29·176	29·214	29·232	29·252	29·283	29·319	29·347	29·378	28·987	29·378	Midnight ...	28·626	0 a.m. ...	12
29·281	29·280	29·279	29·280	29·281	29·283	29·285	29·287	29·289	29·312	29·378	0 a.m. ...	29·279	6 p.m. ...	13
29·300	29·294	29·285	29·277	29·270	29·264	29·257	29·248	29·232	29·295	29·327	Noon ...	29·232	Midnight ...	14
29·134	29·135	29·137	29·125	29·108	28·994	28·971	28·963	28·942	29·123	29·232	0 a.m. ...	28·942	Midnight ...	15
28·997	29·023	29·040	29·049	29·063	29·075	29·083	29·100	29·107	28·966	29·110	11·30 p.m.	28·875	4 a.m. ...	16
29·116	29·118	29·119	29·121	29·122	29·123	29·124	29·126	29·127	29·108	29·127	Midnight ...	29·084	6 a.m. ...	17
28·964	28·971	28·980	28·970	28·947	28·939	28·919	28·907	28·890	28·998	29·127	0 a.m. ...	28·890	Midnight ...	18
28·853	28·848	28·844	28·840	28·838	28·837	28·834	28·829	28·826	28·858	28·890	0 a.m. ...	28·826	Midnight ...	19
28·731	28·742	28·753	28·753	28·753	28·754	28·755	28·756	28·756	28·746	28·826	0 a.m. ...	28·681	Noon ...	20
28·651	28·639	28·620	28·607	28·595	28·571	28·549	28·500	28·477	28·664	28·756	0 a.m. ...	28·477	Midnight ...	21
28·448	28·439	28·432	28·600	28·680	28·715	28·690	28·665	28·626	28·503	28·715	9 p.m. ...	28·431	6 a.m. ...	22
28·937	28·949	28·977	28·982	28·985	28·987	28·993	28·998	29·003	28·833	29·003	Midnight ...	28·626	0 a.m. ...	23
29·199	29·221	29·231	29·240	29·243	29·249	29·252	29·255	29·256	29·139	29·256	Midnight ...	29·003	0 a.m. ...	24
29·050	29·007	28·984	28·934	28·885	28·837	28·750	28·660	28·590	29·065	29·256	0 a.m. ...	28·590	Midnight ...	25
28·330	28·391	28·437	28·450	28·471	28·477	28·480	28·494	28·501	28·320	28·590	0 a.m. ...	28·130	9 a.m. ...	26
28·913	28·915	28·918	28·914	28·910	28·909	28·900	28·894	28·891	28·783	28·918	6 p.m. ...	28·501	0 a.m. ...	27
29·230	29·273	29·295	29·317	29·334	29·351	29·370	29·381	29·395	29·165	29·395	Midnight ...	28·891	0 a.m. ...	28
29·564	29·575	29·580	29·581	29·583	29·584	29·586	29·587	29·589	29·502	29·589	Midnight ...	29·395	0 a.m. ...	29
29·502	29·487	29·470	29·450	29·425	29·382	29·332	29·289	29·234	29·492	29·589	0 a.m. ...	29·234	Midnight ...	30
29·110	29·114	29·117	29·122	29·123	29·121	29·117	29·113	29·110	29·098	29·251	.....	28·920	.....	Mean.

Absolute Minimum =28·130 at 9 a.m. on 26th.

MAY, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·110	29·130	29·159	29·175	29·200	29·220	29·235	29·238	29·241	29·116	29·241	Midnight ...	29·060	9·0 a.m. ...	1
29·210	29·210	29·210	29·210	29·210	29·209	29·208	29·207	29·206	29·208	29·241	0 a.m. ...	29·182	6 a.m. ...	2
29·135	29·120	29·109	29·100	29·090	29·080	29·065	29·050	29·037	29·155	29·207	4–6 a.m. ...	29·037	Midnight ...	3
28·920	28·920	28·920	28·910	28·910	28·910	28·905	28·900	28·890	28·948	29·037	0 a.m. ...	28·890	Midnight ...	4
29·110	29·150	29·191	29·225	29·255	29·360	29·335	29·350	29·360	29·032	29·360	Midnight ...	28·865	6 a.m. ...	5
29·580	29·610	29·644	29·660	29·680	29·700	29·715	29·735	29·740	29·529	29·740	Midnight ...	29·360	0 a.m. ...	6
29·920	29·870	29·814	29·770	29·730	29·700	29·650	29·620	29·590	29·867	30·030	10 a.m. ...	29·590	Midnight ...	7
29·000	28·970	28·952	28·930	28·920	28·915	28·915	28·920	28·920	29·204	29·590	0 a.m. ...	28·915	9–10 p.m.	8
29·110	29·165	29·203	29·215	29·220	29·225	29·230	29·240	29·235	29·024	29·240	11 p.m. ...	28·889	6 a.m. ...	9
29·030	29·020	29·006	29·010	29·020	29·035	29·040	29·050	29·083	29·148	29·323	6 a.m. ...	29·006	6 p.m. ...	10
29·300	29·300	29·302	29·305	29·315	29·325	29·335	29·350	29·358	29·247	29·358	Midnight ...	29·083	0 a.m. ...	11
29·450	29·450	29·452	29·450	29·440	29·430	29·415	29·390	29·352	29·416	29·452	6 p.m. ...	29·352	Midnight ...	12
28·460	28·450	28·447	28·465	28·490	28·550	28·630	28·680	28·712	28·736	29·352	0 a.m. ...	28·447	6 p.m. ...	13
28·750	28·760	28·765	28·770	28·780	28·790	28·790	28·780	28·772	28·797	28·882	6 a.m. ...	28·712	0 a.m. ...	14
29·140	29·150	29·152	29·160	29·175	29·180	29·190	29·190	29·192	29·011	29·192	Midnight ...	28·770	1 a.m. ...	15
29·145	29·130	29·114	29·110	29·100	29·090	29·085	29·070	29·058	29·161	29·215	8 a.m. ...	29·058	Midnight ...	16
29·030	29·025	29·008	28·990	28·980	28·950	28·920	28·860	28·833	29·009	29·061	Noon ...	28·833	Midnight ...	17
28·730	28·680	28·595	28·560	28·555	28·550	28·550	28·555	28·561	28·719	28·833	0 a.m. ...	28·550	9–10 p.m.	18
28·470	28·570	28·585	28·600	28·630	28·660	28·730	28·755	28·779	28·607	28·779	Midnight ...	28·470	4 p.m. ...	19
28·880	28·920	28·986	29·020	29·030	29·035	29·040	29·040	29·039	28·915	29·040	10–11 p.m.	28·779	0 a.m. ...	20
28·990	28·980	28·951	28·950	28·948	28·940	28·940	28·944	28·944	28·983	29·040	1–2 a.m. ...	28·940	9–10 p.m.	21
28·785	28·820	28·856	28·870	28·880	28·865	28·870	28·865	28·835	28·850	28·944	0 a.m. ...	28·775	2–3 p.m. ...	22
28·620	28·600	28·588	28·580	28·575	28·570	28·555	28·510	28·460	28·651	28·835	0 a.m. ...	28·460	Midnight ...	23
29·150	29·155	29·195	29·200	29·215	29·210	29·205	29·195	29·187	28·945	29·215	8 p.m. ...	28·450	1 a.m. ...	24
29·050	28·940	28·918	29·000	29·140	29·150	29·130	29·110	29·081	29·127	29·187	0 a.m. ...	28·918	6 p.m. ...	25
28·860	28·870	28·882	28·885	28·890	28·880	28·870	28·865	28·856	28·910	29·081	0 a.m. ...	28·844	Noon ...	26
28·760	28·765	28·770	28·770	28·790	28·815	28·830	28·840	28·845	28·801	28·856	0 a.m. ...	28·755	1 p.m. ...	27
29·190	29·230	29·271	29·270	29·260	29·250	29·230	29·170	29·143	29·103	29·271	6 p.m. ...	28·845	0 a.m. ...	28
28·785	28·780	28·767	28·760	28·760	28·760	28·750	28·745	28·743	28·838	29·143	0 a.m. ...	28·743	Midnight ...	29
28·850	28·855	28·970	28·980	28·990	29·005	29·010	29·015	29·019	28·858	29·019	Midnight ...	28·743	0 a.m. ...	30
28·990	28·990	28·987	28·985	28·980	28·970	28·950	28·930	28·904	28·996	29·030	2–4 a.m. ...	28·904	Midnight ...	31
29·016	29·019	29·025	29·029	29·037	29·041	29·043	29·041	29·031	29·030	29·225	.....	28·882	.....	Mean.

Absolute Minimum =28·447 at 6 p.m. on 13th.

Table VII.—ATMOSPHERIC PRESSURE.

CAPE DENISON. INCHES, REDUCED TO M.S.L.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	28·910	28·920	28·925	28·950	28·970	29·007	29·010	29·015	29·040	29·045	29·050	29·040	29·030	29·020	29·010
2	28·810	28·795	28·785	28·780	28·780	28·780	28·780	28·780	28·770	28·770	28·770	28·766	28·760	28·750	28·740
3	28·650	28·655	28·655	28·670	28·685	28·724	28·740	28·770	28·810	28·880	28·950	29·050	29·070	29·100	29·115
4	29·196	29·197	29·197	29·197	29·197	29·197	29·196	29·196	29·198	29·200	29·210	29·223	29·230	29·235	29·240
5	29·350	29·355	29·355	29·370	29·385	29·409	29·415	29·435	29·445	29·455	29·455	29·456	29·450	29·440	29·430
6	29·290	29·260	29·230	29·160	29·080	28·961	28·955	28·930	28·905	28·890	28·885	28·872	28·870	28·870	28·870
7	28·880	28·880	28·885	28·890	28·900	28·911	28·912	28·915	28·915	28·920	28·916	28·911	28·911	28·915	28·925
8	28·810	28·780	28·770	28·755	28·760	28·773	28·780	28·810	28·840	28·900	28·950	29·024	29·090	29·160	29·230
9	29·360	29·350	29·315	29·280	29·240	29·197	29·140	29·100	29·060	29·030	29·000	28·982	28·980	28·985	28·990
10	29·065	29·110	29·140	29·170	29·180	29·073	29·070	29·070	29·060	29·055	29·050	29·033	29·060	29·110	29·140
11	29·315	29·335	29·355	29·385	29·395	29·407	29·405	29·400	29·385	29·360	29·325	29·293	29·250	29·200	29·140
12	29·230	29·250	29·250	29·230	29·170	29·120	29·140	29·210	29·200	29·150	29·125	29·120	29·110	29·120	29·150
13	29·206	29·205	29·202	29·190	29·184	29·178	29·180	29·179	29·178	29·177	29·176	29·176	29·160	29·150	29·100
14	28·965	28·970	28·970	28·980	28·982	28·985	28·990	28·992	28·994	28·995	28·996	28·997	29·000	29·005	29·010
15	29·080	29·070	29·070	29·075	29·080	29·084	29·090	29·105	29·115	29·120	29·130	29·144	29·150	29·160	29·180
16	29·325	29·330	29·320	29·310	29·300	29·274	29·270	29·265	29·260	29·250	29·230	29·213	29·195	29·170	29·130
17	28·950	28·950	28·950	28·950	28·950	28·954	28·965	28·990	29·030	29·080	29·110	29·133	29·150	29·210	29·250
18	29·490	29·480	29·470	29·450	29·430	29·412	29·410	29·410	29·415	29·420	29·430	29·444	29·440	29·430	29·410
19	29·135	29·130	29·125	29·115	29·100	29·092	29·070	29·040	29·115	28·995	28·980	28·966	28·960	28·940	28·925
20	28·630	28·580	28·550	28·520	28·500	28·489	28·485	28·480	28·490	28·495	28·525	28·552	28·580	28·630	28·660
21	28·998	29·000	29·030	29·050	29·110	29·159	29·180	29·190	29·200	29·230	29·260	29·319	29·320	29·315	29·315
22	29·110	29·090	29·030	28·960	28·930	28·909	28·920	28·930	28·945	28·970	29·010	29·036	29·030	29·020	29·005
23	28·855	28·850	28·840	28·820	28·800	28·771	28·765	28·750	28·670	28·650	28·640	28·615	28·650	28·675	28·655
24	28·220	28·170	28·100	28·040	28·000	27·979	27·970	27·965	27·970	27·990	28·010	28·031	28·020	28·015	28·010
25	28·190	28·210	28·220	28·260	28·300	28·382	28·435	28·630	28·680	28·715	28·740	28·755	28·780	28·840	28·890
26	29·190	29·195	29·200	29·202	29·205	29·208	29·205	29·200	29·195	29·190	29·180	29·167	29·160	29·140	29·110
27	29·380	29·385	29·395	29·400	29·405	29·411	29·415	29·420	29·430	29·390	29·380	29·368	29·340	29·325	29·310
28	29·155	29·150	29·050	29·020	29·210	29·363	29·380	29·380	29·390	29·385	29·380	29·370	29·360	29·340	29·330
29	29·130	29·115	29·105	29·085	29·070	29·060	29·045	29·030	29·020	29·005	29·000	28·991	28·980	28·975	28·965
30	28·965	28·990	29·025	29·060	29·095	29·161	29·185	29·230	29·270	29·300	29·330	29·365	29·370	29·380	29·390
Mean ...	29·028	29·025	29·017	29·011	29·013	29·014	29·016	29·027	29·033	29·034	29·040	29·047	29·048	29·054	29·054

Absolute Maximum =29·492 at Midnight on 17th.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·380	29·375	29·370	29·380	29·385	29·391	29·395	29·410	29·430	29·450	29·470	29·482	29·470	29·465	29·445
2	29·525	29·530	29·540	29·550	29·550	29·551	29·550	29·540	29·530	29·520	29·490	29·447	29·420	29·400	29·380
3	29·180	29·160	29·130	29·105	29·060	29·022	28·980	28·940	28·910	28·870	28·840	28·825	28·810	28·800	28·760
4	28·625	28·630	28·625	28·625	28·625	28·626	28·635	28·650	28·670	28·690	28·700	28·703	28·710	28·710	28·712
5	28·750	28·750	28·745	28·740	28·735	28·731	28·720	28·705	28·690	28·670	28·640	28·606	28·575	28·560	28·550
6	28·490	28·505	28·510	28·515	28·535	28·552	28·590	28·650	28·690	28·740	28·785	28·812	28·830	28·860	28·880
7	29·055	29·070	29·075	29·080	29·090	29 096	29·100	29·110	29·120	29·130	29·140	29·151	29·165	29·180	29·200
8	29·270	29·260	29·240	29·200	29·165	29·106	29·090	29·075	29·040	29·020	29·010	29·003	29·000	28·990	28·975
9	28·850	28·850	28·845	28·850	28·855	28·860	28·860	28·860	28·855	28·855	28·855	28·853	28·850	28·840	28·815
10	28·770	28·770	28·770	28·770	28·775	28·782	28·790	28·800	28·815	28·830	28·845	28·864	28·870	28·870	28·875
11	28·850	28·850	28·850	28·845	28·840	28·831	28·820	28·820	28·815	28·810	28·800	28·788	28·790	28·795	28·800
12	28·800	28·795	28·790	28·790	28·795	28·801	28·810	28·830	28·860	28·880	28.920	28·946	28·965	29·010	29·035
13	29·340	29·335	29·320	29·300	29·255	29·211	29·195	29·180	29·170	29·165	29·160	29·157	29·155	29·145	29·120
14	29·120	29·125	29·135	29·140	29·145	29·161	29·190	29·220	29·200	29·190	29·160	29·130	29·140	29·150	29·195
15	29·730	29·720	29·705	29·700	29·680	29·672	29·650	29·615	29·570	29·520	29·460	29·389	29·390	29·405	29·425
16	29·540	29·550	29·565	29·580	29·610	29·633	29·635	29·650	29·665	29·670	29·670	29·670	29·665	29·655	29·650
17	29·430	29·420	29·400	29·370	29·310	29·228	29·225	29·210	29·205	29·195	29·185	29·148	29·130	29·105	29·100
18	28·980	28·985	28·985	28·985	28·985	28·986	28·980	28·975	28·955	28·930	28·885	28·815	28·820	28·880	28·890
19	28·770	28·780	28·785	28·800	28·820	28·846	28·840	28·835	28·830	28·815	28·795	28·786	28·800	28·820	28·840
20	29·030	29·040	29·050	29·060	29·080	29·088	29·090	29·095	29·100	29·105	29·120	29·123	29·135	29·150	29·155
21	29·350	29·360	29·380	29·400	29·420	29·433	29·455	29·485	29·505	29·520	29·535	29·553	29·570	29·580	29·580
22	29·520	29·500	29·480	29·460	29·420	29·380	29·378	29·370	29·365	29·355	29·350	29·346	29·335	29·330	29·310
23	28·910	28·860	28·810	28·760	28·710	28·629	28·550	28·510	28·450	28·400	28·350	28·319	28·320	28·350	28·400
24	29·240	29·260	29·290	29·325	29·360	29·385	29·400	29·425	29·460	29·490	29·510	29·532	29·535	29·540	29·540
25	29·110	29·125	29·160	29·200	29·235	29·244	29·260	29·285	29·320	29·335	29·340	29·335	29·340	29·365	29·385
26	29·560	29·580	29·610	29·625	29·630	29·638	29·640	29·635	29·630	29·625	29·610	29·587	29·570	29·555	29·540
27	29·320	29·290	29·260	29·210	29·200	29·144	29·120	29·090	29·060	29·020	28·970	28·952	28·945	28·920	28·895
28	28·880	28·910	28·940	28·975	29·010	29·049	29·065	29·090	29·120	29·140	29·165	29·178	29·180	29·200	29·225
29	29·570	29·596	29·620	29·680	29·740	29·761	29·770	29·780	29·798	29·790	29·780	29·754	29·740	29·710	29·665
30	29·095	29·100	29·120	29·155	29·195	29·296	29·350	29·380	29·420	29·440	29·465	29·489	29·490	29·500	29·505
31	29·525	29·515	29·500	29 490	29·480	29·453	29·425	29·400	29·350	29·325	29·270	29·202	29·165	29·105	29·050
Mean ...	29·148	29·148	29·148	29·150	29·151	29·148	29·147	29·149	29·149	29·145	29·138	29·127	29·125	29·127	29·126

Absolute Maximum =29·798 at 9 a.m. on 29th.

HOURLY VALUES.

32° F., AND STANDARD GRAVITY.

Table VII.

JUNE, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·000	28·980	28·952	28·940	28·935	28·930	28·900	28·850	28·821	28·970	29·050	11 a.m.	28·821	Midnight	1
28·740	28·730	28·724	28·720	28·710	28·690	28·670	28·660	28·653	28·750	28·821	0 a.m.	28·653	Midnight	2
29·140	29·155	29·172	29·175	29·185	29·190	29·195	29·198	29·198	28·952	29·198	11 p.m.–midt.	28·650	1 a.m.	3
29·240	29·245	29·245	29·250	29·265	29·290	29·340	29·345	29·347	29·233	29·347	Midnight	29·196	1, 7 & 8 a.m.	4
29·420	29·400	29·378	29·360	29·350	29·340	29·330	29·320	29·312	29·393	29·456	Noon	29·312	Midnight	5
28·880	28·885	28·888	28·890	28·890	28·890	28·885	28·883	28·881	28·967	29·312	0 a.m.	28·870	1–3 p.m.	6
28·930	28·935	28·950	28·950	28·940	28·930	28·905	28·880	28·822	28·911	28·950	6–7 p.m.	28·822	Midnight	7
29·285	29·330	29·371	29·380	29·390	29·390	29·390	29·385	29·382	29·061	29·390	8–10 p.m.	28·755	4 a.m.	8
28·990	29·000	29·028	29·030	29·045	29·050	29·050	29·055	29·058	29·103	29·382	0 a.m.	28·980	1 p.m.	9
29·170	29·180	29·191	29·200	29·210	29·235	29·260	29·280	29·299	29·137	29·299	Midnight	29·033	Noon	10
29·090	29·060	29·051	29·065	29·100	29·170	29·200	29·210	29·220	29·256	29·407	6 a.m.	29·051	6 p.m.	11
29·170	29·180	29·197	29·199	29·200	29·201	29·203	29·204	29·206	29·181	29·250	2–3 a.m.	29·110	1 p.m.	12
29·090	29·050	28·938	28·930	28·920	28·940	28·950	28·955	28·963	29·104	29·206	0–1 a.m.	28·920	8 p.m.	13
29·015	29·020	29·035	29·040	29·045	29·060	29·070	29·080	29·084	29·009	29·084	Midnight	28·963	0 a.m.	14
29·230	29·270	29·294	29·298	29·300	29·310	29·330	29·335	29·341	29·176	29·341	Midnight	29·070	2–3 a.m.	15
29·080	29·050	28·999	28·990	28·980	28·975	28·960	28·950	28·940	29·165	29·341	0 a.m.	28·940	Midnight	16
29·280	29·320	29·357	29·390	29·470	29·490	29·490	29·491	29·492	29·172	29·492	Midnight	28·940	0 a.m.	17
29·390	29·340	29·301	29·275	29·210	29·170	29·155	29·150	29·140	29·369	29·492	0 a.m.	29·140	Midnight	18
28·920	28·920	28·920	28·915	28·890	28·830	28·750	28·700	28·672	28·977	29·140	0 a.m.	28·672	Midnight	19
28·710	28·740	28·777	28·795	28·830	28·850	28·890	28·930	28·984	28·646	28·984	Midnight	28·480	8 a.m.	20
29·305	29·295	29·255	29·250	29·245	29·240	29·230	29·200	29·138	29·198	29·320	1 p.m.	28·984	0 a.m.	21
28·990	28·955	28·931	28·925	28·910	28·890	28·890	28·875	28·865	28·969	29·138	0 a.m.	28·865	Midnight	22
28·640	28·620	28·590	28·550	28·510	28·410	28·340	28·300	28·258	28·647	28·865	0 a.m.	28·258	Midnight	23
28·600	27·995	27·992	27·995	28·030	28·060	28·090	28·130	28·170	28·042	28·258	0 a.m.	27·965	8 a.m.	24
28·950	29·055	29·134	29·155	29·170	29·180	29·180	29·182	29·185	28·738	29·185	Midnight	28·170	0 a.m.	25
29·080	29·070	29·052	29·085	29·130	29·190	29·280	29·350	29·356	29·178	29·356	Midnight	29·062	6 p.m.	26
29·300	29·280	29·261	29·245	29·235	29·230	29·200	29·170	29·159	29·326	29·430	9 a.m.	29·159	Midnight	27
29·320	29·305	29·298	29·280	29·270	29·250	29·210	29·180	29·160	29·272	29·390	8–9 a.m.	29·020	4 a.m.	28
28·960	28·955	28·950	28·945	28·940	28·940	28·945	28·950	28·956	29·009	29·160	0 a.m.	28·940	8–9 p.m.	29
29·400	29·410	29·417	29·420	29·430	29·402	29·400	29·390	29·382	29·272	29·430	8 p.m.	28·956	0 a.m.	30
29·057	29·058	29·055	29·054	29·057	29·057	29·056	29·053	29·048	29·040	29·216	.....	28·859	.....	Mean.

Absolute Minimum =27·965 at 8 a.m. on 24th.

JULY, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum		Minimum.		Date.
29·425	29·400	29·388	29·390	29·395	29·435	29·460	29·480	29·522	29·422	29·522	Midnight	29·370	3 a.m.	1
29·360	29·340	29·338	29·320	29·300	29·280	29·250	29·220	29·202	29·429	29·551	6 a.m.	29·202	Midnight	2
28·750	28·715	28·682	28·670	28·660	28·650	28·645	28·640	28·633	28·863	29·202	0 a.m.	28·633	Midnight	3
28·714	28·715	28·716	28·720	28·810	28·900	28·760	28·755	28·751	28·696	28·810	8 p.m.	28·625	3–5 a.m.	4
28·535	28·520	28·500	28·490	28·485	28·485	28·485	28·485	28·485	28·615	28·751	0 a.m.	28·485	8–Midnight	5
28·960	28·925	28·950	28·960	28·965	28·985	29·015	29·030	29·046	28·768	29·046	Midnight	28·485	0 a.m.	6
29·220	29·240	29·261	29·265	29·280	29·285	29·290	29·285	29·281	29·169	29·290	10 p.m.	29·046	0 a.m.	7
28·970	28·955	28·946	28·935	28·915	28·900	28·880	28·870	28·857	29·037	29·281	0 a.m.	28·857	Midnight	8
28·810	28·815	28·819	28·815	28·810	28·805	28·800	28·790	28·785	28·836	28·860	6–8 a.m.	28·785	Midnight	9
28·870	28·865	28·850	28·850	28·850	28·850	28·850	28·850	28·850	28·827	28·875	3 p.m.	28·770	1–4 a.m.	10
28·815	28·830	28·852	28·850	28·850	28·855	28·845	28·825	28·806	28·827	28·855	9 p.m.	28·788	Noon	11
29·065	29·090	29·127	29·160	29·200	29·250	29·280	29·310	29·335	28·982	29·335	Midnight	29·790	3–4 a.m.	12
29·100	29·075	29·072	29·070	29·100	29·130	29·165	29·185	29·194	29·181	29·340	1 a.m.	29·070	7 p.m.	13
29·260	29·380	29·499	29·580	29·640	29·660	29·710	29·725	29·732	29·305	29·732	Midnight	29·120	1 a.m.	14
29·445	29·465	29·487	29·500	29·515	29·530	29·540	29·540	29·541	29·568	29·732	0 a.m.	29·389	Noon	15
29·645	29·635	29·624	29·600	29·580	29·550	29·530	29·495	29·455	29·606	29·670	10–Noon	29·455	Midnight	16
29·080	29·060	29·049	29·045	29·045	29·030	29·015	28·995	28·985	29·175	29·455	0 a.m.	28·985	Midnight	17
28·890	28·880	28·873	28·870	28·860	28·845	28·830	28·780	28·773	28·906	28·986	6 a.m.	28·773	Midnight	18
28·870	28·885	28·893	28·915	28·930	28·960	29·000	29·025	29·032	28·856	29·032	Midnight	28·770	1 a.m.	19
29·180	29·205	29·214	29·230	29·240	29·260	29·280	29·295	29·317	29·146	29·317	Midnight	29·030	1 a.m.	20
29·582	29·585	29·587	29·580	29·575	29·565	29·560	29·550	29·538	29·506	29·587	6 p.m.	29·317	0 a.m.	21
29·280	29·270	29·213	29·180	29·160	29·120	29·085	29·040	28·965	29·312	29·538	0 a.m.	28·965	Midnight	22
28·510	28·700	28·896	28·970	29·050	29·105	29·150	29·180	29·206	28·711	29·200	Midnight	28·319	Noon	23
29·530	29·490	29·411	29·355	29·300	29·225	29·160	29·125	29·102	29·377	29·540	2–3 p.m.	29·102	Midnight	24
29·415	29·430	29·441	29·450	29·480	29·515	29·525	29·535	29·541	29·340	29·541	Midnight	29·102	0 a.m.	25
29·520	29·510	29·499	29·485	29·460	29·435	29·400	29·355	29·339	29·547	29·640	7 a.m.	29·339	Midnight	26
28·880	28·860	28·862	28·855	28·850	28·845	28·845	28·855	28·865	29·015	29·339	0 a.m.	28·845	9–10 p.m.	27
29·251	29·280	29·334	29·370	29·420	29·490	29·545	29·570	29·571	29·192	29·571	Midnight	28·865	0 a.m.	28
29·625	29·560	29·491	29·405	29·310	29·220	29·150	29·110	29·090	29·581	29·798	9 a.m.	29·090	Midnight	29
29·510	29·520	29·525	29·535	29·540	29·540	29·540	29·540	29·535	29·398	29·540	8–11 p.m.	29·090	0 a.m.	30
29·005	29·055	28·933	28·920	28·900	28·875	28·870	28·855	28·861	29·203	29·535	0 a.m.	28·855	11 p.m.	31
29·129	29·137	29·140	29·140	29·142	29·144	29·144	29·138	29·133	29·141	29·338	.....	28·013	.....	Mean.

Absolute Minimum =28·319 at Noon on 23rd.

Table VII.—ATMOSPHERIC PRESSURE.

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.;

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	28·855	28·865	28·875	28·895	28·910	28·941	28·965	29·010	29·065	29·120	29·175	29·230	29·280	29·340	29·400
2	29·665	29·675	29·672	29·672	29·672	29·672	29·670	29·660	29·655	29·650	29·640	29·627	29·610	29·590	29·570
3	29·450	29·450	29·440	29·425	29·395	29·343	29·330	29·305	29·270	29·270	29·310	29·375	29·380	29·360	29·320
4	29·230	29·195	29·165	29·145	29·140	29·134	29·125	29·120	29·120	29·120	29·121	29·122	29·122	29·122	29·122
5	29·120	29·120	29·120	29·118	29·115	29·110	29·105	29·100	29·095	29·075	29·045	29·013	29·000	28·980	28·965
6	28·895	28·898	28·900	28·910	28·920	28·941	28·945	28·945	28·940	28·930	28·925	28·918	28·905	28·890	28·875
7	28·735	28·725	28·690	28·680	28·670	28·648	28·645	28·640	28·635	28·634	28·633	28·632	28·630	28·625	28·620
8	28·695	28·700	28·705	28·710	28·720	28·729	28·740	28·745	28·755	28·760	28·765	28·771	28·775	28·800	28·820
9	28·940	28·950	28·960	28·970	28·975	28·980	28·985	29·000	29·010	29·025	29·030	29·042	29·050	29·065	29·080
10	29·280	29·295	29·305	29·320	29·340	29·362	29·380	29·450	29·500	29·525	29·535	29·543	29·550	29·550	29·550
11	29·710	29·715	29·710	29·700	29·695	29·690	29·685	29·680	29·680	29·670	29·655	29·647	29·645	29·640	29·620
12	29·485	29·475	29·450	29·430	29·410	29·396	29·380	29·370	29·360	29·400	29·440	29·490	29·470	29·460	29·450
13	29·490	29·490	29·490	29·485	29·465	29·449	29·440	29·450	29·460	29·475	29·490	29·503	29·510	29·520	29·525
14	29·405	29·370	29·340	29·310	29·290	29·257	29·220	29·180	29·145	29·105	29·060	29·028	29·000	28·970	28·950
15	28·800	28·800	28·805	28·810	28·815	28·816	28·820	28·830	28·850	28·880	28·910	28·937	28·950	28·960	28·970
16	29·175	29·190	29·205	29·215	29·220	29·231	29·230	29·225	29·225	29·220	29·200	29·196	29·195	29·198	29·200
17	29·240	29·240	29·250	29·255	29·265	29·283	29·295	29·330	29·360	29·400	29·440	29·478	29·480	29·505	29·520
18	29·525	29·535	29·535	29·550	29·555	29·564	29·555	29·550	29·530	29·505	29·470	29·430	29·400	29·380	29·350
19	29·000	28·940	28·880	28·810	28·720	28·640	28·600	28·560	28·530	28·500	28·480	28·462	28·440	28·425	28·415
20	28·392	28·395	28·400	28·405	28·415	28·422	28·425	28·430	28·445	28·450	28·475	28·490	28·490	28·500	28·525
21	28·875	28·885	28·905	28·925	28·950	28·981	28·981	28·990	29·000	29·030	29·060	29·112	29·125	29·150	29·175
22	29·315	29·300	29·275	29·255	29·215	29·178	29·170	29·160	29·150	29·145	29·145	29·144	29·145	29·140	29·140
23	29·020	29·025	29·035	29·060	29·095	29·173	29·190	29·225	29·240	29·250	29·260	29·263	29·260	29·250	29·235
24	29·165	29·200	29·250	29·290	29·330	29·367	29·390	29·415	29·420	29·425	29·420	29·413	29·410	29·390	29·370
25	29·150	29·170	29·190	29·225	29·260	29·282	29·290	29·310	29·340	29·355	29·370	29·377	29·380	29·380	29·380
26	29·320	29·321	29·300	29·290	29·270	29·254	29·250	29·235	29·220	29·200	29·180	29·165	29·164	29·160	29·155
27	28·825	28·815	28·810	28·810	28·811	28·811	28·795	28·760	28·730	28·680	28·610	28·593	28·590	28·590	28·590
28	28·640	28·655	28·685	28·710	28·740	28·769	28·790	28·820	28·840	28·860	28·880	28·897	28·910	28·930	28·950
29	29·175	29·180	29·175	29·170	29·150	29·133	29·115	29·100	29·080	29·065	29·045	29·028	29·025	29·020	29·015
30	28·930	28·925	28·920	28·920	28·921	28·922	28·930	28·945	28·960	28·980	29·010	29·053	29·080	29·115	29·140
31	29·330	29·340	29·345	29·355	29·356	29·357	29·360	29·365	29·370	29·370	29·370	29·364	29·360	29·355	29·345
Mean ...	29·123	29·123	29·122	29·123	29·123	29·123	29·123	29·127	29·129	29·132	29·134	29·140	29·140	29·141	29·140

Absolute Maximum =29·715 at 2 a.m. on 11th.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·230	29·220	29·210	29·220	29·230	29·239	29·260	29·275	29·340	29·390	29·475	29·523	29·540	29·575	29·640
2	29·845	29·875	29·900	29·930	29·955	29·975	30·020	30·070	30·110	30·135	30·160	30·169	30·180	30·205	30·225
3	30·385	30·395	30·400	30·405	30·410	30·412	30·420	30·430	30·425	30·405	30·390	30·361	30·350	30·345	30·335
4	30·210	30·185	30·165	30·135	30·100	30·057	30·025	29·990	29·950	29·920	29·880	29·851	29·805	29·760	29·720
5	29·410	29·385	29·365	29·355	29·358	29·360	29·360	29·360	29·355	29·370	29·390	29·413	29·415	29·410	29·405
6	29·400	29·405	29·410	29·420	29·425	29·431	29·431	29·432	29·432	29·432	29·432	29·432	29·440	29·445	29·450
7	29·520	29·520	29·510	29·500	29·485	29·476	29·470	29·470	29·475	29·480	29·481	29·482	29·475	29·460	29·465
8	29·390	29·390	29·385	29·380	29·378	29·376	29·370	29·380	29·385	29·390	29·395	29·400	29·400	29·400	29·400
9	29·440	29·440	29·440	29·442	29·445	29·451	29·455	29·460	29·470	29·495	29·515	29·526	29·530	29·550	29·560
10	29·650	29·655	29·660	29·670	29·680	29·692	29·695	29·700	29·700	29·701	29·701	29·701	29·701	29·700	29·700
11	29·670	29·660	29·640	29·620	29·590	29·567	29·555	29·550	29·545	29·548	29·550	29·553	29·545	29·500	29·475
12	29·390	29·380	29·360	29·340	29·330	29·326	29·325	29·315	29·300	29·295	29·285	29·270	29·270	29·275	29·275
13	29·390	29·405	29·425	29·440	29·455	29·465	29·480	29·510	29·540	29·560	29·595	29·6.3	29·630	29·645	29·650
14	29·610	29·600	29·595	29·580	29·570	29·559	29·550	29·530	29·515	29·500	29·490	29·481	29·460	29·450	29·425
15	29·210	29·180	29·160	29·130	29·115	29·101	29·080	29·075	29·070	29·065	29·060	29·057	29·070	29·075	29·080
16	29·060	29·080	29·090	29·110	29·140	29·161	29·170	29·170	29·165	29·165	29·150	29·146	29·160	29·170	29·180
17	29·280	29·285	29·290	29·290	29·291	29·291	29·291	29·291	29·292	29·292	29·293	29·293	29·295	29·296	29·297
18	29·260	29·260	29·250	29·252	29·254	29·255	29·260	29·265	29·270	29·280	29·290	29·312	29·315	29·325	29·330
19	29·240	29·225	29·215	29·200	29·190	29·174	29·190	29·195	29·200	29·210	29·235	29·263	29·270	29·280	29·290
20	29·350	29·365	29·380	29·390	29·410	29·429	29·445	29·460	29·480	29·490	29·500	29·505	29·510	29·515	29·515
21	29·430	29·430	29·435	29·440	29·450	29·462	29·465	29·470	29·470	29·472	29·474	29·475	29·480	29·485	29·490
22	29·650	29·660	29·660	29·661	29·662	29·662	29·662	29·661	29·661	29·661	29·660	29·660	29·660	29·660	29·655
23	29·610	29·605	29·600	29·590	29·585	29·581	29·590	29·580	29·575	29·570	29·560	29·556	29·560	29·560	29·565
24	29·575	29·570	29·570	29·560	29·550	29·545	29·540	29·535	29·525	29·515	29·500	29·492	29·480	29·475	29·470
25	29·430	29·425	29·415	29·385	29·378	29·375	29·390	29·400	29·455	29·480	29·480	29·477	29·475	29·490	29·495
26	29·710	29·715	29·720	29·725	29·740	29·809	29·805	29·800	29·780	29·770	29·740	29·717	29·700	29·675	29·650
27	29·540	29·535	29·525	29·505	29·490	29·479	29·470	29·460	29·455	29·450	29·440	29·432	29·425	29·405	29·400
28	29·460	29·465	29·470	29·475	29·480	29·487	29·495	29·540	29·620	29·660	29·670	29·679	29·680	29·690	29·705
29	29·710	29·685	29·670	29·640	29·615	29·592	29·570	29·550	29·520	29·490	29·455	29·420	29·405	29·370	29·350
30	29·115	29·075	29·040	28·985	28·945	28·904	28·890	28·880	28·860	28·850	28·840	28·828	28·810	28·780	28·750
Mean ...	29·505	29·503	29·499	29·493	29·490	29·490	29·491	29·493	29·498	29·501	29·503	29·503	29·501	29·499	29·498

Absolute Maximum =30·430 at 8 a.m. on 3rd.

HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

AUGUST, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·460	29·495	29·533	29·555	29·580	29·610	29·630	29·645	29·663	29·237	29·663	Midnight ...	28·855	1 a.m. ...	1
29·560	29·535	29·510	29·500	29·490	29·475	29·460	29·460	29·457	29·594	29·675	2 a.m. ...	29·457	Midnight ...	2
29·265	29·200	29·106	29·090	29·085	29·075	29·075	29·125	29·239	29·283	29·457	0 a.m. ...	29·075	9–10 p.m.	3
29·125	29·130	29·132	29·132	29·130	29·130	29·130	29·128	29·124	29·138	29·239	0 a.m. ...	29·120	8–10 a.m. ...	4
28·945	28·935	28·926	28·910	28·905	28·900	28·895	28·895	28·895	29·017	29·124	0 a.m. ...	28·895	10–midnight	5
28·860	28·840	28·820	28·800	28·790	28·780	28·770	28·760	28·754	28·874	28·945	7–8 a.m. ...	28·754	Midnight ...	6
28·618	28·615	28·611	28·620	28·630	28·635	28·650	28·665	28·682	28·650	28·754	0 a.m. ...	28·611	6 p.m. ...	7
28·835	28·855	28·866	28·880	28·885	28·890	28·905	28·915	28·936	28·793	28·936	Midnight ...	28·682	0 a.m. ...	8
29·095	29·120	29·149	29·170	29·190	29·215	29·235	29·255	29·270	29·066	29·270	Midnight ...	28·936	0 a.m. ...	9
29·552	29·553	29·554	29·565	29·590	29·610	29·650	29·685	29·707	29·489	29·707	Midnight ...	29·270	0 a.m. ...	10
29·600	29·590	29·593	29·585	29·570	29·550	29·525	29·510	29·495	29·636	29·715	2 a.m. ...	29·495	Midnight ...	11
29·430	29·420	29·407	29·405	29·405	29·410	29·425	29·455	29·487	29·430	29·495	0 a.m. ...	29·360	9 a.m. ...	12
29·540	29·560	29·571	29·575	29·570	29·550	29·520	29·490	29·432	29·503	29·575	7 p.m. ...	29·432	Midnight ...	13
28·930	28·920	28·906	28·895	28·875	28·855	28·845	28·825	28·808	29·075	29·432	0 a.m. ...	28·808	Midnight ...	14
28·980	28·990	29·001	29·005	29·025	29·045	29·080	29·115	29·154	28·924	29·154	Midnight ...	28·800	1–2 a.m. ...	15
29·200	29·201	29·202	29·202	29·205	29·215	29·220	29·225	29·237	29·208	29·237	Midnight ...	29·154	0 a.m. ...	16
29·525	29·535	29·541	29·540	29·540	29·535	29·530	29·528	29·526	29·416	29·541	6 p.m. ...	29·237	0 a.m. ...	17
29·310	29·280	29·211	29·180	29·140	29·120	29·080	29·050	29·028	29·378	29·564	6 a.m. ...	29·028	Midnight ...	18
28·400	28·390	28·383	28·385	28·385	28·388	28·390	28·391	28·391	28·551	29·028	0 a.m. ...	28·383	6 p.m. ...	19
28·550	28·590	28·670	28·690	28·720	28·760	28·810	28·840	28·864	28·538	28·864	Midnight ...	28·391	0 a.m. ...	20
29·200	29·215	29·228	29·240	29·255	29·280	29·310	29·320	29·324	29·104	29·324	Midnight ...	28·864	0 a.m. ...	21
29·130	29·125	29·112	29·100	29·090	29·070	29·065	29·045	29·016	29·158	29·324	0 a.m. ...	29·016	Midnight ...	22
29·220	29·205	29·169	29·150	29·145	29·140	29·145	29·155	29·162	29·167	29·263	Noon ...	29·016	0 a.m. ...	23
29·330	29·290	29·241	29·210	29·180	29·160	29·145	29·135	29·138	29·296	29·425	10 a.m. ...	29·135	11 p.m. ...	24
29·375	29·365	29·347	29·340	29·340	29·340	29·335	29·330	29·328	29·311	29·380	1–3 p.m. ...	29·138	0 a.m. ...	25
29·150	29·140	29·101	29·095	29·060	29·025	28·980	28·925	28·860	29·169	29·328	0 a.m. ...	28·860	Midnight ...	26
28·590	28·591	28·591	28·600	28·610	28·615	28·620	28·625	28·632	28·684	28·860	0 a.m. ...	28·590	1–4 p.m. ...	27
28·970	28·985	28·997	29·010	29·040	29·085	29·130	29·160	29·172	28·890	29·172	Midnight ...	28·632	0 a.m. ...	28
29·010	29·005	29·002	28·990	28·970	28·955	28·945	28·935	28·926	29·056	29·180	2 a.m. ...	28·926	Midnight ...	29
29·170	29·200	29·228	29·250	29·260	29·280	29·300	29·310	29·317	29·099	29·317	Midnight ...	28·920	3–4 a.m. ...	30
29·335	29·330	29·320	29·310	29·290	29·280	29·270	29·255	29·237	29·334	29·370	9–11 a.m. ...	29·237	Midnight ...	31
29·137	29·136	29·130	29·128	29·127	29·128	29·131	29·134	29·138	29·131	29·301	.....	28·970	.....	Mean.

Absolute Minimum =28·383 at 6 p.m. on 19th.

SEPTEMBER, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·665	29·680	29·687	29·690	29·715	29·745	29·765	29·795	29·815	29·485	29·815	Midnight ...	29·210	3 a.m. ...	1
30·245	30·265	30·283	30·300	30·325	30·340	30·355	30·365	30·379	30·139	30·379	Midnight ...	29·815	0 a.m. ...	2
30·330	30·325	30·314	30·310	30·295	30·285	30·270	30·245	30·223	30·356	30·430	8 a.m. ...	30·223	Midnight ...	3
29·670	29·625	29·577	29·535	29·500	29·470	29·460	29·445	29·430	29·827	30·223	0 a.m. ...	29·430	Midnight ...	4
29·395	29·380	29·372	29·370	29·370	29·380	29·380	29·390	29·393	29·382	29·430	0 a.m. ...	29·355	4 & 9 a.m. ...	5
29·450	29·465	29·488	29·490	29·490	29·495	29·500	29·510	29·521	29·448	29·521	Midnight ...	29·393	0 a.m. ...	6
29·450	29·440	29·431	29·425	29·425	29·410	29·408	29·405	29·401	29·463	29·520	0–2 a.m. ...	29·401	Midnight ...	7
29·402	29·404	29·405	29·410	29·415	29·420	29·425	29·430	29·436	29·398	29·436	Midnight ...	29·370	7 a.m. ...	8
29·565	29·570	29·582	29·585	29·600	29·610	29·615	29·625	29·647	29·521	29·647	Midnight ...	29·436	0 a.m. ...	9
29·695	29·692	29·690	29·685	29·684	29·683	29·683	29·682	29·682	29·686	29·701	10 a.m.–1 p.m	29·647	0 a.m. ...	10
29·450	29·430	29·449	29·435	29·425	29·405	29·404	29·404	29·404	29·521	29·682	0 a.m. ...	29·404	10 p.m. mid.	11
29·280	29·285	29·286	29·290	29·310	29·325	29·340	29·360	29·378	29·317	29·404	0 a.m. ...	29·270	Noon-1 p.m.	12
29·650	29·652	29·653	29·650	29·645	29·640	29·630	29·628	29·626	29·561	29·653	6 p.m. ...	29·378	0 a.m. ...	13
29·400	29·380	29·366	29·340	29·305	29·285	29·260	29·240	29·219	29·455	29·626	0 a.m. ...	29·219	Midnight ...	14
29·082	29·084	29·085	29·080	29·078	29·075	29·060	29·055	29·050	29·094	29·219	0 a.m. ...	29·050	Midnight ...	15
29·190	29·200	29·209	29·220	29·235	29·250	29·255	29·265	29·268	29·171	29·268	Midnight ...	29·050	0 a.m. ...	16
29·298	29·299	29·300	29·298	29·295	29·290	29·285	29·270	29·258	29·290	29·300	6 p.m. ...	29·258	Midnight ...	17
29·335	29·340	29·340	29·335	29·325	29·320	29·310	29·300	29·261	29·293	29·340	5–6 p.m. ...	29·250	3 a.m. ...	18
29·295	29·305	29·317	29·320	29·325	29·330	29·335	29·340	29·343	29·260	29·343	Midnight ...	29·174	6 a.m. ...	19
29·518	29·520	29·521	29·520	29·510	29·500	29·475	29·450	29·433	29·464	29·521	6 p.m. ...	29·343	0 a.m. ...	20
29·495	29·505	29·524	29·550	29·560	29·580	29·610	29·635	29·653	29·497	29·653	Midnight ...	29·430	1–2 a.m. ...	21
29·650	29·648	29·644	29·640	29·638	29·630	29·625	29·620	29·615	29·651	29·662	5–7 a.m. ...	29·615	Midnight ...	22
29·570	29·573	29·576	29·576	29·576	29·577	29·577	29·578	29·578	29·579	29·615	0 a.m. ...	29·556	Noon ...	23
29·465	29·462	29·461	29·460	29·455	29·450	29·445	29·440	29·438	29·502	29·578	0 a.m. ...	29·438	Midnight ...	24
29·500	29·560	29·671	29·680	29·690	29·695	29·698	29·700	29·707	29·513	29·707	Midnight ...	29·375	6 a.m. ...	25
29·615	29·590	29·550	29·530	29·520	29·515	29·525	29·530	29·542	29·669	29·809	6 a.m. ...	29·515	9 p.m. ...	26
29·390	29·385	29·366	29·380	29·390	29·400	29·415	29·435	29·458	29·445	29·542	0 a.m. ...	29·366	6 p.m. ...	27
29·740	29·760	29·779	29·785	29·780	29·775	29·770	29·760	29·727	29·638	29·785	7 p.m. ...	29·458	0 a.m. ...	28
29·325	29·290	29·278	29·275	29·265	29·260	29·235	29·195	29·163	29·442	29·727	0 a.m. ...	29·163	Midnight ...	29
28·720	28·680	28·657	28·640	28·625	28·620	28·625	28·630	28·641	28·819	29·163	0 a.m. ...	28·620	9 p.m. ...	30
29·494	29·493	29·495	29·493	29·492	29·492	29·491	29·491	29·490	29·496	29·623	.....	29·374	.....	Mean.

Absolute Minimum =28·620 at 9 p.m. on 30th.

Table VII.—ATMOSPHERIC PRESSURE

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	28·645	28·665	28·675	28·690	28·700	28·714	28·725	28·730	28·735	28·735	28·737	28·736	28·740	28·750	28·755
2	28·910	28·920	28·940	28·965	28·985	28·992	29·010	29·040	29·080	29·110	29·150	29·159	29·175	29·190	29·210
3	29·330	29·320	29·310	29·300	29·290	29·284	29·275	29·270	29·265	29·260	29·215	29·226	29·215	29·200	29·195
4	29·140	29·140	29·145	29·150	29·155	29·159	29·165	29·180	29·190	29·205	29·215	29·223	29·230	29·230	29·228
5	29·195	29·180	29·170	29·145	29·115	29·098	29·080	29·070	29·060	29·050	29·030	29·020	28·995	28·980	28·960
6	28·950	28·965	28·970	28·980	28·990	29·006	29·010	29·010	29·012	29·013	29·014	29·014	29·020	29·020	29·010
7	29·030	29·020	29·000	28·975	28·940	28·924	28·930	28·935	28·970	28·980	29·015	29·048	29·025	29·005	28·985
8	28·890	28·885	28·875	28·860	28·850	28·834	28·825	28·805	28·800	28·780	28·765	28·751	28·730	28·705	28·690
9	28·650	28·655	28·655	28·660	28·675	28·682	28·685	28·695	28·700	28·705	28·710	28·716	28·720	28·730	28·735
10	28·775	28·780	28·780	28·785	28·790	28·803	28·810	28·815	28·820	28·822	28·823	28·824	28·825	28·830	28·835
11	28·960	28·965	28·970	28·980	28·995	29·009	29·010	29·020	29·025	29·035	29·040	29·050	29·060	29·070	29·080
12	29·110	29·105	29·100	29·095	29·090	29·083	29·080	29·075	29·070	29·060	29·045	29·039	29·025	29·010	28·995
13	28·750	28·725	28·710	28·700	28·702	28·705	28·705	28·710	28·715	28·720	28·730	28·738	28·750	28·770	28·780
14	28·955	28·970	28·990	29·000	29·010	29·013	29·010	29·005	29·000	28·980	28·945	28·929	28·940	28·970	28·990
15	29·080	29·090	29·095	29·100	29·105	29·109	29·100	29·070	29·050	29·060	29·065	29·068	29·080	29·105	29·120
16	29·265	29·280	29·285	29·290	29·290	29·290	29·290	29·290	29·285	29·280	29·270	29·257	29·250	29·230	29·200
17	29·025	29·020	29·020	29·015	29·010	29·004	29·010	29·020	29·025	29·030	29·035	29·045	29·045	29·040	29·030
18	28·960	28·965	28·970	28·970	28·971	28·972	28·980	28·985	29·000	29·035	29·055	29·087	29·090	29·091	29·092
19	29·025	29·020	29·010	28·990	28·980	28·968	28·960	28·950	28·930	28·920	28·905	28·899	28·900	28·900	28·895
20	28·800	28·790	28·785	28·780	28·770	28·760	28·760	2·7588	28·756	28·754	28·752	28·750	28·740	28·750	28·755
21	28·950	28·990	29·020	29·050	29·075	29·090	29·100	29·115	29·140	29·165	29·180	29·194	29·200	29·220	29·220
22	29·210	29·195	29·180	29·150	29·120	29·077	29·060	29·030	29·010	28·980	28·960	28·949	28·925	28·900	28·880
23	28·870	28·880	28·890	28·895	28·900	28·906	28·915	28·920	28·935	28·950	28·965	28·979	28·980	28·990	28·995
24	29·040	29·038	29·037	29·036	29·036	29·036	29·040	29·045	29·050	29·060	29·065	29·072	29·080	29·080	29·092
25	29·140	29·140	29·140	29·141	29·142	29·142	29·140	29·130	29·120	29·115	29·110	29·108	29·110	29·120	29·125
26	29·215	29·220	29·220	29·221	29·222	29·222	29·240	29·265	29·270	29·265	29·250	29·222	29·220	29·220	29·220
27	29·080	29·060	29·050	29·020	28·995	28·960	28·930	28·915	28·900	28·890	28·870	28·860	28·870	2 ·870	28·880
28	29·095	29·085	29·065	29·045	29·015	28·973	28·960	28·950	28·949	28·925	28·920	28·919	28·915	28·905	28·900
29	28·863	28·865	28·865	28·870	28·875	28·885	28·890	28·905	28·910	28·905	28·900	28·890	28·890	28·888	28·886
30	28·820	28·840	28·850	28·880	28·890	28·900	28·920	28·950	28·955	28·960	28·965	28·966	28·970	28·980	28·979
31	28·780	28·770	28·740	28·710	28·690	28·678	28·650	28·600	28·580	28·560	28·550	28·543	28·520	28·480	28·430
Mean ...	28·984	28·985	28·984	28·982	28·980	28·977	28·976	28·976	28·977	28·978	28·977	28·977	28·975	28·975	28·973

Absolute Maximum =29·330 at 1 a.m. on 3rd.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	28·375	28·377	28·394	28·420	28·430	28·449	28·460	28·470	28·475	28·490	28·505	28·512	28·525	28·530	28·535
2	28·650	28·657	28·660	28·667	28·673	28·680	28·685	28·690	28·695	28·700	28·710	28·719	28·729	28·721	28·722
3	28·784	28·786	28·788	28·792	28·796	28·802	28·803	28·804	28·805	28·806	28·807	28·808	28·810	28·814	28·816
4	28·868	28·873	28·878	28·885	28·890	28·897	28·902	28·907	28·911	28·914	28·916	28·918	28·910	28·905	28·900
5	28·850	28·825	28·825	28·825	28·825	28·822	28·822	28·842	28·845	28·878	28·931	28·987	29·018	29·044	29·051
6	29·043	29·020	29·008	28·995	28·980	28·970	28·960	28·945	28·920	28·907	28·884	28·875	28·876	28·872	28·849
7	28·989	28·992	29·000	29·018	29·023	29·043	29·054	29·060	29·071	29·091	29·077	29·077	29·083	29·079	29·085
8	29·130	29·130	29·137	29·145	29·182	29·182	29·201	29·214	29·217	29·233	29·241	29·265	29·263	29·259	29·260
9	29·384	29·386	29·388	29·389	29·390	29·392	29·390	29·388	29·385	29·382	29·379	29·378	29·376	29·374	29·384
10	29·383	29·375	29·377	29·381	29·391	29·393	29·384	29·375	29·366	29·357	29·325	29·342	29·362	29·362	29·360
11	29·498	29·525	29·536	29·554	29·587	29·577	29·609	29·630	29·657	29·666	29·680	29·694	29·698	29·707	29·716
12	29·750	29·744	29·738	29·732	29·723	29·713	29·713	29·712	29·711	29·700	29·695	29·657	29·637	29·629	29·594
13	29·526	29·516	29·504	29·490	29·477	29·491	29·467	29·470	29·478	29·481	29·489	29·492	29·485	29·483	29·471
14	29·404	29·402	29·390	29·384	29·368	29·351	29·349	29·344	29·310	29·303	29·271	29·264	29·230	29·230	29·150
15	28·886	28·833	28·830	28·801	28·774	28·763	28·745	28·715	28·710	28·705	28·705	28·670	28·588	28·566	28·559
16	28·538	28·530	28·530	28·530	28·548	28·561	28·558	28·556	28·555	28·557	28·555	28·555	28·565	28·565	28·570
17	28·650	28·673	28·697	28·697	28·727	28·732	28·743	28·754	28·775	28·781	28·797	28·808	28·814	28·821	28·828
18	28·942	28·940	28·956	28·973	28·980	28·993	29·009	29·000	28·998	28·998	28·977	29·034	29·047	29·040	29·032
19	29·074	29·061	29·048	29·035	29·022	29·035	29·014	29·013	29·007	29·003	29·002	29·050	29·019	29·018	29·013
20	28·985	29·000	29·010	29·024	29·033	29·043	29·045	29·077	29·079	29·086	29·093	29·107	29·169	29·211	29·298
21	29·321	29·312	29·303	29·294	29·286	29·282	29·277	29·271	29·263	29·250	29·237	29·214	29·217	29·223	29·231
22	29·257	29·263	29·278	29·272	29·299	29·346	29·361	29·356	29·371	29·376	29·371	29·396	29·418	29·430	29·447
23	29·426	29·415	29·394	29·378	29·367	29·363	29·357	29·336	29·335	29·304	29·293	29·244	29·299	29·204	29·209
24	29·258	29·253	29·253	29·260	29·279	29·286	29·289	29·309	29·344	29·343	29·330	29·328	29·320	29·307	29·303
25	29·204	29·195	29·186	29·177	29·168	29·155	29·164	29·173	29·182	29·191	29·202	29·178	29·177	29·184	29·178
26	29·280	29·298	29·311	29·315	29·317	29·336	29·331	29·346	29·379	29·383	29·401	29·409	29·426	29·438	29·462
27	29·509	29·502	29·496	29·490	29·484	29·471	29·484	29·471	29·498	29·513	29·517	29·527	29·548	29·529	29·530
28	29·670	29·673	29·686	29·689	29·679	29·703	29·702	29·704	29·706	29·749	29·722	29·730	29·732	29·715	29·698
29	29·615	29·607	29·599	29·591	29·588	29·570	29·607	29·619	29·641	29·647	29·654	29·652	29·659	29·667	29·655
30	29·654	29·630	29·619	29·599	29·586	29·573	29·572	29·576	29·575	29·534	29·561	29·546	29·521	29·512	29·492
Mean ...	29·163	29·160	29·160	29·160	29·163	29·166	29·169	29·171	29·176	29·177	29·178	29·181	29·184	29·182	29·180

Absolute Maximum =29·751 at Midnight on 11th.

HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

OCTOBER, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
28·760	28·765	28·775	28·790	28·810	28·825	28·840	28·865	28·895	28·747	28·895	Midnight ...	28·641	0 a.m. ...	1
29·240	29·275	29·290	29·300	29·310	29·315	29·320	29·322	29·325	29·138	29·325	Midnight ...	28·895	0 a.m. ...	2
29·185	29·180	29·175	29·170	29·160	29·155	29·150	29·148	29·142	29·231	29·330	1 a.m. ...	29·142	Midnight ...	3
29·225	29·223	29·222	29·210	29·208	29·205	29·202	29·199	29·197	29·192	29·230	1–2 p.m. ...	29·140	1–2 a.m. ...	4
28·945	28·930	28·915	28·905	28·910	28·915	28·920	28·930	28·942	29·024	29·197	0 a.m. ...	28·905	7 p.m. ...	5
29·005	29·000	28·997	28·990	28·995	28·998	29·000	29·015	29·025	28·999	29·025	Midnight ...	28·942	0 a.m. ...	6
28·980	28·975	28·970	28·955	28·930	28·920	28·915	28·910	28·908	28·971	29·030	1 a.m. ...	28·908	Midnight ...	7
28·680	28·675	28·673	28·670	28·665	28·660	28·655	28·650	28·648	28·756	28·908	0 a.m. ...	28·648	Midnight ...	8
28·740	28·755	28·759	28·765	28·770	28·770	28·771	28·772	28·772	28·716	28·772	11 p.m.–mid.	28·648	0 a.m. ...	9
28·850	28·860	28·889	28·890	28·910	28·920	28·930	28·940	28·955	28·840	28·955	Midnight ...	28·772	0 a.m. ...	10
29·090	29·105	29·114	29·120	29·120	29·120	29·118	29·116	29·114	29·051	29·120	7–9 p.m. ...	28·955	0 a.m. ...	11
28·980	28·965	28·928	28·910	28·885	28·870	28·840	28·810	28·780	29·005	29·114	0 a.m. ...	28·780	Midnight ...	12
28·800	28·820	28·841	28·845	28·870	28·890	28·920	28·935	28·950	28·779	28·950	Midnight ...	28·700	4 a.m. ...	13
29·005	29·020	29·031	29·040	29·050	29·055	29·060	29·065	29·073	29·002	29·073	Midnight ...	28·929	Noon ...	14
29·135	29·140	29·143	29·155	29·200	29·235	29·250	29·255	29·259	29·124	29·259	Midnight ...	29·050	7 a.m. ...	15
29·170	29·130	29·111	29·090	29·080	29·060	29·055	29·045	29·030	29·206	29·290	4–8 a.m. ...	29·030	Midnight ...	16
29·020	29·005	28·993	28·990	28·985	28·980	28·970	28·968	28·965	29·012	29·045	Noon–1 p.m.	28·965	Midnight ...	17
29·093	29·094	29·094	29·100	29·080	29·050	29·040	29·035	29·030	29·034	29·100	7 p.m. ...	28·960	1 a.m. ...	18
28·896	28·897	28·897	28·900	28·890	28·870	28·850	28·830	28·815	28·925	29·030	0 a.m. ...	28·815	Midnight ...	19
28·765	28·785	28·809	28·825	28·850	28·880	28·905	28·925	28·943	28·795	28·943	Midnight ...	28·740	1 p.m. ...	20
29·235	29·240	29·253	29·250	29·250	29·250	29·245	29·235	29·229	29·156	29·253	6 p.m. ...	28·943	0 a.m. ...	21
28·870	28·860	28·864	28·850	28·850	28·852	28·853	28·854	28·855	28·980	29·229	0 a.m. ...	28·850	7–8 p.m. ...	22
28·995	28·995	28·995	29·000	29·010	29·015	29·020	29·025	29·031	28·957	29·031	Midnight ...	28·855	0 a.m. ...	23
29·093	29·093	29·093	29·110	29·115	29·125	29·130	29·135	29·136	29·074	29·136	Midnight ...	29·031	0 a.m. ...	24
29·130	29·150	29·154	29·170	29·180	29·190	29·200	29·210	29·213	29·145	29·213	Midnight ...	29·108	Noon ...	25
29·215	29·210	29·203	29·195	29·190	29·180	29·160	29·130	29·099	29·214	29·270	9 a.m. ...	29·099	Midnight ...	26
28·900	28·930	28·961	28·980	29·010	29·050	29·080	29·090	29·099	28·969	29·099	0 a.m. & mdt	28·860	Noon ...	27
28·890	28·880	28·877	28·870	28·865	28·864	28·864	28·863	28·863	28·940	29·099	0 a.m. ...	28·863	11 p.m.–mdt	28
28·885	28·884	28·883	28·880	28·880	28·875	28·950	28·920	28·826	28·887	28·950	10 p.m. ...	28·826	Midnight ...	29
28·978	28·977	28·977	28·970	28·965	28·960	28·930	28·860	28·811	28·928	28·980	2 p.m. ...	28·811	Midnight ...	30
28·385	28·380	28·378	28·370	28·370	28·371	28·372	28·374	28·375	28·536	28·811	0 a.m. ...	28·370	7–8 p.m. ...	31
28·972	28·974	28·976	28·976	28·979	28·981	28·984	28·982	28·978	28·978	29·086	.....	28·879	.....	Mean.

Absolute Minimum =28·370 at 7–8 p.m. on 31st.

NOVEMBER, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
28·540	28·548	28·558	28·560	28·580	28·600	28·620	28·630	28·645	28·504	28·645	Midnight ...	28·375	1 a.m. ...	1
28·724	28·725	28·726	28·735	28·744	28·756	28·762	28·770	28·779	28·708	28·779	Midnight ...	28·645	0 a.m. ...	2
28·819	28·824	28·829	28·834	28·839	28·844	28·849	28·856	28·863	28·814	28·863	Midnight ...	28·779	0 a.m. ...	3
28·885	28·885	28·879	28·881	28·884	28·878	28·866	28·854	28·858	28·889	28·918	Noon ...	28·854	Midnight ...	4
29·062	29·062	29·068	29·062	29·063	29·094	29·088	29·077	29·061	28·955	29·095	8·30 p.m. ...	28·822	6–7 a.m. ...	5
28·849	28·856	28·872	28·899	28·936	28·959	28·959	28·965	28·986	28·934	29·061	0 a.m. ...	28·849	3–4 p.m. ...	6
29·085	29·080	29·092	29·097	29·107	29·110	29·129	29·133	29·132	29·068	29·133	11 p.m. ...	28·986	0 a.m. ...	7
29·281	29·285	29·281	29·300	29·332	29·344	29·370	29·372	29·380	29·245	29·380	Midnight ...	29·130	1–2 a.m. ...	8
29·390	29·393	29·395	29·394	29·392	29·392	29·392	29·385	29·383	29·387	29·396	10·15 p.m.	29·374	2 p.m. ...	9
29·355	29·355	29·356	29·364	29·392	29·420	29·448	29·470	29·487	29·380	29·487	Midnight ...	29·325	11 a.m. ...	10
29·725	29·739	29·748	29·749	29·745	29·746	29·742	29·743	29·751	29·662	29·751	Midnight ...	29·487	0 a.m. ...	11
29·589	29·564	29·558	29·558	29·558	29·547	29·546	29·535	29·534	29·648	29·751	0 a.m. ...	29·534	Midnight ...	12
29·454	29·447	29·460	29·428	29·426	29·424	29·423	29·417	29·406	29·470	29·534	0 a.m. ...	29·406	Midnight ...	13
29·094	29·094	29·094	29·072	29·050	29·031	29·013	28·990	28·959	29·224	29·406	0 a.m. ...	28·959	Midnight ...	14
28·552	28·530	28·528	28·525	28·527	28·524	28·524	28·518	28·518	28·659	28·959	0 a.m. ...	28·518	11 p.m.–midt.	15
28·582	28·615	28·615	28·613	28·616	28·615	28·615	28·616	28·624	28·572	28·624	Midnight ...	28·518	0 a.m. ...	16
28·825	28·841	28·850	28·850	28·850	28·857	28·867	28·883	28·910	28·787	28·910	Midnight ...	28·624	0 a.m. ...	17
29·058	29·060	29·067	29·070	29·074	29·078	29·082	29·086	29·088	29·021	29·088	Midnight ...	28·910	0 a.m. ...	18
29·015	29·020	29·032	28·991	28·993	28·993	29·000	29·003	28·980	29·021	29·088	0 a.m. ...	28·980	Midnight ...	19
29·265	29·287	29·297	29·313	29·318	29·326	29·326	29·330	29·330	29·169	29·330	11 p.m.-mdt.	28·980	0 a.m. ...	20
29·240	29·246	29·252	29·249	29·246	29·243	29·280	29·252	29·251	29·262	29·330	0 a.m. ...	29·214	Noon ...	21
29·459	29·471	29·484	29·480	29·471	29·468	29·459	29·455	29·437	29·388	29·488	6·15 p.m. ...	29·251	0 a.m. ...	22
29·220	29·225	29·230	29·240	29·250	29·254	29·251	29·259	29·253	29·360	29·437	0 a.m. ...	29·204	2 p.m. ...	23
29·308	29·290	29·284	29·279	29·258	29·252	29·241	29·230	29·223	29·285	29·344	9 a.m. ...	29·223	Midnight ...	24
29·174	29·168	29·166	29·190	29·211	29·225	29·248	29·262	29·277	29·192	29·277	Midnight ...	29·155	6 a.m. ...	25
29·472	29·479	29·482	29·487	29·497	29·507	29·512	29·517	28·515	29·408	29·517	11 p.m. ...	29·277	0 a.m. ...	26
29·533	29·530	29·518	29·518	29·585	29·596	29·637	29·648	29·657	29·530	29·657	Midnight ...	29·470	5·30 a.m. ...	27
29·692	29·665	29·657	29·643	29·639	29·635	29·638	29·632	29·628	29·684	29·749	10 a.m. ...	29·628	Midnight ...	28
29·658	29·660	29·662	29·662	29·661	29·661	29·660	29·660	29·659	29·537	29·667	2 p.m. ...	29·570	6 a.m. ...	29
29·482	29·475	29·474	29·457	29·456	29·464	29·474	29·474	29·474	29·536	29·659	0 a.m. ...	29·456	8 p.m. ...	30
29·180	29·180	29·184	29·183	29·190	29·195	29·201	29·201	29·202	29·178	29·278	.....	29·083	.....	Mean.

Absolute Minimum =28·375 at 1 a.m. on 1st.

Table VII.—ATMOSPHERIC PRESSURE.

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.
1	29·474	29·474	29·474	29·474	29·496	29·507	29·509	29·510	29·510	29·510	29·511	29·511	29·524	29·509	29·509
2	29·557	29·557	29·558	29·558	29·559	29·557	29·557	29·567	29·588	29·588	29·592	29·648	29·648	29·659	29·675
3	29·665	29·661	29·651	29·651	29·647	29·653	29·631	29·631	29·652	29·613	29·588	29·574	29·566	29·561	29·546
4	29·452	29·452	29·452	29·452	29·452	29·448	29·442	29·441	29·460	29·491	29·491	29·496	29·494	29·486	29·484
5	29·465	29·452	29·453	29·430	29·430	29·430	29·430	29·433	29·432	29·431	29·424	29·418	29·418	29·413	29·413
6	29·344	29·330	29·316	29·281	29·281	29·273	29·284	29·296	29·268	29·268	29·251	29·256	29·245	29·224	29·208
7	29·099	29·101	29·103	29·106	29·108	29·111	29·115	29·120	29·124	29·129	29·135	29·144	29·139	29·139	29·135
8	29·079	29·079	29·079	29·079	29·062	29·040	29·040	29·040	28·996	29·014	29·052	29·071	29·110	29·135	29·169
9	29·352	29·356	29·356	29·358	29·358	29·363	29·376	29·384	29·412	29·436	29·445	29·484	29·494	29·489	29·488
10	29·500	29·498	29·500	29·500	29·503	29·501	29·501	29·501	29·501	29·512	29·522	29·522	29·520	29·519	29·519
11	29·555	29·562	29·569	29·577	29·584	29·591	29·586	29·581	29·576	29·541	29·548	29·509	29·497	29·484	29·473
12	29·291	29·288	29·281	29·277	29·269	29·257	29·255	29·248	29·236	29·230	29·208	29·197	29·174	29·162	29·154
13	29·058	29·048	29·043	29·037	29·027	29·022	29·022	29·015	29·003	29·003	28·995	28·985	28·988	28·990	28·992
14	29·059	29·057	29·056	29·058	29·058	29·056	29·055	29·053	29·052	29·051	29·049	29·048	29·045	29·042	29·040
15	29·029	29·031	29·032	29·034	29·035	29·036	29·038	29·041	29·041	29·043	29·043	29·045	29·041	29·042	29·040
16	29·016	29·018	29·020	29·022	29·023	29·025	29·025	29·025	29·026	29·026	29·031	29·036	29·037	29·039	29·045
17	29·073	29·073	29·071	29·071	29·070	29·069	29·071	29·072	29·074	29·076	29·078	29·080	29·086	29·091	29·092
18	29·013	29·017	29·020	29·020	29·024	29·024	29·025	29·024	29·029	29·026	29·029	29·026	29·040	29·040	29·040
19	29·062	29·065	29·068	29·070	29·073	29·075	29·075	29·075	29·085	29·090	29·100	29·111	29·135	29·135	29·135
20	29·165	29·167	29·169	29·176	29·183	29·191	29·195	29·200	29·205	29·230	29·240	29·250	29·270	29·280	29·280
21	29·326	29·326	29·343	29·343	29·343	29·342	29·342	29·342	29·342	29·346	29·327	29·316	29·303	29·293	29·277
22	29·059	29·031	29·017	28·981	28·946	28·927	28·925	28·932	28·901	28·917	28·917	28·917	28·914	28·908	28·903
23	28·937	28·943	28·950	28·956	28·967	28·968	28·972	28·975	28·979	28·982	28·986	28·988	28·979	28·959	28·930
24	28·844	28·844	28·844	28·844	28·354	28·865	28·872	28·894	28·901	28·908	28·924	28·929	28·953	28·966	28·979
25	29·063	29·065	29·065	29·065	29·065	29·080	29·070	29·070	29·070	29·070	29·072	29·082	29·092	29·102	29·117
26	29·217	29·177	29·177	29·177	29·162	29·147	29·126	29·095	29·084	29·068	29·038	28·987	28·920	28·873	28·884
27	28·608	28·606	28·589	28·581	28·588	28·578	28·593	28·591	28·621	28·646	28·650	28·657	28·654	28·653	28·653
28	28·728	28·735	28·746	28·761	28·771	28·782	28·792	28·818	28·819	28·823	28·823	28·838	28·851	28·851	28·851
29	28·939	28·939	28·939	28·926	28·936	28·957	28·969	28·987	28·987	28·984	28·975	28·956	28·941	28·941	28·926
30	28·788	28·777	28·777	28·777	28·769	28·762	28·756	28·758	28·758	28·753	28·753	28·752	28·752	28·752	28·752
31	28·810	28·822	28·840	28·854	28·875	28·901	28·925	28·950	28·983	28·996	29·019	29·042	29·069	29·086	29·098
Mean ...	29·149	29·147	29·147	29·145	29·146	29·146	29·148	29·151	29·152	29·155	29·156	29·157	29·158	29·156	29·155

Absolute Maximum =29·699 at 6–7 p.m. on 2nd.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·112	29·114	29·115	29·115	29·120	29·121	29·113	29·103	29·092	29·082	29·069	29·056	29·049	29·037	29·029
2	28·901	28·896	28·881	28·871	28·852	28·843	28·834	28·829	28·815	28·800	28·781	28·766	28·752	28·753	28·749
3	28·673	28·681	28·689	28·706	28·713	28·725	28·742	28·744	28·761	28·775	28·775	28·797	28·798	28·803	28·811
4	28·878	28·883	28·887	28·891	28·892	28·892	28·900	28·907	28·914	28·920	28·921	28·923	28·932	28·931	28·936
5	28·964	28·957	28·971	28·980	28·984	28·987	28·989	29·000	29·009	29·009	29·017	29·017	29·022	29·022	29·017
6	29·001	29·001	29·001	29·001	29·001	29·006	29·012	29·013	29·019	29·020	29·026	29·027	29·025	29·029	29·037
7	29·064	29·058	29·055	29·053	29·052	29·046	29·055	29·055	29·055	29·055	29·067	29·067	29·067	29·068	29·075
8	29·089	29·086	29·083	29·082	29·077	29·075	29·079	29·089	29·089	29·086	29·088	29·086	29·071	29·065	29·061
9	28·946	28·957	28·933	28·915	28·878	28·876	28·862	28·859	28·846	28·843	28·845	28·842	28·808	28·794	28·780
10	28·839	28·839	28·839	28·839	28·839	28·850	28·860	28·861	28·882	28·898	28·914	28·920	28·921	28·929	28·958
11	29·004	29·014	29·025	29·036	29·062	29·077	29·095	29·103	29·131	29·144	29·168	29·176	29·183	29·181	29·173
12	29·021	29·004	28·987	28·970	28·960	28·945	28·952	28·959	28·961	28·970	28·977	28·990	28·992	28·994	29·000
13	29·019	29·021	29·038	29·054	29·058	29·067	29·080	29·088	29·116	29·113	29·101	29·098	29·092	29·132	29·145
14	29·230	29·218	29·210	29·205	29·197	29·186	29·186	29·182	29·180	29·171	29·168	29·164	29·158	29·158	29·136
15	29·098	29·094	29·095	29·095	29·085	29·071	29·070	29·059	29·033	29·022	28·996	28·972	28·950	28·944	28·943
16	28·935	28·942	28·950	28·955	28·970	28·981	28·998	29·025	29·062	29·085	29·107	29·112	29·122	29·132	29·145
17	29·283	29·283	29·290	29·297	29·304	29·311	29·324	29·331	29·329	29·329	29·320	29·313	29·305	29·307	29·306
18	29·250	29·255	29·255	29·258	29·270	29·276	29·284	29·290	29·296	29·302	29·309	29·309	29·309	29·310	29·315
19	29·315	29·310	29·310	29·310	29·310	29·309	29·309	29·309	29·307	29·306	29·302	29·301	29·291	29·289	29·287
20	29·337	29·337	29·337	29·336	29·335	29·335	29·369	29·379	29·441	29·443	29·455	29·462	29·459	29·459	29·459
21	29·402	29·415	29·415	29·435	29·440	29·441	29·428	29·428	29·428	29·428	29·423	29·420	29·417	29·417	29·412
22	29·420	29·420	29·420	29·421	29·421	29·424	29·419	29·414	29·408	29·408	29·402	29·395	29·395	29·395	29·394
23	29·403	29·407	29·412	29·412	29·412	29·412	29·413	29·412	29·412	29·412	29·412	29·412	29·405	29·398	29·389
24	29·422	29·422	29·422	29·422	29·425	29·429	29·434	29·434	29·439	29·439	29·433	29·418	29·405	29·387	29·379
25	29·212	29·212	29·212	29·207	29·178	29·168	29·129	29·124	29·124	29·105	29·076	29·037	29·025	29·018	29·010
26	28·906	28·904	28·904	28·904	28·883	28·873	28·897	28·904	28·904	28·904	29·036	29·040	29·073	29·076	29·084
27	29·145	29·123	29·116	29·101	29·088	29·075	29·019	29·013	29·001	28·989	28·963	28·958	28·979	28·999	29·010
28	29·267	29·274	29·296	29·318	29·330	29·350	29·378	29·385	29·408	29·421	29·446	29·439	29·468	29·466	29·460
29	29·423	29·426	29·424	29·427	29·430	29·433	29·432	29·431	29·430	29·429	29·422	29·417	29·394	29·388	29·382
30	29·399	29·416	29·424	29·438	29·443	29·450	29·464	29·458	29·454	29·450	29·446	29·452	29·456	29·460	29·464
31	29·481	29·462	29·457	29·453	29·463	29·474	29·467	29·456	29·458	29·452	29·447	29·442	29·434	29·429	29·435
Mean ...	29·143	29·143	29·142	29·145	29·144	29·145	29·148	29·143	29·156	29·155	29·158	29·156	29·153	29·154	29·154

Absolute Maximum =29·491 at Midnight on 31st.

HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

DECEMBER, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·509	29·495	29·489	29·501	29·513	29·525	29·554	29·554	29·554	29·507	29·554	10 p.m.-midt.	29·474	0 a.m. ...	1
29·689	29·698	29·699	29·699	29·691	29·687	29·687	29·686	29·685	29·626	29·699	6–7 p.m. ...	29·554	0 a.m. ...	2
29·542	29·535	29·509	29·503	29·481	29·470	29·470	29·452	29·452	29·576	29·685	0 a.m. ...	29·452	11p .m.-midt.	3
29·479	29·473	29·477	29·470	29·470	29·470	29·470	29·470	29·470	29·407	29·496	Noon ...	29·452	0–5 a.m. ...	4
29·420	29·420	29·420	29·411	29·404	29·390	29·390	29·368	29·368	29·421	29·470	0 a.m. ...	29·368	11 p.m.-midt.	5
29·196	29·180	29·154	29·137	29·125	29·138	29·097	29·097	29·097	29·228	29·368	0 a.m. ...	29·097	10 p.m.-midt.	6
29·125	29·111	29·087	29·085	29·092	29·094	29·097	29·100	29·103	29·112	29·144	Noon ...	29·085	7 p.m. ...	7
29·188	29·229	29·281	29·291	29·306	29·331	29·331	29·331	29·352	29·148	29·352	Midnight ...	28·996	9 a.m. ...	8
29·490	29·491	29·491	29·495	29·499	29·498	29·497	29·496	29·496	29·438	29·499	8 p.m. ...	29·352	0–1 a.m. ...	9
29·518	29·518	29·525	29·531	29·533	29·539	29·540	29·547	29·548	29·516	29·548	Midnight ...	29·496	0 a.m. ...	10
29·457	29·450	29·434	29·424	29·398	29·392	29·361	29·345	29·319	29·497	29·591	6 a.m. ...	29·319	Midnight ...	11
29·146	29·138	29·120	29·115	29·109	29·084	29·069	29·058	29·058	29·190	29·319	0 a.m. ...	29·058	11 p.m.-midt.	12
28·995	28·998	29·001	29·001	29·016	29·036	29·036	29·055	29·060	29·018	29·060	Midnight ...	28·985	Noon ...	13
29·037	29·030	29·027	29·025	29·013	29·017	29·021	29·025	29·028	29·042	29·060	0 a.m. ...	29·013	8 p.m. ...	14
29·040	29·040	29·040	29·036	29·032	29·028	29·022	29·018	29·014	29·035	29·045	Noon ...	29·014	Midnight ...	15
29·046	29·049	29·052	29·056	29·059	29·063	29·067	29·070	29·073	29·038	29·073	Midnight ...	29·014	0 a.m. ...	16
29·093	29·093	29·094	29·090	29·070	29·060	29·041	29·017	29·007	29·073	29·094	6 p.m. ...	29·007	Midnight ...	17
29·050	29·054	29·053	29·057	29·057	29·059	29·059	29·059	29·059	29·037	29·059	9 p.m.-midt.	29·007	0 a.m. ...	18
29·135	29·135	29·135	29·150	29·152	29·154	29·157	29·161	29·163	29·110	29·163	Midnight ...	29·059	Midnight ...	19
29·280	29·280	29·298	29·302	29·307	29·311	29·316	29·320	29·326	29·245	29·326	Midnight ...	29·163	Midnight ...	20
29·266	29·225	29·194	29·170	29·121	29·092	29·089	29·089	29·089	29·265	29·346	10 a.m. ...	29·089	Midnight ...	21
28·904	28·900	28·896	28·899	28·911	28·921	28·926	28·931	28·936	28·946	29·089	0 a.m. ...	28·896	6 p.m. ...	22
28·916	28·882	28·862	28·862	28·862	28·845	28·845	28·845	28·845	28·927	28·988	Noon ...	28·845	9 p.m.-midt.	23
29·002	29·018	29·018	29·024	29·038	29·063	29·063	29·063	29·063	28·944	29·063	9 p.m.-midt.	28·844	1–4 a.m. ...	24
29·139	29·156	29·177	29·185	29·213	29·224	29·239	29·233	29·226	29·119	29·239	10 p.m. ...	29·063	1 a.m. ...	25
28·752	28·730	28·733	28·696	28·672	28·648	28·639	28·614	28·610	28·939	29·226	0 a.m. ...	28·610	Midnight ...	26
28·653	28·653	28·657	28·667	28·675	28·703	28·720	28·720	28·720	28·641	28·720	Midnight ...	28·578	6 a.m. ...	27
28·851	28·851	28·880	28·912	28·912	28·912	28·923	28·923	28·939	28·833	28·939	Midnight ...	28·720	0 a.m. ...	28
28·916	28·911	28·891	28·883	28·870	28·857	28·834	28·815	28·796	28·923	28·987	8–9 a.m. ...	28·796	Midnight ...	29
28·752	28·752	28·758	28·763	28·768	28·774	28·779	28·786	28·794	28·765	28·796	0 a.m. ...	28·752	Noon-5 p.m.	30
29·096	29·096	29·096	29·099	29·102	29·090	29·098	29·106	29·109	29·000	29·109	Midnight ...	28·794	0 a.m. ...	31
29·151	29·148	29·146	29·147	29·144	29·145	29·143	29·141	29·141	29·149	29·230	.....	29·063	.....	Mean.

Absolute Minimum =28·578 at 6 a.m. on 27th.

JANUARY, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum		Minimum.		Date
29·014	28·993	28·981	28·975	28·959	28·953	28·937	28·926	28·916	29·038	29·121	6 a.m. ...	28·916	Midnight ...	1
28·745	28·735	28·735	28·733	28·720	28·707	28·695	28·683	28·674	28·834	28·916	0 a.m. ...	28·674	Midnight ...	2
28·819	28·832	28·840	28·832	28·844	28·872	28·874	28·876	28·878	28·767	28·878	Midnight ...	28·673	1 a.m. ...	3
28·936	28·936	28·940	28·945	28·948	28·948	28·948	28·950	28·955	28·920	28·955	Midnight ...	28·878	0–1 a.m. ...	4
29·012	29·007	29·007	29·000	28·999	28·997	28·995	28·998	29·001	28·997	29·022	1–2 p.m. ...	28·955	0 a.m. ...	5
29·037	29·043	29·052	29·068	29·068	29·068	29·068	29·068	29·068	29·030	29·068	7 p.m.-midt.	29·001	0–5 a.m. ...	6
29·078	29·081	29·084	29·093	29·097	29·101	29·100	29·098	29·097	29·072	29·101	9 p.m. ...	29·046	6 a.m. ...	7
29·048	29·038	29·038	29·026	29·009	28·991	28·964	28·947	28·935	29·050	29·097	0 a.m. ...	28·935	Midnight ...	8
28·766	28·777	28·778	28·785	28·802	28·809	28·816	28·822	28·834	28·842	28·957	2 a.m. ...	28·766	4 p.m. ...	9
28·965	28·970	28·980	28·984	29·002	29·000	28·997	28·997	28·994	28·917	29·002	8 p.m. ...	28·834	0 a.m. ...	10
29·175	29·156	29·150	29·139	29·133	29·112	29·081	29·055	29·038	29·108	29·183	1 p.m. ...	28·994	0 a.m. ...	11
29·009	29·014	29·016	29·005	28·998	29·001	29·004	29·013	29·017	28·990	29·038	0 a.m. ...	28·945	6 a.m. ...	12
29·164	29·178	29·192	29·206	29·211	29·218	29·222	29·238	29·238	29·124	29·238	11 p.m.-midt.	29·019	1 a.m. ...	13
29·117	29·106	29·111	29·112	29·110	29·119	29·115	29·101	29·092	29·159	29·238	0 a.m. ...	29·092	Midnight ...	14
28·945	28·954	28·952	28·948	28·939	28·926	28·920	28·916	28·919	29·001	29·098	1 a.m. ...	28·916	11 p.m. ...	15
29·156	29·173	29·189	29·212	29·230	29·239	29·253	29·256	29·256	29·097	29·256	11 p.m.-midt.	28·919	0 a.m. ...	16
29·306	29·313	29·315	29·308	29·311	29·299	29·287	29·264	29·250	29·304	29·331	8 a.m. ...	29·250	Midnight ...	17
29·316	29·317	29·322	29·321	29·318	29·315	29·312	29·310	29·310	29·297	29·322	6 p.m. ...	29·250	0–1 a.m. ...	18
29·285	29·288	29·290	29·297	29·304	29·306	29·313	29·325	29·337	29·291	29·337	Midnight ...	29·285	4 p.m. ...	19
29·452	29·445	29·437	29·430	29·422	29·396	29·396	29·396	29·396	29·403	29·462	Noon ...	29·335	5–6 a.m. ...	20
29·412	29·408	29·406	29·408	29·409	29·412	29·417	29·418	29·426	29·419	29·441	6 a.m. ...	29·396	0 a.m. ...	21
29·393	29·396	29·396	29·393	29·393	29·401	29·401	29·401	29·401	29·406	29·424	6 a.m. ...	29·393	7–8 p.m. ...	22
29·383	29·381	29·378	29·383	29·388	29·395	29·401	29·409	29·419	29·402	29·419	Midnight ...	29·378	6 p.m. ...	23
29·351	29·319	29·292	29·287	29·272	29·253	29·243	29·224	29·224	29·372	29·439	9–10 a.m. ...	29·224	11 p.m.-midt.	24
28·973	28·926	28·864	28·870	28·878	28·865	28·871	28·865	28·873	29·042	29·224	0 a.m. ...	28·864	6 p.m. ...	25
29·102	29·125	29·134	29·137	29·145	29·153	29·161	29·179	29·173	29·019	29·179	11 p.m. ...	28·873	0 & 6 a.m....	26
29·017	29·018	29·048	29·118	29·128	29·138	29·169	29·200	29·240	29·069	29·240	Midnight ...	28·958	Noon ...	27
29·454	29·448	29·451	29·444	29·442	29·440	29·433	29·427	29·420	29·399	29·470	1·30 p.m. ...	29·240	0 a.m. ...	28
29·376	29·370	29·377	29·377	29·375	29·383	29·387	29·385	29·388	29·405	29·433	6 a.m. ...	29·375	8 p.m. ...	29
29·471	29·477	29·481	29·484	29·488	29·486	29·489	29·482	29·480	29·457	29·489	9 p.m. ...	29·388	0 a.m. ...	30
29·446	29·462	29·477	29·483	29·483	29·487	29·489	29·490	29·491	29·458	29·491	Midnight ...	29·429	2 p.m. ...	31
29·151	29·151	29·152	29·155	29·155	29·154	29·153	29·155	29·153	29·151	29·221	.....	29·103	.....	Mean.

Absolute Minimum =28·673 at 1 a.m. on 3rd.

Table VII.—ATMOSPHERIC PRESSURE.

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·491	29·491	29·491	29·491	29·491	29·495	29·496	29·498	29·502	29·496	29·490	29·490	29·481	29·469	29·463
2	29·367	29·365	29·363	29·361	29·359	29·358	29·357	29·353	29·340	29·339	29·340	29·337	29·341	29·345	29·349
3	29·315	29·312	29·303	29·299	29·293	29·288	29·273	29·260	29·229	29·223	29·213	29·197	29·184	29·176	29·155
4	29·144	29·142	29·141	29·140	29·136	29·134	29·133	29·106	29·104	29·102	29·075	29·058	29·040	29·031	29·032
5	28·957	28·946	28·936	28·921	28·911	28·902	28·902	28·919	28·937	28·910	28·887	28·864	28·846	28·837	28·829
6	28·848	28·850	28·852	28·849	28·849	28·849	28·853	28·858	28·864	28·872	28·876	28·885	28·918	28·920	28·922
7	28·886	28·892	28·898	28·904	28·909	28·914	28·898	28·897	28·896	28·873	28·868	28·861	28·849	28·850	28·850
8	28·891	28·926	28·951	28·956	28·960	28·975	29·030	29·040	29·049	29·055	29·061	29·063	29·076	29·075	29·073
9	29·000	29·000	29·000	29·000	29·000	29·000	29·000	29·000	29·000	29·010	29·020	29·020	29·025	29·025	29·025
10	28·998	28·995	28·990	28·980	28·935	28·930	28·900	28·895	28·870	28·825	28·810	28·790	28·780	28·775	28·775
11	28·820	28·870	28·875	28·880	28·880	28·890	28·900	28·903	28·905	28·950	28·975	28·990	29·050	29·050	29·070
12	29·190	29·190	29·190	29·190	29·190	29·190	29·190	29·190	29·190	29·190	29·190	29·200	29·200	29·200	29·200
13	29·230	29·230	29·230	29·230	29·230	29·230	29·237	29·244	29·249	29·253	29·245	29·242	29·226	29·210	29·207
14	29·000	28·950	28·050	28·945	28·930	28·910	28·920	28·945	28·970	28·992	29·026	29·064	29·069	29·092	29·123
15	29·290	29·295	29·290	29·290	29·290	29·290	29·299	29·319	29·336	29·348	29·378	29·400	29·400	29·396	29·389
16	29·200	29·185	29·170	29·150	29·135	29·140	29·145	29·110	29·115	29·120	29·131	29·132	29·126	29·120	29·124
17	29·075	29·070	29·072	29·075	29·073	29·070	29·080	29·090	29·090	29·100	29·115	29·129	29·130	29·126	29·127
18	29·069	29·068	29·068	29·068	29·068	29·069	29·078	29·097	29·106	29·120	29·133	29·143	29·149	29·151	29·153
19	29·202	29·204	29·207	29·222	29·242	29·242	29·271	29·291	29·301	29·331	29·361	29·391	29·392	29·394	29·395
20	29·386	29·382	29·376	29·371	29·367	29·355	29·328	29·281	29·249	29·227	29·220	29·203	29·198	29·200	29·202
21	29·282	29·303	29·329	29·355	29·386	29·407	29·433	29·439	29·450	29·461	29·472	29·483	29·489	29·488	29·467
22	29·526	29·521	29·515	29·507	29·494	29·491	29·488	29·485	29·482	29·479	29·466	29·448	29·419	29·400	29·376
23	29·207	29·206	29·204	29·201	29·201	29·195	29·194	29·194	29·190	29·188	29·162	29·142	29·135	29·134	29·137
24	29·317	29·318	29·322	29·325	29·325	29·331	29·362	29·399	29·418	29·424	29·435	29·441	29·436	29·433	29·432
25	29·365	29·360	29·339	29·319	29·278	29·277	29·236	29·235	29·234	29·233	29·231	29·240	29·252	29·260	29·268
26	29·278	29·269	29·254	29·252	29·210	29·208	29·196	29·174	29·170	29·152	29·082	29·048	29·028	29·020	29·020
27	29·190	29·194	29·210	29·222	29·224	29·241	29·254	29·262	29·310	29·337	29·368	29·420	29·423	29·426	29·429
28	29·458	29·457	29·456	29·454	29·449	29·452	29·452	29·454	29·449	29·442	29·436	29·410	29·408	29·401	29·394
Mean ...	29·178	29·178	29·178	29·177	29·172	29·173	29·175	29·176	29·179	29·180	29·177	29·182	29·181	29·179	29·178

Absolute Maximum =29·529 at Midnight on 21st.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·290	29·276	29·248	29·280	29·282	29·285	29·277	29·272	29·263	29·256	29·248	29·239	29·243	29·256	29·258
2	29·378	29·380	29·372	29·380	29·388	29·395	29·411	29·418	29·419	29·430	29·471	29·492	29·501	29·490	29·478
3	29·430	29·399	29·399	29·378	29·373	29·368	29·355	29·345	29·304	29·276	29·258	29·219	29·204	29·189	29·119
4	29·107	29·110	29·103	29·107	29·110	29·116	29·140	29·134	29·126	29·120	29·094	29·058	29·027	28·981	28·965
5	29·048	29·074	29·095	29·111	29·112	29·128	29·122	29·115	29·110	29·105	29·115	29·109	29·110	29·115	29·100
6	28·941	28·927	29·922	28·923	28·928	28·934	28·937	28·940	28·941	28·942	28·968	28·989	28·992	29·006	29·009
7	29·239	29·260	29·281	29·328	29·356	29·403	29·429	29·469	29·510	29·551	29·562	29·573	29·603	29·608	29·614
8	29·522	29·503	29·486	29·479	29·440	29·400	29·438	29·401	29·393	29·375	29·377	29·350	29·320	29·314	29·304
9	29·179	29·178	29·180	29·181	29·183	29·184	29·186	29·187	29·188	29·185	29·181	29·177	29·166	29·157	29·149
10	29·228	29·225	29·223	29·222	29·223	29·234	29·258	29·274	29·314	29·359	29·395	29·416	29·414	29·403	29·387
11	29·196	29·195	29·193	29·191	29·205	29·213	29·213	29·225	29·256	29·273	29·298	29·312	29·349	29·372	29·410
12	29·688	29·684	29·700	29·716	29·773	29·789	29·787	29·786	29·798	29·800	29·827	29·835	29·822	29·815	29·811
13	29·723	29·717	29·711	29·705	29·693	29·684	29·691	29·699	29·701	29·706	29·712	29·720	29·730	29·750	29·754
14	29·875	29·878	29·881	29·879	29·883	29·878	29·902	29·916	29·927	29·950	29·961	29·977	29·995	29·999	30·002
15	30·008	30·019	30·030	30·028	30·019	30·012	30·011	30·009	30·000	29·991	29·989	29·977	29·977	29·977	29·977
16	29·971	29·959	29·963	29·973	29·972	29·971	29·967	29·948	29·948	29·944	29·950	29·957	29·948	29·922	29·886
17	29·665	29·663	29·661	29·659	29·657	29·654	29·650	29·647	29·650	29·652	29·653	29·649	29·657	29·664	29·676
18	29·691	29·682	29·668	29·656	29·640	29·633	29·639	29·639	29·636	29·640	29·628	29·627	29·622	29·622	29·611
19	29·567	29·565	29·567	29·567	29·567	29·567	29·570	29·572	29·574	29·576	29·579	29·582	29·578	29·579	29·580
20	29·561	29·556	29·551	29·546	29·532	29·538	29·542	29·547	29·555	29·559	29·561	29·563	29·556	29·554	29·551
21	29·580	29·578	29·575	29·575	29·573	29·572	29·566	29·560	29·554	29·547	29·540	29·538	29·539	29·546	29·552
22	29·528	29·521	29·512	29·502	29·485	29·465	29·462	29·446	29·449	29·432	29·436	29·444	29·436	29·428	29·420
23	29·202	29·146	29·100	29·073	29·031	29·020	29·014	29·012	29·005	29·005	29·006	29·008	29·014	29·035	29·046
24	29·058	29·046	29·032	29·023	29·011	28·998	28·994	28·986	28·980	28·971	28·968	28·960	28·873	28·877	28·875
25	28·983	28·981	28·999	28·997	29·011	29·006	28·986	28·993	29·015	29·002	29·004	29·007	28·984	28·981	28·983
26	29·029	29·036	29·058	29·075	29·087	29·114	29·129	29·160	29·188	29·211	29·265	29·298	29·347	29·376	29·400
27	29·579	29·580	29·581	29·582	29·581	29·582	29·591	29·600	29·600	29·602	29·592	29·571	29·540	29·517	29·499
28	29·306	29·292	29·282	29·283	29·283	29·285	29·280	29·275	29·260	29·250	29·227	29·201	29·195	29·186	29·182
29	29·207	29·200	29·194	29·192	29·201	29·202	29·219	29·216	29·223	29·235	29·235	29·231	29·235	29·234	29·233
30	29·227	29·227	29·227	29·227	29·227	29·227	29·223	29·224	29·225	29·224	29·226	29·232	29·204	29·171	29·101
31	28·636	28·587	28·529	28·511	28·483	28·509	28·555	28·566	28·587	28·603	28·618	28·620	28·620	28·625	28·643
Mean ...	29·372	29·369	29·365	29·362	29·365	29·367	29·373	29·374	29·377	29·380	29·385	29·388	29·381	29·379	29·373

Absolute Maximum =30·040 at 7 p.m. on 14th.

HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

FEBRUARY, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·459	29·440	29·436	29·409	29·397	29·395	29·383	29·376	29·374	29·462	29·502	9 a.m. ...	29·374	Midnight ...	1
29·360	29·369	29·373	29·371	29·370	29·361	29·358	29·342	29·328	29·356	29·373	6 p.m.	29·328	Midnight ...	2
29·149	29·141	29·128	29·124	29·126	29·129	29·126	29·130	29·130	29·208	29·328	0 a.m. ...	29·124	7 p.m. ...	3
29·029	29·004	28·991	28·972	28·978	28·984	28·985	28·976	28·978	29·060	29·144	1 a.m. ...	28·976	11 p.m. ...	4
28·810	28·810	28·803	28·803	28·803	28·805	28·808	28·828	28·848	28·870	28·978	0 a.m. ...	28·803	6–8 p.m. ...	5
28·919	28·922	28·910	28·901	28·898	28·897	28·887	28·882	28·878	28·881	28·922	3 & 5 p.m....	28·848	0–1 a.m. ...	6
28·846	28·842	28·855	28·854	28·854	28·860	28·863	28·866	28·886	28·874	28·914	6 a.m. ...	28·842	5 p.m. ...	7
29·072	29·071	29·069	29·066	29·065	29·061	29·059	29·060	29·055	29·028	29·076	1 p.m. ...	28·886	0 a.m. ...	8
29·025	29·022	29·010	29·005	29·005	29·003	29·002	29·000	29·000	29·009	29·025	1–4 p.m. ...	29·000	1–9 a.m. ...	9
28·775	28·775	28·780	28·790	28·805	28·805	28·805	28·800	28·800	28·849	29·000	0 a.m. ...	28·775	2–5 p.m. ...	10
29·100	29·105	29·120	29·130	29·135	29·150	29·175	29·185	29·190	29·004	29·190	Midnight ...	28·800	0 a.m. ...	11
29·203	29·225	29·230	29·235	29·235	29·230	29·230	29·230	29·230	29·205	29·235	7–8 p.m. ...	29·190	0–11 a.m. ...	12
29·176	29·138	29·133	29·101	29·071	29·046	29·041	29·026	29·000	29·181	29·253	10 a.m. ...	29·000	Midnight ...	13
29·188	29·200	29·208	29·223	29·258	29·258	29·284	29·290	29·290	29·081	29·290	11 p.m. & mid	28·910	6 a.m. ...	14
29·382	29·375	29·363	29·342	29·328	29·313	29·298	29·275	29·210	29·331	29·400	Noon ...	29·210	Midnight ...	15
29·123	29·125	29·120	29·111	29·107	29·103	29·098	29·089	29·080	29·130	29·210	0 a.m. ...	29·080	Midnight ...	16
29·127	29·128	29·126	29·110	29·084	29·083	29·082	29·071	29·065	29·096	29·130	1 p.m. ...	29·065	Midnight ...	17
29·162	29·171	29·178	29·203	29·203	29·201	29·201	29·200	29·193	29·033	29·203	7–8 p.m. ...	29·068	2–5 a.m. ...	18
29·397	29·398	29·400	29·398	29·396	29·394	29·392	29·390	29·388	29·329	29·400	6 p.m. ...	29·193	0 a.m. ...	19
29·202	29·197	29·202	29·213	29·213	29·226	29·244	29·259	29·271	29·268	29·388	0 a.m. ...	29·197	5 p.m. ...	20
29·479	29·481	29·487	29·500	29·513	29·527	29·525	29·527	29·529	29·445	29·529	Midnight ...	29·271	0 a.m. ...	21
29·362	29·328	29·309	29·299	29·268	29·253	29·238	29·237	29·227	29·408	29·529	0 a.m. ...	28·227	Midnight ...	22
29·131	29·144	29·163	29·174	29·179	29·215	29·266	29·291	29·312	29·289	29·312	Midnight ...	29·131	4 p.m. ...	23
29·423	29·414	29·394	29·394	29·384	29·388	29·387	29·381	29·380	29·385	29·441	Noon ...	29·312	0 a.m. ...	24
29·291	29·293	29·325	29·322	29·319	29·311	29·304	29·297	29·280	29·288	29·380	0 a.m. ...	29·231	11 a.m. ...	25
29·020	29·005	28·991	28·982	28·984	29·026	29·078	29·110	29·137	29·117	29·280	0 a.m. ...	28·982	7 p.m. ...	26
29·434	29·445	29·458	29·466	29·465	29·464	29·462	29·461	29·460	29·353	29·466	7 p.m. ...	29·137	0 a.m. ...	27
29·357	29·325	29·303	29·300	29·301	29·300	29·319	29·301	29·299	29·394	29·460	0 a.m. ...	29·299	Midnight ...	28
29·179	29·175	29·174	29·171	29·173	29·171	29·175	29·174	29·172	29·176	29·263	.....	29·045	.....	Mean.

Absolute Minimum =28·227 at Midnight on 22nd.

MARCH, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·282	29·310	29·319	29·322	29·326	29·354	29·366	29·370	29·375	29·290	29·375	Midnight ...	29·239	Noon ...	1
29·472	29·465	29·454	29·451	29·449	29·452	29·455	29·455	29·455	29·436	29·501	1 p.m. ...	29·375	0 a.m. ...	2
29·104	29·089	29·069	29·089	29·092	29·097	29·099	29·102	29·110	29·235	29·455	0 a.m. ...	29·069	6 p.m. ...	3
28·954	28·957	28·962	28·973	28·981	28·999	29·025	29·037	29·047	29·051	29·140	7 a.m. ...	28·954	4 p.m. ...	4
29·063	29·052	29·030	29·027	29·023	29·005	28·967	28·954	28·941	29·070	29·128	6 a.m. ...	28·941	Midnight ...	5
29·032	29·045	29·063	29·090	29·117	29·164	29·175	29·196	29·217	29·008	29·217	Midnight ...	28·922	3 a.m. ...	6
29·634	29·640	29·645	29·635	29·619	29·602	29·571	29·555	29·539	29·503	29·645	6 p.m. ...	29·217	0 a.m. ...	7
29·283	29·272	29·266	29·250	29·245	29·237	29·210	29·203	29·194	29·351	29·539	0 a.m. ...	29·194	Midnight ...	8
29·143	29·152	29·162	29·175	29·198	29·211	29·216	29·222	29·230	29·181	29·230	Midnight ...	29·143	4 p.m. ...	9
29·396	29·382	29·359	29·379	29·368	29·330	29·297	29·264	29·232	29·316	29·416	Noon ...	29·222	4 a.m. ...	10
29·447	29·469	29·491	29·521	29·541	29·570	29·592	29·652	29·677	29·360	29·677	Midnight ...	29·191	4 a.m. ...	11
29·781	29·777	29·776	29·775	29·769	29·757	29·751	29·740	29·739	29·770	29·835	Noon ...	29·684	2 a.m. ...	12
29·759	29·768	29·775	29·791	29·806	29·825	29·849	29·853	29·867	29·747	29·867	Midnight ...	29·684	6 a.m. ...	13
30·006	30·034	30·037	30·040	30·033	30·026	30·026	30·025	30·023	29·961	30·040	7 p.m. ...	29·867	0 a.m. ...	14
29·977	29·977	29·982	29·981	29·970	29·959	29·972	29·977	29·979	29·988	30·030	3 a.m. ...	29·959	9 p.m. ...	15
29·832	29·750	29·685	29·686	29·682	29·678	29·674	29·671	29·667	29·857	29·979	0 a.m. ...	29·667	Midnight ...	16
29·678	29·681	29·694	29·702	29·700	29·699	29·697	29·699	29·700	29·671	29·702	7 p.m. ...	29·617	8 a.m. ...	17
29·600	29·589	29·582	29·579	29·576	29·573	29·571	29·569	29·567	29·621	29·700	0 a.m. ...	29·567	Midnight ...	18
29·581	29·582	29·582	29·579	29·576	29·569	29·566	29·561	29·566	29·573	29·582	Noon ...	29·561	11 p.m. ...	19
29·552	29·556	29·559	29·563	29·566	29·570	29·573	29·578	29·584	29·515	29·584	Midnight ...	29·532	5 a.m. ...	20
29·558	29·564	29·570	29·564	29·558	29·552	29·546	29·540	29·535	29·555	29·584	0 a.m. ...	29·535	Midnight ...	21
29·392	29·381	29·368	29·347	29·342	29·318	29·268	29·251	29·219	29·417	29·535	0 a.m. ...	29·219	Midnight ...	22
29·052	29·063	29·070	29·073	29·072	29·071	29·071	29·070	29·069	29·058	29·219	0 a.m. ...	29·005	9–10 a.m. ...	23
28·883	28·877	28·886	28·962	29·017	29·052	29·029	28·926	28·955	28·967	29·069	0 a.m. ...	28·873	1 p.m. ...	24
28·985	28·992	29·004	29·000	28·999	29·009	28·995	29·011	29·007	28·997	29·015	9 a.m. ...	28·981	2 a.m. & 2 p.m.	25
29·419	29·452	29·501	29·527	29·549	29·563	29·571	29·577	29·578	29·301	29·578	Midnight ...	29·007	0 a.m. ...	26
29·483	29·470	29·442	29·417	29·401	29·390	29·361	29·353	29·325	29·513	29·602	10 a.m. ...	29·325	Midnight ...	27
29·182	29·183	29·184	29·188	29·191	29·191	29·196	29·199	29·201	29·232	29·325	0 a.m. ...	29·182	3–4 p.m. ...	28
29·232	29·231	29·230	29·230	29·230	29·231	29·231	29·230	29·227	29·221	29·235	10–11 a.m. & 1 p.m.	29·192	5 a.m. ...	29
29·072	29·035	29·012	28·980	28·889	28·828	28·768	28·723	28·674	29·102	29·227	0–6 a.m. ...	28·674	Midnight ...	30
28·672	28·740	28·774	28·794	28·804	28·819	28·849	28·887	28·912	28·659	28·912	Midnight ...	28·483	5 a.m. ...	31
29·371	29·372	29·372	29·376	29·374	29·377	29·372	29·369	29·368	29·373	29·482	.....	29·262	.....	Mean.

Absolute Minimum =28·483 at 5 a.m. on 31st.

Table VII.—ATMOSPHERIC PRESSURE.

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	28·927	28·942	29·972	28·997	29·007	29·019	29·051	29·048	29·059	29·068	29·067	29·076	29·071	29·066	29·062
2	29·027	29·040	29·056	29·066	29·084	29·120	29·125	29·115	29·105	29·115	29·125	29·117	29·117	29·103	29·099
3	29·011	29·009	29·009	29·009	29·011	29·019	29·007	29·010	29·018	29·016	29·020	29·024	29·025	29·027	29·039
4	29·037	29·056	29·078	29·095	29·120	29·155	29·170	29·182	29·192	29·214	29·225	29·268	29·271	29·275	29·299
5	29·509	29·495	29·494	29·501	29·517	29·538	29·555	29·576	29·607	29·649	29·680	29·682	29·679	29·676	29·668
6	29·387	29·338	29·288	29·239	29·219	29·210	29·197	29·198	29·186	29·178	29·170	29·167	29·181	29·186	29·190
7	29·377	29·375	29·377	29·379	29·380	29·379	29·376	29·374	29·369	29·363	29·279	29·252	29·179	29·126	29·048
8	28·772	28·780	28·803	28·806	28·820	28·850	28·884	28·917	28·961	28·974	29·012	29·015	29·021	29·022	29·023
9	29·018	29·108	29·108	29·108	29·105	29·107	29·110	29·122	29·144	29·166	29·183	29·190	29·200	29·230	29·249
10	29·251	29·234	29·231	29·234	29·221	29·216	29·208	29·187	29·186	29·180	29·184	29·183	29·167	29·141	29·109
11	28·888	28·884	28·886	28·877	28·858	28·845	28·830	28·830	28·830	28·815	28·795	28·790	28·777	28·762	28·756
12	28·738	28·741	28·746	28·747	28·763	28·768	28·787	28·801	28·815	28·834	28·862	28·858	28·886	28·894	28·907
13	29·040	29·043	29·043	29·041	29·041	29·042	29·047	29·047	29·042	29·037	29·032	29·037	29·029	29·016	29·003
14	28·793	28·769	28·751	28·734	28·718	28·682	28·670	28·658	28·651	28·646	28·638	28·630	28·631	28·632	28·639
15	28·742	28·745	28·749	28·753	28·758	28·764	28·759	28·754	28·754	28·749	28·743	28·741	28·741	28·744	28·742
16	28·729	28·726	28·728	28·719	28·711	28·712	28·710	28·709	28·708	28·708	28·705	28·711	28·724	28·740	28·766
17	28·952	28·965	28·990	29·014	29·028	29·036	29·034	29·037	29·050	29·068	29·086	29·086	29·100	29·099	29·099
18	29·061	29·068	29·074	29·080	29·083	29·066	29·042	29·033	29·004	28·985	28·971	28·962	28·950	28·948	28·941
19	29·003	28·997	28·996	28·975	28·954	28·912	28·883	28·854	28·760	28·731	28·652	28·583	28·567	28·556	28·550
20	28·801	28·811	28·830	28·850	28·870	28·895	28·955	28·986	29·057	29·133	29·159	29·195	29·196	29·235	29·344
21	29·484	29·483	29·483	29·482	29·496	29·500	29·529	29·548	29·592	29·596	29·610	29·624	29·659	29·664	29·680
22	29·723	29·717	29·705	29·697	29·693	29·690	29·693	29·690	29·690	29·701	29·706	29·717	29·721	29·730	29·739
23	29·829	29·831	29·839	29·846	29·859	29·864	29·850	29·836	29·822	29·803	29·774	29·750	29·728	29·704	29·675
24	29·553	29·550	29·537	29·534	29·526	29·522	29·521	29·520	29·519	29·518	29·519	29·521	29·532	29·538	29·544
25	29·564	29·556	29·548	29·540	29·538	29·537	29·535	29·535	29·526	29·516	29·507	29·487	29·468	29·459	29·455
26	29·406	29·357	29·358	29·319	29·240	29·211	29·136	29·107	29·012	28·978	28·944	28·909	28·900	28·902	28·903
27	28·861	28·875	28·877	28·879	28·883	28·888	28·896	28·905	28·911	28·918	28·930	28·941	28·965	28·984	28·998
28	29·197	29·200	29·200	29·207	29·208	29·211	29·209	29·207	29·210	29·220	29·257	29·261	29·256	29·231	29·202
29	29·186	29·191	29·197	29·215	29·233	29·246	29·264	29·271	29·278	29·297	29·316	29·341	29·346	29·363	29·364
30	29·473	29·459	29·457	29·449	29·441	29·435	29·429	29·417	29·371	29·332	29·274	29·215	29·185	29·184	29·180
Mean...	29·148	29·145	29·144	29·146	29·146	29·148	29·149	29·149	29·147	29·150	29·147	29·144	29·142	29·145	29·142

Absolute Maximum =29·864 at 6 a.m. on 23rd.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·289	29·320	29·357	29·374	29·406	29·441	29·472	29·496	29·536	29·570	29·614	29·643	29·680	29·703	29·709
2	29·788	29·785	29·778	29·768	29·762	29·756	29·752	29·743	29·699	29·680	29·687	29·694	29·720	29·726	29·742
3	29·961	29·957	29·958	29·964	29·970	29·982	29·995	30·008	30·012	30·015	30·007	30·002	29·997	29·990	29·984
4	29·799	29·780	29·749	29·717	29·679	29·647	29·602	29·527	29·480	29·427	29·352	29·268	29·163	29·138	29·108
5	29·063	29·069	29·075	29·080	29·085	29·091	29·096	29·105	29·124	29·148	29·176	29·191	29·212	29·247	29·321
6	29·692	29·690	29·698	29·688	29·684	29·687	29·691	29·675	29·644	29·613	29·578	29·522	29·494	29·476	29·463
7	29·367	29·352	29·337	29·314	29·288	29·267	29·277	29·283	29·284	29·279	29·264	29·250	29·220	29·225	29·234
8	29·367	29·375	29·377	29·384	29·397	29·404	29·414	29·414	29·424	29·440	29·450	29·467	29·490	29·493	29·494
9	29·504	29·500	29·492	29·480	29·469	29·452	29·439	29·436	29·428	29·420	29·419	29·397	29·386	29·365	29·349
10	29·253	29·255	29·258	29·260	29·262	29·264	29·257	29·261	29·240	29·234	29·228	29·227	29·225	29·227	29·234
11	29·272	29·274	29·274	29·253	29·250	29·182	29·156	29·090	28·964	28·933	28·892	28·886	28·888	28·884	28·888
12	28·878	28·874	28·870	28·863	28·859	28·855	28·852	28·844	28·836	28·830	28·817	28·766	28·730	28·725	28·725
13	28·798	28·811	28·824	28·836	28·848	28·857	28·856	28·847	28·848	28·833	28·848	28·849	28·847	28·846	28·845
14	28·839	28·852	28·869	28·882	28·903	28·931	28·963	28·995	29·032	29·050	29·133	29·181	29·202	29·234	29·268
15	29·495	29·490	29·484	29·478	29·471	29·466	29·457	29·446	29·444	29·435	29·412	29·383	29·363	29·343	29·318
16	29·075	29·030	29·005	29·003	29·020	29·001	29·035	29·040	29·045	29·070	29·075	29·092	29·080	29·060	29·050
17	29·080	29·100	29·105	29·110	29·112	29·114	29·110	29·105	29·080	29·060	29·050	29·019	29·020	29·020	29·020
18	28·943	28·929	28·924	28·917	28·914	28·911	28·887	28·888	28·880	28·866	28·843	28·836	28·822	28·830	28·838
19	29·040	29·040	29·040	29·045	29·095	29·168	29·181	29·201	29·225	29·243	29·252	29·266	29·266	29·265	29·255
20	29·187	29·183	29·180	29·177	29·172	29·168	29·166	29·163	29·156	29·148	29·151	29·148	29·147	29·154	29·162
21	29·317	29·325	29·333	29·341	29·349	29·382	29·394	29·376	29·358	29·335	29·315	29·273	29·225	29·215	29·195
22	28·972	28·941	28·934	28·926	28·923	28·919	28·916	28·917	28·910	28·894	28·892	28·890	28·895	28·900	28·914
23	29·147	29·161	29·153	29·145	29·155	29·155	29·165	29·176	29·198	29·226	29·286	29·301	29·311	29·309	29·306
24	29·270	29·257	29·235	29·232	29·225	29·213	29·207	29·206	29·208	29·209	29·206	29·198	29·171	29·158	29·146
25	29·031	29·030	29·029	29·031	29·033	29·038	29·051	29·082	29·085	29·128	29·186	29·199	29·207	29·215	29·224
26	29·396	29·401	29·409	29·419	29·423	29·453	29·466	29·468	29·481	29·484	29·521	29·548	29·545	29·532	29·519
27	29·343	29·336	29·324	29·330	29·325	29·319	29·315	29·292	29·276	29·271	29·260	29·244	29·237	29·220	29·219
28	29·185	29·192	29·222	29·262	29·302	29·326	29·336	29·346	29·357	29·357	29·360	29·358	29·333	29·338	29·341
29	29·436	29·435	29·429	29·427	29·426	29·421	29·561	29·568	29·568	29·567	29·559	29·601	29·627	29·648	29·679
30	29·684	29·673	29·651	29·641	29·596	29·556	29·561	29·556	29·552	29·540	29·490	29·415	29·375	29·376	29·376
31	29·471	29·463	29·449	29·441	29·432	29·424	29·421	29·412	29·392	29·373	29·344	29·325	29·318	29·309	29·306
Mean ...	29·288	29·286	29·284	29·283	29·281	29·285	29·292	29·289	29·289	29·280	29·281	29·273	29·265	29·264	29·266

Absolute Maximum =30·015 at 10 a.m. on 3rd.

—HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

APRIL, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·053	29·028	29·019	29·019	29·013	29·007	28·996	29·000	29·009	29·022	29·076	Noon ...	28·912	0 a.m. ...	1
29·085	29·080	29·075	29·070	29·061	29·053	29·043	29·028	29·023	29·080	29·125	7 & 11 a.m.	29·009	0 a.m. ...	2
29·045	29·062	29·069	29·068	29·056	29·045	29·034	29·027	29·013	29·028	29·069	6 p.m. ...	29·007	7 a.m. ...	3
29·308	29·327	29·361	29·366	29·374	29·376	29·382	29·424	29·474	29·242	29·474	Midnight ...	29·013	0 a.m. ...	4
29·660	29·636	29·611	29·592	29·570	29·559	29·547	29·491	29·437	29·579	29·682	Noon ...	29·437	Midnight ...	5
29·200	29·209	29·244	29·274	29·284	29·304	29·324	29·349	29·374	29·247	29·437	0 a.m. ...	29·167	Noon ...	6
29·020	28·912	28·829	28·833	28·823	28·812	28·806	28·775	28·769	29·134	29·380	5 a.m. ...	28·769	Midnight ...	7
29·024	29·025	29·042	29·069	29·072	29·099	29·101	29·118	29·108	28·965	29·118	11 p.m. ...	28·769	0 a.m. ...	8
29·249	29·248	29·253	29·261	29·259	29·257	29·259	29·256	29·258	29·196	29·259	10 p.m. ...	29·105	5 a.m. ...	9
29·077	29·038	29·008	28·995	28·982	28·969	28·942	28·926	28·912	29·123	29·258	0 a.m. ...	28·912	Midnight ...	10
28·347	28·732	28·732	28·733	28·738	28·735	28·736	28·733	28·735	28·797	28·912	0 a.m. ...	28·735	Midnight ...	11
28·910	28·913	28·915	28·931	28·948	28·974	28·985	29·016	29·042	28·856	29·042	Midnight ...	28·735	0 a.m. ...	12
28·990	28·962	28·911	28·881	28·876	28·866	28·851	28·852	28·817	28·986	29·047	7–8 a.m. ...	28·817	Midnight ...	13
28·645	28·656	28·687	28·699	28·706	28·708	28·715	28·732	28·740	28·690	28·817	0 a.m. ...	28·630	Noon ...	14
28·743	28·748	28·748	28·745	28·741	28·739	28·739	28·734	28·732	28·746	28·764	6 a.m. ...	28·732	Midnight ...	15
28·776	28·797	28·822	28·835	28·861	28·881	28·904	28·918	28·933	28·773	28·933	Midnight ...	28·705	11 a.m. ...	16
29·098	29·100	29·101	29·094	29·087	29·080	29·073	29·066	29·057	29·055	29·101	6 p.m. ...	28·933	0 a.m. ...	17
28·943	28·950	28·956	28·965	28·979	28·993	29·002	29·004	29·005	29·004	29·083	5 a.m. ...	28·941	3 p.m. ...	18
28·544	28·538	28·539	28·550	28·567	28·588	28·619	28·720	28·796	28·731	29·005	0 a.m. ...	28·538	5 p.m. ...	19
29·385	29·425	29·476	29·516	29·531	29·530	29·530	29·519	29·484	29·183	29·531	8 p.m. ...	28·796	0 a.m. ...	20
29·690	29·705	29·710	29·717	29·718	29·719	29·726	29·728	29·729	29·615	29·729	Midnight ...	29·484	0–1 a.m. ...	21
29·748	29·762	29·766	29·774	29·782	29·795	29·803	29·813	29·824	29·735	29·824	Midnight ...	29·690	8–9 a.m. ...	22
29·656	29·617	29·603	29·593	29·577	29·577	29·567	29·572	29·561	29·728	29·864	6 a.m. ...	29·561	Midnight ...	23
29·550	29·560	29·576	29·569	29·572	29·580	29·580	29·580	29·582	29·545	29·582	Midnight ...	29·518	10 a.m. ...	24
29·452	29·444	29·438	29·438	29·435	29·432	29·433	29·434	29·425	29·490	29·582	0 a.m. ...	29·425	Midnight ...	25
28·904	28·902	28·901	28·896	28·893	28·891	28·871	28·871	28·868	29·002	29·425	0 a.m. ...	28·968	Midnight ...	26
29·007	29·052	29·083	29·122	29·136	29·149	29·158	29·181	29·191	28·993	29·191	Midnight ...	28·861	1 a.m. ...	27
29·196	29·191	29·191	29·188	29·183	29·182	29·181	29·181	29·181	29·204	29·261	Noon ...	29·181	10 p.m.–mid.	28
29·368	29·377	29·381	29·392	29·404	29·418	29·433	29·458	29·473	29·319	29·473	Midnight ...	29·181	0 a.m. ...	29
29·164	29·161	29·161	29·174	29·182	29·195	29·205	29·229	29·257	29·297	29·473	0–1 a.m. ...	29·161	5–6 p.m. ...	*30
29·141	29·139	29·140	29·145	29·147	29·150	29·158	29·158	29·160	29·146	29.284	.....	28.923	.....	Mean.

Absolute Minimum =28·538 at 5 p.m. on 19th.

MAY, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·714	29·736	29·760	29·785	29·793	29·785	29·787	29·788	29·789	29·595	29·789	Midnight ...	29.257	0 a.m. ...	1
29·753	29·800	29·872	29·903	29·909	29·915	29·927	29·938	29·940	29·790	29·940	Midnight ...	29.687	11 a.m. ...	2
29·978	29·948	29·949	29·934	29·920	29·905	29·886	29·855	29·817	29·961	30·015	10 a.m. ...	29·817	Midnight ...	3
29·088	29·073	29·069	29·055	29·053	29·054	29·050	29·052	29·051	29·349	29·817	0 a.m. ...	29·050	10 p.m. ...	4
29·347	29·400	29·551	29·599	29·624	29·639	29·654	29·674	29·699	29·289	29·699	Midnight ...	29·051	0 a.m. ...	5
29·445	29·420	29·425	29·406	29·407	29·397	29·392	29·392	29·382	29·538	29·698	3 a.m. ...	29·382	Midnight ...	6
29·269	29·284	29·288	29·311	29·324	29·331	29·341	29·350	29·363	29·296	29·382	0 a.m. ...	29·220	1 p.m. ...	7
29·498	29·505	29·513	29·518	29·517	29·516	29·516	29·510	29·509	29·455	29·518	7 p.m. ...	29·363	0 a.m. ...	8
29·333	29·318	29·312	29·310	29·293	29·282	29·270	29·263	29·251	29·397	29·509	0 a.m. ...	29·251	Midnight ...	9
29·239	29·263	29·272	29·290	29·290	29·290	29·290	29·280	29·270	29·247	29·290	7–10 p.m. ...	29·225	1 p.m. ...	10
28·892	28·893	28·899	28·896	28·892	28·894	28·891	28·888	28·885	29·013	29·274	2–3 a.m. ...	28·885	Midnight ...	11
28·720	28·720	28·711	28·700	28·712	28·723	28·734	28·760	28·765	28·789	28·885	0 a.m. ...	28·700	7 p.m. ...	12
28·842	28·843	28·841	28·837	28·834	28·833	28·831	28·829	28·827	28·837	28·857	6 a.m. ...	28·765	0 a.m. ...	13
29·342	29·364	29·400	29·441	29·453	29·469	29·476	29·488	29·494	29·164	28·494	Midnight ...	28·827	0 a.m. ...	14
29·322	29·296	29·291	29·278	29·245	29·229	29·209	29·166	29·134	29·335	29·495	1 a.m. ...	29·134	Midnight ...	15
29·045	29·040	29·042	29·030	29·035	29·040	29·050	29·060	29·063	29·046	29·134	0 a.m. ...	29·001	6 a.m. ...	16
29·010	28·995	29·004	28·991	28·989	28·982	28·975	28·963	28·951	29·038	29·114	6 a.m. ...	28·951	Midnight ...	17
28·851	28·870	28·914	28·942	28·944	28·952	28·965	28·978	29·016	28·901	29·016	Midnight ...	28·822	1 p.m. ...	18
29·252	29·259	29·253	29·251	29·245	29·241	29·242	29·232	29·210	29·195	29·266	Noon-1 p.m.	29·016	0 a.m. ...	19
29·170	29·172	29·195	29·220	29·230	29·234	29·239	29·264	29·294	29·185	29·294	Midnight ...	29·147	1 p.m. ...	20
29·175	29·165	29·122	29·067	29·034	29·021	29·009	28·987	28·978	29·227	29·394	7 a.m. ...	28·978	Midnight ...	21
28·924	28·979	29·034	29·054	29·064	29·074	29·085	29·105	29·117	28·963	29·117	Midnight ...	28·890	Noon ...	22
29·303	29·302	29·295	29·292	29·292	29·292	29·290	29·282	29·276	29·239	29·311	1 p.m. ...	29·117	0 a.m. ...	23
29·129	29·116	29·114	29·094	29·059	29·056	29·052	29·049	29·045	29·165	29·276	0 a.m. ...	29·045	Midnight ...	24
29·232	29·250	29·283	29·317	29·323	29·329	29·333	29·341	29·351	29·174	29·351	Midnight ...	29·029	3 a.m. ...	25
29·486	29·457	29·438	29·420	29·412	29·394	29·381	29·368	29·341	29·449	29·548	Noon ...	29·351	0 a.m. ...	26
29·213	29·214	29·211	29·210	29·208	29·197	29·191	29·195	29·197	29·259	29·343	1 a.m. ...	29·191	10 p.m. ...	27
29·323	29·427	29·486	29·529	29·542	29·540	29·538	29·522	29·487	29·369	29·542	8 p.m. ...	29·185	1 a.m. ...	28
29·680	29·681	29·677	29·670	29·675	29·681	29·689	29·687	29·690	29·384	29·690	Midnight ...	29·421	6 a.m. ...	29
29·371	29·370	29·367	29·377	29·402	29·427	29·438	29·456	29·457	29·493	29·690	0 a.m. ...	29·367	6 p.m. ...	30
29·304	29·298	29·283	29·293	29·303	29·308	29·318	29·328	29·329	29·363	29·471	1 a.m. ...	29·283	6 p.m. ...	31
29·266	29·273	29·287	29·291	29·291	29·291	29·292	29·292	29·289	29·275	29·394	.....	29·142	.....	Mean.

Absolute Minimum =28·700 at 7 p.m. on 12th.

Table VII.—ATMOSPHERIC PRESSURE.

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·332	29·340	29·368	29·366	29·379	29·398	29·414	29·426	29·450	29·459	29·493	29·502	29·509	29·516	29·517
2	29·633	29·637	29·640	29·645	29·650	29·660	29·680	29·681	29·680	29·677	29·674	29·671	29·648	29·626	29·604
3	29·318	29·285	29·233	29·213	29·187	29·162	29·150	29·132	29·120	29·108	29·085	29·052	29·050	29·048	29·046
4	29·056	29·056	29·055	29·055	29·056	29·059	29·060	29·068	29·082	29·095	29·103	29·116	29·124	29·137	29·150
5	29·275	29·289	29·328	29·337	29·356	29·369	29·385	29·387	29·393	29·400	29·401	29·402	29·420	29·432	29·434
6	29·579	29·574	29·572	29·564	29·559	29·560	29·573	29·580	29·593	29·602	29·607	29·611	29·612	29·612	29·606
7	29·502	29·460	29·438	29·411	29·404	29·367	29·367	29·353	29·343	29·334	29·314	29·300	29·274	29·262	29·246
8	29·466	29·457	29·469	29·476	29·507	29·543	29·612	29·677	29·688	29·709	29·720	29·731	29·723	29·756	29·775
9	29·684	29·652	29·639	29·637	29·635	29·630	29·624	29·621	29·617	29·615	29·619	29·619	29·641	29·658	29·675
10	29·712	29·685	29·668	29·646	29·615	29·574	29·560	29·556	29·522	29·478	29·409	29·380	29·372	29·361	29·327
11	29·235	29·238	29·239	29·239	29·252	29·255	29·257	29·259	29·261	29·263	29·265	29·273	29·281	29·278	29·276
12	29·258	29·267	29·275	29·284	29·294	29·308	29·325	29·331	29·353	29·354	29·385	29·407	29·412	29·414	29·415
13	29·452	29·451	29·451	29·450	29·449	29·449	29·444	29·441	29·437	29·429	29·422	29·416	29·410	29·363	29·356
14	29·404	29·428	29·472	29·516	29·571	29·607	29·606	29·605	29·609	29·625	29·625	29·628	29·640	29·657	29·692
15	29·727	29·714	29·685	29·657	29·594	29·581	29·556	29·552	29·562	29·583	29·598	29·624	29·625	29·621	29·616
16	29·515	29·513	29·512	29·510	29·512	29·512	29·519	29·523	29·531	29·533	29·536	29·528	29·518	29·509	29·502
17	29·418	29·421	29·423	29·425	29·427	29·430	29·432	29·432	29·416	29·413	29·401	29·383	29·366	29·360	29·353
18	29·363	29·363	29·379	29·379	29·394	29·409	29·430	29·441	29·470	29·474	29·485	29·496	29·495	29·484	29·478
19	29·439	29·433	29·424	29·420	29·417	29·412	29·401	29·392	29·384	29·376	29·372	29·363	29·361	29·358	29·360
20	29·329	29·327	29·320	29·318	29·326	29·330	29·334	29·339	29·356	29·360	29·379	29·388	29·385	29·388	29·390
21	29·528	29·528	29·543	29·553	29·578	29·591	29·597	29·598	29·620	29·647	29·666	29·674	29·694	29·705	29·715
22	29·782	29·772	29·762	29·752	29·742	29·733	29·729	29·722	29·698	29·674	29·650	29·651	29·625	29·619	29·603
23	29·508	29·528	29·517	29·532	29·537	29·537	29·540	29·553	29·571	29·589	29·612	29·630	29·632	29·634	29·636
24	29·571	29·568	29·565	29·562	29·559	29·556	29·557	29·569	29·577	29·585	29·598	29·599	29·589	29·583	29·577
25	29·680	29·660	29·620	29·590	29·560	29·549	29·550	29·555	29·565	29·580	29·620	29·699	29·730	29·740	29·750
26	29·900	29·900	29·900	29·900	29·900	29·906	29·906	29·910	29·900	29·910	29·900	29·917	29·917	29·917	29·920
27	29·760	29·740	29·720	29·700	29·680	29·653	29·621	29·599	29·558	29·516	29·475	29·452	29·434	29·437	29·424
28	29·232	29·204	29·166	29·143	29·129	29·115	29·107	29·093	29·056	29·042	28·999	28·924	28·921	28·918	28·916
29	28·945	28·967	29·000	29·027	29·085	29·113	29·123	29·153	29·173	29·175	29·193	29·203	29·198	29·193	29·188
30	29·079	29·073	29·056	29·033	29·021	28·988	28·965	28·945	28·920	28·852	28·899	28·897	28·881	28·877	28·860
Mean	29·456	29·451	29·448	29·444	29·446	29·445	29·447	29·450	29·450	29·449	29·450	29·451	29·449	29·448	29·447

Absolute Maximum =29·984 at 4 p.m. on 8th.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	28·992	28·993	29·071	29·093	29·125	29·141	29·146	29·145	29·154	29·155	29·159	29·152	29·128	29·099	29·060
2	28·919	28·887	28·851	28·819	28·782	28·751	28·714	28·686	28·636	28·601	28·569	28·536	28·475	28·475	28·474
3	28·465	28·476	28·488	28·510	28·513	28·544	28·546	28·547	28·559	28·560	28·567	28·574	28·579	28·584	28·599
4	28·728	28·736	28·740	28·747	28·754	28·766	28·777	28·789	28·792	28·799	28·817	28·819	28·821	28·827	28·833
5	28·943	28·931	28·926	28·929	28·925	28·920	28·916	28·907	28·855	28·793	28·762	28·735	28·686	28·667	28·638
6	28·498	28·498	28·504	28·505	28·515	28·527	28·573	28·621	28·626	28·629	28·635	28·631	28·590	28·605	28·619
7	28·547	28·536	28·531	28·485	28·426	28·407	28·395	28·393	28·400	28·399	28·398	28·397	28·395	28·395	28·375
8	28·660	28·675	28·700	28·715	28·730	28·736	28·760	28·775	28·790	28·805	28·820	28·847	28·855	28·890	28·925
9	29·200	29·225	29·245	29·250	29·270	29·282	29·289	29·290	29·290	29·288	29·287	29·285	29·283	29·290	29·302
10	29·120	29·100	29·075	29·070	29·050	29·014	29·000	28·970	28·940	28·900	28·870	28·870	28·865	28·865	28·860
11	28·600	28·575	28·550	28·475	28·400	28·317	28·270	28·225	28·160	28·080	28·040	28·979	27·950	27 900	27·824
12	27·949	28·016	28·017	28·074	28·156	28·209	28·260	28·380	28·470	28·580	28·660	28·730	28·750	28·800	28·850
13	29·040	29·055	29·060	29·085	29·120	29·151	29·160	29·175	29·200	29·225	29·240	29·262	29·270	29·273	29·280
14	29·308	29·305	29·302	29·300	29·297	29·292	29·291	29·294	29·299	29·303	29·312	29·327	29·326	29·327	29·325
15	29·312	29·317	29·325	29·326	29·326	29·327	29·327	29·327	29·326	29·325	29·324	29·323	29·320	29·320	29·312
16	29·228	29·230	29·231	29·235	29·245	29·252	29·251	29·250	29·245	29·240	29·235	29·224	29·220	29·210	29·200
17	29·150	29·145	29·140	29·130	29·120	29·112	29·119	29·129	29·135	29·138	29·139	29·139	29·130	29·125	29·123
18	29·270	29·270	29·275	29·285	29·295	29·304	29·300	29·290	29·285	29·245	29·160	29·145	29·080	29·040	28·975
19	28·750	28·725	28·675	28·630	28·585	28·543	28·550	28·570	28·575	28·580	28·595	28·602	28·620	28·625	28·630
20	28·780	28·815	28·840	28·865	28·895	28·913	28·945	28·970	28·985	29·005	29·040	29·064	29·070	29·075	29·095
21	29·142	29·150	29·155	29·170	29·175	29·180	29·185	29·197	29·207	29·215	29·220	29·220	29·190	29·165	29·130
22	29·127	29·125	29·112	29·100	29·080	29·064	29·060	29·059	29·047	29·032	29·005	28·989	28·975	28·977	28·982
23	28·860	28·850	28·840	28·820	28·790	28·765	28·770	28·772	28·775	28·778	28·800	28·812	28·820	28·825	28·830
24	28·850	28·860	28·870	28·875	28·895	28·904	28·930	28·950	28·970	29·005	29·040	29·073	29·100	29·150	29·180
25	29·480	29·495	29·505	29·525	29·540	29·543	29·568	29·575	29·600	29·630	29·650	29·667	29·650	29·635	29·625
26	29·680	29·715	29·730	29·770	29·795	29·806	29·840	29·845	29·847	29·850	29·849	29·841	29·837	29·820	29·795
27	29·500	29·475	29·450	29·415	29·395	29·370	29·340	29·325	29·300	29·270	29·260	29·254	29·260	29·270	29·275
28	29·380	29·390	29·395	29·400	29·407	29·409	29·410	29·420	29·430	29·430	29·428	29·429	29·435	29·450	29·460
29	29·543	29·543	29·530	29·527	29·518	29·506	29·525	29·550	29·570	29·580	29·600	29·622	29·620	29·607	29·595
30	29·572	29·575	29·572	29·565	29·540	29·507	29·515	29·550	29·555	29·570	29·575	29·577	29·577	29·578	29·580
31	29·658	29·658	29·658	29·650	29·646	29·638	29·645	29·650	29·670	29·683	29·707	29·718	29·719	29·721	29·723
Mean	29·040	29·043	29·044	29·043	29·042	29·045	29·046	29·052	29·055	29·055	29·054	29·059	29·052	29·051	29·047

Absolute Maximum =29·850 at 10 a.m. on 26th.

—HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

JUNE, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·529	29·545	29·556	29·585	29·594	29·608	29·617	29·626	29·630	29·484	29·630	Midnight ...	29·329	0 a.m. ...	1
29·582	29·550	29·498	29·493	29·463	29·448	29·423	29·378	29·348	29·605	29·681	8 a.m. ...	29·348	Midnight ...	2
29·044	29·042	29·038	29·042	29·054	29·046	29·050	29·052	29·055	29·115	29·348	0 a.m. ...	29·038	6 a.m. ...	3
29·150	29·176	29·194	29·201	29·215	29·219	29·223	29·237	29·256	29·127	29·256	Midnight ...	29·055	3–4 a.m. ...	4
29·442	29·449	29·452	29·465	29·483	29·506	29·519	29·552	29·569	29·412	29·569	Midnight ...	29·256	0 a.m. ...	5
29·585	29·587	29·580	29·576	29·580	29·574	29·581	29·568	29·549	29·583	29·612	1–2 p.m. ...	29·549	Midnight ...	6
29·225	29·223	29·242	29·270	29·293	29·311	29·329	29·368	29·404	29·330	29·549	0 a.m. ...	29·223	5 p.m. ...	7
29·784	29·778	29·769	29·769	29·762	29·753	29·747	29·735	29·702	29·661	29·984	4 p.m. ...	29·404	0 a.m. ...	8
29·687	29·700	29·713	29·721	29·730	29·731	29·737	29·738	29·744	29·669	29·744	Midnight ...	29·615	10 a.m. ...	9
29·298	29·217	29·192	29·190	29·199	29·204	29·211	29·214	29·229	29·433	29·744	0 a.m. ...	29·190	7 p.m. ...	10
29·276	29·282	29·285	29·278	29·271	29·270	29·263	29·254	29·251	29·262	29·285	6 p.m. ...	29·229	0 a.m. ...	11
29·421	29·426	29·429	29·431	29·438	29·442	29·445	29·449	29·451	29·373	29·451	Midnight ...	29·251	0 a.m. ...	12
29·354	29·332	29·313	29·303	29·275	29·263	29·252	29·271	29·375	29·383	29·452	1 a.m. ...	29·252	10 p.m. ...	13
29·721	29·753	29·770	29·769	29·767	29·765	29·762	29·758	29·745	29·638	29·770	6 p.m. ...	29·375	0 a.m. ...	14
29·587	29·582	29·574	29·572	29·564	29·542	29·520	29·513	29·516	29·599	29·745	0 a.m. ...	29·513	11 p.m. ...	15
29·495	29·486	29·467	29·455	29·434	29·427	29·420	29·418	29·416	29·493	29·536	11 a.m. ...	29·416	Midnight ...	16
29·349	29·351	29·348	29·346	29·349	29·353	29·358	29·359	29·360	29·388	29·432	7–8 a.m. ...	29·346	7 p.m. ...	17
29·472	29·466	29·455	29·454	29·455	29·449	29·453	29·452	29·446	29·442	29·496	Noon ...	29·360	0 a.m. ...	18
29·363	29·361	29·364	29·365	29·361	29·358	29·344	29·330	29·326	29·381	29·446	0 a.m. ...	29·326	Midnight ...	19
29·400	29·411	29·358	29·351	29·364	29·497	29·509	29·520	29·522	29·379	29·522	Midnight ...	29·318	4 a.m. ...	20
29·721	29·726	29·727	29·737	29·747	29·762	29·777	29·787	29·792	29·662	29·792	Midnight ...	29·522	0 a.m. ...	21
29·577	29·551	29·544	29·537	29·526	29·499	29·498	29·494	29·498	29·641	29·792	0 a.m. ...	29·494	11 p.m. ...	22
29·633	29·640	29·642	29·637	29·632	29·625	29·612	29·585	29·579	29·588	29·642	6 p.m. ...	29·498	0 a.m. ...	23
29·576	29·605	29·615	29·627	29·635	29·642	29·654	29·676	29·688	29·595	29·688	Midnight ...	29·556	6 a.m. ...	24
29·750	29·740	29·783	29·790	29·795	29·820	29·830	29·840	29·892	29·695	29·892	Midnight ...	29·549	6 a.m. ...	25
29·930	29·920	29·902	29·890	29·880	29·860	29·840	29·820	29·783	29·890	29·930	4 p.m. ...	29·783	Midnight ...	26
29·411	29·383	29·361	29·336	29·326	29·313	29·306	29·270	29·245	29·488	29·783	0 a.m. ...	29·245	Midnight ...	27
28·910	28·897	28·888	28·869	28·870	28·876	28·896	28·902	28·908	29·006	29·245	0 a.m. ...	28·869	7 p.m. ...	28
29·180	29·173	29·166	29·164	29·142	29·135	29·129	29·107	29·096	29·118	29·203	Noon ...	29·908	0 a.m. ...	29
28·846	28·835	28·812	28·832	28·842	28·873	28·882	28·898	28·915	28·924	29·096	0 a.m. ...	28·812	6 p.m. ...	30
29·443	29·439	29·435	29·435	29·435	29·439	29·439	29·439	29·443	29·445	29·577	.....	29·354	.....	Mean.

Absolute Minimum =28·812 at 6 p.m. on 30th.

JULY, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·001	28·967	28·954	28·953	28·951	28·947	28·938	28·939	28·935	29·050	29·159	11 a.m. ...	28·915	0 a.m. ...	1
28·464	28·457	28·466	28·464	28·463	28·461	28·460	28·457	28·450	28·607	28·935	0 a.m. ...	28·450	Midnight ...	2
28·625	28·635	28·650	28·661	28·672	28·683	28·699	28·710	28·722	28·585	28·722	Midnight ...	28·450	0 a.m. ...	3
28·826	28·824	28·822	28·848	28·862	28·875	28·881	28·897	28·922	28·808	28·922	Midnight ...	28·722	0 a.m. ...	4
28·624	28·586	28·562	28·542	28·537	28·521	28·511	28·500	28·495	28·734	28·929	4 a.m. ...	28·495	Midnight ...	5
28·623	28·629	28·636	28·643	28·640	28·637	28·629	28·587	28·557	28·589	28·643	7 p.m. ...	28·495	0 a.m. ...	6
28·370	28·370	28·372	28·387	28·411	28·486	28·518	28·541	28·604	28·438	28·604	Midnight ...	28·370	4–5 p.m. ...	7
28·940	28·975	29·005	29·045	29·070	29·110	29·140	29·165	29·199	28·881	29·199	Midnight ...	28·604	0 a.m. ...	8
29·280	29·270	29·240	29·238	29·225	29·190	29·170	29·150	29·123	29·250	29·302	3 p.m. ...	29·123	Midnight ...	9
28·850	28·825	28·783	28·780	28·755	28·725	28·705	28·675	28·630	28·852	29·123	0 a.m. ...	28·630	Midnight ...	10
27·818	27·813	27·840	27·861	27·876	27·882	27·888	27·903	27·921	28·058	28·630	0 a.m. ...	27·813	5 p.m. ...	11
28·880	29·000	29·050	29·055	29·057	29·055	29·050	29·045	29·040	28·649	29·057	8 p.m. ...	27·921	0 a.m. ...	12
29·298	29·300	29·308	29·310	29·310	29·310	29·310	29·310	29·310	29·257	29·310	7 p.m.–midt.	29·040	0 a.m. ...	13
29·340	29·348	29·349	29·348	29·345	29·335	29·325	29·320	29·313	29·221	29·349	6 p.m. ...	29·291	7 a.m. ...	14
29·300	29·284	29·278	29·270	29·265	29·250	29·240	29·230	29·228	29·301	29·327	6–8 a.m. ...	29·228	Midnight ...	15
29·198	29·187	29·179	29·177	29·175	29·172	29·170	29·165	29·154	29·213	29·252	6 a.m. ...	29·154	Midnight ...	16
29·118	29·119	29·120	29·145	29·170	29·190	29·210	29·235	29·244	29·145	29·244	Midnight ...	29·112	6 a.m. ...	17
28·955	28·936	28·933	28·875	28·865	28·860	28·770	28·770	28·767	29·045	29·304	6 a.m. ...	28·767	Midnight ...	18
28·640	28·650	28·669	28·675	28·690	28·710	28·730	28·750	28·759	28·647	28·767	0 a.m. ...	28·543	6 a.m. ...	19
29·100	29·120	29·129	29·135	29·140	29·140	29·140	29·142	29·141	29·015	29·142	11 p.m. ...	28·759	0 a.m. ...	20
29·120	29·080	29·089	29·100	29·107	29·110	29·120	29·121	29·123	29·162	29·220	Noon ...	29·080	5 p.m. ...	21
28·999	29·005	29·006	29·000	28·975	28·960	28·930	28·905	28·886	29·022	29·127	1 a.m. ...	28·886	Midnight ...	22
28·830	28·830	28·830	28·831	28·832	28·832	28·833	28·834	28·835	28·803	28·886	0 a.m. ...	28·765	6 a.m. ...	23
29·230	29·280	29·348	29·370	29·385	29·415	29·430	29·445	29·442	29·112	29·445	11 p.m. ...	28·835	0 a.m. ...	24
29·600	29·580	29·560	29·565	29·570	29·585	29·615	29·640	29·669	29·582	29·669	Midnight ...	29·442	0 a.m. ...	25
29·760	29·725	29·675	29·650	29·625	29·600	29·575	29·560	29·521	29·741	29·850	10 a.m. ...	29·521	Midnight ...	26
29·300	29·320	29·346	29·345	29·346	29·330	29·340	29·350	29·384	29·345	29·521	0 a.m. ...	29·254	Noon ...	27
29·465	29·475	29·499	29·515	29·527	29·532	29·543	29·543	29·454	29·452	29·544	Midnight ...	29·380	1 a.m. ...	28
29·580	29·573	29·571	29·570	29·570	29·571	29·572	29·574	29·575	29·566	29·622	Noon ...	29·506	6 a.m. ...	29
29·582	29·584	29·585	29·607	29·615	29·630	29·640	29·650	29·658	29·580	29·658	Midnight ...	29·507	6 a.m. ...	30
29·724	29·725	29·726	29·723	29·719	29·715	29·712	29·709	29·706	29·692	29·726	6 p.m. ...	29·638	6 a.m. ...	31
29·047	29·047	29·051	29·054	29·056	29·059	29·058	29·059	29·060	29·045	29·200	.....	28·893	.....	Mean.

Absolute Minimum =27·813 at 5 p.m. on 11th.

Table VII.—ATMOSPHERIC PRESSURE

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·710	29·720	29·727	29·730	29·749	29·767	29·767	29·766	29·765	29·764	29·764	29·763	29·762	29·760	29·757
2	29·749	29·747	29·745	29·740	29·728	29·715	29·710	29·700	29·695	29·687	29·680	29·674	29·660	29·650	29·630
3	29·350	29·350	29·322	29·325	29·300	29·260	29·250	29·215	29·200	29·120	29·055	28·991	28·945	28·925	28·900
4	28·530	28·430	28·400	28·370	28·360	28·321	28·320	28·260	28·260	28·242	28·230	28·218	28·250	28·300	28·340
5	28·450	28·470	28·500	28·520	28·570	28·625	28·670	28·710	28·780	28·840	28·920	28·975	29·010	29·030	29·060
6	29·200	29·210	29·228	29·240	29·260	29·276	29·275	29·270	29·260	29·255	29·251	29·244	29·238	29·230	29·225
7	29·180	29·155	29·140	29·100	29·080	29·045	29·044	29·040	29·039	29·037	29·036	29·036	29·035	29·023	29·010
8	28·935	28·945	28·950	28·965	28·975	28·993	29·000	29·012	29·025	29·040	29·050	29·061	29·070	29·090	29·100
9	29·325	29·330	29·340	29·345	29·350	29·358	29·360	29·365	29·370	29·375	29·380	29·390	29·350	29·328	29·298
10	29·240	29·260	29·270	29·300	29·315	29·329	29·350	29·372	29·383	29·400	29·420	29·434	29·455	29·465	29·470
11	29·522	29·524	29·525	29·626	29·527	29·529	29·540	29·555	29·570	29·573	29·580	29·605	29·650	29·690	29·729
12	29·950	29·962	29·965	29·970	29·990	29·998	29·990	29·975	29·950	29·940	29·910	29·888	29·850	29·830	29·800
13	29·635	29·625	29·610	29·598	29·575	29·554	29·550	29·535	29·505	29·495	29·470	29·467	29·445	29·425	29·400
14	29·370	29·405	29·430	29·455	29·500	29·566	29·570	29·590	29·605	29·630	29·650	29·665	29·667	29·670	29·672
15	29·570	29·530	29·500	29·470	29·450	29·474	29·390	29·350	29·330	29·290	29·270	29·264	29·230	29·200	29·170
16	28·850	28·800	28·752	28·690	28·650	28·590	28·570	28·550	28·528	28·525	28·505	28·500	28·503	28·505	28·523
17	28·590	28·600	28·615	28·630	28·647	28·690	28·715	28·740	28·755	28·790	28·815	28·842	28·845	28·860	28·865
18	28·980	28·985	28·995	29·006	29·010	29·025	29·029	29·037	29·045	29·047	29·085	29·105	29·107	29·110	29·125
19	29·215	29·230	29·245	29·255	29·270	29·291	29·300	29·310	29·330	29·360	29·390	29·407	29·430	29·435	29·437
20	29·325	29·295	29·255	29·230	29·195	29·164	29·155	29·140	29·130	29·100	29·090	29·075	29·050	29·040	29·025
21	28·940	28·925	28·923	28·920	28·918	28·919	28·925	28·930	28·941	28·950	28·962	28·995	28·997	29·000	29·007
22	29·170	29·192	29·203	29·220	29·240	29·273	29·268	29·266	29·259	29·249	29·207	29·188	29·147	29·050	28·970
23	28·530	28·523	28·500	28·493	28·491	28·471	28·489	28·505	28·530	28·560	28·583	28·630	28·642	28·650	28·660
24	28·929	28·979	29·025	29·092	29·170	29·244	29·244	29·243	29·243	29·242	29·241	29·241	29·240	29·253	29·270
25	29·338	29·339	29·340	29·342	29·343	29·345	29·320	29·303	29·293	29·280	29·271	29·263	29·263	29·263	29·263
26	29·329	29·353	29·367	29·380	29·413	29·438	29·450	29·472	29·492	29·493	29·492	29·491	29·491	29·490	29·493
27	29·500	29·487	29·470	29·463	29·460	29·454	29·450	29·400	29·391	29·377	29·349	29·326	29·325	29·320	29·311
28	29·294	29·294	29·295	29·295	29·296	29·296	29·296	29·296	29·296	29·295	29·295	29·295	29·295	29·294	29·293
29	29·355	29·375	29·392	29·404	29·417	29·426	29·453	29·470	29·481	29·500	29·507	29·511	29·531	29·547	29·560
30	29·587	29·586	29·585	29·584	29·583	29·581	29·579	29·575	29·573	29·569	29·567	29·565	29·563	29·561	29·559
31	29·573	29·570	29·565	29·561	29·559	29·557	29·557	29·558	29·559	29·559	29·559	29·559	29·550	29·543	29·540
Mean	29·233	29·232	29·232	29·233	29·238	29·244	29·245	29·242	29·245	29·245	29·245	29·247	29·245	29·243	29·241

Absolute Maximum =29·998 at 6 a.m. on 12th.

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·430	29·390	29·350	29·300	29·247	29·193	29·170	29·150	29·133	29·104	29·097	29·091	29·088	29·075	29·070
2	29·031	29·032	29·033	29·035	29·036	29·037	29·037	29·036	29·036	29·035	29·034	29·033	29·033	29·033	29·034
3	29·043	29·067	29·070	29·092	29·103	29·129	29·125	29·126	29·129	29·130	29·134	29·139	29·139	29·138	29·137
4	29·197	29·195	29·193	29·190	29·189	29·186	29·191	29·193	29·195	29·200	29·206	29·209	29·229	29·245	29·257
5	29·317	29·323	29·327	29·330	29·332	29·335	29·341	29·345	29·349	29·352	29·358	29·363	29·363	29·362	29·361
6	29·420	29·421	29·423	29·424	29·426	29·427	29·427	29·428	29·428	29·428	29·429	29·429	29·427	29·424	29·423
7	29·413	29·413	29·412	29·412	29·412	29·412	29·412	29·411	29·411	29·410	29·410	29·419	29·410	29·412	29·413
8	29·420	29·421	29·422	29·424	29·425	29·426	29·426	29·425	29·424	29·423	29·421	29·420	29·421	29·422	29·422
9	29·424	29·423	29·422	29·421	29·420	29·420	29·421	29·423	29·424	29·425	29·427	29·428	29·430	29·432	29·435
10	29·404	29·399	29·396	29·395	29·394	29·394	29·396	29·399	29·405	29·411	29·414	29·417	29·417	29·418	29·418
11	29·423	29·424	29·425	29·426	29·427	29·429	29·430	29·431	29·432	29·433	29·434	29·435	29·431	29·430	29·423
12	29·350	29·341	29·334	29·320	29·307	29·294	29·290	29·286	29·281	29·276	29·273	29·268	29·260	29·260	29·253
13	29·239	29·237	29·232	29·230	29·227	29·224	29·226	29·229	29·231	29·233	29·235	29·237	29·239	29·240	29·242
14	29·194	29·194	29·195	29·194	29·195	29·195	29·193	29·190	29·188	29·185	29·181	29·178	29·178	29·177	29·176
15	29·150	29·142	29·125	29·102	29·093	29·081	29·047	29·000	28·949	28·925	28·880	28·863	28·780	28·720	28·647
16	28·550	28·559	28·565	28·580	28·613	28·642	28·650	28·669	28·673	28·690	28·700	28·712	28·739	28·750	28·767
17	28·742	28·700	28·672	28·650	28·617	28·599	28·553	28·507	28·474	28·430	28·402	28·382	28·342	28·296	28·250
18	28·083	28·110	28·125	28·147	28·170	28·183	28·167	28·153	28·147	28·122	28·100	28·071	28·047	27·975	27·925
19	27·779	27·780	27·817	27·833	27·850	27·878	27·890	27·900	27·923	27·957	27·987	28·094	28·130	28·157	28·200
20	28·470	28·485	28·503	28·515	28·519	28·522	28·518	28·498	28·450	28·327	28·250	28·242	28·202	28·190	28·180
21	28·550	28·589	28·613	28·670	28·700	28·711	28·702	28·700	28·670	28·632	28·600	28·563	28·535	28·500	28·482
22	28·460	28·462	28·463	28·465	28·467	28·468	28·500	28·525	28·550	28·560	28·587	28·605	28·610	28·625	28·640
23	28·792	28·811	28·819	28·829	28·847	28·862	28·883	28·919	28·950	28·987	29·042	29·057	29·071	29·087	29·103
24	29·340	29·351	29·352	29·353	29·354	29·354	29·360	29·372	29·378	29·380	29·397	29·403	29·406	29·431	29·435
25	29·297	29·290	29·289	29·288	29·287	29·287	29·292	29·297	29·303	29·312	29·319	29·322	29·340	29·352	29·360
26	29·470	29·482	29·500	29·506	29·512	29·519	29·530	29·531	29·532	29·534	29·536	29·537	29·530	29·523	29·500
27	29·210	29·167	29·100	29·053	29·000	28·950	28·947	28·900	28·813	28·783	28·750	28·728	28·710	28·710	28·735
28	28·907	28·900	28·882	28·867	28·846	28·819	28·820	28·821	28·821	28·822	28·823	28·824	28·816	28·800	28·791
29	28·800	28·825	28·840	28·853	28·860	28·862	28·900	28·910	28·931	28·942	28·947	28·954	28·970	28·983	28·996
30	28·918	28·897	28·870	28·862	28·836	28·806	28·791	28·750	28·713	28·690	28·647	28·601	28·593	28·582	28·582
Mean	29·027	29·028	29·026	29·026	29·024	29·021	29·021	29·019	29·011	29·005	29·001	29·000	28·996	28·992	28·981

Absolute Maximum =29·537 at Noon on 26th.

—HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

AUGUST, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·750	29·745	29·731	29·731	29·735	29·742	29·746	29·747	29·749	29·747	29·767	6–7 a.m.	29·706	0 a.m.	1
29·610	29·585	29·561	29·545	29·520	29·500	29·460	29·430	29·359	29·636	29·749	0–1 a.m.	29·359	Midnight	2
28·875	28·867	28·859	28·850	28·830	28·800	28·750	28·700	28·671	29·044	29·359	0 a.m.	28·671	Midnight	3
28·375	28·415	28·440	28·440	28·440	28·439	28·438	28·438	28·437	28·367	28·671	0 a.m.	28·218	Noon	4
29·070	29·082	29·100	29·120	29·130	29·141	29·150	29·160	29·175	28·870	29·175	Midnight	28·437	0 a.m.	5
29·220	29·210	29·201	29·200	29·198	29·197	29·196	29·194	29·192	29·228	29·276	6 a.m.	29·175	0 a.m.	6
28·990	28·975	28·955	28·950	28·930	28·925	28·920	28·920	28·925	29·026	29·192	0 a.m.	28·920	10–11 p.m.	7
29·130	29·145	29·187	29·190	29·210	29·245	29·265	29·290	29·316	29·082	29·316	Midnight	28·925	0 a.m.	8
29·250	29·230	29·202	29·202	29·202	29·203	29·205	29·210	29·213	29·302	29·390	Noon	29·202	6–8 p.m.	9
29·475	29·483	29·492	29·497	29·500	29·515	29·520	29·520	29·521	29·410	29·521	Midnight	29·213	0 a.m.	10
29·750	29·797	29·839	29·860	29·870	29·900	29·915	29·926	29·933	29·676	29·933	Midnight	29·521	0 a.m.	11
29·770	29·735	29·706	29·700	29·690	29·680	29·675	29·670	29·656	29·850	29·908	6 a.m.	29·656	Midnight	12
29·370	29·330	29·287	29·287	29·290	29·298	29·300	29·325	29·347	29·453	29·656	0 a.m.	29·287	6–7 p.m.	13
29·678	29·687	29·687	29·680	29·670	29·650	29·630	29·610	29·598	29·592	29·687	5–6 p.m.	29·347	0 a.m.	14
29·150	29·130	29·109	29·070	29·035	29·000	28·960	28·930	28·894	29·215	29·598	0 a.m.	28·894	Midnight	15
28·530	28·567	28·594	28·590	28·595	28·590	28·588	28·586	28·584	28·601	28·894	0 a.m.	28·500	Noon	16
28·870	28·890	28·909	28·918	28·925	28·930	28·938	28·954	28·976	28·796	28·976	Midnight	28·584	0 a.m.	17
29·140	29·145	29·160	29·165	29·172	29·180	29·195	29·200	29·213	29·081	29·213	Midnight	28·976	0 a.m.	18
29·440	29·445	29·439	29·435	29·428	29·415	29·400	29·380	29·373	29·358	29·445	5 p.m.	29·213	0 a.m.	19
29·000	28·990	28·986	28·970	28·965	28·963	28·960	28·958	28·950	29·093	29·373	0 a.m.	28·950	Midnight	20
29·025	29·047	29·057	29·070	29·090	29·110	29·130	29·147	29·166	28·999	29·166	Midnight	28·918	5 a.m.	21
28·873	28·800	28·652	28·640	28·630	28·610	28·583	28·572	28·535	29·000	29·273	6 a.m.	28·535	Midnight	22
28·691	28·700	28·700	28·749	28·775	28·803	28·830	28·859	28·879	28·628	28·879	Midnight	28·471	6 a.m.	23
29·280	29·301	29·343	29·340	29·333	29·335	29·336	29·338	29·339	29·224	29·343	6 p.m.	28·879	0 a.m.	24
29·262	29·262	29·260	29·260	29·269	29·278	29·299	29·305	29·314	29·295	29·345	6 a.m.	29·260	6–7 p.m.	25
29·495	29·499	29·504	29·505	29·506	29·507	29·508	29·509	29·510	29·461	29·510	Midnight	29·314	0 a.m.	26
29·299	29·299	29·298	29·298	29·297	29·296	29·296	29·295	29·294	29·369	29·510	0 a.m.	29·294	Midnight	27
29·292	29·291	29·290	29·301	29·304	29·312	29·317	29·320	29·324	29·298	29·324	Midnight	29·290	6 p.m.	28
29·570	29·577	29·584	29·584	29·585	29·586	29·587	29·588	29·589	29·498	29·589	Midnight	29·324	0 a.m.	29
29·557	29·556	29·555	29·559	29·562	29·567	29·571	29·574	29·576	29·569	29·589	0 a.m.	29·555	6 p.m.	30
29·530	29·519	29·506	29·482	29·480	29·479	29·477	29·475	29·473	29·539	29·576	0 a.m.	29·473	Midnight	31
29·242	29·236	29·232	29·232	29·225	29·232	29·231	29·230	29·229	29·236	29·396	.....	29·067	.....	Mean.

Absolute Minimum =28·218 at Noon on 4th.

SEPTEMBER, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·062	29·047	29·034	29·034	29·033	29·033	29·032	29·031	29·030	29·144	29·473	0 a.m.	29·030	Midnight	1
29·034	29·034	29·034	29·034	29·034	29·034	29·034	29·034	29·034	29·040	29·037	6–7 a.m.	29·030	0 a.m.	2
29·135	29·133	29·132	29·143	29·149	29·154	29 165	29·177	29·199	29·125	29·199	Midnight	29·034	0 a.m.	3
29·263	29·269	29·272	29·274	29·280	29·286	29·293	29·305	29·314	29·232	29·314	Midnight	29·186	6 a.m.	4
29·360	29·359	29·358	29·365	29·370	29·375	29·383	29·404	29·419	29·354	29·419	Midnight	29·314	0 a.m.	5
29·421	29·420	29·419	29·418	29·417	29·416	29·415	29·414	29·413	29·423	29·429	11 a.m. Noon	29·413	Midnight	6
29·414	29·416	29·417	29·417	29·418	29·418	29·419	29·419	29·419	29·414	29·419	10 p.m.-Midt.	29·409	Noon	7
29·423	29·423	29·424	29·424	29·424	29·424	29·424	29·424	29·424	29·423	29·426	6–7 a.m.	29·419	0 a.m.	8
29·439	29·441	29·443	29·440	29·438	29·431	29·427	29·423	29·418	29·428	29·443	6 p.m.	29·418	Midnight	9
29·419	29·419	29·420	29·420	29·421	29·421	29·422	29·422	29·423	29·411	29·423	Midnight	29·394	5–6 a.m.	10
29·420	29·417	29·414	29·404	29·400	29·390	29·373	29·365	29·357	29·417	29·435	Noon	29·357	Midnight	11
29·250	29·245	29·240	29·240	29·241	29·241	29·241	29·214	29·241	29·276	29·357	0 a.m.	29·240	6–7 p.m.	12
29·244	29·246	29·248	29·240	29·233	29·227	29·220	29·206	29·194	29·231	29·248	6 p.m.	29·194	Midnight	13
29·175	29·174	29·173	29·172	29·171	29·171	29·170	29·169	29·168	29·182	29·195	3–5 a.m.	29·168	Midnight	14
28·583	28·517	28·454	28·462	28·473	28·487	28·493	28·500	28·521	28·805	29·168	0 a.m.	28·454	6 p.m.	15
28·785	28·803	28·829	28·820	28·803	28·793	28·776	28·763	28·750	28·703	28·829	6 p.m.	28·521	0 a.m.	16
28·200	28·153	28·120	28·099	28·080	28·078	28·076	28·074	28·072	28·369	28·750	0 a.m.	28·072	Midnight	17
27·857	27·823	27·777	27·777	27·776	27·776	27·775	27·774	27·774	27·991	28·183	6 a.m.	27·774	Midnight	18
28·233	28·273	28·330	28·373	28·382	28·397	28·413	28·430	28·446	28·071	28·446	Midnight	27·774	0 a.m.	19
28·175	28·187	28·202	28·250	28·272	28·327	28·380	28·423	28·480	28·356	28·522	6 a.m.	28·175	4 p.m.	20
28·476	28·463	28·458	28·458	28·458	28·458	28·458	28·458	28·458	28·557	28·711	6 a.m.	28·458	6 p.m.	21
28·651	28·653	28·659	28·673	28·706	28·726	28·737	28·750	28·761	28·590	28·761	Midnight	28·458	0 a.m.	22
29·143	29·167	29·184	29·199	29·223	29·250	29·275	29·300	29·316	29·034	29·316	Midnight	28·761	0 a.m.	23
29·432	29·432	29·432	29·425	29·400	29·367	29·345	29·327	29·300	29·381	29·435	3 p.m.	29·316	0 a.m.	24
29·373	29·380	29·387	29·399	29·412	29·431	29·445	29·450	29·464	29·346	29·464	Midnight	29·287	5–6 a.m.	25
29·470	29·450	29·416	29·390	29·353	29·333	29·312	29·299	29·294	29·464	29·537	Noon	29·294	0 a.m.	26
28·760	28·800	28·868	28·873	28·890	28·900	28·910	28·913	28·916	28·899	29·294	0 a.m.	28·710	1–2 p.m.	27
28·778	28·770	28·769	28·760	28·762	28·765	28·773	28·781	28·790	28·816	28·916	0 a.m.	28·760	7 p.m.	28
29·003	29·011	29·015	29·012	29·000	28·987	28·975	28·950	28·945	28·933	29·015	6 p.m.	28·790	0 a.m.	29
28·582	28·582	28·582	28·590	28·612	28·634	28·647	28·667	28·690	28·702	28·945	0 a.m.	28·582	2–6 p.m.	30
28·985	28·983	28·983	28·986	28·988	28·991	28·994	28·996	29·001	29·004	29·138	.....	28·693	.....	Mean.

Absolute Minimum =27·774 at Midnight on 18th.

Table VII.—ATMOSPHERIC PRESSURE

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	28·707	28·729	28·750	28·773	28·792	28·812	28·830	28·852	28·876	28·892	28·904	28·914	28·928	28·944	28·975
2	29·141	29·170	29·175	29·191	29·210	29·231	29·209	29·194	29·163	29·147	29·127	29·103	29·100	29·098	29·097
3	29·045	29·046	29·048	29·051	29·051	29·052	29·071	29·074	29·083	29·092	29·109	29·132	29·149	29·150	29·154
4	29·117	29·110	29·100	29·080	29·050	29·014	29·012	29·010	29·008	29·007	29·005	29·004	28·998	28·997	28·999
5	28·913	28·913	28·897	28·883	28·880	28·879	28·843	28·775	28·730	28·683	28·650	28·599	28·560	28·550	28·521
6	28·560	28·582	28·597	28·621	28·643	28·666	28·675	28·710	28·750	28·803	28·900	28·909	28·909	28·909	28·909
7	29·023	29·040	29·042	29·045	29·047	29·050	29·051	29·052	29·053	29·055	29·057	29·058	29·055	29·047	29·023
8	28·819	28·796	28·780	28·780	28·769	28·755	28·740	28·725	28·720	28·702	28·690	28·670	28·670	28·670	28·674
9	28·647	28·647	28·645	28·620	28·580	28·516	28·500	28·463	28·380	28·335	28·310	28·270	28·253	28·236	28·235
10	28·430	28·457	28·470	28·500	28·543	28·576	28·580	28·600	28·612	28·618	28·650	28·684	28·693	28·703	28·707
11	28·748	28·746	28·747	28·747	28·747	28·747	28·750	28·762	28·767	28·774	28·778	28·787	28·791	28·792	28·794
12	28·835	28·847	28·870	28·875	28·891	28·902	28·920	28·925	28·934	28·939	28·947	28·952	28·952	28·952	28·951
13	28·952	28·952	28·951	28·951	28·951	28·951	28·942	28·940	28·932	28·925	28·913	28·897	28·897	28·899	28·910
14	29·037	29·050	29·053	28·060	29·069	29·076	29·107	29·130	29·133	29·132	29·129	29·107	29·112	29·117	29·107
15	29·047	29·000	28·975	28·940	28·912	28·890	28·871	28·847	28·828	28·825	28·809	28·801	28·794	28·790	28·799
16	28·793	28·795	28·800	28·807	28·810	28·813	28·840	28·850	28·865	28·885	28·880	28·891	28·892	28·893	28·894
17	28·890	28·899	28·900	28·904	28·927	28·935	28·950	28·967	28·979	29·000	29·003	29·006	29·025	29·033	29·040
18	29·074	29·075	29·077	29·079	29·080	29·082	29·081	29·079	29·078	29·077	29·076	29·074	29·075	29·077	29·078
19	29·077	29·077	29·076	29·076	29·075	29·074	29·074	29·077	29·077	29·078	29·080	29·082	29·082	29·072	29·065
20	29·014	29·007	29·003	28·998	28·996	28·994	28·970	28·968	28·960	28·957	28·950	28·925	28·917	28·890	28 875
21	28·853	28·853	28·854	28·854	28·854	28·854	28·854	28·854	28·854	28·854	28·854	28·854	28·854	28·853	28·853
22	28·900	28·903	28·907	28·911	28·915	28·919	28·923	28 930	28·934	28·937	28·949	28·943	28·942	28·941	28·940
23	28·770	28·765	28·760	28·747	28·739	28·730	28·725	28·720	28·707	28·700	28·680	28·675	28·672	28·670	28·669
24	28·614	28·615	28·616	28·617	28·618	28·619	28·619	28·620	28·620	28·620	28·620	28·620	28·619	28·617	28·616
25	28·619	28·620	28·621	28·622	28·623	28·624	28·628	28·632	28·637	28·641	28·643	28·646	28·670	28·685	28·700
26	28·799	28·801	28·804	28·806	28·807	28·808	28·808	28·808	28·808	28·808	28·808	28·808	28·807	28·807	28·806
27	28·803	28·804	28·804	28·805	28·805	28·806	28·840	28·845	28·850	28·870	28·883	28·900	28·912	28·917	28·924
28	28·915	28·915	28·914	28·914	28·913	28·913	28·920	28·931	28·947	28·970	28·992	29·010	29·027	29·030	29·051
29	29·096	29·095	29·094	29·093	29·092	29·091	29·093	29·097	29·099	29·100	29·107	29·115	29·115	29·115	29·115
30	29·332	29·347	29·362	29·375	29·383	29·398	29·407	29·420	29·427	29·432	29·439	29·449	29·449	29·449	29·449
31	29·450	29·442	29·431	29·412	29·391	29·380	29·367	29·353	29·339	29·310	29·299	29·294	29·270	29·270	29·270
Mean ...	28·904	28·907	28·907	28·908	28·908	28·908	28·910	28·910	28·907	28·909	28·911	28·912	28·910	28·909	28·910

Absolute Maximum =29·620 at 8 a.m.–Noon on 24th.

CAPE DENISON.—

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·150	29·129	29·110	29·100	29·099	29·099	29·110	29·137	29·150	29·175	29·192	29·223	29·241	29·250	29·260
2	29·263	29·252	29·227	29·200	29·174	29·153	29·137	29·100	29·071	29·050	29·034	29·020	29·017	29·009	29·003
3	29·050	29·059	29·068	29·075	29·083	29·095	29·096	29·098	29·098	29·098	29·098	29·098	29·090	29·089	29·074
4	29·024	29·035	29·047	29·070	29·084	29·134	29·150	29·174	29·191	29·207	29·219	29·230	29·247	29·271	29·273
5	29·428	29·427	29·421	29·420	29·419	29·417	29·404	29·390	29·377	29·360	29·351	29·340	29·347	·360	29·377
6	29·375	29·367	29·350	29·329	29·291	29·264	29·250	29·228	29·217	29·200	29·187	29·172	29·168	29·159	29·158
7	29·414	29·413	29·413	29·413	29·413	29·413	29·413	29·413	29·407	29·387	29·350	29·336	29·290	29·269	29·200
8	29·067	29·070	29·071	29·068	29·069	29·069	29·070	29·129	29·153	29·153	29·192	29·237	29·237	29·237	29·224
9	29·090	29·039	29·011	28·972	28·956	28·929	28·920	28·918	28·916	28·915	28·914	28·913	28·913	28·925	28·935
10	28·924	28·932	28·950	28·954	28·986	29·015	29·017	29·018	29·020	29·021	29·022	29·023	29·029	29·057	29·065
11	29·075	29·070	29·067	29·065	29·059	29·059	29·059	29·060	29·065	29·069	29·972	29·077	29·079	29·083	29·100
12	29·309	29·300	29·298	29·289	29·288	29·288	29·272	29·270	29·242	29·203	29·169	29·151	29·121	29·107	29·100
13	28·950	28·955	28·959	28·967	28·969	28·974	28·982	29·000	29·012	29·018	29·021	29·024	29·016	29·003	28·998
14	28·904	28·905	28·906	28·907	28·909	28·910	28·912	28·921	28·925	28·927	28·933	28·936	28·975	28·979	29·000
15	29·251	29·275	29·290	29·305	29·336	29·363	29·381	29·397	29·417	29·450	29·493	29·534	29·567	29·575	29·600
16	29·649	29·649	29·649	29·642	29·637	29·635	29·624	29·616	29·597	29·572	29·550	29·524	29·491	29·469	29·462
17	29·376	29·370	29·367	29·350	29·341	29·337	29·334	29·330	29·316	29·300	29·298	29·297	29·297	29·298	29·299
18	29·313	29·314	29·314	29·315	29·315	29·316	29·320	29·325	29·328	29·330	29·333	29·336	29·332	29·332	29·332
19	29·320	29·310	29·307	29·307	29·307	29·307	29·304	29·300	29·297	29·290	29·286	29·279	29·279	29·279	29·276
20	29·260	29·260	29·267	29·280	29·298	29·312	29·317	29·319	29·320	29·321	29·322	29·323	29·327	29·330	29·330
21	29·387	29·390	29·393	29·395	29·397	29·399	29·398	29·394	29·393	29·391	29·389	29·388	29·390	29·396	29·400
22	29·392	29·389	29·386	29·384	29·382	29·379	29·382	29·383	29·384	29·385	29·386	29·387	29·386	29·383	28·380
23	29·359	29·350	29·342	29·310	29·295	29·284	29·261	29·241	29·225	29·210	29·201	29·197	29·195	29·210	29·240
24	29·383	29·391	29·397	29·400	29·417	29·439	29·441	29·444	29·451	29·451	29·451	29·452	29·452	29·452	29·452
25	29·487	29·490	29·499	29·510	29·525	29·547	29·560	29·568	29·580	29·600	29·603	29·604	29·610	29·618	29·625
26	29·691	29·700	29·711	29·725	29·730	29·734	29·734	29·733	29·733	29·732	29·732	29·731	29·731	29·726	29·721
27	29·685	29·684	29 684	29·683	29·682	29·681	29·678	29·675	29·674	29·672	29·670	29·669	29·666	29·663	29·660
28	29·590	29·576	29·567	29·560	29·557	29·553	29·550	29·547	29·542	29·537	29·529	29·521	29·516	29·505	29·499
29	29·373	29·368	29·360	29·357	29·339	29·327	29·320	29·314	29·310	29·307	29·304	29·300	29·299	29·297	29·296
30	29·277	29·300	29·332	29·357	29·391	29·405	29·427	29·443	29·450	29·457	29·473	29·491	29·507	29·519	29·527
Mean ...	29·294	29·292	29·292	29·290	29·292	29·295	29·294	29·296	29·295	29·293	29·292	29·294	29·294	29·295	29·296

Absolute Maximum =29·734 at 6–7 a.m. on 26th.

—HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

OCTOBER 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·003	29·049	29·063	29·070	29·082	29·100	29·112	29·122	29·133	28·925	29·133	Midnight ...	28·690	0 a.m. ...	1
29·097	29·097	29·097	29·099	29·125	29·160	29·157	29·124	29·044	29·142	29·231	6 a.m. ...	29·044	Midnight ...	2
29·156	29·159	29·159	29·154	29·153	29·150	29·140	29·129	29·128	29·109	29·159	5–6 p.m. ...	29·044	0 a.m. ...	3
28·999	29·073	29·107	29·105	29·090	29·050	29·027	28·947	28·932	29·039	29·128	0 a.m. ...	28·932	Midnight ...	4
28·525	28·518	28·512	28·520	28·533	28·545	28·547	28·557	28·558	28·676	28·932	0 a.m. ...	28·512	6 p.m. ...	5
28·909	28·910	28·890	28·830	28·950	28·953	28·975	29·000	29·013	28·681	29·013	Midnight ...	28·558	0 a.m. ...	6
29·007	28·989	28·971	28·950	28·941	28·921	28·900	28·870	28·829	29·007	29·058	Noon ...	28·829	Midnight ...	7
28·680	28·687	28·690	28·687	28·677	28·670	28·664	28·657	28·650	28·613	28·829	0 a.m. ...	28·650	Midnight ...	8
29·242	28·253	28·260	28·270	28·297	28·332	28·347	28·378	28·396	28·397	28·650	0 a.m. ...	28·235	3 p.m. ...	9
28·714	28·720	28·729	28·730	28·732	28·737	28·741	28·745	28·748	28·643	28·748	Midnight ...	28·396	0 a.m. ...	10
28·795	28·796	28·798	28·800	28·807	28·815	28·817	28·822	28·830	28·780	28·830	Midnight ...	28·746	2 a.m. ...	11
28·951	28·949	28·949	28·949	28·949	28·950	28·950	28·951	28·952	29·024	28·952	Noon-2 p.m.	28·830	0 a.m. ...	12
28·920	28·934	28·946	28·950	28·957	28·970	28·970	28·972	28·973	28·939	28·973	Midnight ...	28·897	Noon ...	13
29·099	29·097	29·093	29·093	29·090	29·075	29·073	29·070	29·065	29·098	29·117	2 p.m. ...	28·973	0 a.m. ...	14
28·800	28·798	28·796	28·796	28·795	28·794	28·794	28·793	28·792	28·835	29·065	0 a.m. ...	28·792	Midnight ...	15
28·895	28·896	28·897	28·897	28·896	28·894	28·892	28·890	28·889	28·863	28·897	6–7 p.m. ...	28·792	0 a.m. ...	16
29·049	29·053	29·058	29·060	29·062	29·067	29·070	29·071	29·073	28·997	29·073	Midnight ...	28·889	0 a.m. ...	17
29·081	29·083	29·084	29·083	29·082	29·081	29·080	29·079	29·078	29·078	29·084	6 p.m. ...	29·073	0 a.m. ...	18
29·050	29·041	29·013	29·013	29·013	29·013	29·014	29·014	29·014	29·067	29·082	Noon-1 p.m.	29·013	6–9 p.m. ...	19
28·767	28·863	28·851	28·845	28·846	28·847	28·849	28·851	28·853	28·937	29·014	0–1 a.m. ...	28·845	7 p.m. ...	20
28·852	28·851	28·850	28·855	28·861	28·865	28·870	28·885	28·897	28·857	28·897	Midnight ...	28·851	5 p.m. ...	21
28·938	28·937	28·935	28·920	28·898	28·875	28·840	28·823	28·801	28·913	28·949	11 a.m.	28·801	Midnight ...	22
28·667	28·665	28·664	28·649	28·640	28·632	28·627	28·622	28·614	28·692	28·801	0 a.m. ...	28·614	Midnight ...	23
28·613	28·611	28·610	28·612	28·613	28·614	28·616	28·617	28·618	28·616	29·620	8 a.m.–Noon	28·610	6 p.m. ...	24
28·725	28·731	28·742	28·750	28·782	28·790	28·797	28·797	28·797	28·685	28·797	10 p.m–Mid.	28·618	0 a.m. ...	25
28·804	28·803	28·801	28·801	28·801	28·802	28·802	28·803	28·803	28·805	28·808	6 a.m.-Noon	28·797	0 a.m. ...	26
28·927	28·929	28·931	28·927	28·925	28·921	28·919	28·917	28·915	28·876	28·931	6 p.m. ...	28·803	0–1 a.m. ...	27
29·070	29·075	29·087	29·089	29·091	29·093	29·094	29·096	29·097	29·003	29·097	Midnight ...	28·913	5–6 a.m. ...	28
29·115	29·115	29·115	29·145	29·179	29·217	29·250	29·300	29·312	29·131	29·312	Midnight ...	29·091	6 a.m. ...	29
29·449	29·449	29·449	29·449	29·449	29·449	29·451	29·454	29·462	29·421	29·462	Midnight ...	29·312	0 a.m. ...	30
29·270	29·270	29·252	29·230	29·204	29·200	29·175	29·162	29·151	29·306	29·462	0 a.m. ...	29·151	Midnight ...	31
28·912	28·916	28·916	28·914	28·914	28·916	28·921	28·923	28·917	28·912	29·036	.....	28·816	.....	Mean.

Absloute Mmimum =28·235 at 3 p.m. on 9th.

NOVEMBER 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·268	29·277	29·285	29·285	29·284	29·284	29·283	29·282	29·281	29·204	29·285	6–7 p.m. ...	29·099	5–6 a.m. ...	1
29·000	29·000	29·000	29·011	29·019	29·025	29·030	29·037	29·044	29·083	29·281	0 a.m.	29·000	4–6 p.m. ...	2
29·068	29·053	29·044	29·040	29·039	29·027	29·020	29·018	29·009	29·067	29·098	8 a.m.-Noon	29·009	Midnight ...	3
29·286	29·325	29·347	29·355	29·378	29·395	29·400	29·416	29·429	29·249	29·429	Midnight ...	29·009	0–1 a.m. ...	4
29·390	29·400	29·405	29·398	29·398	29·392	29·391	29·389	29·385	29·392	29·429	0 a.m. ...	29·340	Noon ...	5
29·162	29·172	29·176	29·203	29·248	29·300	29·372	29·406	29·414	29·256	29·414	Midnight ...	29·158	3 p.m. ...	6
29·192	29·190	29·184	29·150	29·123	29·095	29·087	29·072	29·067	29·287	29·414	0–1 a.m. ...	29·067	Midnight ...	7
29·224	29·234	29·254	29·251	29·250	29·250	29·241	29·182	29·143	29·168	29·254	6 p.m. ...	29·067	0–1 a.m. ...	8
28·934	28·907	28·880	28·892	28·899	28·900	28·907	28·909	28·911	28·938	29·143	0 a.m. ...	28·880	6 p.m. ...	9
29·069	29·077	29·084	29·084	29·083	29·082	29·080	29·079	29·078	29·028	29·084	6–7 p.m. ...	29·911	0 a.m. ...	10
29·110	29·159	29·217	29·223	29·225	29·230	29·240	29·273	29·309	29·122	29·309	Midnight ...	29·059	5–7 a.m. ...	11
29·092	29·067	29·050	29·035	29·017	29·000	28·975	28·962	28·949	29·151	29·309	0–1 a.m. ...	28·949	Midnight ...	12
28·975	28·963	28·952	28·947	28·932	28·925	28·917	28·909	28·902	28·970	29·024	Noon ...	28·902	Midnight ...	13
29·015	29·029	29·063	29·075	29·100	29·130	29·150	29·195	29·235	29·282	29·235	Midnight ...	28·902	0 a.m. ...	14
29·624	29·625	29·626	29·630	29·632	29·641	29·643	29·645	29·649	29·448	29·649	Midnight ...	29·235	0 a.m. ...	15
29·437	29·402	29·385	29·371	29·369	29·372	29·377	29·380	29·387	29·513	29·649	0–3 a.m. ...	29·369	8 p.m. ...	16
29·299	29·300	29·301	29·303	29·305	29·306	29·307	29·310	29·313	29·320	29·387	0 a.m. ...	29·297	Noon ...	17
29·320	29·318	29·317	29·318	29·320	29·320	29·327	29·330	29·335	29·323	29·336	Noon ...	29·313	0–1 a.m. ...	18
29·268	29·253	29·245	29·250	29·251	29·252	29·253	29·255	29·256	29·282	29·335	0 a.m. ...	29·245	6 p.m. ...	19
29·332	29·337	29·344	29·360	29·365	29·370	29·374	29·376	29·383	29·323	29·383	Midnight ...	29·256	0 a.m. ...	20
29·404	29·407	29·411	29·407	29·403	29·400	29·399	29·397	29·394	29·397	29·411	6 p.m. ...	29·383	0 a.m. ...	21
29·379	29·377	29·375	29·372	29·370	29·367	29·365	29·364	29·361	29·353	29·394	0 a.m. ...	29·361	Midnight ...	22
29·260	29·291	29·308	29·340	29·350	29·353	29·360	29·366	29·375	29·288	29·375	Midnight ...	29·190	12·30 p.m.	23
29·452	29·452	29·452	29·457	29·462	29·467	29·472	29·477	29·482	29·441	29·482	Midnight ...	29·375	0 a.m. ...	24
29·631	29·639	29·654	29·660	29·667	29·670	29·675	29·679	29·683	29·595	29·683	Midnight ...	29·482	0 a.m. ...	25
29·717	29·712	29·707	29·702	29·700	29·698	29·693	29·689	29·685	29·715	29·734	6–7 a.m. ...	29·685	Midnight ...	26
29·656	29·652	29·648	29·632	29·627	29·621	29·617	29·609	29·604	29·660	29·685	0–1 a.m. ...	29·604	Midnight ...	27
29·498	29·496	29·494	29·472	29·450	29·435	29·427	29·404	29·390	29·543	29·604	0 a.m. ...	29·390	Midnight ...	28
29·294	29·292	29·290	29·276	29·272	29·270	29·267	29·264	29·261	29·311	29·390	0 a.m. ...	29·261	Midnight ...	29
29·530	29·537	29·542	29·561	29·570	29·573	29·577	29·581	29·584	29·469	29·584	Midnight ...	29·261	0 a.m. ...	30
29·296	29·298	29·301	29·302	29·303	29·301	29·308	29·309	29·310	29·297	29·393	.....	29·235	.....	Mean.

Absolute Minimum=28·880 at 6 p.m. on 9th.

Table VII.—ATMOSPHERIC PRESSURE

CAPE DENISON. INCHES, REDUCED TO M.S.L., 32° F.,

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
1	29·587	29·590	29·596	29·598	29·600	29·603	29·604	29·605	29·606	29·607	29·608	29·609	29·607	29·603	29·598
2	29·503	29·500	29·495	29·490	29·484	29·477	29·473	29·470	29·467	29·466	29·464	29·462	29·467	29·470	29·473
3	29·503	29·506	29·509	29·511	29·513	29·515	29·520	29·524	29·527	29·530	29·534	29·537	29·531	29·525	29·519
4	29·440	29·440	29·438	29·432	29·429	29·426	29·420	29·417	29·410	29·403	29·401	29·397	29·393	29·390	29·384
5	29·310	29·306	29·303	29·300	29·297	29·294	29·293	29·292	29·291	29·290	29·288	29·286	29·273	29·267	29·253
6	29·117	29·099	29·095	29·092	29·089	29·087	29·104	29·125	29·150	29·178	29·226	29·244	29·270	29·291	29·295
7	29·535	29·550	29·550	29·553	29·556	29·558	29·567	29·583	29·600	29·631	29·647	29·660	29·663	29·665	29·668
8	29·662	29·660	29·657	29·656	29·653	29·650	29·647	29·643	29·634	29·625	29·612	29·607	29·598	29·570	29·550
9	29·323	29·275	29·250	29·190	29·150	29·111	29·106	29·100	29·095	29·089	29·087	29·083	29·075	29·070	29·067
10	29·100	29·136	29·161	29·182	29·217	29·232	29·250	29·276	29·290	29·311	29·316	29·320	29·327	29·334	29·347
11	29·395	29·399	29·403	29·413	29·419	29·423	29·421	29·418	29·417	29·417	29·416	29·416	29·414	29·412	29·410
12	29·387	29·390	29·396	29·406	29·417	29·423	29·430	29·452	29·461	29·470	29·474	29·478	29·481	29·482	29·483
13	29 550	29·562	29·575	29·591	29·604	29·614	29·617	29·621	29·624	29·626	29·628	29·631	29·633	29·637	29·640
14	29·640	29·641	29·641	29·642	29·642	29·643	29·643	29·640	29·637	29·633	29·627	29·621	29·619	29·617	29 613
Mean ...	29·432	29·432	29·433	29·433	29·433	29·433	29·435	29·440	29·444	29·448	29·452	29·454	29·454	29·452	29·450

Absolute Maximum =29·674 at 6 p.m. on 7th.

—HOURLY VALUES.

AND STANDARD GRAVITY.

Table VII.

DECEMBER, 1913.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
29·595	29·589	29·583	29·575	29·564	29·547	29·529	29·517	29·506	29·586	29·609	Noon ...	29·506	Midnight ...	1
29·476	29·480	29·484	29·488	29·492	29·495	29·497	29·498	29·500	29·482	29·506	0 a.m. ...	29·462	Noon ...	2
29·514	29·509	29·501	29·493	29·475	29·470	29·462	29·454	29·449	29·507	29·537	Noon ...	29·449	Midnight ...	3
29·380	29·378	29·377	29·370	29·365	29·353	29·344	29·329	29·318	29·396	29·449	0 a.m. ...	29·318	Midnight ...	4
29·249	29·236	29·222	29·212	29·195	29·174	29·160	29·146	29·114	29·249	29·318	0 a.m. ...	29·114	Midnight ...	5
29·330	29·359	29·405	29·425	29·443	29·467	29·483	29·505	29·505	29·258	29·505	11 p.m.–Mid.	29·087	6 a.m. ...	6
29·671	29·673	29·674	29·673	29·671	29·668	29·667	29·665	29·664	29·622	29·674	6 p.m. ...	29·505	0 a.m. ...	7
29·532	29·519	29·509	29·478	29·470	29·450	29·423	29·373	29·352	29·570	29·664	0 a.m. ...	29·352	Midnight ...	8
29·060	29·056	29·048	29·050	29·057	29·063	29·070	29·075	29·084	29·115	29·352	0 a.m. ...	29·048	6 p.m. ...	9
29·353	29·359	29·367	29·372	29·377	29·380	29·383	29·385	29·387	29·292	29·387	Midnight ...	29·084	0 a.m. ...	10
29·407	29·404	29·401	29·395	29·390	29·387	29·385	29·384	29·381	29·405	29·423	6 a.m. ...	29·381	Midnight ...	11
29·485	29·487	29·489	29·503	29·507	29·515	29·521	29·526	29·529	29·463	29·529	Midnight ...	29·381	0 a.m. ...	12
29·643	29·646	29·647	29·646	29·645	29·644	29·643	29·641	29·640	29·621	29·647	6 p.m. ...	29·529	0 a.m. ...	13
29·610	29·607	29·604	29·595	29·580	29·569	29·563	29·560	29·557	29·616	29·643	6–7 a.m. ...	29·557	Midnight ...	14
29·450	29·450	29·451	29·448	29·445	29·442	29·438	29·433	29·428	29·442	29·517	.....	29·341	.....	Mean.

Absolute Minimum =29·048 at 6 p.m. on 9th.

SECTION III.

TEMPERATURE—TABLES VIII AND IX.

Table VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	...	...	...	...	32·4	32·0	32·9	32·6	32·2	31·6	32·4	34·3	36·0	35·7	34·4	34·6	34·4
2	35·7	32·9	34·0	32·5	32·5	32·5	31·0	30·8	31·2	31·8	33·2	34·0	33·9	34·0	33·3	34·1	33·6
3	33·0	32·9	32·9	36·0	34·5	34·5	36·8	38·0	37·9	37·6	37·3	37·1	37·5	34·8	33·0	34·4	34·3
4	32·4	32·3	31·7	31·5	31·2	31·7	31·4	31·7	31·9	32·2	32·3	33·0	34·5	33·2	32·8	32·4	32·3
5	28·5	28·5	28·2	28·0	27·9	27·7	27·5	29·2	29·9	28·7	29·6	29·8	29·9	29·8	29·9	29·9	30·0
6	27·7	27·6	28·6	27·6	28·3	28·0	31·0	31·1	31·7	32·2	33·7	33·9	33·4	33·6	33·9	32·9	32·5
7	30·9	30·6	30·6	30·7	30·8	31·0	30·3	30·5	31·1	31·9	33·2	33·0	33·2	33·5	34·0	33·2	33·0
8	28·6	24·5	25·2	23·5	20·7	19·1	19·7	21·5	22·7	25·3	26·3	30·2	30·5	31·1	31·1	30·9	31·2
9	19·9	19·0	17·0	16·0	15·0	16·6	16·7	17·6	19·4	21·0	22·1	22·1	22·2	22·0	22·0	21·1	20·2
10	10·8	11·4	11·3	11·4	11·0	11·2	11·9	14·3	15·3	18·1	20·4	22·3	23·3	23·3	23·6	23·7	24·3
11	15·2	14·5	14·4	15·7	16·6	17·1	17·8	19·2	19·9	20·8	22·1	23·1	23·3	23·7	23·9	24·6	23·9
12	15·6	15·3	15·2	15·1	15·5	17·6	18·4	19·5	22·7	23·5	25·9	28·0	29·6	30·4	30·0	30·2	31·0
13	23·7	24·2	23·8	23·9	24·1	26·1	29·7	30·8	32·9	33·6	36·4	43·0	36·9	34·7	34·5	37·3	34·9
14	25·2	24·7	19·5	22·0	22·6	23·1	25·1	27·1	30·1	33·0	33·5	34·5	32·0	32·1	31·7	33·2	34·1
15	26·9	26·9	25·9	25·2	26·1	28·0	28·6	28·7	24·8	24·9	26·2	28·0	28·6	28·1	26·9	25·5	25·8
16	20·4	20·3	20·5	20·7	21·4	22·1	22·2	22·2	22·3	22·4	24·0	23·1	22·5	22·8	21·1	21·1	21·4
17	24·3	25·5	25·6	25·2	25·6	25·6	25·8	25·8	26·2	25·6	26·0	24·0	23·8	23·5	23·0	23·3	23·1
18	18·2	18·2	16·8	17·1	17·7	15·2	19·6	21·6	22·4	24·0	25·4	25·1	28·6	29·1	29·3	29·2	29·0
19	18·3	17·9	17·0	16·9	16·2	18·1	19·8	20·4	20·4	24·4	24·6	24·1	26·1	24·5	23·9	25·2	25·1
20	15·2	14·4	11·5	11·2	11·0	10·2	10·9	11·5	14·0	15·7	16·2	17·1	18·1	18·3	18·5	17·2	16·7
21	6·5	6·2	6·2	6·1	5·9	7·2	8·4	10·7	11·5	14·6	16·5	19·1	18·2	19·0	18·6	18·3	17·7
22	9·5	9·2	9·0	8·8	8·5	8·2	9·5	10·8	12·1	14·5	16·0	17·9	18·8	18·0	18·9	17·8	17·1
23	5·0	4·5	4·6	4·5	4·5	4·1	4·7	5·0	5·4	6·3	7·5	9·2	10·9	11·2	11·5	10·7	9·5
24	— 1·7	— 1·6	— 1·1	— 0·4	0·5	1·8	2·3	2·8	3·2	3·6	4·8	6·4	7·7	9·9	12·2	13·1	13·3
25	11·5	11·6	15·0	15·7	16·5	18·0	19·4	20·3	21·1	23·7	24·8	25·1	24·4	25·8	25·7	25·9	26·8
26	13·1	11·9	10·7	9·5	9·5	7·2	8·6	9·4	9·8	10·8	13·2	16·1	17·3	20·5	23·4	21·9	24·9
27	16·5	17·6	18·5	18·9	19·6	20·1	20·8	19·6	19·0	19·7	19·8	19·9	19·9	20·4	21·5	21·8	22·9
28	29·1	29·1	27·4	27·7	27·3	27·1	26·8	26·8	26·1	26·0	26·0	29·2	28·4	27·7	27·0	26·1	25·8
29	21·1	20·8	20·5	20·4	20·1	20·0	19·8	20·2	20·1	22·5	23·0	25·1	26·5	28·2	28·7	27·4	25·9
Mean ...	20·0	19·7	19·3	19·3	19·8	20·0	20·9	21·7	22·3	22·8	24·6	25·8	26·1	26·2	26·1	26·1	26·0

Greatest Range = 19·8 on 13th.
Least Range = 2·6 on 5th.

Absolute Maximum = 43·1 at
Absolute Maximum " Föhn "

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	20·4	20·4	19·0	18·2	17·7	17·8	19·1	21·5	23·0	24·5	25·4	28·1	28·9	30·3	32·9	30·6	30·3
2	13·0	12·1	13·1	12·7	12·6	11·8	13·4	14·4	16·2	16·2	17·4	19·8	21·0	22·5	24·2	26·5	26·5
3	...	...	...	...	...	17·6	...	...	...	...	...	17·9	...	...	...	...	...
4	...	...	...	...	...	20·4	...	...	...	...	...	19·7	...	...	...	...	...
5	19·9	19·6	19·4	18·6	17·5	17·4	16·0	16·0	16·6	17·5	18·7	16·4	15·8	14·9	13·2	12·8	12·1
6	9·9	9·4	9·1	8·3	7·5	6·8	6·5	6·7	7·1	8·1	9·8	11·8	11·8	12·1	13·0	13·8	12·8
7	7·9	7·8	7·8	7·6	7·3	7·0	7·0	7·7	8·2	9·1	9·9	10·8	11·4	12·1	12·6	12·9	12·9
8	10·8	10·7	9·4	10·0	11·5	10·6	11·7	12·5	14·9	15·2	16·3	18·4	17·4	18·8	19·6	19·0	18·0
9	9·5	9·4	9·3	9·4	9·4	9·8	9·9	10·1	9·9	10·2	10·7	12·2	12·3	12·6	12·5	12·7	12·5
10	6·8	6·7	7·0	6·9	6·7	5·8	5·8	5·9	6·6	7·1	7·1	9·0	9·5	10·0	10·3	10·3	10·2
11	3·9	4·0	4·7	5·3	4·4	4·8	4·9	5·0	5·3	6·1	7·5	9·0	9·1	8·4	9·1	8·9	8·7
12	5·2	5·1	5·2	5·6	4·3	4·8	4·8	5·2	5·6	7·2	7·6	8·8	9·0	9·6	9·8	9·2	8·8
13	7·1	7·9	9·5	8·3	7·6	8·8	8·2	9·9	9·0	9·3	10·4	10·6	12·0	12·9	12·9	14·5	13·0
14	14·7	14·4	13·3	14·5	14·3	15·0	15·4	16·1	17·5	17·5	18·8	20·9	21·6	22·6	23·4	22·2	21·5
15	18·4	18·3	19·0	16·9	16·2	15·7	16·2	18·1	19·8	21·0	23·6	26·3	27·2	25·6	24·4	21·9	21·1
16	13·9	12·3	11·6	11·4	11·1	11·3	11·5	12·2	12·5	13·1	14·0	14·4	14·7	14·3	15·4	16·5	17·0
17	15·0	14·4	14·1	14·0	14·2	14·5	14·6	14·7	14·8	15·0	14·9	14·4	14·2	14·1	13·9	13·3	13·9
18	7·9	7·0	8·3	8·1	8·4	7·3	8·7	9·5	10·0	11·8	14·7	16·7	18·8	17·3	16·4	16·5	16·4
19	10·3	10·2	9·0	9·0	7·8	8·2	9·0	10·0	11·3	13·1	14·7	15·4	18·3	19·3	17·7	18·2	16·1
20	11·7	12·0	12·4	13·3	13·2	12·9	12·1	11·1	11·0	10·7	10·5	10·6	10·3	10·8	11·4	10·7	11·7
21	5·3	4·2	4·0	3·5	2·5	2·8	3·6	4·5	5·3	5·2	5·9	7·8	10·7	12·3	13·9	12·0	12·1
22	4·8	4·1	4·6	3·1	1·2	0·7	0·2	0·3	0·0	0·8	0·9	0·8	0·4	0·5	— 1·2	— 2·7	— 4·7
23	— 8·8	— 8·2	— 7·5	— 7·1	— 6·2	— 5·2	— 5·6	— 2·8	— 1·1	0·1	1·5	1·8	2·5	2·6	3·1	2·7	1·8
24	— 2·5	— 2·2	— 2·5	— 2·5	— 2·3	— 2·0	— 2·0	— 1·4	— 1·5	0·3	1·7	2·8	4·3	4·2	4·8	5·0	4·4
25	6·0	7·1	8·7	9·1	9·9	10·8	12·3	12·8	14·4	15·6	17·6	19·4	19·9	20·2	20·1	19·4	18·1
26	12·4	13·0	13·7	13·9	14·7	14·9	15·7	17·6	14·5	14·6	14·9	14·9	16·2	16·2	15·9	14·8	14·6
27	8·3	9·6	8·1	8·4	7·9	7·0	6·6	6·3	6·1	6·2	6·3	6·8	7·0	7·6	8·0	8·5	8·7
28	8·6	9·0	9·0	8·8	8·6	8·0	7·8	8·2	8·4	8·8	8·8	9·1	9·3	9·8	9·8	10·8	9·3
29	6·6	6·6	6·9	7·2	7·2	6·8	6·7	6·5	6·5	6·6	6·5	7·3	7·7	7·8	8·1	8·6	8·6
30	4·7	3·9	4·4	4·2	4·1	4·8	4·7	5·0	5·5	6·0	5·9	6·8	6·8	6·8	6·7	6·5	5·0
31	4·5	4·3	4·2	4·4	5·0	4·9	4·4	4·7	5·0	5·5	6·3	7·2	7·7	9·2	9·7	9·8	9·9
Mean ...	8·8	8·7	8·8	8·7	8·4	8·4	8·6	9·3	9·7	10·4	11·0	12·4	13·0	13·3	13·5	13·3	12·8

Greatest Range = 19·1 on 1st.
Least Range = 4·0 on 28th.

Absolute Maximum = 32·9 at
Absolute Maximum " Föhn "

—HOURLY VALUES.

Table VIII.

FAHRENHEIT.

FEBRUARY, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
34·5	34·6	34·7	35·0	35·5	36·4	36·0	34·1	...	.....	...	.....	...	...	.....	1
33·1	32·2	32·0	31·6	31·7	32·5	32·5	32·8	35·7	1·0 a.m.	30·8	8·0 a.m.	4·9	...	.....	2
33·6	33·6	33·6	32·9	32·8	33·0	32·9	34·8	38·0	8·0 a.m.	32·8	10·0 p.m.....	5·2	...	.....	3
32·0	31·4	30·7	30·0	29·8	29·5	29·1	31·8	34·5	1·0 p.m.	29·1	Midnight ...	5·4	...	.....	4
30·1	29·4	28·9	28·2	27·8	27·7	27·5	28·9	30·1	6·0 p.m.	27·5	7·0 a.m. & Midt	2·6	...	.....	5
31·9	32·0	30·7	29·5	29·1	30·8	31·0	30·9	33·9	Nocn& 3 p.m.	27·6	2–4 a.m.	6·3	...	.....	6
33·0	32·8	32·7	32·6	31·1	31·8	29·5	31·9	34·4	3·10 p.m. ...	29·5	Midnight ...	4·9	...	.....	7
20·9	30·6	26·7	25·1	23·4	21·5	18·7	26·1	31·2	5·0 p.m.	18·7	Midnight ...	12·5	3·2	11·30 p.m.	8
19·0	17·5	15·1	14·1	13·2	12·2	11·2	18·2	22·2	1·0 p.m.	11·2	Midnight ...	11·0	7·1	5·0 a.m.....	9
23·1	21·9	20·8	19·2	17·2	15·6	15·1	17·4	24·3	5·0 p.m.	10·8	1·0 a.m.	13·5	...	.....	10
23·7	22·8	21·3	19·8	17·9	16·9	16·0	19·7	24·6	4·0 p.m.	14·0	2·10 a.m.....	10·6	...	.....	11
32·8	31·8	27·7	25·2	26·2	25·0	24·0	23·8	32·8	6·0 p.m.	14·4	4·0 a.m.	18·4	5·8	2·30 a.m. ...	12
33·1	32·1	31·0	29·1	25·6	26·0	25·3	30·0	43·1	11·50 a.m. ...	23·3	3·10 a.m. ...	19·8	...	.....	13
32·0	31·9	30·3	28·7	28·6	27·3	27·1	28·7	34·5	Noon	19·5	3·0 a.m.	15·0	...	.....	14
27·1	25·4	22·7	22·0	22·0	20·6	20·7	25·8	27·1	6·0 p.m.	20·6	11·0 p.m. ...	6·5	2·6	6·20 p.m. ...	15
22·1	22·4	23·2	23·4	25·7	26·3	25·1	22·4	26·3	11·0 p.m.....	20·3	2·0 a.m.	6·0	...	.....	16
22·4	21·6	20·5	19·2	18·3	17·4	16·2	23·4	26·2	9·0 a.m.	16·2	Midnight ...	10·0	...	.....	17
26·4	28·6	26·2	24·7	23·6	23·0	18·1	23·2	29·3	3·0 p.m.	14·3	3·20 a.m.....	15·0	2·6	11·0 a.m. ...	18
23·5	21·0	18·5	18·6	16·6	17·7	15·2	20·6	26·1	1·0 p.m.	15·2	Midnight ...	10·9	...	.....	19
15·4	14·5	13·4	10·4	10·0	8·5	6·7	13·8	18·5	3.0 p.m.	6·7	Midnight ...	11·8	3·3	5·0 a.m.....	20
16·6	16·1	15·5	14·7	12·8	11·4	10·2	12·8	19·1	Noon	5·9	5·0 a.m. ...	13·2	4·3	7·0 p.m. ...	21
16·2	15·3	14·2	12·1	9·4	7·6	5·7	12·8	18·9	3·0 p.m.	5·7	Midnight ...	13·2	3·8	10·30 p.m.	22
8·2	7·3	4·8	3·3	1·3	0·8	— 1·2	6·1	11·5	3·0 p.m.	— 1·2	Midnight ...	12·7	2·8	2·0 p.m. ...	23
13·2	14·0	13·9	15·8	14·4	13·9	11·3	6·9	15·8	9·0 p.m.	— 1·7	1·0 a.m.	17·5	...	.....	24
22·6	20·6	19·1	19·2	18·4	16·3	14·8	20·0	26·8	5·0 p.m.	11·3	1·40 a.m. ...	15·5	...	.....	25
23·5	20·7	19·1	17·3	15·1	13·7	14·7	15·1	24·9	5·0 p.m.	7·2	6·0 a.m.	17·7	...	.....	26
24·1	24·2	24·4	24·3	24·4	25·1	26·1	21·0	26·1	Midnight ...	14·7	0·0 a.m.	11·4	...	.....	27
25·0	24·0	24·1	24·2	22·4	21·7	22·9	26·2	29·2	Noon	21·0	11·30 p.m. ...	8·2	...	.....	28
23·4	22·9	20·1	18·8	19·8	20·4	20·6	22·4	28·7	3·0 p.m.	18·8	8·30 & 9·10 p.m.	9·9	...	.....	29
25·3	24·6	23·3	22·3	21·5	21·1	20·2	22·8	27·7	.....	16·6	.....	11·1	...	.....	Mean.

11·50 a.m. on 13th.
effect = 7·1 at 5·0 a.m. on 9th.

Absolute Minimum = — 1·7 at 1·0 a.m. on 24th.

MARCH, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
25·1	25·5	31·1	18·7	17·0	15·4	13·8	23·3	32·9	3·0 p.m.	13·8	Midnight ...	19·1	...	.....	1
25·0	26·7	26·5	25·6	25·5	25·8	25·1	19·5	26·7	7·0 p.m.	11·8	6·0 a.m.	14·9	...	.....	2
19·2	...	...	...	...	...	19·6	...	...	.....	...	.....	...	...	.....	3
20·0	...	...	...	...	...	20·0	...	...	.....	...	.....	...	...	.....	4
10·8	10·3	9·3	9·1	8·8	8·7	8·6	14·4	20·0	0·0 a.m.	8·5	10·30 p.m. ...	11·5	...	.....	5
11·3	10·9	10·0	9·1	8·6	7·9	7·8	9·6	13·8	4·0 p.m.	6·5	7·0 a.m.	7·3	...	.....	6
12·4	11·8	11·5	11·6	11·7	11·3	10·8	10·0	12·9	4 & 5 p.m. ...	7·0	6 & 7 a.m. ...	5·9	...	.....	7
17·5	16·4	14·8	12·4	11·4	10·9	10·3	14·1	19·6	3·0 p.m.	9·4	3·0 a.m.	10·2	...	.....	8
12·1	11·4	11·3	11·4	9·6	10·5	7·3	10·7	12·7	4·0 p.m.	7·3	Midnight ...	5·4	...	.....	9
9·8	9·3	8·3	6·6	5·5	4·1	4·0	7·5	10·3	3 & 4 p.m. ...	4·0	Midnight ...	6·3	...	.....	10
8·5	7·6	6·7	6·7	6·8	6·7	6·1	6·5	9·1	1 & 3 p.m. ...	3·9	1·0 a.m.	5·2	3·0	2·15 a.m. ...	11
7·1	6·1	6·2	5·9	4·6	5·0	6·8	6·5	9·8	3·0 p.m.	4·3	5·0 a.m.	5·5	...	.....	12
14·0	13·0	11·4	13·4	13·2	13·3	15·0	10·9	15·0	Midnight ...	6·8	6·0 a.m.	8·2	...	.....	13
20·0	18·8	19·3	19·1	18·6	17·9	18·2	18·1	23·4	3·0 p.m.	13·3	3·0 a.m.	10·1	...	.....	14
21·0	20·0	18·0	16·6	14·7	15·4	14·9	19·7	27·2	1·0 p.m.	14·7	10·0 p.m. ...	12·5	...	.....	15
16·9	16·8	16·2	15·9	15·3	14·8	15·2	14·0	17·0	5·0 p.m.	11·1	5·0 a.m.	5·9	...	.....	16
11·8	10·7	9·7	9·5	8·5	7·7	7·8	13·1	15·2	0·0 a.m.	7·7	11·0 p.m. ...	7·5	...	.....	17
15·9	15·7	13·4	12·3	11·8	13·3	10·8	12·3	18·8	1·0 p.m.	7·0	2·0 a.m.	11·8	5·0	10·40 p.m....	18
16·7	15·7	11·9	10·8	10·7	10·7	10·8	12·7	19·3	2·0 p.m.	7·8	5·0 a.m.	11·5	...	.....	19
10·0	9·1	8·4	6·5	7·2	7·0	5·8	10·5	13·3	4·0 a.m.	5·8	Midnight ...	7·5	...	.....	20
11·1	10·3	7·8	6·9	6·8	5·7	4·7	7·1	13·9	3·0 p.m.	2·5	5·0 a.m.	11·4	...	.....	21
— 6·2	— 7·0	— 8·1	— 8·4	— 8·7	— 9·2	— 9·2	— 1·5	4·8	1·0 a.m.	— 9·2	11·0 p.m.&Midt	14·0	...	.....	22
1·3	0·5	0·0	— 1·2	— 1·8	— 2·0	— 2·5	— 1·8	3·1	3·0 p.m.	— 9·2	0·0 a.m.	12·3	...	.....	23
0·8	1·5	2·8	2·4	0·8	3·3	3·8	0·8	5·0	4·0 p.m.	— 2·5	0·1 & 3·4 a.m.	7·5	...	.....	24
16·9	16·2	14·6	13·0	12·6	12·4	12·0	14·0	20·2	2·0 p.m.	3·8	0·0 a.m.	16·4	...	.....	25
13·9	12·7	12·4	12·0	12·6	11·4	10·8	14·1	17·6	8·0 a.m.	10·8	Midnight ...	6·8	...	.....	26
8·9	8·9	8·9	8·9	8·0	8·2	8·3	7·9	10·8	0·0 a.m.	5·8	7·30 a.m.....	5·0	4·2	2·0 a.m.....	27
8·8	8·7	8·6	7·8	7·4	6·9	6·8	8·7	10·8	4·0 p.m.	6·8	Midnight ...	4·0	...	.....	28
7·8	7·4	7·0	7·2	5·2	5·3	3·9	7·0	9·0	11·55 a.m. ...	3·9	Midnight ...	5·1	...	.....	29
4·4	4·9	5·0	5·2	5·0	4·6	4·6	5·2	8·8	11·30 a.m. ...	3·9	0 & 2 a.m. ...	4·9	...	.....	30
10·8	11·4	12·0	12·9	13·8	14·7	14·8	8·0	14·8	Midnight ...	4·2	3·0 a.m.	10·6	...	.....	31
11·9	11·4	10·8	9·9	9·3	9·2	8·9	10·5	15·0	.....	5·9	.....	9·1	...	.....	Mean.

3·0 p.m. on 1st.
effect = 5·0 at 10·40 p.m. on 18th.

Absolute Minimum = — 9·2 at 11·0 p.m.—Midnight on 22nd, and at 0·0 a.m. on 23rd.

Table VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	14·6	14·8	14·6	14·2	13·9	13·9	14·3	14·5	14·8	15·2	14·2	15·9	16·0	16·1	16·4	15·5	16·1
2	12·4	12·5	12·8	12·7	13·4	13·4	12·6	12·2	14·2	11·5	10·6	10·0	9·6	9·8	9·4	9·0	8·3
3	3·8	3·1	3·4	2·2	2·3	2·6	2·1	2·0	2·3	3·0	3·6	4·0	4·3	4·2	5·0	5·3	5·1
4	10·1	11·0	12·5	13·8	16·0	17·2	13·0	13·7	14·9	12·9	11·7	11·7	12·0	12·1	12·3	12·2	12·2
5	13·6	13·9	13·4	14·9	15·2	16·1	16·1	17·7	18·0	20·8	20·3	17·9	17·7	16·8	15·7	16·7	15·6
6	5·6	4·7	4·0	4·7	5·2	5·3	6·1	6·7	6·6	7·3	7·3	7·5	8·3	8·3	8·4	6·4	4·7
7	5·0	5·1	4·6	4·6	4·8	4·6	3·7	3·6	3·6	3·9	4·3	5·3	5·7	5·7	5·7	6·5	4·5
8	— 0·5	— 1·7	— 2·9	— 1·9	— 1·4	— 6·2	— 4·9	— 2·5	— 2·3	— 2·3	— 3·2	— 4·2	— 3·0	— 1·0	1·0	2·0	1·8
9	4·6	4·8	4·7	4·7	4·7	4·8	4·6	4·4	4·4	4·9	5·3	5·8	5·1	4·7	4·0	3·1	1·9
10	— 2·2	— 1·6	— 0·4	0·2	0·4	— 0·7	0·4	0·8	1·8	4·4	4·4	5·0	3·9	3·9	3·7	1·4	0·4
11	— 3·0	— 3·4	— 4·0	— 4·5	— 4·4	— 5·2	— 4·7	— 4·5	— 4·4	— 4·5	— 3·8	— 3·0	— 2·7	— 2·4	— 1·9	— 1·6	— 0·5
12	5·9	7·0	6·6	7·7	8·2	8·8	9·8	11·4	12·6	12·6	16·0	16·7	15·8	16·7	16·6	16·4	15·9
13	14·6	13·5	12·4	10·8	9·7	8·3	7·9	7·0	6·5	5·9	6·6	7·3	8·0	8·4	8·4	9·2	10·3
14	7·0	7·1	6·9	4·8	5·5	6·3	8·0	7·1	6·5	6·7	6·7	5·8	4·6	3·8	4·0	2·8	2·3
15	— 3·5	— 4·2	— 4·3	— 6·1	— 8·1	— 8·2	— 8·3	— 6·1	— 4·9	— 2·4	— 0·9	0·1	— 0·4	— 0·4	— 1·0	— 2·0	— 1·2
16	— 3·0	— 4·0	— 5·0	— 6·0	— 6·6	— 6·7	— 7·1	— 7·2	— 7·3	— 7·4	— 7·0	— 7·2	— 6·0	— 5·5	— 5·0	— 5·0	— 6·0
17	— 6·9	— 7·1	— 7·4	— 7·5	— 8·1	— 8·2	— 8·1	— 7·9	— 7·8	— 7·6	— 6·5	— 6·2	— 6·7	— 6·2	— 7·1	— 7·6	— 8·7
18	— 9·3	— 9·7	—10·3	—10·3	—11·6	—12·4	—12·5	—12·4	—12·4	—12·3	—12·2	—12·2	—11·6	—11·4	—11·2	—11·2	—11·3
19	—12·6	—12·4	—12·8	—12·7	—13·1	—14·8	—14·4	—14·8	—15·0	—15·1	—15·2	—15·0	—15·0	—14·8	—14·6	—14·5	—14·1
20	—14·3	—14·3	—14·3	—14·5	—14·1	—13·7	—12·9	—12·2	—11·9	—10·9	—10·2	— 9·7	— 7·2	— 7·2	— 7·1	— 6·7	— 6·7
21	— 3·3	— 3·0	— 1·9	— 1·1	— 1·2	— 0·1	0·0	1·3	2·1	2·3	2·4	2·6	2·4	4·0	4·0	3·5	2·7
22	3·2	2·4	1·7	1·2	0·9	1·3	1·0	0·9	0·7	0·5	0·3	— 0·3	— 1·8	— 1·9	— 0·9	— 0·6	— 0·4
23	0·0	— 1·0	— 0·8	— 0·5	— 0·5	— 0·4	— 0·3	0·8	1·8	2·5	3·4	3·8	5·0	6·6	6·0	4·5	4·0
24	10·9	10·9	11·0	12·2	12·0	10·6	10·7	10·4	10·3	10·1	9·8	9·6	9·3	8·8	8·2	8·3	8·8
25	2·5	1·5	1·2	0·0	— 1·5	— 2·2	— 2·7	— 3·7	— 4·7	— 5·7	— 6·7	— 7·0	— 6·8	— 7·3	— 7·6	— 8·2	— 8·3
26	...	...	...	...	...	...	...	0·8	...	...	...	9·0	...	...	...	...	...
27	10·9	10·4	9·1	8·8	9·5	9·4	9·3	9·4	9·6	10·5	11·1	13·0	13·0	13·0	12·6	12·3	12·2
28	11·6	10·7	10·0	9·7	6·9	6·8	5·4	4·5	1·6	— 0·3	— 0·4	— 1·0	— 1·6	— 2·2	— 1·1	— 0·5	— 0·2
29	— 7·2	— 6·2	— 5·7	— 3·1	— 2·7	— 2·7	— 2·9	— 2·6	— 2·8	— 2·8	— 2·9	— 3·0	— 3·8	— 2·7	— 2·3	— 3·7	— 4·1
30	— 5·4	— 6·0	— 6·0	— 5·4	— 5·8	— 4·4	— 3·9	— 3·9	— 3·6	— 3·5	— 3·0	— 2·8	— 2·6	— 2·5	— 2·6	— 2·7	— 2·9
Mean ...	2·2	2·0	1·8	1·8	1·7	1·5	1·5	1·7	1·9	2·1	2·3	2·4	2·5	2·7	2·6	2·4	2·2

Greatest Range = 18·9 on 28th.
Least Range = 2·8 on 19th.

Absolute Maximum = 21·6 at
Absolute Maximum "Föhn"

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	— 3·7	— 3·7	— 3·8	— 4·7	— 6·2	— 9·2	—10·2	—11·6	—12·4	—13·5	—14·9	—17·0	—18 0	—17·9	—17·9	—18·6	—19·4
2	—20·8	—21·0	—21·0	—21·0	—20·7	—19·7	—19·7	—18·7	—18·0	—14·9	—15·0	—14·2	—14·5	—16·3	—17·1	—18·3	—19·2
3	—21·1	—21·1	—21·1	—21·3	—21·5	—21·3	—21·2	—20·3	—20·9	—20·5	—21·1	—21·2	—20·4	—21·0	—21·1	—21·1	—20·7
4	—21·3	—20·8	—20·9	—21·5	—21·3	—21·4	—21·4	—21·2	—20·4	—19·7	—18·9	—18·2	—18·3	—18·2	—18·2	—18·3	—19·0
5	— 9·6	— 9·8	—11·2	—16·1	—12·9	—13·7	— 9·1	— 6·0	— 3·6	— 5·1	— 3·3	— 2·8	— 3·3	— 4·6	— 4·7	— 4·7	— 3·6
6	5·2	5·6	4·0	4·2	4·3	3·7	3·5	3·4	3·0	4·2	4·8	6·0	6·9	7·7	8·1	8·2	8·7
7	9·8	10·1	10·2	10·8	11·7	11·8	11·9	12·0	12·2	13·1	13·0	13·6	15·0	14·8	14·9	14·9	15·0
8	16·0	15·5	15·9	16·0	16·0	15·9	16·3	16·2	16·3	16·6	17·0	18·6	18·6	18·6	18·4	18·8	17·1
9	19·4	19·4	19·4	16·2	15·6	13·8	13·4	13·1	12·5	12·8	12·9	13·1	11·7	10·7	10·9	9·6	8·2
10	6·5	7·0	6·6	7·4	4·5	4·8	3·6	3·0	2·8	3·2	3·2	2·8	2·9	3·1	3·0	3·3	3·2
11	2·1	1·5	0·9	0·3	— 0·5	0·8	— 1·6	— 1·8	— 2·2	— 3·0	— 3·6	— 4·0	— 4·0	— 4·9	— 5·1	— 5·5	— 5·5
12	— 5·3	— 5·2	— 5·9	— 6·1	— 5·8	— 6·2	— 5·9	— 5·6	— 5·1	— 4·8	— 4·6	— 2·6	— 2·6	— 2·1	— 2·6	— 3·2	— 3·8
13	— 1·1	— 0·6	0·2	1·6	1·1	0·6	0·9	1·0	1·5	2·2	5·3	6·0	5·4	6·0	6·6	7·3	8·2
14	2·9	2·8	1·5	0·8	0·4	1·3	0·8	0·5	1·2	0·8	0·4	— 2·2	— 2·5	— 2·2	— 3·5	— 3·2	— 2·7
15	— 3·6	— 3·5	— 3·2	— 3·1	— 3·3	— 4·2	— 4·5	— 4·6	— 4·6	— 4·6	— 5·2	— 5·2	— 5·5	— 6·0	— 6·0	— 6·0	— 5·5
16	— 5·2	— 5·9	— 6·4	— 6·3	— 6·2	— 5·8	— 5·5	— 4·4	— 3·2	— 3·2	— 3·2	— 2·2	— 1·5	— 2·6	— 2·3	— 2·6	— 3·6
17	0·8	1·6	2·0	1·6	— 0·8	— 1·2	— 1·8	— 2·5	— 3·0	— 3·3	— 4·3	— 3·2	— 3·0	— 3·1	— 3·8	— 4·3	— 3·1
18	...	...	...	...	...	— 7·2	...	...	...	...	...	— 0·2	...	...	...	...	...
19	...	...	...	...	...	11·6	...	...	...	...	...	— 1·6	...	...	...	...	...
20	...	...	...	...	...	— 4·7	...	...	...	...	...	— 4·0	...	...	...	...	...
21	— 3·4	— 3·5	— 4·2	— 4·2	— 3·8	— 3·5	— 4·2	— 4·6	— 4·6	— 4·0	— 5·3	— 4·3	— 5·1	— 5·2	— 4·5	— 5·9	— 9·5
22	...	...	...	...	...	—22·2	...	...	...	...	...	—27·8	...	...	...	...	...
23	...	...	...	...	...	—28·2	...	...	...	...	...	—20·6	...	...	...	...	...
24	— 8·8	— 7·6	— 7·1	— 6·1	— 4·1	— 5·2	— 5·5	— 5·3	— 4·8	— 4·4	— 4·2	— 4·2	— 4·2	— 4·5	— 0·1	— 3·3	— 3·7
25	1·1	1·0	1·0	— 0·3	— 0·4	— 2·2	— 6·2	— 7·2	— 6·7	— 6·1	— 5·0	— 3·2	— 2·5	— 2·0	— 1·6	— 1·4	— 0·9
26	— 1·6	— 1·1	1·0	0·8	1·3	1·6	2·5	3·9	3·7	1·7	1·7	3·0	4·2	4·9	4·6	6·8	7·0
27	5·2	5·1	4·8	4·6	4·4	2·9	3·6	3·5	3·3	2·9	2·2	1·6	1·2	— 0·2	— 0·1	— 0·6	— 0·5
28	— 6·0	— 7·1	— 5·4	— 5·2	— 6·7	— 6·4	— 2·8	— 1·7	— 1·0	0·1	— 1·1	— 1·2	— 1·3	— 0·2	— 1·4	— 2·3	— 1·8
29	6·5	1·8	1·7	2·6	4·7	2·6	1·2	0·8	0·2	0·2	— 0·6	1·5	2·0	2·0	1·8	1·2	0·8
30	— 4·1	— 4·1	— 5·0	— 5·7	— 6·4	— 6·4	— 6·6	— 6·3	— 6·0	— 6·1	— 6·9	— 5·9	— 6·2	— 5·3	— 5·3	— 5·2	— 4·9
31	— 5·3	— 4·2	— 4·9	— 4·6	— 4·2	— 3·2	— 4·0	— 2·4	— 2·4	— 3·6	— 3·7	— 3·2	— 4·1	— 2·7	— 2·8	— 3·0	— 2·6
Mean ...	— 1·8	— 1·8	— 2·0	— 2·3	— 2·3	— 2·7	— 2·8	— 2·6	— 2·4	— 2·3	— 2·3	— 1·9	— 1·9	— 2·0	— 1·9	— 2·0	— 2·3

Greatest Range = 21·3 on 21st.
Least Range = 1·7 on 3rd.

Absolute Maximum = 21·8 at
Absolute Maximum "Föhn"

HOURLY VALUES.

Table VIII.

FAHRENHEIT.

APRIL, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
15·3	14·3	12·8	12·8	12·5	12·3	12·4	14·5	16·4	3·0 p.m.	12·3	11.0 p.m.....	4·1	...	.....	1
6·3	5·5	5·2	5·4	4·1	4·3	4·8	9·7	14·2	9.0 a.m.	3·3	10·15 p.m. ...	10·9	...	.....	2
4·3	4·2	5·3	5·8	7·7	8·4	9·3	4·2	9·3	Midnight ...	2·0	8·0 a.m.	7·3	...	.....	3
12·5	12·5	14·7	12·7	12·7	13·3	13·4	12·9	17·2	6·0 a.m.	9·3	0·0 a.m.	7·9	...	.....	4
13·6	11·7	11·0	9·9	7·8	6·1	5·0	14·6	21·6	10·15 a.m. ...	5·0	Midnight ...	16·6	...	.....	5
3·8	3·8	4·1	4·4	4·9	5·0	4·8	5·7	8·4	3·0 p.m.	3·8	6–7 p.m.	4·6	...	.....	6
3·8	3·7	2·8	2·4	1·5	0·6	— 0·7	4·0	6·5	4·0 p.m.	— 0·7	Midnight ...	7·2	...	.....	7
1·8	1·9	3·1	3·5	4·6	4·8	5·0	— 0·5	5·0	Midnight ...	— 6·2	6·0 a.m.	11·2	...	.....	8
1·8	— 0·1	— 0·6	— 0·2	— 0·2	— 1·7	— 2·7	3·2	5·8	Noon	— 2·7	Midnight ...	8·5	...	.....	9
— 0·5	— 1·0	— 1·3	— 1·4	— 1·6	— 1·9	— 2·2	0·7	5·0	Noon	— 2·2	1 a.m. & Midt.	7·2	...	.....	10
0·3	1·1	2·3	3·0	3·8	5·1	4·8	— 1·7	5·1	11·0 p.m.....	— 5·2	6·0 a.m.	10·3	...	.....	11
15·4	14·8	14·5	14·8	15·2	15·6	15·7	12·7	16·7	Noon & 2 p.m.	4·8	0·0 a.m.	11·9	...	.....	12
11·8	10·6	9·4	8·5	6·4	5·2	5·3	9·1	15·7	1·0 a.m.	5·2	11·0 p.m. ...	10·5	...	.....	13
1·6	2·1	1·4	1·7	0·6	— 1·2	— 2·3	4·3	9·5	7·30 a.m.....	— 2·3	Midnight ...	11·8	2·8	3·0 a.m....	14
— 5·7	— 5·9	— 6·2	— 5·1	— 4·4	— 4·2	— 5·0	— 4·0	0·1	Noon	— 8·3	7·0 a.m.	8·4	3·0	6·30 a.m.	15
— 7·2	— 5·8	— 5·4	— 5·5	— 5·3	— 6·6	— 6·7	— 6·0	— 3·0	1·0 a.m.	— 7·4	10·0 a.m.....	4·4	...	.....	16
— 9·7	— 9·8	— 9·7	— 9·0	— 9·6	— 9·5	— 9·5	— 8·0	— 6·2	Noon & 2 p.m.	— 9·8	7·0 p.m.	3·6	...	.....	17
—11·0	—11·4	—11·6	—11·8	—12·6	—12·7	—12·8	—11·5	— 9·3	1·0 a.m.	—12·8	Midnight ...	3·5	...	.....	18
—14·2	—14·2	—14·8	—14·9	—15·0	—15·2	—15·0	—14·3	—12·4	2·0 a.m.	—15·2	11 a.m. & 11 p.m.	2·8	...	.....	19
— 5·2	— 5·6	— 4·5	— 3·7	— 4·6	— 5·2	— 5·3	— 9·4	— 3·7	9·0 p.m.	—15·0	0·0 a.m.	11·3	...	.....	20
2·6	2·6	1·3	1·5	1·9	2·6	3·6	1·2	4·0	2 & 3 p.m. ...	— 5·3	0·0 a.m.	9·3	...	.....	21
— 0·3	0·2	1·1	0·5	— 0·4	— 0·6	— 0·7	0·4	3·6	0·0 a.m.	— 1·9	2·0 p.m.	5·5	...	.....	22
3·4	3·8	4·7	5·0	6·0	6·9	10·2	2·9	10·2	Midnight ...	— 1·0	2·0 a.m.	11·2	...	.....	23
6·8	5·9	5·7	5·0	4·4	3·5	2·8	8·7	12·2	4·0 a.m.	2·0	11·55 p.m. ...	10·2	...	.....	24
— 9·3	—10·2	—10·4	—10·0	— 9·0	— 8·0	— 7·2	— 5·3	3·0	0·15 a.m.....	—10·1	8·0 p.m.	13·4	...	.....	25
10·2	...	...	...	...	...	9·5	...	...	.....	...	.....	...	...	.....	26
11·5	10·4	10·4	9·6	10·2	10·8	10·8	10·7	13·0	Noon1–p.m...	8·8	4·0 a.m.	4·2	...	.....	27
— 5·4	— 5·3	— 5·9	— 6·4	— 6·6	— 7·3	— 7·2	1·1	11·6	1·0 a.m.	— 7·3	11·0 p.m. ...	18·9	...	.....	28
— 4·2	— 5·0	— 4·0	— 5·1	— 5·5	— 4·2	— 5·2	— 4·0	— 2·3	3·0 p.m.	— 7·2	0–1 a.m.	4·9	3·0	2·0 p.m....	29
— 3·2	— 3·1	— 3·4	— 3·5	— 4·1	— 4·3	— 4·2	— 3·9	— 2·5	2·0 p.m.	— 6·0	2–3 a.m.	3·3	...	.....	30
1·4	1·4	1·1	1·0	0·9	0·7	0·7	1·8	6·0	.....	— 2·4	.....	8·4	...	.....	Mean.

10·15 a.m. on 5th.
effect = 3·0 at 6·30 a.m. on 15th and at 2·0 p.m. on 29th.

Absolute Minimum = — 15·2 at 11·0 a.m. and 11.0 p.m. on 19th.

MAY, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
—19·5	—19·5	—19·7	—19·9	—20·3	—20·4	—20·4	—13·9	— 3·7	1 & 2 a.m. ...	—20·4	11 p.m. & Midt.	16·7	...	.....	1
—20·7	—20·7	—20·6	—19·2	—20·7	20·8	—21·2	—18·9	—14·2	Noon	—21·2	Midnight ...	7·0	...	.....	2
—20·7	—20·8	—20·9	—21·2	—21·2	—22·0	—21·8	—21·1	—20·3	8·0 a.m.	—22 0	11·0 p.m. ...	1·7	...	.....	3
—19·1	—20·2	—18·8	—18·8	—18·2	—16·8	—16·4	—19·6	—14·6	11·30 p.m. ...	—21·8	0·0 a.m.	7·2	...	.....	4
— 3·2	— 2·8	— 0·7	0·4	— 0·3	0·0	1·3	— 5·8	1·3	Midnight ...	—16·4	0·0 a.m.	17·7	4·8	10·30 p.m....	5
7·7	8·4	8·8	9·0	9·1	9·0	11·6	6·2	11·6	Midnight ...	1·3	0 0 a.m.	10·3	...	.....	6
15·2	15·3	15·4	15·6	16·4	16·1	15·4	13·4	16·8	11.30 p.m. ...	9·8	1·0 a.m.	7·0	...	.....	7
20·5	19·0	19·4	19·0	18·8	19·4	21·8	17·6	21·8	Midnight ...	15·4	0·0 a.m.	6·4	...	.....	8
8·7	6·3	6·1	6·9	6·5	5·8	6·8	11·7	21·8	0·0 a.m.	5·8	11·0 p.m. ...	16·0	...	.....	9
3·3	3·4	3·3	3·2	3·1	2·9	2·3	3·9	7·4	4·0 a.m.	2·3	Midnight ...	5·1	3·0	6·0 p.m. ...	10
— 5·1	— 5·1	— 5·4	— 5·1	— 5·1	— 5·2	— 5·1	— 2·9	2·3	0·0 a.m.	— 5·5	4 & 5 p.m. ...	7·8	...	.....	11
— 5·2	— 6·3	— 5·9	— 3·5	— 3·0	— 1·9	— 1·7	— 4·4	— 1·7	Midnight ...	— 6·3	7·0 p.m. ...	4·6	...	.....	12
8·8	8·0	8·3	6·6	5·1	4·5	3·8	4·1	8·8	6·0 p.m.	— 1·7	0·0 a.m.	10·5	...	.....	13
— 2·2	— 2·7	— 3·8	— 4·5	— 4·6	— 3·9	— 3·8	— 1·1	3·8	0 0 a.m.	— 4·6	10·0 p.m. ...	8·4	...	.....	14
— 4·7	— 4·6	— 4·6	— 4·2	— 5·8	— 3·5	— 4·4	— 4·7	— 3·1	4·0 a.m.	— 6·0	2–4 p.m.	2·9	...	.....	15
— 2·9	— 3·5	— 3·0	— 2·8	— 1·4	— 1·4	— 0·2	— 3·6	— 0·2	Midnight ...	— 6·4	3·0 a.m.	6·2	...	.....	16
— 2·2	— 3·4	— 4·1	— 4·3	— 3·1	— 3·4	— 5·2	— 2·3	2·0	3·0 a.m.	— 5·2	Midnight ...	7·2	...	.....	17
4·8	...	...	...	...	...	7·4	...	...	.....	...	.....	...	...	.....	18
— 0·7	...	...	...	...	...	— 4·1	...	...	.....	...	.....	...	...	.....	19
5·0	...	...	...	...	...	— 3·5	...	...	.....	...	.....	...	...	.....	20
—12·0	—13·6	—18·0	—18·9	—20·8	—22·5	—24·2	— 8·7	— 2·9	1·20 a.m.....	—24·2	Midnight ...	21·3	...	.....	21
—27·7	...	...	...	...	...	—26·4	...	...	.....	...	.....	...	...	.....	22
— 8·2	...	...	...	...	...	— 9·7	...	...	.....	.....	.....	...	...	.....	23
— 3·0	— 2·5	— 1·5	0·3	2·3	3·2	2·8	— 3·4	3·9	10·30 p.m. ...	— 9·7	0 0 a.m.	13·6	...	.....	24
— 0·1	2·3	2·7	0·1	— 0·7	— 1·6	— 1·7	— 1·6	2·8	0.0 a.m.	— 7·2	8·0 a.m.	10·0	...	.....	25
9·2	8·2	7·2	7·3	6·8	7·8	9·8	4·0	9·8	Midnight ...	— 1·7	0·0 a.m.	11·5	...	.....	26
— 0·5	— 0·6	— 1·6	— 2·2	— 3·0	— 4·0	— 6·2	1·4	9·8	0·6 a.m.	— 6·2	Midnight ...	16·0	...	.....	27
1·2	2·8	2·4	3·2	3·8	4·5	6·0	1·0	6·0	Midnight ...	— 8·2	4·30 a.m.....	14·2	...	.....	28
0·9	0·4	— 0·2	— 1·0	— 1·6	— 2·2	— 2·8	1·2	6·8	0·30 a.m.....	— 2·8	Midnight ...	9·6	...	.....	29
— 4·8	— 4·8	— 4·8	— 5·5	— 5·6	— 4·8	— 5·2	— 5·6	— 2·8	0·0 a.m.	— 6·9	11·0 a.m.....	4·1	...	.....	30
— 2·2	— 2·0	— 4·0	— 4·3	— 2·2	— 3·3	— 4·2	— 3·5	— 2·0	7·0 p.m.	— 5·3	1·0 a.m.	3·3	...	.....	31
— 2·0	— 2·3	— 2·5	— 2·5	— 2·5	— 2·5	— 2·4	— 2·2	2·7	.....	— 6·7	.....	9·5	...	.....	Mean.

Midnight on 8th.
effect = 4·8 at 10·30 p.m. on 5th.

Absolute Minimum = — 28·2 at 6.0 a.m. on 23rd.

Table VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	— 4·2	— 3·7	— 5·7	— 2·8	— 1·5	— 0·2	— 1·0	—1·9	— 1·8	— 2·2	— 2·1	— 1·0	— 0·4	— 0·8	— 1·1	— 0·3	0·2
2	3·3	3·0	3·0	2·9	2·1	0·0	0·6	— 0·4	— 1·8	— 2·2	— 2·7	— 3·2	— 2·9	— 3·0	— 3·1	— 3·2	— 3·1
3	0·0	0·1	0·2	0·5	0·5	0·0	— 0·1	— 0·2	— 0·5	— 0·8	— 1·0	— 0·1	— 1·9	— 2·0	— 3·1	— 3·0	— 2·9
4	— 2·6	— 4·4	— 5·0	— 5·5	— 6·3	— 7·6	— 7·4	— 7·8	— 7·5	— 6·7	— 6·3	— 2·7	— 0·9	1·0	1·2	0·8	0·6
5	1·1	0·8	0·3	1·7	1·4	1·9	1·2	1·5	2·0	1·9	2·2	1·8	2·3	2·4	2·7	3·0	7·8
6	3·0	3·4	3·0	3·1	2·8	2·7	2·3	1·2	1·2	1·0	0·7	0·8	1·1	1·5	1·6	1·7	1·9
7	0·9	1·0	1·3	0·1	0·7	1·8	1·3	0·7	0·3	— 0·6	— 0·8	— 1·9	...	...	...	...	...
8	...	...	...	...	...	—1·2	...	...	...	...	...	— 10·2	— 12·6	— 16·3	— 16·6	— 15·4	— 15·2
9	— 16·2	— 15·9	— 15·7	— 15·3	— 15·2	— 14·3	— 13·7	— 14·2	— 13·8	— 13·7	— 13·9	— 13·2	— 13·8	— 14·2	— 15·2	— 16·1	— 16·2
10	— 12·3	— 12·4	— 12·1	— 12·2	— 11·4	— 10·0	— 10·9	— 11·6	— 11·2	— 11·2	— 11·5	— 11·5	— 12·5	— 12 2	— 11·8	— 12·0	— 12·1
11	— 7·7	— 7·6	— 7·1	— 8·4	— 7·7	— 5·6	— 7·0	— 6·7	— 7·6	— 6·7	— 4·6	— 5·2	— 4·3	— 5·4	— 6·9	— 8·6	— 8·6
12	— 8·5	— 8·2	— 8·0	— 8·8	— 8·5	— 8·0	— 5·0	— 6·3	— 8·2	— 9·3	— 9·2	— 8·2	— 7·4	— 7·1	— 7·0	— 6·4	— 6·6
13	— 2·8	— 2·6	— 2·2	— 2·0	— 1·8	— 1·4	— 1·0	0·6	1·5	3·0	4·5	6·4	5·2	4·6	4·0	5·5	3·2
14	3·2	4·4	4·8	6·2	6·4	6·0	4·2	4·6	3·4	2·9	2·7	1·0	0·0	— 1·6	— 2·0	— 4·0	— 4·8
15	— 4·0	— 4·1	— 3·4	— 3·3	— 3·2	— 3·2	— 2·5	— 3·2	— 3·0	— 3·3	— 2·6	— 1·7	— 1·7	— 1·7	— 1·7	— 1·2	1·0
16	— 4·6	— 4·8	— 5·6	— 5·0	— 3·7	— 4·2	— 4·5	— 4·2	— 3·5	— 2·8	— 2·0	— 4·0	— 4·1	— 4·5	— 4·4	— 4·2	— 3·7
17	— 2·3	— 2·5	— 0·7	— 1·8	— 1·9	— 2·2	— 1·3	— 1·8	— 1·4	— 1·4	— 1·5	— 2·9	— 3·1	— 1·1	0·2	0·8	1·1
18	0·0	0·8	— 0·8	— 1·2	— 1·8	— 0·7	— 1·1	— 2·3	— 3·4	— 3·7	— 4·7	— 3·2	— 3·8	— 2·4	— 2·8	— 2·9	— 2·7
19	1·0	1·6	2·4	3·3	1·3	1·8	2·1	0·3	1·3	1·4	1·7	— 1·4	1·7	— 3·3	— 4·5	— 3·2	1·7
20	— 6·2	— 5·9	— 4·9	— 4·6	— 4·6	— 3·2	— 3·7	— 4·3	— 4·3	— 4·3	— 3·9	— 3·5	— 3·8	— 4·1	— 3·6	— 4·7	— 5·2
21	— 18·5	— 17·9	— 17·4	— 17·5	— 16·8	— 14·8	— 14·0	— 13·8	— 14·1	— 12·9	— 14·3	— 16·2	— 16·7	— 16·5	— 17·7	— 18·9	— 18·8
22	— 12·4	— 11·8	— 12·0	— 12·0	— 12·1	— 12·2	— 12·0	— 11·9	— 12·7	— 12·6	— 12·4	— 11·6	— 11·9	— 12·7	— 12·5	— 14·0	— 15·1
23	— 13·8	— 14·5	— 16·0	— 16·2	— 17·1	— 19·6	— 19·8	— 19·8	— 18·6	— 18·1	— 17·7	— 17·2	— 17·2	— 14·8	— 13·7	— 13·4	— 13·6
24	...	...	...	...	...	— 23·8	...	...	...	...	...	— 26·5	...	...	...	...	...
25	— 17·7	— 16·4	— 15·2	— 15·0	— 13·8	— 14·0	— 13·7	— 13·8	— 13·9	— 13·8	— 13·8	— 14·0	— 14·6	— 12·4	— 15·5	— 16·3	— 16·9
26	— 19·9	— 19·5	— 19·9	— 19·4	— 19·0	— 17·7	— 17·0	— 15·6	— 14·2	— 14·4	— 13·6	— 11·7	— 10·7	— 10·6	— 11·9	— 12·0	— 11·4
27	— 4·5	— 3·1	— 2·9	— 2·2	— 4·2	— 5·3	— 4·9	— 4·5	— 5·1	— 7·6	— 8·7	— 8·2	— 7·0	— 6·5	— 8·8	— 9·0	— 9·6
28	...	...	...	...	...	— 8·4	...	...	...	...	...	— 3·2	— 3·7	— 3·5	— 1·0	— 3·3	— 1·2
29	— 5·7	— 5·2	— 5·3	— 7·8	— 4·5	— 2·7	— 3·2	— 1·7	— 2·7	— 1·2	— 3·7	— 4·2	— 5·1	— 3·5	— 3·4	— 5·8	— 7·7
30	— 17·6	— 19·3	— 18·9	— 19·1	— 21·3	— 22·2	— 22·9	— 24·4	— 24·9	— 25·8	— 25·7	— 25·7	—25·5	— 24·3	— 24·2	— 21·7	— 19·8
Mean...	—6·3	—6·1	—6·1	—6·0	—6·0	—5·7	—5·7	—6·0	—6·1	—6·1	—6·1	—6·0	—6·4	—6·4	—6·7	—6·8	—6·6

Greatest Range = 16·0 on 29th.
Least Range = 2·8 on 6th.

Absolute Maximum = 7·8 at
Absolute Maximum "Föhn"

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	— 14·2	— 12·0	— 10·0	— 8·0	— 7·0	— 6·0	— 3·0	— 2·2	— 1·7	— 1·8	— 1·9	— 2·0	— 2·8	— 3·4	— 3·7	— 3·8	— 3·4
2	— 2·2	— 3·4	— 2·7	0·5	2·4	2·8	2·2	1·2	2·3	6·1	5·1	7·1	6·4	6·2	6·3	5·2	4·8
3	— 1·6	— 1·8	— 3·3	— 4·1	— 6·5	— 9·2	— 9·4	— 9·6	— 10·6	— 12·0	— 12·2	— 12·2	— 12·6	— 12·9	— 13·3	— 13·3	— 13·5
4	— 13·8	— 14·6	— 14·2	— 14·1	— 14·0	— 13·4	— 11·8	— 11·3	— 10·3	— 9·6	— 8·3	— 6·7	— 6·4	— 5·2	— 4·1	— 2·1	— 1·8
5	— 9·2	— 9·7	— 9·0	— 7·8	— 6·6	— 6·2	— 5·9	— 5·5	— 4·9	— 4·3	— 1·6	— 1·8	0·5	0·4	0·2	1·4	2·0
6	8·8	9·5	11·1	11·3	11·2	10·8	10·1	8·9	7·9	7·4	6·9	6·8	7·2	6·3	5·8	5·9	6·2
7	4·6	7·6	6·8	7·7	8·8	9·0	10·0	9·2	8·4	6·3	6·9	6·8	6·8	6·5	6·7	6·7	3·6
8	9·8	8·7	8·4	9·4	11·0	9·6	9·0	8·1	7·2	8·0	8·2	5·8	4·6	3·2	2·1	2·2	2·0
9	— 11·6	— 12·2	— 12·8	— 14·7	— 14·6	— 14·2	— 14·9	— 14·9	— 15·1	— 13·7	— 13·2	— 15·2	— 15·8	— 16·6	— 15·5	— 15·3	— 15·4
10	— 15·0	— 14·4	— 14·3	— 14·0	— 13·6	— 14·5	— 14·9	— 16·3	— 15·5	— 14·5	— 16·0	— 15·2	— 14·4	— 14·8	— 15·0	— 16·4	— 19·4
11	— 21·1	— 21·2	— 21·2	— 20·9	— 20·8	— 20·8	— 20·9	— 20·7	— 20·7	— 21·0	— 19·4	— 20·7	— 19·9	— 20·3	— 20·5	— 20·6	— 21·3
12	— 21·3	— 21·0	— 20·3	— 18·1	— 18·6	— 18·2	— 17·3	— 15·6	— 15·8	— 16·2	— 17·3	— 18·1	— 18·5	— 18·1	— 18·9	— 19·8	— 21·4
13	— 24·3	— 23·6	— 22·7	— 21·6	— 20·4	— 20·1	— 19·5	— 19·2	— 17·8	— 16·2	— 17·0	— 15·2	— 14·0	— 13·8	— 13·0	— 12·7	— 11·0
14	— 7·2	— 7·5	— 7·2	— 7·6	— 7·8	— 7·8	— 7·9	— 9·0	— 9·2	— 9·0	— 7·4	— 4·8	— 3·4	— 3·7	— 3·2	— 3·7	— 2·0
15	— 1·0	— 1·9	— 1·0	— 1·0	— 0·8	0·8	1·6	1·5	1·0	2·0	2·6	2·6	3·0	3·2	3·6	3·9	4·3
16	3·8	4·4	5·6	7·2	8·5	9·2	9·5	9·4	9·0	8·2	8·7	8·4	8·6	8·8	6·6	5·4	4·4
17	14·5	16·7	15·5	14·6	8·8	8·8	8·0	8·2	8·5	8·9	8·9	8·5	7·8	7·1	7·2	7·5	8·1
18	9·7	8·7	7·5	7·0	7·1	7·3	7·0	5·9	5·8	5·9	5·6	5·3	3·6	3·5	4·5	1·4	0·8
19	— 0·5	— 0·5	— 0·6	— 0·5	— 1·0	— 1·2	— 1·6	— 2·1	— 3·6	— 4·0	— 5·2	— 6·9	— 7·8	— 7·8	— 8·1	— 9·0	— 9·4
20	— 14·5	— 14·6	— 14·8	— 15·0	— 15·5	— 15·2	— 16·4	— 17·0	— 18·0	— 19·0	— 20·0	— 21·2	— 21·0	— 21·5	— 21·0	— 20·5	— 21·2
21	— 18·5	— 18·0	— 17·5	— 17·0	— 17·0	— 18·2	— 18·0	— 18·0	— 16·3	— 17·6	— 17·3	— 17·2	— 17·3	— 18·2	— 18·1	— 18·0	— 18·4
22	— 11·3	— 10·8	— 10·3	— 6·6	— 3·0	— 2·0	— 1·7	— 3·6	— 4·3	— 3·6	— 1·1	— 1·8	— 1·5	— 1·8	— 2·0	— 1·2	— 1·0
23	...	...	...	...	...	0·5	...	...	...	...	...	5·2	...	...	...	...	...
24	...	...	...	...	...	3·9	...	...	...	...	...	— 3·7	...	...	...	...	...
25	0·9	0·8	1·1	1·0	0·2	1·4	1·7	1·0	2·5	4·0	3·2	4·7	5·5	5·2	2·5	2·2	2·2
26	0·1	1·6	3·0	3·1	2·9	0·2	0·5	0·0	— 0·9	— 0·7	— 1·0	— 0·2	— 1·0	— 1·1	— 0·5	— 0·1	— 0·2
27	— 0·9	— 3·6	— 4·1	— 4·7	— 4·6	— 3·7	— 5·8	— 6·7	— 8·2	— 11·2	— 11·8	— 11·4	— 10·8	— 8·7	— 7·1	— 6·0	— 6·8
28	— 10·1	— 10·3	— 11·4	— 12·6	— 13·6	— 14·8	— 15·4	— 15·2	— 14·9	— 14·0	— 12·7	— 11·6	— 11·5	— 11·8	— 11·4	— 10·2	— 10·7
29	— 6·7	— 5·4	— 4·4	— 2·9	— 1·5	0·4	— 0·2	0·0	0·0	— 0·3	— 0·5	— 0·7	— 1·2	— 2·1	— 3·7	— 4·0	— 4·2
30	— 3·2	— 3·5	— 3·8	— 4·0	— 3·8	— 2·2	— 3·0	— 3·5	— 2·6	— 2·2	— 2·0	— 1·7	— 0·6	— 0·3	0·7	0·9	0·2
31	3·2	3·2	5·3	5·5	7·4	8·2	7·0	7·9	8·7	9·4	9·5	5·6	5·0	5·1	2·5	1·6	0·2
Mean ...	— 5·3	— 5·1	— 4·8	— 4·4	— 4·2	— 4·1	— 4·2	— 4·4	— 4·5	— 4·2	— 4·1	— 4·2	— 4·2	— 4·4	— 4·5	— 4·6	— 4·8

Greatest Range = 20·2 on 8th.
Least Range = 3·2 on 11th.

Absolute Maximum = 16·7 at
Absolute Maximum "Föhn"

—HOURLY VALUES.

Table VIII.

FAHRENHEIT.

JUNE, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
0·3	0·3	3·4	2·3	2·4	2·8	3·2	— 0·8	4·0	8·10 p.m. ...	— 5·7	3·0 a.m.	9·7	...	.....	1
— 3·2	— 3·3	— 2·6	— 1·6	— 1·3	— 1·1	— 0·3	— 1·0	3·3	1·0 a.m.	— 3·3	7·0 p.m.	6·6	...	.....	2
— 3·0	— 2·4	— 2·4	— 2·8	— 1·8	— 2·2	— 3·2	— 1·3	0·5	4·0 & 5·0 a.m.	— 3·2	Midnight ...	3·7	8·2	11·15 p.m....	3
0·1	0·5	0·3	0·6	0·7	1·9	0·9	— 2·6	1·9	11·0 p.m. ...	— 7·8	8·0 a.m.	9·7	6·8	9·0 p.m. ...	4
5·8	3·6	4·8	3·4	1·5	1·0	1·5	2·3	7·8	5·0 p.m.	0·3	3·0 a.m.	7·5	4·3	4·30 a.m. ...	5
2·3	2·0	1·9	1·4	1·1	1·1	0·6	1·8	3·4	2·0 a.m.	0·6	Midnight ...	2·8	...	.....	6
— 5·5	...	...	...	...	...	— 0·2	...	...	.....	...	.....	...	...	.....	7
— 15·4	— 15·9	— 16·6	— 17·3	— 16·1	— 15·6	— 15·4	...	...	.....	...	.....	...	...	.....	8
— 16·0	— 16·3	— 15·9	— 15·5	— 14·6	— 13·8	— 13·0	— 14·9	— 13·0	Midnight	— 16·3	7·0 p.m.	3·3	...	.....	9
— 12·2	— 10·9	— 11·2	— 10·3	— 10·2	— 6·6	— 8·2	— 11·3	— 6·6	11·0 p.m. ...	— 13·0	0·0 a.m.	6·4	...	.....	10
— 9·7	— 9·6	— 9·5	— 9·0	— 9·1	— 8·7	— 8·5	— 7·5	— 4·3	1·0 p.m.	— 9·7	6·0 p.m.	5·4	...	.....	11
— 7·2	— 5·7	— 5·3	— 3·6	— 3·0	— 2·8	— 3·4	— 6·8	— 2·8	11·0 p.m. ...	— 9·3	10·0 a.m.....	6·5	3·3	3·0 p.m. ...	12
2·7	2·5	1·8	2·2	2·5	3·0	4·6	1·8	6·4	Noon	— 3·4	0·0 a.m.	9·8	5·0	2·15 p.m. ...	13
— 5·7	— 5·0	— 6·0	— 6·0	— 6·0	— 7·0	— 6·5	0·0	6·4	5·0 a.m.	— 7·4	11·30 p.m. ...	13·8	...	.....	14
1·3	3·0	2·0	0·0	— 0·2	— 0·3	— 4·2	— 1·7	3·0	7·0 p.m.	— 6·5	0·0 a.m.	9·5	5·0	3·30 a.m. ...	15
3·7	— 3·6	— 3·8	— 2·8	— 2·8	— 2·7	— 2·9	— 3·8	— 2·0	11·0 a.m.....	— 5·6	3·0 a.m.	3·6	3·5	11·30 a.m....	16
1·6	1·3	0·9	0·9	1·0	1·1	1·8	— 0·7	1·8	Midnight ...	— 3·6	0·30 a.m.....	5·4	...	.....	17
— 2·2	— 1·8	— 1·4	— 0·6	— 0·4	0·8	1·8	— 1·7	1·8	0 a.m. & Midt.	— 4·7	11·0 a.m.....	6·5	5·0	11·30 p.m....	18
— 0·4	— 3·4	3·2	— 2·9	— 2·9	— 5·0	— 7·2	— 0·2	3·3	4·0 a.m.	— 7·2	Midnight ...	10·5	...	.....	19
— 6·1	— 8·6	— 12·3	— 12·4	— 12·5	— 14·6	— 18·2	— 6·4	— 3·2	6·0 a.m.	— 18·2	Midnight ...	15·0	3·0	3·30 p.m. ...	20
— 17·0	— 15·7	— 14·5	— 13·5	— 15·4	— 14·5	— 13·2	— 16·0	— 12·9	10·0 a.m.....	— 18·9	4·0 p.m.	6·0	7·2	5·45 p.m. ...	21
— 14·2	— 14·3	— 14·4	— 14·6	— 15·2	— 14·4	— 14·2	— 13·0	— 11·6	Noon	— 15·2	10·0 p.m. ...	3·6	4·8	7·0 a.m.....	22
— 13·7	— 14·4	— 15·5	— 17·1	— 18·4	— 18·9	— 17·7	— 16·4	— 13·4	4·0 p.m.	— 19·8	7 & 8 a.m. ...	6·4	...	.....	23
— 18·2	...	...	...	...	...	— 18·2	...	...	.....	...	.....	...	...	.....	24
— 18·4	— 19·6	— 20·1	— 20·1	— 19·9	— 19·5	— 20·1	— 16·2	— 12·4	2·0 p.m.	— 20·1	8, 9 & Midt.	7·7	...	.....	25
— 11·7	— 11·1	— 10·7	— 10·0	— 10·0	— 9·6	— 5·7	— 13·9	— 5·7	Midnight ...	— 20·1	0·0 a.m.	14·4	...	.....	26
— 9·2	— 11·0	— 9·8	— 11·1	— 11·4	— 12·6	— 12·7	— 7·4	— 2·2	4·0 a.m.	— 12·7	Midnight ...	10·5	5·4	6·0 p.m. ...	27
— 1·5	— 1·7	— 1·3	— 2·6	— 3·5	— 4·0	— 5·2	...	...	.....	...	.....	....	8·1	5·0 p.m. ...	28
— 7·2	— 10·2	— 12·6	— 13·8	— 16·0	— 16·0	— 17·2	— 6·7	— 1·2	10·0 a.m.....	— 17·2	Midnight ...	16·0	6·2	8·0 p.m. ...	29
— 18·2	— 18·9	— 19·6	— 19·7	— 18·4	— 14·7	— 14·2	— 21·5	— 14·2	Midnight ...	— 25·8	10·0 a.m.....	11·6	5·2	1·0 a.m.....	30
— 6·7	— 7·0	— 6·9	— 7·2	— 7·3	—7·0	— 7·1	— 6·4	— 2·4	.....	—10·5	.....	8·1	...	.....	Mean.

5·0 p.m. on 5th.
effect = 8·2 at 11·15 p.m. on 3rd.

Absolute Minimum = —26·5 at Noon on 24th.

JULY, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
— 3·1	— 1·9	— 1·4	— 2·2	— 2·8	— 3·0	— 3·2	— 4·6	— 1·4	8·0 p.m.	— 14·2	0—1 a.m.....	12·8	5·0	11·0 p.m. ...	1
4·7	3·2	4·0	4·6	3·5	2·3	0·6	2·8	7·1	Noon	— 3·4	2·0 a.m.	10·5	5·0	4·0 a.m.....	2
— 13·4	— 12·4	— 11·8	— 12·6	— 12·7	— 13·4	— 14·2	— 10·1	— 0·6	0·0 a.m.	— 14·2	Midnight ...	13·6	4·1	11·0 p.m. ...	3
— 1·0	— 0·8	— 0·6	— 2·0	— 4·7	— 6·9	— 8·2	— 7·9	— 0·6	8·0 p.m.	— 14·6	2·0 a.m.	14·0	3·1	10·0 a.m. ...	4
2·3	3·8	3·7	3·2	2·9	6·5	7·0	1·9	7·0	Midnight ...	— 9·7	2·0 a.m.	16·7	4·4	1·0 p.m. ...	5
4·8	4·0	3·7	3·8	4·2	4·9	4·6	7·2	11·3	4·0 a.m.	3·7	8·0 p.m.	7·6	10·8	6·30 p.m. ...	6
8·3	8·5	8·7	9·4	9·5	9·8	8·8	7·7	10·0	7·0 a.m.	3·6	5·0 p.m.	6·4	7·5	8·0 a.m.....	7
0·4	— 0·8	— 1·2	— 1·3	— 2·0	— 7·4	— 9·2	4·4	11·0	5·0 a.m.	— 9·2	Midnight ...	20·2	...	.....	8
— 15·2	— 16·0	— 15·3	— 15·6	— 16·1	— 15·2	— 15·2	— 14·8	— 9·2	0·0 a.m.	— 16·6	2 p.m.	7·4	...	.....	9
— 17·6	— 18·2	— 18·5	— 19·4	— 20·2	— 20·6	— 21·2	— 16·4	— 13·6	5·0 a.m.	— 21·2	Midnight ...	7·6	4·3	10·0 p.m. ...	10
— 22·2	— 21·9	— 21·8	— 21·6	— 22·6	— 22·0	— 21·8	— 21·1	— 19·4	11·0 a.m.....	— 22·6	10·0 p.m. ...	3·2	5·4	6·30 p.m. ...	11
— 22·6	— 23·3	— 23·4	— 23·4	— 23·2	— 24·0	— 24·1	— 19·9	— 15·2	8·10 a.m.....	— 24·1	Midnight ...	8·9	...	.....	12
— 10·3	— 10·1	— 10·0	— 9·9	— 8·8	— 8·8	— 8·2	— 15·7	— 8·2	Midnight ...	— 24·3	1·0 a.m.	16·1	...	.....	13
— 1·2	— 3·6	— 2·7	— 1·7	— 1·8	— 1·6	— 1·2	— 5·2	— 1·2	6 p.m. & Midt	— 9·2	9·0 a.m.	8·0	4·2	1·0 p.m. ...	14
5·3	4·9	4·5	4·8	3·8	3·7	3·2	2·2	5·3	6·0 p.m.	— 1·9	2·0 a.m.	7·2	...	.....	15
5·8	5·8	8·8	8·8	10·6	11·4	12·8	7·7	12·8	Midnight ...	3·2	6·0 a.m.	9·6	...	.....	16
8·8	9·2	9·9	10·4	10·5	9·9	9·3	9·9	16·7	2·0 a.m.	7·1	2·0 p.m.	9·6	...	.....	17
0·9	1·0	0·4	— 0·2	— 0·5	— 0·4	0·6	4·3	9·7	1·0 a.m.	— 0·5	10·0 p.m. ...	10·2	....	.....	18
— 9·7	— 9·5	— 9·8	— 10·6	— 11·8	— 12·2	— 14·2	— 5·8	0·6	0·0 a.m.	— 14·2	Midnight ...	14·8	...	.....	19
— 22·1	— 22·4	— 22·2	— 22·0	— 20·6	— 21·0	— 17·7	— 18·9	— 14·2	0·0 a.m.	— 22·4	7·0 p.m.	8·2	10·0	3·0 p.m. ...	20
— 16·1	— 18·0	— 15·5	— 15·2	— 14·5	— 13·0	— 11·5	— 17·0	— 11·5	Midnight ...	— 20·0	0·10 a.m.....	8·5	6·8	11·0 a.m. ...	21
— 2·2	— 2·3	— 2·6	— 2·5	— 2·0	— 1·4	— 1·2	— 3·6	— 1·0	5·0 p.m.	— 11·5	0·0 a.m.	10·5	5·5	4·0 p.m. ...	22
6·0	...	...	...	...	...	3·0	...	...	.....	...	.....	...	....	.....	23
1·2	...	...	...	...	...	1·7	...	...	.....	...	.....	...	...	.....	24
0·2	— 1·1	— 1·0	— 1·9	— 1·2	— 1·8	— 1·4	— 1·3	5·5	1·0 p.m.	— 1·9	9·0 p.m.	7·4	...	.....	25
— 0·2	— 0·2	— 0·9	0·0	— 0·5	— 1·4	— 2·4	0·0	4·6	3·15 a.m.....	— 2·4	Midnight ...	7·0	...	.....	26
— 6·6	— 6·7	— 7·3	— 7·5	— 6·8	— 7·1	— 6·8	— 6·8	— 0·9	1·0 a.m.	— 11·8	11·0 a.m.....	10·9	...	.....	27
— 9·1	— 8·5	— 8·4	— 9·1	— 9·2	— 8·1	— 4·8	— 11·3	— 4·8	Midnight ...	— 15·5	7·30 a.m.....	10·7	7·0	8·0 p.m. ...	28
— 2·7	— 1·4	— 3·4	— 3·2	— 3·1	— 3·4	— 3·7	— 2·4	0·4	6·0 a.m.	— 6·7	1·0 a.m.	7·1	6·1	1.30 a.m. ...	29
1·4	1·8	1·4	0·0	— 1·1	1·2	1·4	— 1·3	4·1	7·30 p.m.....	— 4·0	4·0 a.m.	8·1	...	.....	30
0·6	0·4	0·3	0·3	0·6	0·4	1·2	4·1	9·5	11·0 a.m.....	0·2	5·0 p.m.	9·3	...	.....	31
— 4·5	— 4·7	— 4·6	— 4·7	— 4·8	— 4·9	— 4·9	— 4·5	0·5	.....	— 9·6	.....	10·1	...	.....	Mean.

2·0 a.m. on 17th.
effect = 10·8 at 6·30 p.m. on 6th.

Absolute Minimum = — 24·3 at 1·0 a.m. on 13th.

Table VIII.—TEMPERATURE

CAPE DENISON.

DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	... 0·8	0·7	1·4	2·2	2·0	2·2	2·7	3·2	3·0	3·8	4·0	5·2	4·5	3·7	3·4	5·5	2·9
2	4·0	4·1	4·6	4·5	4·6	4·9	5·3	4·5	3·9	2·8	0·7	0·2	0·1	— 0·3	— 0·4	— 0·7	— 0·8
3	0·4	1·4	0·3	— 0·1	— 0·6	— 1·4	— 1·8	— 1·9	— 2·0	— 1·5	— 1·1	— 0·7	— 2·9	— 4·9	— 5·5	— 7·5	— 8·1
4	— 16·2	— 15·7	— 14·8	— 14·2	— 14·3	— 14·2	— 14·3	— 13·9	— 14·0	— 13·3	— 12·8	— 12·8	— 12·7	— 12·6	— 13·6	— 13·2	— 13·1
5	— 12·8	— 12·9	— 13·1	— 13·8	— 14·0	— 14·2	— 14·2	— 14·4	— 13·2	— 13·4	— 14·2	— 14·4	— 10·9	— 9·7	— 9·1	— 8·8	— 8·7
6	— 13·6	— 12·9	— 12·5	— 11·8	— 11·3	— 10·0	— 13·8	— 13·1	— 11·6	— 11·1	— 10·0	— 9·4	— 9·3	— 9·4	— 10·7	— 10·8	— 10·1
7	— 7·5	— 7·3	— 6·3	— 6·2	— 5·7	— 5·6	— 5·9	— 5·8	— 5·9	— 5·8	— 5·6	— 5·5	— 5·9	— 6·3	— 6·8	— 7·8	— 8·2
8	— 8·6	— 9·1	— 9·2	— 9·3	— 9·4	— 9·4	— 8·9	— 8·3	— 7·3	— 7·4	— 6·1	— 5·1	— 4·5	— 4·1	— 5·5	— 5·5	— 6·2
9	— 8·1	— 8·3	— 8·3	— 8·1	— 8·6	— 7·9	— 8·5	— 9·2	— 7·7	— 6·6	— 4·9	— 4·6	— 4·2	— 4·1	— 4·6	— 4·3	— 4·7
10	— 1·1	— 0·5	0·0	0·8	0·5	1·2	2·0	2·2	2·0	2·1	4·6	1·9	3·2	0·0	0·2	0·3	0·5
11	4·1	4·9	1·9	2·1	— 0·4	1·6	1·6	1·6	2·1	2·4	4·7	5·2	5·0	4·9	4·4	4·5	4·4
12	4·1	3·4	4·0	4·0	4·2	5·0	5·3	5·6	5·8	6·6	7·2	10·9	7·7	7·9	6·7	5·6	5·5
13	11·4	3·8	3·5	2·0	2·2	2·0	2·2	2·6	3·4	4·5	4·5	5·7	5·0	7·1	6·6	7·2	6·4
14	7·9	9·7	10·1	10·4	8·9	9·1	9·6	8·8	11·0	9·8	9·6	9·8	9·1	9·2	8·6	8·8	9·4
15	6·1	6·6	5·9	4·9	4·5	4·0	3·6	2·3	3·6	2·6	2·2	2·6	2·9	0·8	— 0·4	— 2·4	— 5·4
16	— 4·7	— 4·2	— 3·7	— 3·5	— 4·7	— 3·7	— 2·3	— 2·2	— 3·1	— 3·7	— 4·3	— 3·4	— 2·2	— 1·6	— 1·0	— 1·4	— 1·4
17	— 0·9	— 0·7	— 0·5	— 0·1	0·0	0·2	0·0	0·3	0·3	0·7	0·9	1·2	1·1	0·8	0·6	0·3	— 0·1
18	— 0·2	— 1·1	— 0·7	— 0·1	0·6	— 0·2	— 1·4	— 2·9	— 3·6	— 2·3	0·0	1·0	2·0	2·0	1·4	1·4	1·5
19	6·0	6·2	6·1	6·2	6·7	8·5	8·7	8·6	10·5	10·9	11·1	12·0	12·9	13·2	13·4	13·4	13·6
20	...	...	...	...	...	6·6	...	...	...	...	3·8	...	...	...	...	...	...
21	...	...	...	...	...	— 3·7	...	...	...	...	— 2·7	...	...	...	...	...	...
22	...	...	...	...	...	— 4·6	...	...	...	...	— 7·4	...	...	...	...	...	...
23	....	....	....	...	...	— 6·4	...	....	...	...	— 3·6	...	...	...	...	...	...
24	9·2	9·8	11·0	10·0	9·8	8·7	8·0	7·6	6·8	8·2	10·1	11·2	10·6	10·1	10·0	9·7	9·9
25	18·1	16·9	15·7	14·6	14·6	15·1	15·4	15·9	16·2	16·5	16·7	17·0	15·5	14·4	13·7	12·4	11·7
26	10·6	10·7	12·0	12·2	11·0	8·2	8·6	8·5	8·4	8·4	8·3	8·2	6·3	6·3	6·0	4·4	1·4
27	2·2	2·5	3·6	2·4	0·9	1·2	2·0	2·1	2·7	5·4	6·5	5·2	4·7	4·8	3·8	0·2	— 2·4
28	— 12·0	— 11·6	— 13·0	— 13·2	— 13·6	— 14·2	— 14·4	— 15·2	— 15·8	— 16·8	— 17·1	— 18·2	— 18·8	— 19·4	— 20·0	— 20·9	— 21·2
29	— 21·4	— 21·9	— 22·0	— 22·0	— 22·3	— 23·1	— 23·4	— 23·5	— 23·5	— 23·2	— 22·6	— 22·9	— 21·9	— 21·6	— 21·9	— 22·2	— 22·9
30	— 23·9	— 23·9	— 24·0	— 24·1	— 26·2	— 26·1	— 26·2	— 26·8	— 26·4	— 25·8	— 25·4	— 24·4	— 23·6	— 23·6	— 22·7	— 23·4	— 22·3
31	— 20·5	— 18·5	— 18·4	— 18·4	— 18·4	— 17·1	— 16·8	— 16·0	— 15·3	— 14·1	— 14·0	— 14·2	— 14·2	— 14·0	— 13·0	— 12·1	— 11·0
Mean ...	— 2·5	— 2·5	— 2·5	— 2·5	— 2·9	— 2·8	— 2·8	— 2·8	— 2·4	— 2·3	— 1·8	— 1·3	— 1·5	— 1·7	— 2·1	— 2·5	— 2·9

Greatest Range = 18·0 on 27th.
Least Range = 3·6 on 7th and on 29th.

Absolute Maximum = 18·6 at
Absolute Maximum "Föhn"

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	— 6·2	— 5·0	— 4·8	— 4·7	— 5·5	— 4·5	— 4·7	— 1·8	— 0·7	— 0·3	0·5	0·3	— 0·7	0·7	0·0	— 0·6	0·9
2	3·8	5·3	6·0	5·5	5·2	4·9	6·0	7·9	8·4	9·3	9·2	9·0	11·0	11·7	12·8	12·7	12·4
3	13·3	13·0	13·8	13·6	13·7	14·3	14·8	14·4	15·6	15·8	16·3	17·2	18·4	16·8	16·4	16·9	15·8
4	13·5	13·4	12·7	12·6	12·6	11·0	10·5	10·6	10·9	11·1	11·8	14·4	15·4	16·2	15·4	15·1	18·5
5	9·0	8·7	8·0	6·9	5·0	3·7	3·6	3·5	4·6	5·2	5·2	6·4	6·1	5·6	3·9	1·9	0·7
6	— 3·9	— 3·7	— 3·6	— 3·8	— 3·9	— 3·7	— 3·5	— 3·0	— 2·0	— 1·5	0·0	1·4	2·1	3·3	3·7	3·0	2·7
7	1·5	1·6	1·7	1·7	1·6	1·4	1·5	0·9	1·6	1·9	2·6	3·8	3·6	2·8	2·8	2·3	1·8
8	— 2·5	— 2·5	— 4·3	— 4·8	— 5·4	— 7·2	— 7·6	— 8·2	— 8·4	— 8·4	— 8·8	— 8·6	— 9·0	— 9·4	— 9·8	— 10·7	— 12·2
9	— 17·6	— 18·4	— 18·6	— 18·4	— 17·7	— 17·7	— 16·9	— 16·2	— 15·0	— 13·8	— 13·0	— 12·1	— 10·4	— 12·4	— 12·5	— 12·5	— 13·0
10	— 13·2	— 13·4	— 13·7	— 14·0	— 14·9	— 14·6	— 15·2	— 14·6	— 14·0	— 12·4	— 11·4	— 10·2	— 10·4	— 10·5	— 10·6	— 11·6	— 13·5
11	— 13·8	— 13·9	— 13·8	— 13·0	— 13·4	— 15·2	— 14·0	— 12·6	— 11·6	— 10·3	— 9·1	— 7·6	— 6·6	— 6·3	— 6·4	— 6·8	— 6·7
12	— 9·2	— 9·3	— 9·3	— 10·5	— 10·6	— 11·3	— 11·6	— 10·8	— 9·8	— 8·1	— 6·6	— 5·8	— 5·4	— 5·0	— 3·8	— 4·1	— 3·6
13	— 6·8	— 6·4	— 6·4	— 8·3	— 8·2	— 7·1	— 9·1	— 8·6	— 7·5	— 6·0	— 5·2	— 3·2	— 1·0	— 1·3	— 1·3	— 1·9	— 2·7
14	— 8·6	— 8·9	— 7·4	— 8·3	— 7·8	— 8·6	— 8·1	— 5·0	— 1·9	— 0·5	2·2	2·4	4·1	4·3	4·6	4·9	6·8
15	— 3·4	— 5·1	— 4·3	— 6·1	— 6·6	— 7·6	— 8·3	— 12·9	— 11·0	— 10·7	— 10·2	— 9·9	— 9·6	— 9·8	— 10·0	— 10·2	— 12·6
16	— 16·1	— 15·5	— 15·1	— 14·2	— 13·7	— 13·4	— 11·8	— 10·9	— 9·8	— 9·9	— 9·2	— 8·0	— 6·6	— 6·4	— 6·1	— 7·1	— 8·2
17	— 13·6	— 14·3	— 14·7	— 14·8	— 15·0	— 15·2	— 14·6	— 13·9	— 13·4	— 12·7	— 11·4	— 10·0	— 9·0	— 8·3	— 8·2	— 8·8	— 9·3
18	— 15·6	— 15·8	— 15·2	— 15·3	— 15·3	— 15·5	— 14·5	— 13·8	— 12·7	— 11·2	— 9·1	— 8·1	— 6·1	— 5·7	— 6·1	— 7·2	— 8·2
19	— 12·3	— 11·8	— 11·2	— 11·0	— 10·5	— 10·5	— 10·4	— 8·8	— 9·0	— 8·0	— 6·9	— 6·0	— 4·2	— 3·5	— 3·9	— 4·3	— 5·2
20	— 15·4	— 15·7	— 16·6	— 17·7	— 18·0	— 18·8	— 18·8	— 17·8	— 17·6	— 17·0	— 15·4	— 14·0	— 12·2	— 11·7	— 12·2	— 12·3	— 12·6
21	— 9·7	— 8·6	— 7·0	— 6·8	— 7·1	— 5·6	— 3·5	— 1·4	0·1	0·8	1·9	4·2	5·0	4·9	3·8	3·7	2·4
22	1·9	1·5	1·9	2·7	3·0	3·2	3·6	3·7	4·6	7·0	7·7	8·5	8·6	8·5	8·5	7·8	6·6
23	0·7	— 0·2	— 0·8	— 1·2	— 1·3	— 1·5	— 0·5	0·5	1·4	2·9	5·0	5·6	5·2	6·0	6·1	5·8	5·3
24	0·3	0·3	0·2	0·1	— 0·2	— 0·2	0·4	1·2	2·6	4·8	6·6	8·2	8·9	9·3	9·5	8·6	8·1
25	2·6	3·7	4·8	6·1	6·9	8·2	9·3	10·0	9·0	12·8	14·3	14·9	14·8	15·1	14·4	12·8	12·9
26	11·2	8·5	8·2	7·2	7·4	8·0	8·4	8·7	8·6	9·9	11·3	13·0	13·4	13·9	14·1	13·7	12·9
27	9·0	9·3	9·1	10·0	10·9	14·2	13·6	13·2	12·8	13·9	14·0	14·6	14·9	15·2	14·7	14·0	13·2
28	4·3	3·0	3·5	3·7	2·9	— 0·9	— 1·1	— 1·9	— 1·4	0·1	0·3	2·1	1·8	0·9	1·2	1·2	1·0
29	— 3·0	— 3·8	— 4·6	— 5·6	— 5·8	— 6·7	— 6·2	— 5·5	— 4·6	— 4·0	— 2·6	— 1·8	— 1·5	— 2·6	— 3·4	— 3·8	— 4·9
30	— 11·7	— 11·8	— 11·2	— 10·7	— 9·7	— 9·8	— 8·6	— 7·2	— 5·8	— 4·8	— 2·6	0·3	0·1	0·7	1·9	5·7	5·1
Mean ...	— 3·7	— 3·9	— 3·8	— 4·0	— 4·0	— 4·2	— 3·8	— 3·3	— 2·5	— 1·5	— 0·4	— 0·7	1·4	1·5	1·7	0·9	0·5

Greatest Range = 19·9 on 30th.
Least Range = 5·0 on 10th.

Absolute Maximum = 18·8 at
Absolute Maximum "Föhn"

—HOURLY VALUES.

Table VIII.

FAHRENHEIT.

AUGUST, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range	Maximum "Föhn" effect.		Date.
2·7	2·9	3·3	3·5	3·6	3·5	3·7	3·0	5·5	4·0 p.m.	0·0	2·30 a.m.....	5·5	...	.....	1
— 0·7	— 0·2	0·5	0·6	0·3	0·4	— 1·0	1·3	5·3	7·0 a.m.	— 1·0	Midnight ...	6·3	...	.....	2
— 8·6	— 9·0	— 9·5	— 9·9	— 10·0	— 13·0	— 16·2	— 4·5	1·4	2·0 a.m.	— 16·2	Midnight ...	17·6	...	.....	3
— 13·2	— 13·2	— 12·6	— 12·0	— 12·1	— 12·4	— 12·4	— 13·6	— 12·0	9·0 p.m.	— 16·2	0–1 a.m.	4·2	...	.....	4
— 12·9	— 9·2	— 11·0	— 11·0	— 12·2	— 13·0	— 14·4	— 12·3	— 8·7	5·0 p.m.	— 14·4	8 a.m., etc. ...	5·7	...	.....	5
— 9·4	— 9·0	— 8·7	— 8·6	— 8·6	— 8·1	— 7·6	— 10·6	— 7·6	Midnight ...	— 14·4	0·0 a.m.	6·8	10·0	2·0 a.m.....	6
— 8·6	— 7·7	— 8·4	— 8·8	— 8·7	— 8·7	— 9·1	— 7·0	— 5·5	Noon	— 9·1	Midnight ...	3·6	4·5	6·0 a.m.....	7
— 6·6	— 6·8	— 6·7	— 8·0	— 8·0	— 7·1	— 8·0	— 7·3	— 4·1	2·0 p.m.	— 9·4	5 & 6 a.m. ...	5·3	...	.....	8
— 3·7	— 4·7	— 3·0	— 3·6	— 3·5	— 3·9	— 1·7	— 5·8	— 1·7	Midnight ...	— 9·2	8·0 a.m.	7·5	...	.....	9
0·8	3·5	4·8	6·1	4·8	4·6	3·9	1·9	6·1	9·0 p.m.	— 1·7	0·0 a.m.	7·8	...	.....	10
4·8	4·8	4·6	4·4	4·3	4·1	4·0	3·6	5·2	Noon	— 0·4	5·0 a.m.	5·6	...	.....	11
4·8	4·5	4·8	5·8	6·2	10·2	11·2	6·0	11·2	Midnight ...	3·4	2·0 a.m.	7·8	...	.....	12
9·6	8·6	8·3	8·0	7·4	8·1	7·3	5·8	11·7	0·50 a.m.....	2·0	4 & 6 a.m. ...	9·7	4·8	3·0 p.m.....	13
9·1	6·8	5·9	6·0	5·9	6·0	6·1	8·6	11·0	9·0 a.m.	5·9	8 & 10 p.m. ..	5·1	...	.....	14
— 5·7	— 6·0	— 4·7	— 4·3	— 4·5	— 4·2	— 4·6	0·5	6·6	2·0 a.m.	— 6·0	7·0 p.m.	12·6	...	.....	15
— 3·8	— 4·4	— 5·5	— 5·0	— 3·9	— 2·6	— 2·5	— 3·2	— 1·0	3·0 p.m.	— 5·5	8·0 p.m.	4·5	4·3	9·0 a.m.....	16
0·6	— 0·2	— 0·1	0·4	0·7	1·0	1·1	0·2	1·2	Noon	— 2·5	0·0 a.m.	3·7	...	.....	17
2·9	3·6	4·1	5·1	5·2	5·5	5·2	2·1	5·5	11·0 p.m. ...	— 3·6	9·0 a.m.	9·1	...	.....	18
13·6	12·9	12·8	11·8	11·1	10·6	9·9	10·3	13·6	5 & 6 p.m. ...	5·2	0·0 a.m.	8·4	...	.....	19
1·3	...	...	...	...	...	— 3·4	...	...	.....	...	.....	...	...	.....	20
— 3·9	...	...	...	...	...	— 3·2	...	...	.....	...	.....	...	...	.....	21
— 9·4	...	...	...	...	...	— 8·6	...	...	.....	...	.....	...	...	.....	22
2·2	...	...	...	...	...	6·2	...	...	.....	...	.....	...	...	.....	23
10·9	13·5	14·2	15·4	16·3	17·4	18·6	10·0	18·6	Midnight ...	6·2	0·0 a.m.	12·4	...	.....	24
12·0	12·0	11·3	11·2	11·0	12·2	11·2	14·4	18·6	0·0 a.m.	11·0	10 0 p.m. ...	7·6	...	.....	25
— 0·4	— 0·6	— 0·4	0·8	1·0	1·2	2·2	6·2	12·2	4·0 a.m.	— 0·6	7·0 p.m.	12·8	...	.....	26
— 4·2	— 5·2	— 6·7	— 7·8	— 9·1	— 10·0	— 11·5	0·1	6·5	11·0 a.m.....	— 11·5	Midnight ...	18·0	...	.....	27
— 22·4	— 22·4	— 21·8	— 21·5	— 21·2	— 21·3	— 21·3	— 17·6	— 11·5	0·0 a.m.	— 23·1	7·30 p.m. ...	11·6	...	.....	28
— 23·4	— 23·6	— 23·4	— 22·8	— 23·1	— 20·6	— 22·5	— 22·5	— 20·6	11·0 p.m. ...	— 24·2	7·45 a.m. ...	3·6	...	.....	29
— 24·6	— 22·0	— 22·4	— 21·5	— 22·4	— 21·5	— 21·1	— 24·0	— 21·1	Midnight ...	— 26·8	8·0 a.m.	5·7	...	.....	30
— 10·9	— 10·0	— 9·0	— 7·5	— 7·0	— 6·8	— 4·6	— 13·8	— 4·6	Midnight ...	— 21·1	0·0 a.m.	16·5	...	.....	31
— 3·2	— 3·0	— 2·9	— 2·7	— 2·8	— 2·5	— 2·7	— 2·5	1·5	.....	— 6·8	.....	8·3	...	.....	Mean.

at Midnight on 24th.

Absolute Minimum = —26·8 at 8·0 a.m. on 30th.

effect = 10·0 at 2·0 a.m. on 6th.

SEPTEMBER, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
1·2	1·1	0·4	1·0	0·8	2·6	3·3	— 1·3	3·3	Midnight ...	— 6·2	1·0 a.m.	9·5	...	.....	1
12·6	13·2	13·5	13·4	13·5	13·5	12·0	9·5	13·5	8,10 &11 p.m.	3·3	0·0 a.m.....	10·2	...	.....	2
16·1	17·8	17·7	17·9	15·6	14·4	13·5	15·5	18·8	8·40 p.m. ...	11·5	0·30 a.m.....	7·3	...	.....	3
18·7	15·5	14·6	14·5	12·1	11·2	9·7	13·5	18·7	6·0 p.m.	9·7	Midnight ...	9·0	...	.....	4
— 0·7	— 1·0	— 2·2	— 3·2	— 5·2	— 5·1	— 4·7	3·0	9·7	0·0 a.m.	— 5·5	10·30 p.m. ...	15·2	6·1	8·0 p.m. ...	5
2·4	2·0	1·9	2·0	1·8	2·2	1·9	— 0·2	3·7	3·0 p.m.	— 4·7	0·0 a.m.	8·4	12·9	7·0 p.m. ...	6
1·2	1·2	0·1	0·0	— 0·5	— 2·1	— 1·7	1·4	3·8	Noon	— 2·1	11·0 p.m. ...	5·9	10·7	0·15 a.m. ...	7
— 13·2	— 13·7	— 14·4	— 15·5	— 15·9	— 17·0	— 17·2	— 9·5	— 1·7	0·0 a.m.	— 17·2	Midnight ...	15·5	6·6	9·30 a.m. ...	8
— 13·6	— 13·6	— 13·8	— 14·0	— 13·8	— 13·6	— 13·4	— 14·7	— 10·4	1·0 p.m.	— 18·5	3·0 a.m.	8·2	3·2	6·0 a.m.....	9
— 14·4	— 12·2	— 13·8	— 13·4	— 13·5	— 13·3	— 13·4	— 13·0	— 10·2	Noon	— 15·2	7·0 a.m.	5·0	5·5	3·0 p.m. ...	10
— 7·5	— 8·4	— 8·7	— 8·9	— 9·4	— 9·1	— 8·7	— 10·2	— 6·3	2·0 p.m.	— 15·2	6·0 a.m.	8·9	8·5	6·15 p.m. ...	11
— 4·7	— 5·7	— 6·8	— 7·5	— 7·3	— 7·0	— 5·8	— 7·6	— 3·6	5·0 p.m.	— 13·0	6·30 a.m.....	9·4	7·2	5·30 p.m. ...	12
— 3·4	— 3·4	— 4·2	— 5·6	— 6·2	— 6·6	— 7·7	— 5·3	— 1·0	1·0 p.m.	— 9·1	7·0 a.m.	8·1	11·4	3·30 a.m. ...	13
3·3	3·5	3·0	1·4	0·2	— 1·0	— 3·7	— 1·3	6·8	5·0 p.m.	— 8·9	2·0 a.m.	15·7	8·7	7·30 a.m. ...	14
— 14·4	— 15·4	— 15·6	— 15·6	— 15·6	— 15·6	— 16·0	— 10·4	— 3·4	1·0 a.m.	— 16·0	Midnight ...	12·6	10·8	6·15 a.m. ...	15
— 8·2	— 8·7	— 9·8	— 10·3	— 11·4	— 12·7	— 13·6	— 10·7	— 6·1	3·0 p.m.	— 16·1	1·0 a.m.	10·0	7·9	4·30 a.m. ...	16
— 10·1	— 10·8	— 12·5	— 12·6	— 13·9	— 14·5	— 15·2	— 12·3	— 8·2	3·0 p.m.	— 15·2	6 a.m. & Mid.	7·0	5·1	11·0 p.m. ...	17
— 9·4	— 10·1	— 11·4	— 11·8	— 12·1	— 12·4	— 12·4	— 11·5	— 5·7	2·0 p.m.	— 15·8	2·0 a.m.	10·1	6·4	11·45 p.m....	18
— 7·1	— 8·9	— 10·2	— 11·3	— 12·3	— 13·4	— 14·4	— 8·9	— 3·5	2·0 p.m.	— 14·4	Midnight ...	10·9	7·9	6·0 p.m. ...	19
— 13·0	— 12·8	— 12·2	— 12·0	— 11·8	— 11·7	— 11·2	— 14·6	— 11·2	Midnight ...	— 19·3	6·30 a.m.....	8·1	9·0	7·45 a.m. ...	20
3·0	2·5	1·9	1·3	1·5	1·7	1·7	— 0·6	5·0	1·0 p.m.	— 11·2	0·0 a.m.	16·2	6·4	1·15 a.m. ...	21
5·2	4·0	2·6	2·1	1·9	1·6	1·0	4·5	8·6	1·0 p.m.	1·0	Midnight ...	7·6	3·6	6·0 a.m.....	22
3·9	3·2	1·9	1·3	1·2	1·3	0·3	2·2	6·1	3·0 p.m.	— 1·5	6·0 a.m.	7·6	...	.....	23
5·0	3·8	3·1	2·8	1·9	2·0	2·2	3·7	9·5	3·0 p.m.	— 0·2	5 & 6 a.m. ...	9·7	...	.....	24
12·2	10·6	9·5	8·3	9·4	12·3	11·8	10·1	15·1	2·0 p.m.	2·2	0·0 a.m.	12·9	...	.....	25
11·7	11·5	10·5	10·1	9·7	8·8	9·2	10·5	14·1	3·0 p.m.	7·2	4·0 a.m.	6·9	4·5	8·15 p.m. ...	26
12·5	12·0	10·4	9·3	9·0	7·1	5·0	11·9	15·2	2·0 p.m.	5·0	Midnight ...	10·2	7·6	6·30 a.m. ...	27
0·7	0·0	— 1·3	— 1·3	— 0·9	— 0·8	— 1·7	0·7	5·0	0·0 a.m.	— 1·9	8·0 a.m.	6·9	10·3	9·30 p.m. ...	28
— 5·6	— 7·3	— 8·0	— 9·2	— 9·9	— 10·9	— 11·4	— 5·3	— 1·5	1·0 p.m.	— 11·4	Midnight ...	9·9	11·8	6·30 a.m. ...	29
5·3	6·4	6·9	7·7	7·8	8·1	5·3	— 1·7	8·1	11·0 p.m. ...	— 11·8	2·0 a.m.	19·9	...	.....	30
— 0·3	— 0·8	— 1·6	— 2·0	— 2·5	— 2·7	— 3·2	— 1·7	3·1	.....	— 7·0	.....	10·1	...	.....	Mean.

at 8·40 p.m. on 3rd.

Absolute Minimum = —19·3 at 6·30 a.m. on 20th.

effect = 12·9 at 7.0 p.m. on 6th.

Table VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	8·0	8·0	8·2	8·3	8·8	9·4	9·8	10·0	10·3	10·8	10·9	10·9	11·5	11·6	11·4	11·6	11·7
2	13·0	12·8	13·5	13·8	13·7	13·7	14·0	14·0	14·1	13·7	13·4	13·4	14·0	14·4	15·4	15·6	15·7
3	7·5	5·1	5·0	4·4	4·3	4·2	4·5	5·2	6·2	8·3	9·8	9·8	9·9	9·7	9·1	8·2	7·5
4	5·9	5·6	4·3	4·1	3·3	2·2	1·9	2·3	2·2	3·4	4·5	5·2	5·0	4·8	4·6	4·0	3·1
5	— 3·0	— 2·9	— 3·0	— 3·1	— 3·2	— 3·8	— 2·8	— 2·3	— 1·4	0·0	— 1·3	4·9	6·0	6·1	5·7	3·8	3·6
6	— 0·3	— 0·4	— 0·2	1·0	2·8	2·2	2·4	2·4	3·7	4·6	5·7	6·5	7·1	8·2	9·0	10·1	10·6
7	14·2	12·6	12·1	12·0	11·9	11·7	11·2	12·3	12·6	13·3	14·0	16·2	16·6	16·6	16·7	16·5	15·4
8	15·9	15·7	15·6	15·7	15·6	15·3	16·1	16·6	16·5	15·5	14·3	14·4	14·3	14·1	13·5	13·0	12·8
9	8·2	7·1	6·2	6·1	5·4	5·2	5·2	5·6	6·2	6·5	7·3	7·2	7·6	8·0	8·2	8·0	7·5
10	6·0	6·0	6·3	5·9	6·0	6·4	6·9	7·6	7·5	8·9	9·7	10·0	10·4	10·7	10·4	10·6	10·4
11	4·2	4·4	5·0	4·4	5·3	5·2	6·9	8·0	7·9	8·4	9·3	9·1	9·1	9·2	9·2	7·7	6·6
12	— 2·8	— 3·3	— 3·2	— 2·6	— 2·5	— 3·7	— 1·6	— 0·8	0·4	1·7	4·1	4·2	5·6	5·7	6·6	6·5	6·1
13	1·6	1·5	0·7	1·6	2·2	2·3	2·6	3·4	3·8	5·2	6·5	7·2	7·8	7·7	7·8	7·2	6·4
14	1·5	1·2	1·0	0·6	0·3	— 1·0	1·1	2·4	3·0	4·2	1·7	2·1	0·9	1·9	2·1	2·4	2·3
15	1·8	1·7	1·6	0·7	0·6	2·3	4·5	7·2	9·3	11·1	12·8	15·1	16·4	17·2	16·8	17·1	16·8
16	7·1	5·7	4·8	3·5	3·0	3·0	3·9	4·2	6·3	7·6	9·5	10·1	10·4	9·1	8·2	6·2	6·3
17	4·1	5·0	4·9	4·3	4·3	4·2	4·7	5·8	6·6	7·6	9·2	10·2	11·1	10·0	9·9	10·0	9·9
18	5·2	4·7	4·8	4·8	4·9	5·2	6·5	7·3	7·9	9·7	10·4	10·6	11·8	11·5	12·1	10·6	9·5
19	2·9	2·2	2·0	1·9	1·9	2·4	4·1	5·3	6·1	7·4	9·1	9·3	9·3	9·3	9·1	8·0	7·5
20	3·5	4·1	4·8	4·9	5·0	5·1	6·1	7·1	7·3	8·2	9·2	10·2	11·2	12·7	13·6	13·4	13·0
21	12·4	11·3	10·9	10·2	11·6	14·6	17·3	19·4	21·1	21·7	22·1	22·7	22·1	21·9	21·1	20·8	20·7
22	18·9	18·8	19·0	18·8	18·8	18·6	18·2	17·7	19·3	19·2	19·1	19·6	20·6	20·6	19·5	19·3	18·6
23	6·5	6·0	6·2	5·1	4·9	4·7	5·0	5·5	6·8	7·7	9·6	10·7	11·9	11·7	11·6	10·8	11·5
24	1·1	0·9	0·5	0·6	1·1	1·2	2·7	4·8	7·1	8·2	10·3	11·2	12·0	12·4	12·5	12·2	11·3
25	1·4	0·1	— 0·7	— 0·9	— 0·2	0·2	3·5	5·3	7·1	8·6	10·7	10·2	10·0	10·1	9·4	9·0	9·1
26	— 2·0	— 1·7	— 3·2	— 2·5	— 1·4	— 0·7	0·5	2·3	4·1	4·5	5·9	6·5	7·5	7·7	8·1	7·9	6·4
27	1·8	1·6	1·9	1·9	0·9	0·7	1·0	1·9	2·6	3·0	3·4	4·1	5·6	6·7	7·6	8·1	8·4
28	3·0	1·8	1·7	1·5	2·2	2·4	4·5	5·3	7·1	8·0	9·6	10·2	10·6	11·0	11·3	11·1	11·0
29	2·0	1·0	— 0·3	— 0·6	— 0·5	0·2	3·2	3·3	5·1	7·2	8·1	8·9	9·0	8·9	8·9	8·4	8·2
30	1·0	— 0·2	— 1·2	— 1·6	— 1·8	— 0·8	0·4	3·3	5·6	7·7	9·6	12·0	13·6	13·7	14·2	14·3	13·8
31	1·9	0·7	— 1·0	— 3·0	— 3·4	— 3·7	— 3·5	— 3·0	— 2·2	— 1·4	— 0·5	0·7	3·1	4·8	6·0	6·9	8·0
Mean ...	4·6	4·6	4·1	3·9	4·1	4·2	5·2	6·1	7·1	8·1	9·0	9·8	10·4	10·6	10·6	10·3	10·0

Greatest Range = 16·6 on 15th.
Least Range = 4·0 on 9th.

Absolute Maximum = 22·7 at
Absolute Maximum "Föhn"

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	11·9	12·3	12·7	13·1	13·4	13·7	13·6	14·7	15·2	15·5	16·2	17·0	17·0	17·3	17·2	16·6	16·4
2	14·5	14·9	14·6	14·5	15·4	15·5	15·9	16·0	17·8	19·6	20·5	21·2	21·2	21·2	21·4	21·6	21·5
3	11·7	10·3	7·1	5·8	5·8	7·7	10·0	11·2	12·7	15·2	15·8	17·7	18·4	18·9	18·9	18·8	17·7
4	5·2	4·4	3·9	4·1	4·8	5·8	5·8	6·8	9·0	10·7	12·6	13·9	15·0	15·7	15·8	17·1	17·7
5	10·8	9·7	11·1	10·5	10·8	12·0	13·0	13·2	15·0	16·0	16·2	16·2	16·0	15·8	15·7	15·3	15·2
6	3·1	2·7	1·6	1·1	1·8	1·2	1·4	2·8	4·3	5·6	6·7	8·5	9·3	9·4	9·6	9·4	8·8
7	2·0	1·6	1·1	0·6	2·3	5·2	6·8	6·4	7·6	8·4	9·0	9·7	9·8	9·8	9·8	9·2	9·3
8	1·5	0·6	0·8	0·6	2·0	3·2	4·2	6·6	8·8	9·5	10·6	12·2	13·6	14·0	14·1	14·1	12·4
9	0·5	— 0·5	— 1·5	— 1·0	— 0·8	— 0·9	2·0	2·5	3·8	4·5	5·5	6·2	6·7	6·9	7·7	7·4	6·8
10	2·3	0·7	1·6	1·7	1·5	1·4	3·1	5·2	6·0	10·0	12·0	13·2	13·5	13·6	13·7	13·6	13·7
11	...	...	...	...	...	6·7	...	...	...	...	...	14·7	...	...	...	...	...
12	...	...	...	...	...	...	...	...	...	...	...	22·2	...	...	...	...	...
13	...	...	...	...	...	20·2	...	...	...	...	...	26·2	...	...	...	...	...
14	20·5	20·1	17·2	16·9	16·3	18·2	17·3	18·8	21·2	22·2	22·2	24·3	24·3	22·1	23·6	21·4	21·0
15	...	...	...	...	...	10·2	...	...	...	...	...	17·2	...	...	...	...	...
16	...	...	...	...	...	6·7	...	...	...	...	...	13·2	...	...	...	...	...
17	13·2	13·4	14·1	15·4	15·3	15·2	14·3	15·5	16·3	18·1	18·7	19·7	20·4	21·2	21·2	20·8	20·5
18	16·3	16·1	16·3	16·3	16·3	16·7	17·4	19·5	21·8	24·7	27·3	31·2	27·8	26·4	26·1	26·2	26·2
19	19·5	19·0	17·2	17·4	19·6	20·2	21·2	22·6	22·7	24·9	25·1	26·2	26·8	27·6	28·6	29·7	28·5
20	15·6	15·0	14·9	14·7	14·4	18·2	19·0	20·2	23·0	24·9	25·4	26·4	27·0	28·5	29·0	29·4	28·1
21	16·3	15·0	14·4	14·4	15·0	16·2	16·9	18·1	21·5	23·2	24·6	26·2	27·1	26·8	26·7	26·6	26·1
22	18·8	18·9	18·6	20·5	21·5	23·4	25·2	26·0	29·6	31·8	29·1	28·2	28·4	29·3	30·9	30·7	31·0
23	18·7	18·5	18·5	18·6	19·0	19·2	21·3	22·4	23·5	24·2	25·0	26·3	27·3	29·6	32·0	32·0	31·8
24	25·8	25·6	24·8	24·4	24·4	25·0	25·9	27·0	27·0	27·9	29·0	29·7	30·6	33·0	33·2	33·8	33·9
25	22·8	21·9	21·9	21·0	21·0	20·2	21·6	22·2	23·2	25·6	25·3	26·2	28·2	29·5	31·4	30·2	29·6
26	27·8	25·9	22·0	20·6	19·0	19·7	20·0	21·2	21·6	23·8	27·2	31·7	31·5	32·4	32·2	31·0	30·7
27	20·2	19·8	18·5	19·3	20·2	20·4	21·3	22·0	23·2	24·3	25·8	27·2	28·5	29·5	32·0	33·2	32·4
28	25·0	24·8	24·5	24·8	24·8	25·2	25·3	25·4	26·0	25·9	25·5	24·2	23·6	23·8	23·9	23·8	23·9
29	27·0	25·8	23·6	24·2	24·2	24·4	24·8	26·5	27·1	28·2	30·3	31·7	33·4	33·5	33·7	33·0	32·5
30	25·2	24·6	24·2	24·5	24·6	25·2	26·3	27·3	29·1	30·8	32·3	33·2	33·3	34·1	34·0	33·5	33·3
Mean ...	15·0	14·4	13·7	13·8	14·1	14·9	15·7	16·8	18·3	19·8	20·7	21·9	22·4	22·8	23·3	23·1	22·8

Greatest Range = 15·2 on 18th.
Least Range = 3·5 on 28th.

Absolute Maximum = 34·1 at
Absolute Maximum "Föhn"

HOURLY VALUES.

Table VIII.

FAHRENHEIT.

OCTOBER, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
12·2	12·6	13·3	13·4	13·2	13·2	13·2	10·8	13·4	9·0 p.m.	5·3	0·0 a.m.	8·1	...	.....	1
16·3	14·0	13·4	12·1	10·4	10·6	10·1	13·6	16·3	6·0 p.m.	10·1	Midnight ...	6·2	...	.....	2
7·0	6·0	5·9	6·1	5·8	6·4	6·7	6·8	10·1	0·0 a.m.	4·2	6·0 a.m.	5·9	...	.....	3
2·4	1·5	2·2	— 0·5	— 1·7	— 2·6	— 3·1	2·9	6·7	0·0 a.m.	— 3·1	Midnight ...	9·8	...	.....	4
3·1	2·2	1·8	1·9	0·8	0·3	— 0·4	0·5	6·1	2·0 p.m.	— 3·8	6·0 a.m.	9·9	3·3	4·45 a.m. ...	5
11·2	11·4	12·6	12·3	12·7	12·9	14·2	6·5	14·2	Midnight ...	— 0·4	0 & 2 a.m. ...	14·6	...	.....	6
15·1	14·9	14·8	14·5	14·8	15·4	15·8	14·2	16·7	3·0 p.m.	11·2	7·0 a.m.	5·5	...	.....	7
12·1	12·2	11·4	10·4	10·2	10·0	9·2	13·9	16·6	8·0 a.m.	9·2	Midnight ...	7·4	...	.....	8
6·6	6·1	5·9	6·2	5·7	6·0	6·2	6·7	9·2	0·0 a.m.	5·2	6 & 7 a.m. ...	4·0	...	.....	9
9·3	8·8	8·2	7·6	6·4	6·2	5·2	8·0	10·7	2·0 p.m.	5·2	Midnight ...	5·5	3·0	11·30 p.m.	10
5·4	5·3	3·9	3·1	2·1	0·3	— 2·8	5·9	9·3	11·0 a.m.....	— 2·8	Midnight ...	12·1	5·1	10·30 p.m.	11
5·2	3·7	3·6	3·1	2·0	1·4	2·0	1·6	6·6	3·0 p.m.	— 3·7	6·0 a.m.	10·3	5·8	1·0 a.m.....	12
4·2	3·0	2·6	2·2	1·8	2·2	— 1·0	3·8	7·8	1 & 3 p.m. ...	— 1·0	Midnight ...	8·8	13·8	5·30 p.m. ...	13
2·2	1·3	0·8	1·2	0·8	1·8	2·3	1·5	4·2	10·0 a.m.....	— 1·0	0 & 6 a.m. ...	5·2	....	.....	14
15·2	12·3	10·6	12·0	10·3	8·9	8·0	9·5	17·2	2·0 p.m.	0·6	5·0 a.m.	16·6	...	.....	15
4·2	2·0	1·4	1·6	1·5	3·4	3·4	5·4	10·4	1·0 p.m.	1·4	8·0 p.m.	9·0	9·8	5·0 a.m.....	16
8·2	6·0	4·8	4·7	4·6	4·6	4·2	6·6	11·1	1·0 p.m.	3·4	0·0 a.m.	7·7	7·9	8·0 p.m. ...	17
8·3	6·8	5·8	5·1	4·0	3·7	3·0	7·3	12·1	3·0 p.m.	3·0	Midnight ...	9·1	9·8	0 0 a.m.....	18
6·2	4·8	3·8	3·9	3·8	3·9	3·7	5·3	9·3	Noon–2 p.m.	1·9	4 & 5 a.m. ...	7·4	...	.....	19
12·3	11·1	11·2	10·9	10·8	11·1	11·9	8·9	13·6	3·0 p.m.	3·5	1·0 a.m.	10·1	4·1	6·0 p.m. ...	20
20·6	20·4	20·0	19·8	19·7	19·6	19·2	18·2	22·7	Noon	10·2	4·0 a.m.	12·5	4·6	3·0 a.m.....	21
16·2	15·2	12·4	11·1	9·1	8·0	8·0	17·1	20·6	1 & 2 p.m. ...	8·0	11 p.m.& midt	12·6	...	.....	22
9·2	7·3	6·5	4·3	2·6	1·7	1·2	7·2	11·9	1·0 p.m.	1·2	Midnight ...	10·7	9·0	8·0 p.m. ...	23
10·5	8·7	7·3	5·5	4·7	2·9	1·9	6·3	12·5	3·0 p.m.	0·5	3·0 a.m.	12·0	9·8	4·0 a.m.....	24
9·5	4·0	2·3	1·1	1·3	— 1·2	— 1·7	4·6	10·7	11·0 a.m.....	— 1·7	Midnight ...	12·4	6·4	2·30 a.m. ...	25
5·5	4·1	3·3	2·4	2·4	2·5	1·9	2·9	8·1	3·0 p.m.	— 3·2	3·0 a.m.	11·3	8·0	9·0 p.m. ...	26
8·2	7·8	8·0	6·8	5·2	4·5	3·2	4·3	8·4	5·0 p.m.	0·7	6·0 a.m.	7·7	9·3	0·0 a.m.....	27
9·7	7·6	6·4	5·3	4·4	3·3	3·2	6·3	11·3	3·0 p.m.	1·5	4·0 a.m.	9·8	7·8	10·30 p.m.	28
7·3	6·5	5·0	4·7	6·1	3·1	2·2	4·9	9·0	1·0 p.m.	— 0·6	4·0 a.m.	9·6	10·5	1·30 a.m. ...	29
13·0	12·6	11·2	9·5	7·4	5·0	3·6	3·1	14·3	4·0 p.m.	— 1·8	5·0 a.m.	16·1	7·0	11·30 p.m.	30
8·2	8·8	8·9	9·6	9·7	10·2	10·4	3·0	10·4	Midnight ...	— 3·7	6·0 a.m.	14·1	7·2	10·0 a.m. ...	31
9·2	8·0	7·4	6·9	6·3	5·3	5·3	7·1	11·7	.....	1·9	.....	9·8	...	.....	Mean.

Noon on 21st.
effect = 13·8 at 5·30 p.m. on 13th.

Absolute Minimum = —3·8 at 6·0 a.m. on 5th.

NOVEMBER, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn." effect.		Date.
16·1	15·3	15·4	14·9	15·0	14·6	14·5	15·0	17·4	2·30 p.m. ...	10·4	0·0 a.m.	7·0	...	.....	1
21·0	20·9	19·3	17·4	15·8	14·5	14·6	17·9	21·6	4·0 p.m. ...	14·5	1 a.m., etc. ...	7·1	...	.....	2
17·2	15·6	13·3	11·1	8·4	7·6	6·1	12·8	18·9	2 & 3 p.m. ...	5·8	4 & 5 a.m. ...	13·1	...	.....	3
17·2	16·1	16·0	16·9	16·0	14·5	13·2	11·4	17·7	5 & 5·30 p.m.	3·9	3·0 a.m. ...	13·8	...	.....	4
15·2	13·7	11·5	10·3	7·7	6·0	4·2	12·7	16·2	11 a.m.–Noon.	4·2	Midnight ...	12·0	...	.....	5
7·8	6·8	5·4	4·6	4·5	3·9	1·9	5·2	9·6	3·0 p.m.	1·1	4·0 a.m.	8·5	3·9	10·15 p.m.	6
9·2	6·8	6·5	4·5	3·3	2·9	1·7	6·0	9·8	1–3 p.m. ...	0·6	4·0 a.m.	9·2	...	.....	7
10·7	9·7	8·6	5·9	3·3	1·8	2·0	7·1	14·1	3 & 4 p.m. ...	0·6	2 & 4 a.m,...	13·5	3·3	3·0 a.m.....	8
6·2	6·1	4·7	3·9	4·0	3·0	2·2	3·6	7·7	3·0 p.m.	— 1·5	3·0 a.m.	9·2	4·1	4·0 a.m.....	9
13·7	13·7	13·5	12·4	11·1	7·8	6·2	8·5	13·8	6·15 p.m. ...	0·7	2·0 a.m	13·1	...	.....	10
14·2	...	...	...	...	...	13·2	....	...	.....	...	.....	...	...	.....	11
22·5	...	...	...	...	...	20·4	...	...	.....	...	.....	...	...	.....	12
30·2	...	...	...	...	...	21·2	...	...	.....	...	.....	...	...	.....	13
20·2	19·5	18·2	17·2	15·9	14·3	13·2	19·4	24·3	Noon & 1p.m.	13·2	Midnight ...	11·1	3·8	10·0 a.m. ...	14
16·2	...	...	...	...	...	8·7	...	...	.....	...	.....	...	...	.....	15
15·2	...	...	...	...	...	13·2	...	...	.....	...	.....	...	...	.....	16
20·0	19·5	18·5	17·9	15·0	15·3	16·0	17·3	21·2	2 & 3 p.m. ...	13·2	0–1·0 a.m. ...	8·0	...	.....	17
26·2	26·2	26·2	24·1	20·7	21·4	21·0	22·3	31·2	Noon	16·0	0·0 a.m.	15·2	...	.....	18
28·9	29·4	28·3	21·2	19·1	17·5	16·2	23·3	29·7	4·0 p.m.	16·2	Midnight ...	13·5	...	.....	19
28·2	26·8	24·4	22·6	21·3	19·0	17·3	22·2	29·4	4·0 p.m.	14·4	5·0 a.m.	15·0	...	.....	20
25·7	25·4	21·2	19·6	19·2	18·2	18·3	20·9	27·1	1·0 p.m.	14·4	3–4·30 a.m.	12·7	...	.....	21
30·2	28·6	24·8	22·5	21·6	20·3	19·2	25·4	31·8	10·0 a.m.....	18·3	0·0 a.m.	13·5	...	.....	22
31·2	32·0	32·0	28·9	28·6	27·8	26·9	25·5	32·0	3, 4,7& 8 p.m.	18·5	2 & 3 a.m. ...	13·5	3·8	2·30 p.m. ...	23
31·2	29·5	28·4	27·0	25·5	24·4	23·2	28·0	33·9	5·0 p.m.	23·2	Midnight ...	10·7	3·0	4·45 p.m. ...	24
29·2	29·5	29·4	29·9	29·9	27·8	28·2	26·0	31·4	3·0 p.m.	20·2	6·0 .am.	11·2	7·2	2·30 a.m. ...	25
30·2	29·4	29·1	28·5	24·0	22·1	20·3	26·1	32·4	2·0 p.m.	19·0	5·0 a.m.	13·4	5·0	4·30 a.m. ...	26
31·2	30·2	28·8	27·4	26·5	26·0	25·2	25·6	33·2	4·0 p.m.	18·5	3·0 a.m.	14·7	7·2	7·0 a.m.....	27
25·0	24·9	25·1	25·4	25·9	26·4	27·0	25·0	27·0	Midnight ...	23·5	12·15 p.m. ...	3·5	6·5	7·30 a.m. ...	28
32·2	31·8	31·2	30·2	28·8	27·7	25·2	28·8	33·7	3·0 p.m.	23·3	2·30 a.m.....	10·4	3·7	5·0 a.m.....	29
32·7	30·8	29·8	28·0	27·6	26·6	25·7	29·0	34·1	2·0 p.m.	24·2	3·0 a.m.	9·9	3·4	11·30 p.m.	30
22·3	21·5	20·4	18·9	17·5	16·5	15·6	18·6	24·0	.....	12·7	.....	11·3	...	.....	Mean.

2·0 p.m. on 30th.
effect = 7·2 at 2·30 a.m. on 25th and at 7·0 a.m. on 27th.

Absolute Minimum = —1·5 at 3·0 a.m. on 9th.

Table VIII.—TEMPERATURE

CAPE DENISON.

DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	25·4	25·2	23·8	23·9	24·1	24·2	25·0	26·4	27·4	28·0	30·2	31·2	33·1	33·3	33·5	33·6	32·8
2	27·5	25·9	25·1	25·9	25·1	24·2	23·9	24·9	26·7	29·0	30·9	32·7	30·4	30·1	29·8	29·8	29·7
3	22·9	20·0	19·5	19·5	19·6	21·2	23·0	24·2	26·6	28·8	31·2	32·4	33·6	34·0	32·9	33·1	34·1
4	20·8	19·1	18·0	18·1	18·2	21·2	22·3	23·6	26·4	28·0	31·6	32·1	32·0	31·7	31·0	29·8	29·0
5	19·3	19·0	20·3	21·1	22·4	23·2	23·9	24·9	24·3	25·4	27·0	29·0	30·2	31·9	31·5	31·4	31·3
6	25·0	24·7	23·2	22·0	22·8	25·2	25·8	26·2	28·1	30·5	31·8	30·0	30·2	30·0	29·8	29·5	28·9
7	23·5	23·7	23·9	23·7	24·0	24·2	23·9	23·9	24·9	26·4	25·3	26·6	27·2	28·4	29·1	29·7	30·7
8	29·6	29·5	29·5	29·4	29·3	29·1	28·8	29·6	28·8	31·0	31·1	31·3	31·5	31·7	31·9	31·8	31·7
9	30·2	30·7	30·5	29·9	30·2	30·2	30·8	31·8	32·1	32·6	33·4	33·6	32·8	34·2	34·1	33·3	32·9
10	24·5	23·6	22·9	22·8	21·7	22·2	23·1	24·8	26·1	28·0	29·1	31·1	31·9	32·0	32·8	32·8	33·0
11	21·3	21·0	21·0	22·0	21·3	22·9	23·9	27·4	28·5	29·0	29·6	30·6	32·1	33·2	33·0	32·4	31·0
12	20·7	19·2	19·0	21·2	21·0	22·1	23·6	24·5	25·9	28·8	30·7	30·1	30·3	30·3	30·2	30·1	30·3
13	27·5	27·4	27·4	27·4	26·1	23·2	22·6	22·1	22·6	22·7	22·7	23·7	24·5	24·7	25·4	25·7	26·3
14	20·6	19·0	17·7	18·0	19·7	19·7	20·6	22·4	24·3	25·2	27·0	27·2	27·3	27·5	27·3	27·5	27·6
15	24·4	21·9	20·7	20·4	20·2	20·7	21·8	24·3	25·8	27·6	27·8	28·3	28·4	29·0	29·1	29·4	29·5
16	21·1	19·8	18·8	19·0	19·1	19·2	22·1	24·8	26·2	27·5	28·5	28·7	28·9	28·9	28·9	28·6	28·4
17	20·0	20·8	20·9	20·9	21·2	22·0	22·8	24·1	24·9	26·2	27·9	28·8	29·4	29·9	30·4	28·4	30·8
18	17·9	16·9	17·0	17·2	17·4	18·0	19·1	20·7	22·4	24·2	26·4	27·2	27·7	28·6	29·4	29·2	29·1
19	17·6	16·0	17·1	17·2	18·0	19·2	20·2	22·7	24·2	26·1	26·9	27·5	28·9	29·2	29·4	30·9	29·5
20	19·4	17·0	16·0	15·8	17·2	18·5	20·0	21·9	22·8	26·0	27·4	28·8	29·4	29·4	29·0	28·6	28·8
21	19·1	17·3	17·2	17·6	18·3	19·2	21·1	23·3	24·3	26·4	27·2	28·6	29·0	29·4	30·0	29·3	29·4
22	24·9	23·9	23·1	21·9	20·9	22·2	22·7	23·0	24·1	24·9	25·6	27·2	29·2	30·0	30·1	30·7	30·1
23	23·5	22·0	21·1	20·6	20·5	20·7	21·6	23·0	24·9	26·1	28·2	29·1	29·4	30·3	30·1	29·8	29·8
24	29·1	28·9	28·9	28·9	27·8	27·5	27·3	27·5	28·1	29·2	29·6	30·7	31·6	31·9	32·3	32·2	31·5
25	25·7	25·2	24·5	24·8	24·0	25·2	25·4	25·8	27·0	27·3	28·6	30·3	31·3	32·1	32·6	32·4	32·8
26	24·5	22·1	21·0	21·4	21·8	22·0	23·1	25·3	26·9	28·8	30·2	31·0	31·6	31·7	33·0	32·2	31·6
27	22·4	21·7	20·5	20·8	21·1	21·9	22·6	24·1	25·7	27·4	28·5	30·1	30·7	31·4	35·0	35·0	35·0
28	22·8	23·2	22·3	21·2	20·0	20·2	20·7	21·9	23·3	25·0	26·1	27·3	28·2	28·5	28·6	28·6	28·7
29	22·1	21·1	19·2	18·8	18·5	20·0	21·7	22·0	23·8	25·7	29·8	30·2	31·9	32·4	32·5	32·6	32·5
30	24·8	23·6	22·8	22·2	20·5	22·3	23·2	24·0	25·6	27·8	29·4	30·4	30·9	30·7	30·0	30·1	30·6
31	26·9	27·2	26·2	25·4	25·7	25·2	25·7	26·6	27·3	28·3	28·7	29·6	29·7	29·9	30·6	30·0	30·0
Mean ...	23·4	22·5	21·9	21·9	21·9	22·5	23·3	24·6	25·8	27·4	28·7	29·5	30·1	30·5	30·8	30·5	30·6

Greatest Range = 15·5 on 3rd.
Least Range = 3·7 on 8th.

Absolute Maximum = 35.0 at
Absolute Maximum "Föhn",

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	27·2	27·2	27·2	27·2	27·2	27·2	27·2	27·2	28·4	28·7	29·1	29·2	29·3	29·8	30·0	29·9	29·7
2	29·8	28·6	29·4	29·3	29·5	29·4	29·6	30·2	30·7	30·9	31·2	31·7	31·9	31·8	32·0	32·5	32·5
3	30·1	29·9	30·1	30·0	30·2	30·3	30·7	31·1	31·5	32·4	32·4	32·8	32·5	33·1	33·3	33·5	33·0
4	26·8	24·3	23·2	22·6	22·9	22·9	23·4	24·9	26·2	27·7	29·0	30·0	30·6	30·8	31·1	31·8	32·4
5	23·6	22·3	22·2	21·9	21·6	21·4	21·5	23·8	24·7	24·9	26·2	28·1	29·1	29·4	30·1	30·3	30·2
6	23·1	22·4	21·5	21·7	21·9	23·6	25·1	27·2	28·7	30·6	32·8	34·2	34·1	34·0	34·3	33·3	32·6
7	31·0	30·2	29·2	30·4	30·6	30·7	30·9	31·7	32·7	32·6	33·2	33·2	33·0	32·8	32·9	32·4	32·3
8	30·2	30·4	30·3	29·9	28·7	29·2	29·7	29·6	29·8	29·8	29·9	30·9	32·6	32·3	32·9	32·4	32·3
9	29·6	29·4	29·1	28·6	28·1	27·4	25·8	25·6	25·7	26·7	27·7	28·8	28·7	29·2	29·9	30·0	30·2
10	30·2	30·3	29·7	29·6	28·5	29·6	30·3	30·6	30·8	30·9	31·5	32·3	32·8	33·1	34·6	34·6	34·7
11	24·2	23·2	23·2	25·5	26·9	29·0	28·7	29·9	31·5	34·6	32·4	32·6	33·2	32·9	32·4	34·9	31·8
12	30·3	29·3	30·4	32·2	34·0	35·2	36·0	36·0	36·4	36·4	37·5	38·0	37·4	37·2	36·4	36·3	35·5
13	34·5	35·1	34·9	34·8	34·8	34·0	34·1	34·4	35·3	35·6	37·1	35·8	35·3	36·0	35·9	35·7	35·2
14	33·1	33·2	33·5	34·4	30·4	30·6	31·1	30·8	31·4	33·7	34·6	35·8	36·1	37·8	37·8	37·9	38·3
15	28·2	26·9	26·4	26·1	26·1	26·8	30·1	32·0	32·0	30·8	30·9	31·4	32·0	32·0	34·1	33·8	33·3
16	31·0	31·2	31·0	31·5	29·3	29·4	30·1	30·5	30·7	31·8	32·2	32·3	33·0	33·6	33·6	33·6	33·4
17	31·2	31·0	30·5	30·2	30·2	30·2	30·7	31·3	32·1	32·0	32·0	33·1	34·0	34·4	34·5	34·6	34·7
18	25·6	27·0	27·8	26·0	25·1	26·2	25·5	25·7	25·9	27·6	28·3	29·3	29·5	30·4	30·8	30·7	31·6
19	25·9	21·0	19·7	19·6	19·7	20·6	21·7	23·3	25·4	28·4	31·1	31·6	32·1	31·6	31·7	31·1	31·3
20	23·9	20·6	20·8	20·8	20·7	23·6	24·6	22·9	34·0	27·4	30·0	31·2	31·0	30·5	30·9	30·4	30·3
21	27·8	27·7	27·1	26·9	25·1	24·5	24·5	24·5	25·6	26·0	26·7	30·2	30·8	30·4	30·0	29·8	29·9
22	27·1	25·9	25·7	25·6	25·3	25·7	25·8	25·7	25·5	25·8	26·3	27·2	26·6	29·0	30·3	30·9	31·0
23	26·3	26·3	26·2	25·2	23·8	25·2	25·3	25·5	26·1	26·6	26·9	27·5	28·2	29·2	30·3	31·3	30·2
24	27·0	28·1	28·1	27·8	28·0	26·9	26·9	26·9	27·4	28·4	28·7	30·0	31·0	32·0	30·2	29·6	29·0
25	30·3	28·7	27·3	25·9	23·6	22·7	20·7	22·0	24·0	25·1	26·4	27·7	28·9	30·3	31·6	31·9	31·8
26	32·7	32·0	32·1	32·2	32·1	31·2	31·2	31·2	34·4	33·8	35·0	36·2	36·4	36·6	36·1	36·0	36·7
27	34·1	34·2	34·7	35·5	36·8	34·2	33·9	34·5	33·5	34·0	35·7	36·0	36·6	38·8	37·3	37·3	37·4
28	34·5	33·9	33·9	33·9	35·0	35·9	36·0	36·6	36·6	36·5	37·6	29·6	38·1	39·1	38·5	38·6	39·0
29	33·9	30·3	29·5	29·2	29·2	29·0	29·0	29·0	29·0	29·4	29·8	30·3	30·7	33·1	32·1	31·7	31·1
30	21·3	21·6	21·5	21·6	22·7	24·6	25·3	25·7	25·8	25·5	25·9	26·2	26·8	27·6	28·2	29·2	30·8
31	29·9	28·9	28·3	24·6	22·5	22·2	22·0	22·3	23·7	26·8	28·8	28·4	28·6	29·3	29·3	29·2	30·3
Mean ...	28·9	28·1	27·9	27·8	27·4	27·7	28·0	28·5	29·5	30·0	30·9	31·7	32·0	32·6	32·7	32·7	32·7

Greatest Range = 14·7 on 6th.
Least Range = 3·1 on 13th.

Absolute Maximum = 39·6 at
Absolute Maximum "Föhn"

—HOURLY VALUES.

Table VIII.

FAHRENHEIT.

DECEMBER, 1912.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
32·2	32·1	32·2	30·8	30·8	31·1	29·1	29·1	33·6	4·0 p.m.	23·8	3 & 3·30 a.m.	9·8	5·4	0·30 a.m. ...	1
29·4	28·3	27·5	27·2	26·4	26·1	24·4	27·6	32·7	Noon	23·9	7·0 a.m.	8·8	...	.....	2
34·7	33·5	32·1	29·5	25·8	24·9	21·5	27·5	35·0	6·30 p.m. ...	19·5	3.0–4·0 a.m.	15·5	6·3	1·45 a.m. ...	3
29·3	28·9	27·8	27·6	25·7	25·6	20·0	25·8	32·1	Noon	18·0	3·0 a.m.	14·1	...	.....	4
30·6	30·2	30·1	28·7	28·5	27·2	25·2	26·4	33·0	2·30 p.m. ...	19·0	2·0 a.m.	14·0	...	.....	5
26·5	25·5	25·0	24·7	24·2	23·6	23·4	26·6	31·8	11·0 a.m.....	22·0	4·0 a.m.	9·8	...	.....	6
31·2	32·0	31·1	31·0	30·7	29·6	29·6	27·1	32·0	7·0 p.m.	23·1	6·30 a.m.....	8·9	...	.....	7
31·4	31·5	32·5	32·5	31·6	31·0	30·2	30·6	32·5	8 & 9 p.m. ...	28·8	7 & 9 a.m. ...	3·7	...	.....	8
32·7	32·5	31·7	30·4	28·2	27·0	25·7	31·4	34·2	2·0 p.m.	25·7	Midnight ...	8·5	...	.....	9
32·0	31·2	29·4	27·9	26·6	24·5	24·0	27·5	33·0	5·0 p.m.	21·7	5 & 5·30 a.m.	11·3	3·8	9·0 a.m.....	10
31·1	30·8	30·3	30·3	29·7	26·6	22·1	27·6	33·2	2·0 p.m. ...	21·0	2 & 3 a.m. ...	12·2	5·2	4·0 a.m.....	11
30·4	30·4	30·0	30·2	28·3	28·0	27·5	26·7	30·7	11·0 a.m.....	19·0	3·0 a.m.	11·7	6·2	2·30 a.m. ...	12
26·6	27·0	27·3	27·6	27·2	25·0	23·2	25·3	27·6	9·0 p.m.	22·1	8·0 a.m.	5·5	...	.....	13
28·2	28·2	29·7	27·5	26·8	25·9	24·1	24·5	29·7	8·0 p.m.	17·7	3·0 a.m.	12·0	...	.....	14
29·7	28·7	28·3	28·1	25·1	23·8	23·2	25·7	29·7	6·0 p.m.	20·2	5 & 5·15 a.m.	9·5	...	.....	15
28·5	28·3	28·3	26·7	24·7	23·6	22·2	25·0	28·9	1 & 3 p.m. ...	18·2	2·30 a.m.....	10·7	...	.....	16
30·7	30·6	30·5	28·5	23·6	20·5	18·5	25·6	30·8	5·0 p.m.	18·5	Midnight ...	12·3	...	.....	17
29·0	28·9	27·1	24·8	22·7	19·9	18·2	23·3	29·4	3·0 p.m.	16·9	2·0 a.m.	12·5	...	.....	18
29·4	29·2	27·3	26·2	24·4	22·8	21·8	24·2	30·9	4·0 p.m.	16·0	2·0 a.m.	14·9	...	.....	19
29·4	29·1	28·8	28·8	24·0	22·0	20·6	24·1	29·4	1, 2 & 6 p.m.	15·8	4·0 a.m.	13·6	...	.....	20
28·7	27·5	26·9	26·1	25·5	25·3	25·2	24·6	30·0	3·0 p.m.	17·2	3·0 a.m.	12·8	3·2	10·0 a.m. ...	21
30·1	30·0	29·9	29·6	28·3	26·9	25·1	26·4	30·7	4·0 p.m.	20·9	5·0 a.m.	9·8	...	.....	22
29·9	29·7	29·5	29·1	29·0	29·1	29·2	26·4	30·6	1·30 p.m. ...	20·5	5·0 a.m.	10·1	...	.....	23
30·7	30·9	30·8	30·4	28·4	27·3	26·2	29·6	32·3	3·0 p.m.	26·2	Midnight ...	6·1	...	.....	24
33·0	34·0	33·6	32·8	30·1	28·0	25·0	28·8	34·0	7·0 p.m.	24·0	5·0 a.m.	10·0	...	.....	25
30·6	29·6	28·8	27·9	26·5	25·0	23·2	27·1	33·0	3·0 p.m.	21·0	3·0 a.m.	12·0	...	.....	26
34·6	30·8	29·5	28·4	26·9	25·6	24·2	27·0	35·0	3–5 p.m.	20·5	3·0 a.m.	14·5	4·4	9·0 p.m. ...	27
28·7	28·7	28·2	27·2	26·2	25·0	23·0	25·2	28·7	5–7 p.m.	20·0	5·0 a.m.	8·7	...	.....	28
32·3	32·5	31·4	32·8	31·8	30·6	28·2	27·2	32·8	9·0 p.m.	18·5	5·0 a.m.	14·3	4·2	6·0 a.m.....	29
30·4	30·6	30·6	29·5	29·2	27·5	26·7	27·3	30·9	1·0 p.m.	20·5	5·0 a.m.	10·4	2·0	4·0 a.m.....	30
29·6	29·0	28·4	28·2	28·2	27·9	27·2	28·0	30·6	3·0 p.m.	25·2	6·0 a.m.	5·4	...	.....	31
30·3	30·0	29·5	28·7	27·3	26·0	24·4	26·7	31·6	.....	20·8	.....	10·8	...	.....	Mean.

6·30 p.m. on 3rd and from 3·0 to 5·0 p.m. on 27th.
effect = 6·3 at 1·45 a.m. on 3rd.

Absolute Minimum = 15·8 at 4·0 a.m. on 20th.

JANUARY, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum. "Föhn" effect.		Date.
30·0	30·4	30·3	30·2	30·0	29·8	29·7	28·8	30·4	7·0 p.m.	27·2	0–8 a.m.	3·2	...	.....	1
31·2	31·0	31·2	31·1	31·2	31·2	30·7	30·8	32·5	4 & 5 p.m. ..	28·6	2·0 a.m.	3·9	...	.....	2
33·3	33·2	32·9	32·0	31·3	31·7	29·2	31·7	33·5	4·0 p.m.	29·2	Midnight ...	4·3	...	.....	3
31·8	31·3	30·0	28·1	26·9	25·2	23·2	27·5	32·4	5·0 p.m. ...	22·6	4·0 a.m.	9·8	...	.....	4
30·1	29·7	29·8	28·9	26·9	25·6	24·2	26·1	30·3	4·0 p.m.	21·4	6·0 a.m.	8·9	...	.....	5
32·2	31·8	31·7	31·9	32·4	32·4	32·2	29·2	36·2	2·30 p.m. ...	21·5	3·0 a.m.	14·7	...	.....	6
32·2	31·7	33·1	31·0	30·7	30·6	30·7	31·6	33·2	11 a.m. & N.	29·2	3·0 a.m.	4·0	...	.....	7
32·2	31·6	31·1	30·7	30·8	30·3	30·2	30·7	32·9	3·0 p.m.	28·7	5·0 a.m.	4·2	...	.....	8
30·2	30·2	30·2	30·0	29·2	30·2	30·2	28·8	30·2	5 to 8 p.m. ..	25·6	8·0 a.m.	4·6	...	.....	9
34·2	33·8	33·6	32·2	31·8	28·0	25·2	31·5	34·7	5·0 p.m.	25·2	Midnight ...	9·5	...	.....	10
31·1	31·8	31·9	31·3	30·8	30·2	30·1	30·0	34·9	4·0 p.m.	23·2	2 & 3 a.m. ...	11·7	3·5	3·15 a.m. ...	11
35·2	34·5	34·0	33·6	33·8	34·0	34·2	34·7	38·0	Noon	29·3	2 & 2·30 a.m.	8·7	...	.....	12
35·3	35·4	35·1	34·8	36·3	35·1	34·0	35·2	37·1	11·0 a.m.....	34·0	6 a.m. & Mid.	3·1	...	.....	13
38·5	38·3	37·3	36·2	33·0	30·9	30·0	34·4	38·5	6 0 p.m.	29·4	6·15 a.m.....	9·1	...	.....	14
33·2	33·3	32·2	32·1	32·1	32·0	31·2	30·8	34·1	3 & 3·30 p.m.	26·1	4 & 5 a.m. ...	8·0	...	.....	15
33·2	32·7	32·5	32·3	31·9	31·7	31·3	31·8	33·6	2–4 p.m.	29·3	5·0 a.m.	4·3	...	.....	16
33·0	32·4	31·9	31·6	30·4	27·7	27·8	31·7	34·7	5·0 p.m.	27·7	11·0 p.m. ...	7·0	...	.....	17
32·2	31·8	31·1	30·4	30·2	30·1	28·2	28·6	32·5	6·15 p.m.	24·8	4·30 a.m.....	7·7	...	.....	18
31·7	31·1	31·0	30·7	29·5	26·5	25·6	27·2	32·1	1·0 p.m. ...	19·6	4·0 a.m.	12·5	...	.....	19
29·6	29·7	29·7	29·3	29·2	29·2	28·2	27·4	31·2	Noon	20·6	2 & 2·30 a.m.	10·6	...	.....	20
29·8	29·7	29·6	30·2	30·0	29·8	27·7	28·1	30·8	1·0 p.m.	24·5	6–8 a.m.	6·3	...	.....	21
30·7	30·3	30·2	29·9	28·6	27·5	27·4	27·7	31·0	5 & 5·30 p.m.	24·7	4·30 a.m. ...	6·3	...	.....	22
29·7	29·4	29·0	28·7	28·6	28·4	28·2	27·6	31·3	4·0 p.m.	23·8	5·0 a.m.	7·5	...	.....	23
28·9	29·2	28·8	30·0	30·6	31·3	30·4	28·9	32·0	2·0 p.m.	26·9	6–8 a.m.	5·1	...	.....	24
31·7	32·5	32·5	32·5	32·5	32·3	32·2	28·5	32·5	7–10 p.m.....	20·7	7·0 a.m.	11·8	...	.....	25
35·7	34·8	34·8	34·4	34·3	34·1	34·2	34·1	36·7	5·0 p.m.	31·2	6–8 a.m.	5·5	...	.....	26
37·2	37·1	36·9	36·4	36·0	36·1	35·7	35·8	38·8	2·0 p.m.	33·5	9·0 a.m.	5·3	2·8	1·45 p.m. ...	27
39·4	37·3	36·6	34·2	35·1	33·0	32·0	36·4	39·6	Noon	32·0	Midnight ...	7·6	...	.....	28
30·2	29·2	27·2	26·2	24·6	23·7	22·7	29·4	33·9	1·0 a.m.	22·7	Midnight ...	11·2	4·2	6·0 p.m. ...	29
32·2	31·9	32·0	31·4	31·5	31·2	30·2	27·0	32·6	7·30 p.m.....	21·3	1·0 a.m.	11·3	3·8	1·30 a.m. ...	30
29·7	28·6	26·0	23·4	22·5	21·1	20·3	26·4	30·3	5·0 p.m.	20·3	Midnight ...	10·0	3·4	4·0 p.m. ...	31
32·4	32·1	31·7	31·2	30·7	30·0	29·3	30·3	33·6	.....	26·0	.....	7·6	...	.....	Mean.

Noon on 28th.
effect = 4·2 at 6·0 p.m. on 29th.

Absolute Minimum = 19·6 at 4·0 a.m. on 19th.

Table VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	20·1	19·9	19·1	19·0	19·1	19·2	20·4	21·9	23·2	24·4	25·6	26·5	27·9	28·3	29·4	28·6	28·1
2	25·2	24·6	25·1	23·1	22·7	23·6	22·4	21·9	22·3	23·1	22·3	23·7	23·6	24·3	25·0	26·2	27·1
3	27·2	25·6	23·4	22·5	21·9	21·2	19·3	19·6	19·4	19·7	20·2	23·9	23·7	23·3	26·0	26·5	27·2
4	27·7	27·4	26·6	25·9	25·5	24·2	22·8	23·0	22·7	21·7	22·4	23·2	23·0	23·2	23·4	23·8	23·8
5	20·4	19·6	18·6	18·5	18·6	18·7	18·9	19·3	20·1	20·7	21·7	22·7	23·7	24·9	25·5	26·3	26·7
6	23·3	21·6	20·6	18·1	16·7	16·2	17·5	17·9	18·3	20·0	23·1	24·7	25·7	26·6	26·7	27·0	27·0
7	20·4	19·5	18·0	17·6	15·6	14·7	15·4	15·1	16·0	17·2	18·1	21·3	22·3	23·3	23·5	23·0	22·0
8	17·2	17·6	18·1	18·8	19·7	20·6	21·7	24·9	27·2	28·5	27·9	27·3	27·0	24·5	24·0	24·1	25·1
9	26·9	25·2	24·2	23·4	22·7	22·0	21·7	22·0	22·4	22·8	22·7	22·6	22·6	22·6	22·5	22·4	22·5
10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	...	...	...	...	...	...	...	...	...	...	...	28·6	...	...	...	...	...
13	18·1	17·3	17·3	17·5	18·0	18·4	19·2	19·7	20·4	21·5	22·3	23·0	23·6	23·9	24·1	23·8	23·0
14	16·3	16·6	17·2	18·2	18·2	18·8	20·4	21·9	22·7	24·0	25·4	27·2	28·3	29·1	28·2	29·1	30·0
15	31·5	31·2	30·8	31·5	31·7	32·1	32·3	32·5	32·5	32·7	33·0	33·2	33·5	33·6	33·6	34·8	31·8
16	20·9	19·9	19·8	19·3	19·3	20·3	20·8	21·1	22·2	23·3	24·4	25·7	25·1	24·9	24·9	25·4	24·3
17	17·4	16·9	15·6	14·3	13·5	14·3	15·9	16·5	17·5	19·3	20·1	21·0	18·9	19·6	19·6	19·5	20·5
18	18·5	18·2	18·0	16·8	16·7	17·9	17·1	17·0	18·1	18·9	19·4	20·4	21·6	21·7	22·7	23·3	23·5
19	21·1	21·3	21·3	23·1	21·7	20·8	20·3	20·5	21·2	21·2	21·2	24·2	24·9	26·4	27·8	28·1	28·7
20	29·1	29·6	30·5	30·4	32·6	31·0	30·9	29·8	31·1	32·6	33·3	34·4	35·2	34·0	33·8	33·5	32·2
21	25·1	25·3	25·5	27·3	27·1	27·3	28·1	27·8	28·6	30·7	30·9	31·0	31·1	31·0	32·2	31·0	31·0
22	30·5	31·0	31·5	29·9	28·2	28·2	28·2	28·2	27·3	28·3	29·8	30·0	31·3	31·6	31·1	31·2	31·2
23	31·6	31·5	31·3	31·6	30·3	30·5	30·3	31·6	32·0	32·8	33·1	33·2	33·0	32·2	31·6	32·2	32·0
24	30·3	30·3	30·3	30·3	30·4	31·0	31·3	31·3	31·7	32·6	33·0	33·2	32·8	32·6	31·1	31·8	30·9
25	32·7	31·9	31·5	30·9	30·9	31·2	31·2	31·0	31·2	31·2	31·0	30·2	30·2	30·2	30·3	30·4	30·2
26	26·9	26·7	26·6	26·4	26·3	27·7	27·5	27·6	27·8	28·8	29·0	29·1	29·8	29·9	30·1	30·8	31·0
27	31·0	31·0	31·1	31·5	32·5	33·5	33·9	32·7	32·3	32·8	32·9	35·2	34·0	31·3	30·7	30·0	29·5
28	17·9	17·9	18·4	17·2	17·4	17·4	19·6	19·0	20·2	21·8	22·9	22·4	23·4	23·5	23·2	22·8	22·7
Mean...	24·2	23·9	23·6	23·3	23·4	23·3	23·6	23·8	24·4	25·3	26·0	26·9	27·2	27·3	27·4	27·7	27·5

Greatest Range = 15·6 on 27th. on
Least Range = 2·9 on 23rd. and 24th.

Absolute Maximum = 35·2 at
Absolute Maximum "Föhn"

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	15·5	14·7	15·2	15·1	16·7	17·0	16·2	15·6	16·3	16·6	17·0	18·3	18·3	19·3	20·6	22·1	21·1
2	16·4	16·5	17·9	18·0	18·8	19·0	20·8	20·8	22·7	23·6	24·5	25·5	25·5	27·0	25·4	25·6	25·6
3	22·8	20·5	18·7	16·9	15·7	15·1	14·9	14·3	13·8	13·2	13·0	13·0	12·9	13·1	13·1	13·1	13·1
4	10·4	9·9	9·4	8·7	8·6	8·8	8·0	8·5	9·2	9·8	10·3	10·7	11·6	12·7	13·4	13·2	12·3
5	10·0	9·4	9·0	8·6	7·6	6·9	7·2	7·8	8·0	7·3	8·5	8·5	9·0	9·9	10·8	10·7	10·1
6	8·2	7·8	7·6	8·2	9·2	9·5	9·8	10·5	11·8	13·8	16·4	19·4	20·6	22·5	24·8	26·5	27·3
7	30·4	29·2	27·5	26·8	26·8	27·0	26·0	27·6	29·6	31·6	32·0	33·3	35·5	35·0	36·0	35·2	33·6
8	30·4	30·4	30·3	30·3	30·2	30·2	30·2	30·2	30·2	30·3	30·6	30·9	30·6	30·5	30·6	30·3	30·2
9	27·9	23·0	20·6	18·4	17·6	16·5	15·6	15·2	14·9	15·9	16·1	17·0	18·0	18·2	18·8	19·1	18·6
10	11·2	10·3	8·8	8·0	6·5	5·0	3·5	2·0	2·7	4·2	6·0	7·0	7·0	8·0	8·5	9·0	9·5
11	2·8	3·0	2·6	4·0	4·2	4·5	4·8	5·2	5·8	6·5	7·2	7·7	9·0	9·8	9·6	10·2	12·1
12	3·5	2·7	2·5	2·0	1·9	2·0	3·0	3·9	5·8	8·8	9·8	10·5	12·5	14·5	13·5	13·0	11·0
13	9·5	9·6	10·2	10·4	10·5	10·7	10·6	11·2	12·6	13·5	14·5	14·7	15·2	15·5	15·8	17·0	17·5
14	19·8	19·5	19·4	19·2	19·5	19·6	19·2	18·8	18·9	18·4	18·8	20·0	20·8	21·0	21·5	21·6	21·7
15	23·8	23·9	24·0	24·0	24·2	25·0	25·0	25·2	25·5	25·8	26·0	27·3	26·6	27·4	27·0	27·2	26·5
16	21·2	21·0	21·0	20·2	19·2	19·0	18·8	18·5	20·0	20·5	20·4	22·2	20·5	19·8	19·5	18·3	17·3
17	10·2	8·0	6·2	6·4	6·0	7·0	7·5	7·4	8·0	9·0	9·0	9·0	8·8	8·5	8·2	7·8	7·4
18	7·2	6·8	6·2	5·0	5·1	5·7	6·5	7·2	7·8	9·2	10·5	12·6	13·0	11·5	10·2	10·0	8·0
19	5·6	6·0	6·8	6·7	6·5	6·8	6·9	7·5	8·0	7·5	8·5	10·5	10·4	11·5	12·2	11·4	11·0
20	9·4	9·4	8·0	7·0	7·0	7·5	8·3	7·0	9·5	11·0	10·8	10·3	10·5	11·0	11·1	9·0	8·0
21	1·6	1·5	1·0	0·5	0·0	0·5	0·6	1·0	2·4	3·6	4·4	4·2	4·8	5·0	5·0	4·8	4·0
22	0·0	— 0·2	— 0·5	— 0·4	0·2	1·0	2·0	3·0	3·5	4·5	6·2	7·0	6·5	6·5	6·4	6·6	6·8
23	0·0	0·4	0·5	0·5	0·5	1·5	1·5	1·6	2·2	2·3	3·4	3·0	4·8	5·8	6·0	6·8	7·6
24	11·8	11·8	11·5	11·7	11·7	12·2	11·5	11·4	11·2	11·3	11·4	10·5	13·0	13·0	13·0	13·0	13·0
25	13·0	13·0	13·5	13·5	13·5	13·4	13·5	13·6	14·4	15·5	16·6	16·9	17·0	18·4	19·0	19·5	20·0
26	22·5	23·0	23·2	23·1	23·2	23·0	23·2	23·7	23·8	24·5	24·8	27·2	27·5	27·0	25·5	24·5	23·0
27	12·9	12·8	12·4	12·0	12·2	12·5	12·8	13·0	13·2	13·8	14·0	14·6	14·7	14·8	14·0	13·8	13·0
28	11·4	11·2	10·7	10·4	10·2	10·0	10·0	9·9	10·0	10·0	10·5	10·5	11·4	11·8	12·1	12·4	13·0
29	13·8	13·2	12·8	12·2	11·8	11·6	11·0	11·0	11·0	11·5	12·5	13·4	13·6	13·5	13·4	13·0	12·8
30	11·0	11·0	11·0	10·8	10·5	10·2	9·4	9·0	8·8	8·8	8·2	5·5	5·5	5·5	5·5	5·5	5·6
31	7·9	8·0	8·8	9·5	10·2	10·7	11·0	11·3	11·7	11·8	12·0	13·5	...	...	...	...	...
Mean ...	13·1	12·6	12·3	11·9	11·8	12·0	11·9	12·0	12·7	13·4	14·1	14·7	15·2	15·6	15·6	15·7	15·4

Greatest Range = 25·3 on 6th.
Least Range = 2·8 on 27th.

Absolute Maximum = 36·0 at
Absolute Maximum "Föhn"

HOURLY VALUES.

Table VIII.

FAHRENHEIT.

FEBRUARY, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
27·7	26·7	26·1	25·6	25·1	24·3	24·9	24·2	29·4	3·0 p.m. ...	19·0	4·0 a.m.	10·4	...	.....	1
27·4	28·0	28·4	28·4	28·4	27·9	27·7	25·0	28·4	8–10 p.m. ...	21·9	8·0 a.m.	6·5	...	.....	2
27·2	26·7	26·3	26·2	26·7	28·0	28·2	24·1	28·2	Midnight ...	19·3	7·0 a.m.	8·9	...	.....	3
23·9	23·7	23·8	23·0	22·9	23·5	21·7	24·0	28·2	0·0 a.m.	21·7	10 a.m. & M.	6·5	...	.....	4
27·2	25·7	24·6	24·6	24·1	24·0	23·8	22·4	27·2	6·0 p.m.	18·5	4·0 a.m.	8·7	...	.....	5
26·2	25·3	24·8	24·0	23·4	22·5	21·4	22·5	27·0	4 & 5 p.m. ...	16·2	6·0 a.m.	10·8	...	.....	6
21·0	20·8	20·6	19·2	18·6	17·2	17·2	19·1	23·5	3·0 p.m.	14·7	6·0 a.m.	8·8	...	.....	7
28·2	28·3	28·0	28·0	28·5	27·9	26·9	24·4	28·5	10a.m & 10p.m.	17·2	0–1 a.m.	11·3	...	.....	8
22·6	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	9
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	10
31·2	...	...	...	....	...	...	...	...	.....	...	.....	...	...	.....	11
28·7	...	...	...	...	...	20·8	...	...	.....	...	.....	...	...	.....	12
21·2	20·5	19·3	18·6	18·2	17·5	17·3	20·5	24·1	3·0 p.m.	17·3	2–3 a.m., M.	6·8	7·8	3·0 a.m.....	13
30·2	29·0	27·7	27·8	28·8	30·2	30·3	24·5	30·3	5·45 p.m. M.	16·3	1·0 a.m.	14·0	8·0	0·0 a.m.....	14
29·2	28·1	26·0	23·9	23·3	23·2	22·3	30·5	34·8	4·0 p.m. ...	22·3	Midnight ...	12·5	3·0	4·0 p.m. ...	15
23·8	23·4	21·6	20·8	19·2	19·1	18·1	22·7	25·7	Noon	18·1	Midnight ...	7·6	7·8	5·0 a.m.....	16
21·6	21·0	20·4	21·3	22·0	20·9	19·3	18·6	22·0	10·0 p.m. ...	13·5	5·0 a.m.	8·5	...	.....	17
21·4	21·0	21·0	21·8	23·1	22·7	21·8	20·1	23·5	5·0 p.m.	16·2	7·30 a.m.....	7·3	5·5	1·30 a.m. ...	18
29·2	29·0	28·9	29·1	28·9	28·9	29·0	24·7	29·2	6·0 p.m.	20·3	7·0 a.m.	8·9	...	.....	19
30·7	29·7	28·3	27·3	25·8	27·3	25·3	31·0	35·2	1·0 p.m.	25·3	Midnight ...	9 9	3·6	2·0 p.m. ...	20
30·0	29·5	29·2	30·2	30·6	30·4	30·4	29·5	32·2	3·0 p.m. ...	25·1	1·0 a.m.	7·1	...	.....	21
31·2	31·3	31·3	31·3	31·3	31·3	31·4	30·3	31·4	Midnight ...	27·3	9·0 a.m.	4·1	...	.....	22
31·0	31·0	31·0	30·7	30·3	30·3	30·3	31·5	33·2	Noon	30·3	5 a.m., etc.	2·9	...	.....	23
30·7	30·7	30·8	31·0	31·3	32·0	32·3	31·4	33·2	Noon	30·3	0–4 a.m.	2·9	...	.....	24
30·2	30·1	29·3	28·7	28·4	27·8	27·1	30·4	32·7	1·0 a.m.	27·1	Midnight ...	5·6	...	.....	25
30·9	30·7	31·3	31·2	31·2	31·1	31·0	29·1	31·3	8·0 p.m.	26·3	5·0 a.m.	5·0	...	.....	26
26·6	24·2	22·8	22·1	20·9	19·6	19·9	29·5	35·2	Noon	19·6	11·0 p.m. ...	15·6	3·3	4·30 p.m. ...	27
21·6	19·9	18·7	18·1	18·0	17·9	17·9	20·0	23·7	2·15 p.m. ...	17·2	4·0 a.m.	6·5	3·3	Midnight ...	28
27·1	26·4	25·8	25·5	25·3	25·2	24·8	25·4	29·1	.....	20·9	.....	8·2	...	.....	Mean.

1·0 p.m. on 20th. and at Noon on 27th.
effect = 8·0 at 0·0 a.m. on 14th.

Absolute Minimum = 13·5 at 5·0 a.m. on 17th.

MARCH, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
21·6	20·0	18·4	16·8	16·9	16·9	17·0	17·7	22·1	4·0 p.m.	14·7	2·0 a.m.	7·4	...	.....	1
25·0	25·0	24·1	24·7	25·8	25·9	26·0	22·7	27·0	2·0 p.m.	16·4	1·0 a.m.	10·6	...	.....	2
13·0	13·2	13·6	13·2	11·9	11·0	10·5	14·6	26·0	0·0 a.m.	10·5	Midnight ...	15·5	6·1	8·30 a.m. ...	3
13·0	12·0	12·1	11·7	11·8	11·4	9·9	10·7	13·4	3·0 p.m.	8·0	7·0 a.m.	5·4	...	.....	4
9·8	9·0	8·5	9·2	8·1	8·0	8·0	8·8	10·8	3·0 p.m.	6·9	6·0 a.m.	3·9	...	.....	5
28·0	28·3	28·5	29·6	30·0	32·9	31·0	18·8	32·9	11·0 p.m. ...	7·6	3·0 a.m.	25·3	8·0	12·30 p.m....	6
32·8	32·3	32·0	32·2	32·3	31·7	31·0	31·2	36·0	3 p.m.	26·0	7·0 a.m.	10·0	9·3	2·15 a.m. ...	7
29·9	29·8	30·0	29·3	29·3	29·2	28·0	30·1	31·0	0·0 a.m.	28·0	Midnight ...	3·0	...	.....	8
17·0	16·0	14·0	12·2	11·8	11·6	11·5	17·2	28·0	0·0 a.m.	11·5	Midnight ...	16·5	8·2	8·0 a.m.....	9
10·0	8·0	6·5	5·5	4·8	4·0	3·5	6·8	11·5	0·0 a.m.	2·0	8·0 a.m.	9·5	10·1	11·0 a.m. ...	10
10·0	7·5	6·5	6·0	5·5	5·5	6·0	6·4	12·1	5·0 p.m.	2·6	3·0 a.m.	9·5	5·4	0·15 a.m. ...	11
9·5	10·2	9·8	9·2	9·2	9·2	9·4	7·8	14·5	2·0 p.m.	1·5	4·30 a.m.....	13·0	5·0	4·0 a.m.....	12
19·1	20·0	20·7	20·8	21·0	20·5	20·1	14·8	21·0	10·0 p.m. ...	9·4	0·0 a.m.	11·6	...	.....	13
21·6	20·2	22·2	22·5	23·0	24·8	24·2	20·6	24·8	11·0 p.m. ...	18·4	10·0 a.m.....	6·4	...	.....	14
25·1	24·2	23·5	23·5	23·2	23·0	22·0	25·0	28·0	1·30 p.m. ...	22·0	Midnight ...	6·0	...	.....	15
16·9	15·6	14·8	14·4	14·2	13·8	12·0	18·5	22·2	Noon	12·0	Midnight ...	10·2	...	.....	16
7·0	6·8	7·0	7·2	7·5	7·5	8·0	7·8	12·0	0·0 a.m.	6·0	5·0 a.m.	6·0	3·5	8·15 p.m. ...	17
7·2	7·0	6·8	6·5	6·5	5·6	6·0	7·9	13·0	1·0 p.m.	5·0	4·0 a.m.	8·0	...	.....	18
10·0	9·8	9·5	8·9	9·2	9·1	9·0	8·7	12·2	3·0 p.m.	5·6	1·0 a.m.	6·6	...	.....	19
7·9	7·8	7·0	5·5	4·8	5·4	2·5	8·3	11·1	3 p.m.	2·5	Midnight ...	8·6	...	.....	20
3·0	1·5	0·5	0·5	0·5	0·5	0·5	2·2	6·5	2·30 p.m. ...	0·0	5·0 a.m.	6·5	3·9	3·0 a.m.....	21
7·0	5·5	3·0	0·6	0·4	0·0	0·5	3·2	7·0	Noon & 6 p.m.	—0·5	3·0 a.m.	7·5	3·3	5·0 a.m.....	22
8·5	9·4	10·4	10·5	10·6	11·0	11·2	4·8	11·2	Midnight ...	0·0	1·0 a.m.	11·2	...	.....	23
14·0	13·5	13·0	13·0	13·0	13·0	13·0	12·2	14·0	6·0 p.m.	10·5	Noon	3·5	...	.....	24
20·7	21·5	21·8	22·0	22·0	22·0	22·2	17·2	22·2	Midnight ...	13·0	0–2 a.m.	9·2	...	.....	25
21·0	19·5	18·0	16·9	16·0	15·0	13·8	22·4	27·5	1·0 p.m.	13·8	Midnight ...	13·7	...	.....	26
13·0	12·8	12·8	12·6	12·2	12·1	12·0	13·1	14·8	2·0 p.m.	12·0	4 a.m. & Mid.	12·8	...	.....	27
13·5	13·8	14·2	14·6	14·8	15·0	14·0	11·8	15·0	11·0 p.m. ...	9·9	8·0 a.m.	5·1	...	.....	28
12·6	12·2	12·0	11·8	11·8	11·6	11·6	12·4	14·0	0·0 a.m.	11·0	7–9 a.m.	3·0	...	.....	29
6·0	6·2	6·2	6·0	6·2	6·4	6·5	7·8	11·6	0·0 a.m.	5·5	Noon to 4 p.m.	6·1	...	.....	30
...	...	...	...	...	...	...	...	...		...		...	...	.....	31
15·1	14·6	14·2	13·9	13·8	13·8	13·3	13·7	18·4	.....	9·7	.....	8·7	...	.....	Mean.

3·0 p.m. on 7th.
effect = 10·1 at 11·0 a.m. on 10th.

Absolute Minimum = —0·5 at 3·0 a.m. on 22nd.

TABLE VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	...	...	...	...	...	...	...	...	...	...	...	12·0	11·4	11·2	11·5	11·0	9·9
2	6·0	6·0	5·5	4·9	4·6	4·0	3·8	4·4	4·9	5·6	6·2	3·5	6·0	6·2	6·4	6·0	5·5
3	0·5	0·5	0·0	0·1	0·1	— 0·1	0·2	0·8	1·0	1·2	1·8	2·0	2·5	2·6	2·8	2·8	2·7
4	— 0·2	— 0·2	0·0	0·2	0·8	1·1	2·0	3·5	5·0	5·6	6·2	7·0	6·2	5·6	3·2	1·0	0·2
5	3·0	2·5	2·5	3·2	3·6	5·5	6·5	5·3	5·6	6·0	6·6	6·2	6·2	7·0	6·6	6·0	6·3
6	6·1	7·8	8·2	8·3	8·8	9·5	10·2	11·0	12·2	13·2	14·5	16·0	17·5	18·0	18·1	18·2	18·5
7	22·8	22·8	22·8	22·7	22·0	22·0	21·6	20·6	19·4	18·5	17·8	17·5	17·3	17·2	17·3	17·5	17·5
8	18·0	18·0	18·0	17·8	19·1	19·7	20·0	20·9	21·8	30·7	30·6	30·8	30·8	31·1	31·0	30·4	29·2
9	14·2	13·2	12·5	11·8	11·2	11·0	10·5	10·3	10·3	10·3	10·5	11·0	11·0	11·0	10·8	10·5	10·1
10	9·6	9·6	9·6	10·6	10·8	10·0	9·0	9·4	10·0	10·7	11·9	10·8	10·2	8·7	8·6	7·7	7·0
11	2·9	2·2	1·0	0·6	0·8	0·7	0·7	0·6	0·6	0·6	0·5	— 1·1	— 1·2	— 2·1	— 2·9	— 3·6	— 4·5
12	— 4·1	— 5·8	— 6·1	— 6·3	— 6·2	— 5·9	— 4·5	— 3·0	— 2·4	— 1·6	— 0·4	— 0·8	1·2	1·8	2·0	2·0	1·6
13	3·0	2·5	2·2	2·8	3·2	3·6	3·2	2·0	1·0	0·3	0·5	0·0	1·3	1·3	1·6	2·0	2·0
14	0·5	— 0·4	— 1·6	— 2·6	— 3·5	— 4·0	— 4·2	— 4·4	— 4·5	— 4·3	— 4·0	— 3·8	— 4·2	— 4·6	— 5·0	— 5·4	— 5·8
15	— 6·8	— 6·5	— 6·3	— 6·1	— 6·0	— 6·0	— 5·4	— 5·2	— 5·1	— 5·0	— 4·4	— 3·0	— 3·0	— 2·0	— 1·5	— 1·8	— 2·9
16	— 7·0	— 7·1	— 7·3	— 8·0	— 8·2	— 8·4	— 8·5	— 8·5	— 8·2	— 7·8	— 7·7	— 7·1	— 6·3	— 6·4	— 6·5	— 6·5	— 6·7
17	— 10·4	— 10·3	— 10·8	— 11·3	— 11·3	— 11·2	— 10·8	— 10·7	— 10·9	— 10·8	— 10·0	— 8·1	— 7·1	— 6·7	— 6·4	— 5·8	— 5·2
18	— 4·5	— 4·0	— 3·4	— 2·8	— 1·8	— 1·2	— 1·2	— 2·0	— 2·4	— 3·1	— 3·3	— 2·5	— 2·0	— 1·6	— 1·6	— 1·9	— 1·4
19	— 2·9	— 3·5	— 4·1	— 4·2	— 4·1	— 4·2	— 4·5	— 4·4	— 4·6	— 4·8	— 4·9	— 4·0	— 3·1	— 2·3	— 2·0	— 1·1	— 1·2
20	— 2·7	— 2·6	— 2·7	— 2·9	— 3·1	— 3·2	— 4·0	— 5·4	— 6·1	— 7·0	— 8·0	— 11·2	— 13·1	— 14·3	— 14·5	— 15·1	— 13·9
21	— 11·0	— 11·2	— 11·0	— 10·8	— 10·7	— 10·7	— 10·0	— 9·5	— 8·0	— 6·5	— 3·0	— 2·0	— 2·0	— 2·1	— 2·1	— 2·6	— 2·8
22	— 1·8	— 1·3	— 0·6	0·2	0·6	1·2	1·3	1·3	0·9	0·2	— 0·3	— 0·3	0·3	1·0	1·7	1·6	1·5
23	3·7	3·9	4·0	4·1	4·6	4·9	5·4	5·9	6·0	5·9	6·3	6·5	6·9	7·3	7·2	7·4	7·3
24	6·3	5·0	4·4	4·2	3·7	3·4	2·9	2·7	2·6	2·7	2·9	4·5	...	...	...	...	...
25	...	...	...	...	...	...	...	...	...	...	...	5·2	4·5	4·4	4·4	3·4	2·4
26	2·0	2·4	2·6	3·2	3·2	3·2	3·0	2·1	2·4	2·7	3·5	3·9	4·2	4·0	3·4	2·9	3·4
27	3·6	1·9	2·2	1·4	1·0	1·0	0·4	0·2	0·1	0·0	— 0·2	— 1·0	— 0·1	— 1·6	— 2·1	— 2·6	— 2·8
28	— 4·7	— 4·7	— 4·5	— 4·3	— 3·9	— 3·6	— 3·4	— 2·4	— 1·9	— 1·2	— 0·6	0·0	— 3·0	— 2·0	— 0·5	— 0·8	2·9
29	3·8	3·8	4·4	4·4	3·7	3·5	3·4	3·4	3·4	2·9	3·5	4·0	4·1	3·6	3·4	3·4	2·4
30	— 1·1	— 1·5	— 1·6	0·2	0·9	2·4	2·8	2·8	2·8	3·0	3·1	3·2	2·6	2·8	3·1	3·6	4·0
Mean ...	1·6	1·4	1·3	1·4	1·5	1·7	1·8	1·9	1·9	2·4	2·9	2·9	3·0	3·1	3·0	2·8	2·8

Greatest Range = 16·5 on 6th.
Least Range = 2·4 on 26th.

Absolute Maximum = 31·1 at
Absolute Maximum "Föhn"

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	5·6	6·0	6·4	6·8	6·7	6·4	6·4	7·6	7·6	7·7	7·8	9·0	10·9	8·9	9·4	9·9	9·6
2	11·4	11·2	12·6	12·4	11·2	10·4	9·0	8·4	8·1	7·8	7·2	6·0	7·4	7·4	7·2	5·6	5·0
3	6·9	7·1	6·9	6·4	6·3	6·3	6·9	7·9	8·4	8·6	9·1	9·5	10·0	10·3	10·5	10·6	10·9
4	11·3	11·1	10·9	10·7	10·7	10·5	10·7	10·7	10·7	10·6	9·8	8·0	8·0	7·9	7·9	8·5	8·3
5	10·6	10·6	10·7	10·7	10·6	10·4	10·6	10·8	11·2	11·5	11·8	12·0	12·6	11·6	10·4	9·6	9·1
6	7·1	7·8	8·4	8·6	8·8	9·1	8·3	9·5	10·1	9·3	9·0	9·2	9·5	9·7	9·8	9·7	9·8
7	12·0	12·7	12·7	12·8	13·0	13·2	13·1	12·7	12·9	13·1	13·0	14·0	13·4	12·9	12·6	11·8	10·9
8	10·5	10·4	10·0	10·0	10·0	9·8	9·8	9·7	9·8	9·8	9·8	10·0	10·4	10·4	10·4	10·4	10·6
9	9·4	9·1	8·9	8·3	7·2	4·6	4·6	4·5	4·6	5·4	5·5	5·5	4·3	2·5	1·1	— 0·9	— 1·6
10	— 1·6	— 1·7	— 1·6	— 1·5	— 1·3	— 0·8	— 0·8	— 0·5	— 0·5	— 0·4	0·6	2·3	0·9	— 0·2	— 0·2	— 0·1	0·2
11	2·0	1·9	1·9	1·8	2·0	1·8	2·4	3·3	4·0	4·6	5·2	6·0	7·0	7·5	7·9	8·2	8·5
12	9·8	9·9	10·2	9·8	9·4	9·1	8·5	7·8	7·6	6·2	5·3	4·0	4·1	3·7	3·7	3·5	3·7
13	1·3	1·1	1·1	1·0	0·6	— 0·6	0·0	— 0·8	— 1·4	— 1·8	— 2·2	— 2·5	— 2·5	— 1·7	— 1·3	— 1·3	— 1·2
14	— 0·5	— 0·3	— 0·2	— 0·2	— 0·2	— 0·1	— 0·1	— 0·1	0·0	0·3	0·5	1·1	1·5	1·5	1·5	1·4	1·2
15	2·5	2·5	2·3	2·0	2·0	2·0	1·7	1·7	1·7	1·9	1·9	2·5	3·0	3·5	3·2	3·1	3·1
16	6·1	6·2	6·7	6·8	7·0	8·5	10·0	12·5	14·0	15·5	16·1	17·5	17·2	17·2	16·7	14·4	13·3
17	8·6	7·6	6·6	5·5	4·8	4·3	3·7	3·1	2·7	2·0	1·3	0·3	— 0·9	— 0·3	— 0·7	— 1·3	— 1·7
18	— 2·1	— 1·9	— 1·4	— 1·1	— 0·6	0·0	0·3	0·6	1·8	1·6	1·7	2·9	3·1	3·5	3·7	3·8	3·9
19	9·4	9·8	10·2	10·6	10·9	11·5	12·2	12·7	13·0	13·0	13·0	13·0	12·0	12·0	11·2	10·8	10·2
20	7·8	7·4	7·4	7·4	7·3	7·3	6·4	5·9	5·6	5·5	5·1	4·6	3·8	3·3	2·7	1·6	1·2
21	— 4·7	— 4·9	— 4·9	— 5·1	— 4·9	— 4·3	— 4·8	— 5·1	— 5·2	— 4·3	— 2·7	— 2·5	— 1·7	— 1·9	— 2·1	— 2·3	— 2·4
22	— 3·3	— 3·4	— 3·7	— 3·7	— 3·5	— 3·7	— 3·6	— 3·6	— 3·7	— 3·8	— 3·9	— 4·9	— 4·5	— 4·7	— 4·7	— 4·9	— 5·0
23	— 5·1	— 5·0	— 5·0	— 4·5	— 3·9	— 3·6	— 1·2	— 2·2	— 1·2	— 0·1	0·3	2·1	2·3	2·2	2·2	1·9	1·9
24	1·1	0·3	0·1	0·1	0·0	0·3	0·1	0·0	— 0·4	— 0·6	— 0·2	— 1·0	— 4·2	— 5·5	— 8·5	— 8·7	— 10·1
25	— 11·9	— 13·2	— 14·0	— 14·2	— 13·9	— 14·0	— 12·3	— 11·7	— 11·5	— 10·7	— 10·1	— 6·8	— 9·4	— 8·2	— 8·7	— 10·2	— 10·9
26	— 11·2	— 11·5	— 11·7	— 10·5	— 11·5	— 11·0	— 9·1	— 9·1	— 8·5	— 7·3	— 7·3	— 5·6	— 3·2	— 2·8	— 1·5	— 1·1	— 1·3
27	2·0	— 0·8	— 2·2	— 2·8	— 4·8	— 5·5	— 5·4	— 5·1	— 4·4	— 4·2	— 4·5	— 5·2	— 5·6	— 5·8	— 7·0	— 7·2	— 7·6
28	— 9·5	— 9·8	— 10·2	— 10·3	— 11·0	— 10·8	— 10·4	— 10·2	— 10·4	— 11·4	— 12·2	— 6·7	— 7·0	— 8·0	— 8·8	— 8·8	— 8·5
29	— 7·8	— 8·0	— 8·0	— 8·1	— 8·0	— 8·0	— 8·0	— 7·0	— 5·8	— 4·5	— 3·4	— 3·0	— 4·3	— 4·2	— 4·0	— 4·0	— 4·0
30	— 8·3	— 7·8	— 7·6	— 6·5	— 5·2	— 4·0	— 3·2	— 3·0	— 3·6	— 3·0	— 4·8	— 3·8	— 5·0	— 5·5	— 5·6	— 6·0	— 6·2
31	— 6·5	— 5·5	— 6·0	— 5·5	— 5·0	— 5·0	— 4·8	— 5·0	— 4·8	— 5·0	— 6·0	— 6·0	— 7·0	— 8·8	— 9·0	— 10·2	— 11·0
Mean ...	2·1	1· 9	1·8	1·8	1·7	1·7	2·0	2·1	2·3	2·5	2·4	3·0	2·8	2·5	2·3	1·9	1·6

Greatest Range = 16·2 on 26th,
Least Range 1·0 on 8th.

Absolute Maximum = 17·5 at
Absolute Maximum "Föhn"

HOURLY VALUES.

Table VIII.

FAHRENHEIT.

APRIL, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
9·1	8·8	8·0	7·2	6·9	6·4	5·9	...	...	.....	...	.....	...	...	.....	1
5·4	4·2	3·0	2·2	1·0	0·6	0·5	4·4	6·4	3·0 p.m. ...	0·5	Midnight ...	5·9	...	.....	2
2·3	2·2	2·2	1·5	0·0	0·0	0·0	1·2	2·8	3 & 4 p.m. ...	— 0·1	5—6 a.m.	2·9	...	.....	3
0·3	0·0	0·0	— 0·8	— 0·2	— 0·2	1·0	2·1	7·0	Noon	— 0·8	9·0 p.m.	7·8	...	.....	4
6·9	6·7	6·1	5·8	5·3	5·2	5·5	5·3	7·0	2·0 p.m.	1·0	0·0 a.m.	6·0	3·0	7·0 a.m.....	5
19·5	19·6	20·0	20·5	21·0	21·6	22·0	14·7	22·0	Midnight ...	5·5	0·0 a.m.	16·5	...	.....	6
17·8	17·8	17·8	17·9	17·9	18·0	18·0	19·3	22·8	1—3 a.m. ...	16·0	4·0 p.m.	6·8	...	.....	7
29·1	29·1	27·0	23·0	20·0	18·0	16·5	24·2	31·1	2·0 p.m.	16·5	Midnight	14·6	...	.....	8
10·0	9·9	9·6	9·2	9·4	9·4	9·4	10·9	16·5	0·0 a.m.	9·2	9·0 p.m.	7·3	...	.....	9
6·2	5·1	4·7	4·0	3·6	3·6	3·5	8·1	11·9	11·0 a.m. ...	3·5	Midnight ...	8·4	...	.....	10
— 5·2	— 6·8	— 6·5	— 6·0	— 5·3	— 5·0	— 5·0	— 1·6	3·5	0·0 a.m.	— 6·8	7·0 p.m.	10·3	...	.....	11
1·7	1·8	1·9	2·2	2·5	3·1	3·2	— 1·0	3·2	Midnight ...	— 6·3	4·0 a.m.	9·5	...	.....	12
2·5	2·8	2·4	1·9	1·2	1·0	0·9	1·9	3·6	6·0 a.m.	0·0	Noon	3·6	...	.....	13
— 6·2	— 6·7	— 6·9	— 6·9	— 6·9	— 6·9	— 7·0	— 4·3	0·9	0·0 a.m.	— 7·0	Midnight ...	7·9	...	.....	14
— 3·1	— 3·7	— 3·8	— 4·7	— 5·4	— 6·1	— 6·4	— 4·6	— 1·5	3·0 p.m.	— 6·9	0·0 a.m.	5·4	...	.....	15
— 6·7	— 6·2	— 6·0	— 6·4	— 7·2	— 8·2	— 8·4	— 7·3	— 6·0	8·0 p.m.	— 8·5	7—8 a.m. ...	2·5	...	.....	16
— 4·9	— 5·1	— 4·9	— 4·7	— 4·7	— 4·8	— 5·0	— 8·1	— 4·7	9 & 10 p.m.	— 11·3	4 — 5 a.m. ...	6·6	...	.....	17
— 0·7	— 0·2	— 0·2	— 0·4	— 1·4	— 2·0	— 2·7	— 2·1	— 0·2	7 & 8 p.m. ...	— 5·0	0·0 a.m.	4·8	...	.....	18
— 2·3	— 2·3	— 2·2	— 2·5	— 2·6	— 2·9	— 3·0	— 3·1	— 1·1	4·0 p.m.	— 4·9	11·0 a.m.....	3·8	...	.....	19
— 13·9	— 13·9	— 13·7	— 13·9	— 12·7	— 10·9	— 10·7	— 9·0	— 2·6	2·0 a.m.	— 15·1	4·0 p.m.	12·5	...	.....	20
— 3·0	— 3·1	— 3·1	— 3·0	— 2·9	— 2·8	— 2·6	— 5·9	— 2·0	Noon & 1 p.m.	— 11·2	2·0 a.m.	9·2	...	.....	21
1·4	1·4	1·2	1·5	2·2	2·6	3·1	0·7	3·1	Midnight ...	— 2·6	0·0 a.m.	5·7	...	.....	22
7·2	6·0	6·8	6·6	6·5	6·6	6·4	5·9	7·4	4·0 p.m.	3·1	0·0 a.m.	4·3	...	.....	23
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	24
1·9	1·8	1·5	1·4	1·4	1·6	1·8	...	...	.....	...	.....	...	...	.....	25
2·0	1·8	2·0	2·5	3·4	3·6	3·6	3·0	4·2	1·0 p.m.	1·8	7·0 p.m.	2·4	...	.....	26
— 3·1	— 3·6	— 3·8	— 4·1	— 4·2	— 4·6	— 4·6	— 0·9	3·6	0—1 a.m. ...	— 4·6	11 p.m.—Mid.	8·2	...	.....	27
4·0	4·6	5·2	5·2	4·6	3·8	4·4	0·3	5·2	8 & 9 p.m. ...	— 4·7	1—2 a.m. ...	9·9	...	.....	28
1·4	1·2	1·3	1·2	1·4	0·8	— 0·6	2·9	4·4	3—4 a.m. ...	— 0·6	Midnight ...	5·0	...	.....	29
4·5	4·5	4·5	4·6	4·9	5·1	5·4	2·6	5·4	Midnight ...	— 1·6	3·0 a.m.	7·0	...	.....	30
2·7	2·5	2·4	2·1	1·9	1·8	1·8	2·2	5·8	.....	— 1·5	.....	7·3	...	.....	Mean.

2·0 p.m. on 8th.
effect = 3·0 at 7·0 a.m. on 5th.

Absolute Minimum = — 15·1 at 4·0 p.m. on 20th.

MAY, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
10·4	10·6	8·2	6·9	9·4	8·4	8·4	8·1	10·9	1·0 p.m.	5·4	0·0 a.m.	5·5	...	.....	1
4·4	4·9	5·4	5·4	5·1	5·0	6·4	7·7	12·6	3·0 a.m.	4·4	6·0 p.m.	8·2	...	.....	2
11·2	11·4	11·4	11·3	11·3	11·3	11·4	9·2	11·4	7—8 p.m. Mdt.	6·3	5 & 6 a.m. ...	5·1	...	.....	3
8·0	7·8	7·8	8·3	9·2	9·9	10·6	9·5	11·4	0·0 a.m.	7·8	7 & 8 p.m. ...	3·6	...	.....	4
8·7	8·4	7·8	7·9	7·9	7·6	6·8	10·0	12·6	1·0 p.m.	6·6	11·45 p.m. ...	6·0	...	.....	5
9·9	10·0	10·4	10·4	10·5	10·9	11·6	9·4	11·6	Midnight ...	6·8	0·0 a.m.	4·8	...	.....	6
10·8	10·5	10·5	10·2	10·2	10·4	10·6	12·1	14·0	Noon	10·2	9 & 10 p.m....	3·8	...	.....	7
10·7	10·6	9·8	9·9	10·1	10·4	10·4	10·1	10·7	6·0 p.m.	9·7	8·0 a.m.	1·0	...	.....	8
— 2·8	— 3·0	— 2·9	— 2·7	— 2·0	— 1·6	— 1·4	2·6	10·4	0·0 a.m.	— 3·2	6·30 p.m. ...	13·6	...	.....	9
0·6	0·8	1·0	1·1	1·4	1·6	1·8	0·2	2·3	Noon	— 1·7	2·0 a.m.	4·0	...	.....	10
8·6	9·2	9·8	10·1	10·3	10·4	10·6	5·8	10·6	Midnight ...	1·8	0, 4 & 6 a.m.	8·8	...	.....	11
3·4	3·5	3·2	2·8	2·4	2·1	1·5	5·8	10·6	0·0 a.m.	1·5	Midnight ...	9·1	...	.....	12
— 1·0	— 0·9	— 0·7	— 0·5	— 0·5	— 0·5	— 0·5	— 0·6	1·5	0·0 a.m.	— 2·5	Noon & 1 p.m.	4·0	...	.....	13
1·2	1·0	0·7	0·7	0·9	1·4	2·0	0·6	2·0	Midnight.....	— 0·5	0—1 a.m. ...	2·5	...	.....	14
3·1	3·6	3·2	4·6	5·5	5·9	6·0	2·9	6·0	Midnight ...	1·7	7—9 a.m. ...	4·3	...	.....	15
11·5	10·9	10·3	9·7	9·4	9·4	8·0	11·5	17·5	Noon	6·0	0·0 a.m.	11·5	...	.....	16
— 2·5	— 2·7	— 3·1	— 3·2	— 3·1	— 2·8	— 2·5	1·2	9·0	0·0 a.m.	— 3·2	9·0 p.m.	12·2	...	.....	17
4·0	3·5	3·7	4·7	5·7	7·3	8·5	2·2	8·5	Midnight ...	— 2·5	0·0 a.m.	11·0	...	.....	18
10·3	9·2	9·0	9·1	8·7	8·4	8·5	10·8	13·0	9 a.m.—Noon	8·4	11·0 p.m.	4·6	...	.....	19
— 0·4	— 1·7	— 2·7	— 3·3	— 3·7	— 3·5	— 3·7	2·9	8·5	0·0 a.m	— 3·8	9·30 p.m.....	12·3	...	.....	20
— 2·2	— 3·3	— 3·5	— 3·5	— 3·5	— 3·3	— 3·2	— 3·6	— 1·7	1·0 p.m.	— 5·2	9·0 a.m.	3·5	...	.....	21
— 5·0	— 5·1	— 5·1	— 5·2	— 5·2	— 5·2	— 5·2	— 4·3	— 3·2	0·0 a.m.	— 5·2	9 p.m. — Mid.	2·0	...	.....	22
1·8	2·0	1·6	1·5	1·5	1·5	1·3	0·3	2·3	1·0 p.m.	— 5·0	0·0 a.m.	7·3	...	.....	23
— 9·7	— 9·5	— 8·7	— 9·2	— 10·7	— 12·2	— 12·7	— 4·4	1·3	0·0 a.m.	— 12·7	Midnight ...	14·0	6·4	10·0 p.m. ...	24
— 11·4	— 10·9	— 10·8	— 9·8	— 8·7	— 9·5	— 10·7	— 11·0	— 6·8	Noon	— 14·2	4·0 a.m.	7·4	5·3	7·0 a.m.....	25
0·4	0·4	1·0	1·4	3·0	4·0	3·4	— 4·6	4·5	11·30 p.m. ...	— 11·7	3 & 4·30 a.m.	16·2	...	.....	26
— 8·0	— 8·8	— 9·7	— 10·2	— 10·8	— 10·6	— 10·0	— 5·7	3·4	0·0 a.m.	— 10·8	10·0 p.m.....	14·2	...	.....	27
— 8·0	— 7·5	— 6·8	— 6·2	— 6·0	— 7·0	— 7·9	— 8·9	— 6·0	10·0 p.m. ...	— 12·2	11·0 a.m.....	6·2	...	.....	28
— 3·8	— 5·0	— 5·2	— 5·9	— 5·2	— 7·0	— 7·5	— 5·8	— 3·0	Noon	— 8·1	4·0 a.m.	5·1	...	.....	29
— 7·0	— 7·0	— 7·0	— 7·0	— 7·0	— 6·8	— 6·5	— 5·7	— 2·0	9·30 a.m.....	— 8·8	1·20 a.m. ...	6·8	...	.....	30
— 11·0	— 12·0	— 12·8	— 13·0	— 13·5	— 13·6	— 14·5	— 8·2	— 4·0	6·30 a.m.....	— 14·5	Midnight ...	10·5	...	.....	31
1·5	1·3	1·2	1·2	1·4	1·4	1·4	1·9	5·8	.....	— 1·7	.....	7·5	...	.....	Mean

1·0 and at 2·0 p.m. on 16th.
effect = 6·4 at 10·0 p.m. on 24th.

Absolute Minimum = — 14·5 at Midnight on 31st.

Table VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	— 15·0	— 15·4	— 16·0	— 16·4	— 16·8	— 17·0	— 17·3	— 17·4	— 17·7	— 17·7	— 17·5	— 16·0	— 15·9	— 15·2	— 14·5	— 14·2	— 13·5
2	— 10·1	— 10·0	— 9·0	— 7·8	— 6·8	— 6·4	— 6·0	— 5·8	— 5·9	— 6·8	— 7·0	— 6·3	— 6·3	— 6·5	— 7·0	— 7·8	— 7·8
3	— 8·1	— 8·3	— 8·2	— 8·2	— 8·0	— 7·3	— 7·0	— 6·8	— 7·0	— 7·3	— 7·6	— 6·5	— 6·8	— 7·3	— 7·8	— 7·9	— 8·1
4	— 5·6	— 5·3	— 5·3	— 5·0	— 4·7	— 4·6	— 4·6	— 4·6	— 4·5	— 4·2	— 3·6	— 0·7	— 1·4	— 1·4	— 0·8	— 0·5	0·0
5	— 3·8	— 4·3	— 5·3	— 8·8	— 10·8	— 12·3	— 12·6	— 12·6	— 13·2	— 13·8	— 14·2	— 15·0	— 14·3	— 14·4	— 14·2	— 13·6	— 13·4
6	— 12·3	— 12·0	— 11·9	— 10·6	— 10·7	— 11·7	— 12·0	— 11·8	— 11·7	— 11·8	— 10·6	— 11·0	— 10·7	— 9·3	— 8·2	— 7·5	— 7·0
7	— 3·9	— 5·3	— 5·6	— 4·8	— 4·8	— 4·8	— 4·7	— 4·3	— 3·6	— 4·4	— 4·2	— 7·1	— 5·5	— 8·6	— 8·8	— 9·8	— 11·8
8	— 12·0	— 12·0	— 11·2	— 11·8	— 10·4	— 10·0	— 9·6	— 9·6	— 8·0	— 7·0	— 7·3	— 6·8	— 5·8	— 5·6	— 5·3	— 4·8	— 4·8
9	— 1·6	— 2·2	— 2·3	— 2·3	— 2·3	— 1·8	— 1·2	— 0·2	— 0·4	— 0·1	— 0·2	1·5	3·4	3·1	2·7	3·0	3·2
10	7·2	5·2	5·8	4·5	4·6	5·0	6·5	7·0	4·0	3·5	2·4	3·5	2·8	2·8	2·8	2·7	2·7
11	2·9	2·7	2·4	2·0	1·6	1·0	0·6	0·2	0·0	0·0	— 0·4	— 1·5	— 2·0	— 2·2	— 2·4	— 3·0	— 3·3
12	— 8·0	— 8·8	— 8·7	— 9·4	— 10·0	— 10·1	— 10·2	— 10·8	— 12·0	— 13·6	— 14·2	— 15·4	— 15·8	— 16·5	— 17·0	— 16·8	— 16·5
13	— 17·0	— 17·5	— 17·5	— 17·7	— 17·7	— 18·0	— 18·0	— 17·3	— 16·8	— 16·8	— 16·5	— 14·3	— 14·5	— 14·4	— 13·9	— 13·2	— 12·8
14	— 1·8	— 1·0	— 1·0	— 1·5	— 2·5	— 3·7	— 5·0	— 6·5	— 7·6	— 8·4	— 9·5	— 9·5	— 11·5	— 11·8	— 12·5	— 13·0	— 13·5
15	— 12·6	— 11·8	— 11·0	— 10·5	— 10·4	— 10·4	— 10·0	— 9·6	— 9·5	— 9·5	— 9·6	— 8·5	— 8·5	— 7·7	— 7·6	— 7·7	— 7·5
16	— 5·1	— 5·0	— 5·0	— 5·0	— 5·0	— 5·0	— 4·5	— 4·3	— 4·0	— 3·2	— 2·6	— 1·8	— 1·0	— 1·0	— 0·8	0·7	0·8
17	2·3	2·0	1·0	0·0	— 0·3	0·6	0·1	— 0·5	— 1·5	— 2·9	— 2·1	— 2·7	— 2·1	— 2·1	— 2·0	— 3·5	— 3·5
18	— 4·9	— 4·3	— 2·0	— 3·5	— 3·7	— 4·5	— 4·5	— 5·1	— 5·3	— 4·0	— 4·9	— 3·8	— 4·3	— 4·1	— 4·4	— 3·5	— 4·2
19	— 4·0	— 4·0	— 4·3	— 4·3	— 4·3	— 4·0	— 4·3	— 4·5	— 4·6	— 4·7	— 4·7	— 3·0	— 2·5	— 1·5	— 2·1	— 2·0	— 1·3
20	— 3·1	— 3·9	— 5·0	— 5·1	— 5·3	— 5·3	— 5·5	— 5·7	— 6·0	— 5·0	— 5·3	— 6·0	— 5·3	— 4·9	— 3·7	— 3·9	— 3·3
21	— 1·1	0·5	0·6	— 0·7	0·0	— 0·4	0·0	0·0	0·3	2·5	3·5	4·0	4·3	3·0	2·3	2·3	2·5
22	9·5	10·7	11·1	9·7	8·7	7·8	8·3	8·7	9·5	9·3	9·7	10·0	9·0	7·6	7·6	8·5	8·3
23	8·8	8·3	7·8	7·5	6·9	6·7	6·8	7·3	7·2	6·8	6·5	5·5	5·0	5·1	4·8	4·8	4·6
24	4·0	3·1	2·8	2·0	1·5	2·1	1·3	0·5	0·2	0·1	0·1	0·0	— 0·5	— 0·5	— 0·3	— 0·1	0·9
25	7·5	7·7	8·5	9·5	9·7	9·7	9·3	7·5	7·0	5·0	4·5	6·5	7·0	6·9	6·5	7·0	5·3
26	10·0	11·5	9·5	8·7	9·5	10·0	12·0	10·7	10·0	10·0	13·3	15·0	14·0	12·0	10·3	8·5	8·0
27	15·5	15·0	14·1	15·5	15·3	17·0	12·7	16·5	15·5	15·3	14·0	13·0	13·1	14·0	15·3	15·7	15·9
28	17·5	17·8	17·7	17·5	17·5	17·0	16·5	15·5	14·5	12·9	12·0	11·0	10·0	9·5	9·5	9·6	9·6
29	6·2	6·2	6·2	6·1	6·4	5·9	5·6	6·0	5·6	5·8	5·9	5·5	5·5	4·5	3·7	3·8	3·5
30	— 0·5	— 2·1	— 3·2	— 4·0	— 4·5	— 6·0	— 5·5	— 5·5	— 5·3	— 4·5	— 3·5	— 3·3	— 3·5	— 3·9	— 4·1	— 4·1	— 4·6
Mean ...	— 1·3	— 1·4	— 1·5	— 1·8	— 1·9	— 2·0	— 2·1	— 2·1	— 2·4	— 2·5	— 2·5	— 2·1	— 2·1	— 2·3	— 2·4	— 2·4	— 2·4

Greatest Range = 16·1 on 13th.
Least Range = 2·5 on 3rd.

Absolute Maximum = 17·8 at
Absolute Maximum "Föhn"

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	— 2·8	— 2·5	— 1·4	— 1·5	— 1·3	— 1·9	— 1·7	— 1·7	— 1·7	— 1·6	— 0·5	0·5	0·5	0·5	1·5	— 1·8	1·2
2	— 3·0	— 3·0	— 3·6	— 4·4	— 4·6	— 4·2	— 4·1	— 4·0	— 4·2	— 4·3	— 3·6	— 2·4	— 3·5	— 3·8	— 4·0	— 4·4	— 4·6
3	— 3·6	— 3·0	— 3·2	— 3·6	— 3·6	— 3·5	— 4·8	— 4·7	— 5·4	— 6·0	— 6·1	— 5·0	— 5·8	— 6·0	— 5·8	— 5·4	— 5·5
4	— 4·6	— 4·2	— 4·5	— 4·8	— 5·6	— 5·5	— 5·6	— 5·6	— 6·0	— 7·4	— 7·3	— 7·0	— 7·4	— 7·3	— 7·2	— 5·6	— 5·4
5	— 6·4	— 6·8	— 6·5	— 6·8	— 7·0	— 7·4	— 7·0	— 7·8	— 8·0	— 8·5	— 10·5	— 11·0	— 11·2	— 11·5	— 11·8	— 11·7	— 11·5
6	— 10·6	— 11·0	— 11·0	— 11·0	— 11·0	— 11·0	— 11·0	— 11·0	— 11·0	— 11·0	— 11·0	— 11·1	— 10·8	— 10·5	— 10·8	— 10·5	— 11·6
7	— 9·0	— 9·0	— 9·0	— 9·2	— 9·1	— 9·0	— 9·5	— 10·2	— 10·5	— 10·5	— 10·5	— 10·0	— 10·2	— 10·6	— 11·0	— 11·0	— 11·4
8	— 13·0	— 14·0	— 15·0	— 15·8	— 16·2	— 16·6	— 16·0	— 15·8	— 16·0	— 15·0	— 12·4	— 10·0	— 9·6	— 9·6	— 10·2	— 9·3	— 9·3
9	— 7·0	— 7·1	— 7·1	— 6·8	— 6·0	— 5·2	— 5·0	— 5·0	— 4·7	— 4·0	— 3·0	— 2·5	— 3·2	— 3·2	— 3·5	— 3·5	— 2·0
10	— 2·6	— 3·5	— 3·6	— 4·5	— 5·5	— 6·4	— 7·4	— 7·8	— 8·5	— 8·8	— 9·0	— 6·8	— 8·0	— 9·0	— 12·0	— 13·2	— 13·6
11	— 11·6	— 11·7	— 12·5	— 12·6	— 13·2	— 13·0	— 13·0	— 12·4	— 12·4	— 12·0	— 11·8	— 11·5	— 9·0	— 6·0	— 5·2	— 4·2	— 3·4
12	— 0·5	0·6	0·5	1·0	1·8	1·9	1·6	1·0	0·8	0·0	— 0·1	— 2·0	— 2·6	— 2·8	— 3·5	— 5·6	— 7·9
13	3·0	4·0	4·5	7·0	6·5	6·0	7·0	7·5	8·2	8·5	8·0	8·5	8·6	9·6	9·2	9·5	8·8
14	11·2	12·4	13·7	13·8	14·9	15·6	15·2	16·3	17·0	17·7	18·6	19·5	...	...	...	...	...
15	...	...	...	...	...	...	...	...	...	...	...	4·0	4·0	3·1	2·5	2·3	2·4
16	1·7	1·3	1·0	0·3	— 0·2	— 1·0	— 1·3	— 1·5	— 1·6	— 1·4	— 1·2	— 0·5	— 1·0	— 1·5	— 1·4	— 1·4	— 0·5
17	1·4	— 1·0	— 1·4	— 3·0	— 4·4	— 5·7	— 6·7	— 7·8	— 7·4	— 7·5	— 7·6	— 7·8	— 8·6	— 9·0	— 10·5	— 10·6	— 11·5
18	— 14·6	— 14·8	— 15·0	— 14·0	— 13·6	— 14·0	— 11·0	— 13·5	— 14·1	— 14·4	— 14·5	— 15·2	— 15·0	— 14·6	— 15·8	— 13·6	— 13·2
19	— 5·0	— 4·0	— 3·5	— 2·5	— 2·0	— 1·5	0·2	1·0	2·2	3·8	4·0	5·0	4·0	3·5	3·4	3·8	4·2
20	8·9	8·9	9·0	9·1	9·0	9·0	8·7	8·7	8·7	8·8	8·7	9·0	7·2	6·3	5·8	5·0	1·8
21	— 2·1	— 2·8	— 3·1	— 3·1	— 3·3	— 3·8	— 4·5	— 4·1	— 4·0	— 3·5	— 3·0	— 2·0	— 3·0	— 3·5	— 3·6	— 3·5	— 3·4
22	— 2·8	— 2·8	— 2·8	— 2·8	— 2·8	— 2·7	— 2·0	— 1·0	0·0	0·5	0·5	1·0	0·0	— 1·0	— 1·2	— 1·4	— 1·5
23	— 6·7	— 6·8	— 6·9	— 7·0	— 7·4	— 7·5	— 7·2	— 7·0	— 6·0	— 5·7	— 5·6	— 6·0	— 6·5	— 8·0	— 8·5	— 8·8	— 9·3
24	— 11·0	— 11·0	— 11·2	— 11·4	— 12·0	— 12·5	— 12·4	— 12·2	— 12·3	— 12·4	— 11·2	— 10·2	— 10·1	— 9·8	— 9·5	— 10·0	— 10·6
25	— 5·0	— 5·5	— 6·0	— 6·6	— 6·4	— 6·0	— 5·5	— 5·2	— 5·6	— 5·4	— 5·2	— 4·0	— 4·1	— 2·5	— 2·0	— 1·4	— 1·0
26	— 5·8	— 5·4	— 5·0	— 5·0	— 5·4	— 6·0	— 6·3	— 6·3	— 6·2	— 5·5	— 5·0	— 3·0	— 1·8	— 0·8	0·2	1·0	1·8
27	5·6	6·2	6·6	6·2	6·6	8·0	8·8	9·0	10·4	10·0	10·0	9·9	9·0	6·7	...	...	...
28	....	...	...	...	...	...	...	...	...	...	...	5·3	4·8	4·0	1·9	1·8	0·9
29	— 6·0	— 5·6	— 4·6	— 4·0	— 3·0	— 2·5	— 1·5	0·6	0·2	— 0·8	— 1·0	— 1·0	— 0·5	— 1·0	— 1·0	— 2·5	— 2·0
30	0·0	1·0	0·6	0·0	— 1·6	— 1·0	0·5	1·8	3·0	4·2	6·2	7·1	6·0	5·5	4·0	4·0	4·2
31	4·0	5·0	3·5	3·6	2·5	2·5	2·5	2·4	2·0	1·1	0·4	1·4	0·8	0·2	0·4	0·4	0·2
Mean ...	— 4·2	— 4·2	— 4·4	— 4·4	— 4·6	— 4·8	— 4·6	— 4·5	— 4·5	— 4·4	— 4·2	— 3·6	— 3·9	— 3·9	— 4·2	— 4·3	— 4·3

Greatest Range = 18·1 on 17th.
Least Range = 2·0 on 2nd

Absolute Maximum = 11·5 at
Absolute Maximum "Föhn"

HOURLY VALUES.

Table VIII.

FAHRENHEIT.

JUNE, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
— 13·5	— 13·5	— 13·6	— 13·5	— 12·5	— 11·5	— 10·5	— 15·2	— 10·5	Midnight ...	— 18·0	10·30 a.m. ...	7·5	...	.....	1
— 7·8	— 8·2	— 8·3	— 8·6	— 8·8	— 8·7	— 8·3	— 7·6	— 5·8	8·0 a.m.	— 10·5	0·0 a.m.	4·7	...	.....	2
— 8·7	— 8·8	— 8·8	— 8·0	— 7·8	— 7·0	— 6·3	— 7·7	— 6·3	Midnight.....	— 8·8	7 & 8 p.m. ...	2·5	...	.....	3
— 0·7	— 0·8	— 0·8	— 1·2	— 1·7	— 2·3	— 3·3	— 2·9	0·0	5·0 p.m.	— 6·3	0·0 a.m.	6·3	...	.....	4
— 12·8	— 13·7	— 12·4	— 12·4	— 11·9	— 12·0	— 12·0	— 11·6	— 3·3	0·0 a.m.	— 15·0	Noon	11·7	...	.....	5
— 6·8	— 6·1	— 5·6	— 4·8	— 4·3	— 3·4	— 3·8	— 9·2	— 3·4	11·0 p.m. ...	— 12·3	1·0 a.m.	8·9	...	.....	6
— 12·3	— 13·6	— 13·0	— 13·2	— 12·8	— 12·3	— 11·8	— 7·8	— 3·6	9·0 a.m.	— 13·6	7·0 p.m.	10·0	...	.....	7
— 5·8	— 4·6	— 4·6	— 4·6	— 4·3	— 2·2	— 0·9	— 7·3	— 0·9	Midnight ...	— 12·0	1 & 2 a.m. ...	11·1	...	.....	8
3·8	6·5	7·0	7·0	7·2	6·8	7·0	1·8	9.0	8.15 p.m. ...	— 2·3	3 & 5 p.m.	11·3	...	.....	9
2·7	2·5	2·4	2·3	2·6	2·8	3·0	3·9	7·2	1·0 a.m.	2·3	9·0 p.m.	4·9	...	.....	10
— 4·0	— 4·6	— 4·8	— 5·0	— 6·5	— 7·0	— 8·0	— 1·5	3·0	0·0 a.m.	— 8·0	Midnight ...	11·0	...	.....	11
— 16·5	— 16·6	— 16·8	— 16·8	— 16·9	— 16·4	— 16·8	— 13·6	— 8·0	0 & 1 a.m. ...	— 17·0	3·0 p.m.	9·0	...	.....	12
— 10·6	— 9·8	— 8·0	— 6·8	— 4·5	— 3·7	— 1·9	— 13·6	— 1·9	Midnight ...	— 18·0	6 & 7 a.m. ...	16·1	...	.....	13
— 14·0	— 14·4	— 14·4	— 14·3	— 14·2	— 13·8	— 13·0	— 8·9	— 1·0	2 & 3 a.m. ...	— 14·4	7 & 8 p.m. ...	13·4	...	.....	14
— 7·0	— 6·8	— 6·4	— 5·8	— 5·8	— 5·5	— 5·1	— 8·7	— 5·1	Midnight ...	— 13·0	0·0 a.m.	7·9	...	.....	15
2·1	3·0	2·2	3·8	2·5	2·4	2·0	— 11·5	3·8	9·0 p.m.	— 5·1	0 & 1 a.m. ...	8·9	...	.....	16
— 3·6	— 3·6	— 2·9	— 2·8	— 4·5	— 5·1	— 5·0	— 1·7	2·3	1·0 a.m.	— 5·1	11·0 p.m. ...	7·4	...	.....	17
— 4·3	— 3·5	— 3·0	— 1·9	— 2·3	— 3·0	— 4·0	— 3·9	— 1·9	9·0 p.m.	— 5·3	9·0 a.m.	3·4	...	.....	18
— 2·0	— 1·3	— 1·0	— 1·1	— 0·9	— 1·5	— 1·5	— 2·9	— 0·9	10, 11·30 p.m.	— 5·0	9·30 a.m. ...	4·1	...	.....	19
— 3·5	— 2·7	— 1·8	0·5	3·0	4·5	— 1·0	— 3·4	7·5	10·30 p.m. ...	— 6·0	9 a.m. & Noon	13·5	...	.....	20
2·5	2·5	2·7	3·5	5·0	7·0	8·6	2·1	8·6	Midnight ...	— 1·1	1·0 a.m.	9·7	3·3	2·0 p.m.	21
8·0	7·6	8·3	8·5	9·3	9·6	9·5	8·9	11·1	3·0 a.m.	7·6	2, 3,& 7 p.m.	3·5	...	.....	22
4·9	5·0	5·3	5·3	5·0	4·5	5·0	6·2	9·5	0·0 a.m.	4·5	11·0 p.m. ...	5·0	...	.....	23
1·5	2·1	2·3	3·5	5·3	6·7	7·3	1·9	7·3	Midnight ...	— 0·5	1 & 2 p.m. ...	7·8	...	.....	24
4·4	5·0	5·0	4·6	5·7	6·3	9·5	6·9	10·0	5·45 a.m.....	4·4	6·0 p.m.	5·6	...	.....	25
8·9	10·0	10·0	12·3	10·5	13·5	16·0	10·9	16·0	Midnight ...	8·0	5·0 p.m.	8·0	...	.....	26
15·9	14·9	14·3	14·9	15·5	17·3	17·5	15·1	17·5	Midnight ...	12·7	7·0 a.m.	4·8	...	.....	27
9·5	8·7	7·9	6·7	5·8	5·9	6·3	12·2	17·8	2·0 a.m.	5·8	10.0 p.m.....	12·0	...	.....	28
4·0	3·9	5·3	3·5	2·5	0·7	0·5	4·8	6·4	0·15 & 5 a.m..	0·5	Midnight ...	5·9	...	.....	29
— 4.5	— 3·8	— 3·9	— 4·0	— 4·0	— 3·4	— 2·9	— 3·9	0·5	0·0 a.m.	— 6·0	6 a.m.	6·5	...	.....	30
— 2·4	— 2·2	— 1·9	— 1·6	— 1·5	— 1·0	— 0·8	— 1·9	2·7	.....	— 5·3	.....	8·0	...	.....	Mean.

2·0 a.m. on 28th.
effect = 3·3 at 2·0 p.m. on 21st.

Absolute Minimum = —18·0 at 10·30 a.m. on 1st; and at 6·0 and 7·0 a.m. on 13th.

JULY, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
1·0	— 3·2	— 2·2	— 1·8	— 2·0	— 3·0	— 3·0	— 1·5	1·2	3·0 p.m.	— 4·0	7·30 p.m. ...	5·2	...	.....	1
— 5·0	— 5·0	— 5·0	— 5·0	— 5·0	— 4·8	— 4·1	— 3·0	0–2 a.m.	— 5·0	6–10 p.m. ...	2·0	...	.....	2
— 5·9	— 6·2	— 6·1	— 6·0	— 5·8	— 5·5	— 5·5	— 5·1	— 3·0	2·0 a.m.	— 6·2	7·0 p.m.	3·2	...	.....	3
— 5·6	— 6·0	— 6·5	— 7·2	— 7·3	— 7·3	— 7·0	— 6·1	— 4·2	2·0 a.m.	— 7·6	10·30 a.m. ...	3·4	...	.....	4
— 11·5	— 11·2	— 10·5	— 10·4	— 10·4	— 10·5	— 10·5	— 9·4	— 6·4	1·0 a.m.	— 11·8	3·0 p.m.	5·4	...	.....	5
— 12·0	— 11·0	— 10·6	— 10·0	— 9·5	— 8·8	— 8·8	— 10·7	— 8·8	11 p.m. & mid	— 12·0	6·0 p.m.	3·2	...	.....	6
— 11·5	— 11·5	— 11·5	— 11·7	— 12·4	— 12·6	— 12·9	— 10·5	— 8·8	0·0 a.m.	— 12·9	Midnight ...	4·1	...	.....	7
— 9·0	— 8·6	— 8·6	— 8·7	— 8·0	— 7·8	— 7·3	— 11·9	— 7·3	Midnight ...	— 16·6	6·0 a.m.	9·3	...	.....	8
— 2·5	— 1·5	— 1·8	— 2·0	— 2·5	— 2·6	— 2·2	— 4·0	— 1·8	7·0 p.m.	— 7·3	0·0 a.m.	5·5	...	.....	9
— 13·5	— 12·0	— 12·0	— 10·8	— 11·5	— 11·2	— 11·5	— 8·7	— 2·2	0·0 a.m.	— 13·6	5·0 p.m.	11·4	...	...	10
— 2·6	— 1·8	— 1·0	— 0·8	— 0·8	— 0·8	— 0·6	— 7·9	— 0·6	Midnight ...	— 13·2	5·0 a.m.	12·6	...	.....	11
— 5·0	— 4·4	— 2·4	— 1·7	1·6	1·2	1·5	— 1·0	1·9	6·0 a.m.	— 7·9	5·0 p.m.	9·8	...	.....	12
8·5	7·8	8·5	7·9	9·0	11·4	11·5	7·7	11·5	Midnight ...	1·5	0·0 a.m.	10·0	...	.....	13
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	14
2·4	2·8	3·0	3·1	3·0	2·7	2·2	...	...	.....	...	.....	...	...	.....	15
0·9	0·6	0·5	3·1	3·8	4·4	2·1	0·2	4·4	11·0 p.m. ...	— 1·6	9·0 a.m.	6·0	...	.....	16
— 12·2	— 13·0	— 13·6	— 13·7	— 14·4	— 16·0	— 15·8	— 8·3	2·1	0·0 a.m.	— 16·0	11·0 p.m. ...	18·1	...	.....	17
— 13·1	— 12·4	— 11·5	— 11·2	— 10·0	— 8·0	— 7·0	— 13·3	— 7·0	Midnight ...	— 15·8	0 a.m.& 3 p.m.	8·8	...	.....	18
5·5	6·4	7·8	8·5	9·3	9·1	9·0	2·7	9·3	10·0 p.m. ...	— 7·0	0·0 a.m.	16·3	...	.....	19
1·0	0·2	— 0·5	— 0·5	— 1·0	— 2·0	— 2·0	5·5	9·1	4·0 a.m.	— 2·0	11 p.m. & mid	11·1	...	.....	20
— 2·9	— 2·7	— 2·7	— 2·7	— 2·7	— 2·7	— 2·8	— 3·1	— 1·9	0·30 a.m.....	— 4·5	7·0 a.m.	2·6	...	.....	21
— 2·0	— 2·1	— 3·5	— 4·8	— 5·4	— 5·8	— 6·1	— 2·1	1·0	Noon	— 6·1	Midnight ...	7·1	...	.....	22
— 9·4	— 9·8	— 10·0	— 10·2	— 11·0	— 11·1	— 11·0	— 8·4	— 5·6	11·0 a.m.....	— 11·1	11·0 p.m. ...	5·5	...	.....	23
— 9·5	— 9·0	— 8·2	— 7·0	— 6·2	— 5·0	— 5·0	— 10·1	— 5·0	11 p.m. & mid.	— 12·5	6·0 a.m.	7·5	...	.....	24
— 1·6	— 3·0	— 5·0	— 5·4	— 5·5	— 5·6	— 5·8	— 4·5	— 1·0	5·0 p.m.	— 6·6	4·0 a.m.	5·6	...	.....	25
1·5	2·0	1·8	1·6	2·8	3·0	4·0	— 2·2	4·0	Midnight ...	— 6·3	7 & 8 a.m. ...	10·3	...	.....	26
...	...	...	...	...	...	...	...	...	.....	...	.....	...	5·8	2 & 9 a.m.	27
0·8	— 1·0	— 3·0	— 4·0	— 4·1	— 5·0	— 5·4	...	...	.....	...	.....	...	...	.....	28
— 2·3	2·0	— 1·0	0·0	0·8	1·0	1·2	— 1·7	1·2	Midnight ...	— 6·0	1·0 a.m.	7·2	6·4	10·30 p.m.	29
4·6	5·0	4·2	3·5	4·0	4·5	3·5	3·1	7·1	Noon	— 1·8	4·30 a.m.....	8·9	4·9	11·30 a.m.	30
— 0·4	— 1·0	— 1·0	— 1·0	— 0·8	— 0·6	— 0·5	1·2	5·0	2·0 a.m.	— 1·0	7–9 p.m.	6·0	5·5	0·15 a.m.	31
— 4·2	— 4·3	— 4·2	— 4·0	— 3·7	— 3·6	— 3·6	— 4·2	— 0·3	.....	— 8·0	.....	7·7	...	.....	Mean.

Midnight on 13th.
effect = 6·4 at 10·30 p.m. on 29th.

Absolute Minimum = —16·6 at 6·0 a.m. on 8th.

Table VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	— 0·5	— 1·0	— 1·2	— 1·8	— 2·0	— 2·0	— 1·5	— 1·0	— 1·0	— 0·8	— 1·0	0·0	— 0·4	— 0·1	— 0·5	— 1·2	— 1·6
2	— 3·5	— 3·5	— 4·2	— 4·5	— 5·2	— 5·0	— 4·6	— 4·7	— 3·0	— 0·6	— 0·5	0·3	0·2	0·5	0·5	0·5	0·6
3	0·6	0·2	— 0·4	— 1·0	— 1·1	— 1·2	— 1·0	0·5	0·5	2·0	5·0	5·8	6·6	7·5	7·8	8·6	9·4
4	14·4	15·4	15·3	15·3	15·3	15·4	16·0	16·0	16·6	17·0	17·8	20·0	19·0	18·5	18·5	18·4	18·1
5	18·6	18·8	18·9	19·2	19·4	19·0	18·2	17·2	16·3	15·2	14·5	14·0	13·4	13·2	13·1	13·0	12·9
6	14·0	13·1	11·2	10·5	10·5	10·9	10·8	11·2	11·3	11·8	12·3	14·9	14·3	15·0	15·0	14·6	14·5
7	— 0·2	— 1·5	— 2·5	— 3·2	— 3·8	— 3·5	— 3·6	— 3·5	— 2·5	— 2·5	— 2·0	— 2·5	— 2·8	— 2·8	— 3·2	— 3·8	— 4·2
8	— 5·1	— 5·4	— 5·4	— 5·4	— 5·3	— 5·3	— 5·3	— 5·3	— 5·4	— 5·3	— 4·9	— 4·1	— 4·6	— 4·6	— 5·7	— 6·3	— 6·8
9	— 8·8	— 8·4	— 7·8	— 7·4	— 7·0	— 6·8	— 6·0	— 5·5	— 4·8	— 3·3	— 2·5	1·0	— 1·2	— 1·8	— 2·1	— 1·2	— 1·2
10	— 1·6	— 0·9	— 0·8	— 0·5	— 0·5	— 0·6	— 0·8	— 0·1	— 0·8	— 0·5	0·5	2·1	1·0	1·5	1·8	1·2	1·0
11	— 2·8	— 3·2	— 3·3	— 3·8	— 3·5	— 3·4	— 3·4	— 3·5	— 3·9	— 4·2	— 3·0	— 2·5	— 2·6	— 1·5	— 1·6	— 1·8	— 1·8
12	2·2	2·7	3·1	4·0	5·2	4·9	5·0	5·2	5·5	5·6	7·6	9·8	9·4	9·0	8·0	7·2	6·0
13	5·4	4·0	3·6	3·2	2·2	0·4	— 1·5	— 2·5	— 3·5	— 3·8	— 3·6	— 3·1	— 3·4	— 4·0	— 4·2	— 5·0	— 4·5
14	— 3·8	— 3·6	— 3·4	— 3·0	— 2·8	— 2·0	— 1·8	— 1·3	— 0·8	0·0	1·0	3·0	1·5	2·5	2·8	2·6	2·2
15	— 1·0	— 0·6	— 0·8	— 2·0	— 1·5	— 1·0	0·0	— 0·8	0·5	1·0	0·5	0·4	0·5	— 0·6	— 1·4	— 1·6	— 1·7
16	— 4·4	— 4·2	— 3·7	— 2·5	— 2·5	— 2·5	— 3·0	— 3·4	— 3·2	— 3·0	— 2·0	— 0·2	— 0·1	0·0	1·0	2·0	3·2
17	4·5	4·5	4·0	4·0	4·0	4·0	4·0	4·5	4·8	5·5	6·2	7·5	8·4	8·4	8·3	8·5	8·2
18	8·5	8·8	9·0	10·1	10·5	10·0	9·5	8·8	8·2	8·0	7·5	8·4	8·0	7·0	6·5	6·0	5·5
19	2·6	2·5	2·2	2·2	2·8	3·3	2·0	1·8	1·6	1·5	1·6	3·4	2·5	2·5	2·8	3·0	3·0
20	6·0	6·0	7·0	8·0	8·0	12·8	14·7	14·0	13·4	13·1	12·4	13·6	13·3	13·2	13·2	13·5	11·2
21	6·5	6·0	5·1	3·6	3·3	2·7	3·1	2·0	2·4	2·4	3·1	1·4	2·0	2·0	1·3	0·4	— 0·7
22	— 7·4	— 8·6	— 9·5	— 10·2	— 10·4	— 10·6	— 10·6	— 10·9	— 10·9	— 10·5	— 9·7	— 9·7	— 9·8	— 9·6	— 9·6	— 9·2	— 9·0
23	— 2·4	— 1·0	— 0·2	0·7	1·5	2·0	2·2	2·3	2·8	3·0	3·2	3·3	2·8	0·7	— 0·6	— 1·5	— 1·7
24	...	...	...	...	...	...	...	...	...	...	...	7·0	...	...	...	...	...
25	...	...	...	...	...	...	...	...	...	...	...	8·5	...	...	...	...	...
26	4·5	4·4	4·8	4·5	3·0	3·0	2·8	2·0	2·5	1·6	1·5	1·2	1·2	0·5	0·0	— 0·5	— 0·4
27	— 7·0	— 8·0	— 8·2	— 9·0	— 9·1	— 9·2	— 9·9	— 10·2	— 10·3	— 10·3	— 10·4	— 10·5	— 9·5	— 10·0	— 10·1	— 10·9	— 10·2
28	—12·5	—12·1	—12·0	—12·2	—13·4	—13·2	—13·4	—13·0	—12·0	—11·5	—12·0	—13·0	...	...	...	...	...
29	...	...	...	...	...	...	...	...	...	...	...	3·2	1·0	1·5	2·0	3·0	3·0
30	— 3·6	— 3·2	— 3·2	— 3·0	— 2·9	— 3·0	— 3·1	— 3·0	— 3·3	— 4·0	— 4·1	— 2·4	— 1·4	— 1·4	0·0	— 1·0	— 1·2
31	0·2	0·5	1·0	1·2	1·0	1·6	1·7	1·5	2·0	4·0	6·5	9·2	7·5	6·0	4·0	2·5	1·0
Mean ...	1·3	1·2	1·1	1·1	1·1	1·2	1·3	1·2	1·3	1·6	2·1	3·1	2·8	2·7	2·4	2·3	1·9

Greatest Range = 15·0 on 21st.
Least Range = 3·8 on 1st.

Absolute Maximum = 20·0 at
Absolute Maximum "Föhn"

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	— 4·0	— 3·8	— 3·0	— 2·5	— 2·0	— 2·6	— 3·0	— 3·6	— 2·8	— 3·0	— 2·5	— 2·9	— 0·2	— 3·0	— 6·5	— 8·6	— 9·8
2	— 15·8	— 15·2	— 15·5	— 15·8	— 16·0	— 16·8	— 17·0	— 17·1	— 17·1	— 16·8	— 16·4	— 13·0	— 12·2	— 11·0	— 10·0	— 9·8	— 9·0
3	— 7·1	— 7·1	— 7·1	— 7·2	— 7·8	— 8·0	— 8·2	— 8·6	— 8·7	— 8·9	— 9·0	— 8·5	— 8·8	— 9·0	— 9·1	— 9·0	— 9·0
4	— 10·0	— 10·0	— 9·8	— 9·5	— 9·3	— 9·1	— 9·2	— 9·4	— 9·5	— 9·9	— 10·0	— 10·0	— 10·3	— 10·3	— 10·4	— 10·4	— 10·4
5	— 15·3	— 16·0	— 17·0	— 17·4	— 17·2	— 17·0	— 16·8	— 16·6	— 15·8	— 15·0	— 14·8	— 13·5	— 12·4	— 11·8	— 11·0	— 11·0	— 11·0
6	— 10·6	— 10·8	— 10·9	— 10·9	— 10·9	— 11·0	— 11·0	— 10·0	— 9·5	— 8·2	— 7·5	6·5	— 5·3	— 4·4	— 3·1	— 2·2	— 1·6
7	0·5	0·5	0·5	0·7	0·7	0·9	0·8	1·6	2·0	2·3	2·8	5·8	4·0	1·8	3·0	2·5	2·5
8	...	...	...	...	...	...	...	...	...	...	...	1·2	...	...	...	...	...
9	...	...	...	...	...	...	...	...	...	...	...	1·6	...	...	...	...	...
10	...	...	...	...	...	...	...	...	...	...	...	— 6·0	...	...	...	...	...
11	...	...	...	...	...	...	...	...	...	...	...	— 23·9	...	...	...	...	...
12	— 27·4	— 27·4	— 27·4	— 27·5	— 27·0	— 26·7	— 25·5	— 24·0	— 22·5	— 20·5	— 18·5	— 16·0	— 15·5	— 15·5	— 14·6	— 15·0	— 15·0
13	— 10·0	— 9·7	— 9·5	— 9·0	— 8·9	— 8·5	— 8·0	— 7·0	— 6·5	— 5·0	— 3·0	— 0·9	— 0·9	— 0·1	— 0·5	— 0·1	— 0·9
14	1·0	0·2	0·4	0·1	0·1	0·1	0·2	0·2	0·9	1·2	3·0	6·5	7·1	8·0	7·1	7·3	6·5
15	12·0	13·0	14·2	15·1	16·0	18·5	19·9	21·0	22·0	21·0	26·0	28·4	29·0	28·0	23·0	17·0	12·0
16	0·4	0·2	2·7	4·4	3·9	2·2	1·4	1·7	2·2	3·2	4·2	3·6	3·2	1·5	1·2	— 0·2	— 1·5
17	— 0·8	— 1·5	— 1·3	— 1·9	— 1·9	— 1·3	— 2·8	— 3·3	— 4·0	— 3·9	— 3·9	— 3·9	— 4·0	— 4·5	— 4·2	— 4·2	— 4·1
18	— 2·7	— 1·8	— 1·4	— 1·0	— 1·2	— 1·0	— 1·1	— 1·0	— 0·7	— 0·5	— 0·3	0·1	0·7	1·0	1·7	2·8	3·5
19	...	...	...	...	...	...	...	...	...	...	...	12·0	...	...	...	...	...
20	...	...	...	...	...	...	...	...	...	...	...	6·0	...	...	...	...	...
21	3·0	2·2	2·0	2·4	2·9	3·7	4·6	5·0	5·4	5·7	7·7	7·7	8·1	8·1	8·3	9·4	11·1
22	0·9	0·8	1·0	1·3	1·3	1·3	1·1	0·7	1·8	5·0	7·0	7·2	7·2	7·3	7·0	7·5	6·0
23	5·0	4·9	4·0	4·0	3·8	3·4	3·0	3·0	3·0	3·0	3·5	5·2	6·3	7·0	8·0	9·0	9·0
24	5·4	5·0	5·7	6·8	7·5	3·5	3·0	2·4	2·7	3·5	5·0	5·2	5·2	5·1	5·0	4·0	3·0
25	1·0	1·2	1·3	1·8	2·8	3·0	3·1	3·4	4·0	4·8	5·5	5·7	7·0	5·5	6·6	6·0	4·2
26	— 2·9	— 2·8	— 4·4	— 6·5	— 7·7	— 8·7	— 9·5	— 9·5	— 9·3	— 8·6	— 7·8	— 5·8	— 6·5	— 6·2	— 6·0	— 4·6	— 5·7
27	1·8	2·0	2·6	3·1	3·6	4·0	4·5	5·0	5·5	5·8	6·3	7·2	7·0	6·5	6·5	6·5	6·6
28	6·0	6·0	6·0	7·0	7·2	7·6	8·0	8·2	8·6	8·8	9·0	9·0	9·3	9·5	9·7	9·7	9·5
29	6·5	6·8	6·5	5·8	5·4	4·6	3·6	3·8	4·8	6·0	7·6	7·5	7·8	7·8	7·9	7·0	6·5
30	1·0	1·0	1·0	1·0	1·0	2·1	1·8	3·2	6·5	7·4	7·4	8·2	9·0	9·5	10·0	10·5	11·0
Mean ...	— 2·6	— 2·6	— 2·5	— 2·3	— 2·2	— 2·3	— 2·4	— 2·1	— 1·5	— 0·8	0·1	0·6	1·4	1·3	1·2	1·0	0·6

Greatest Range = 28·5 on 15th.
Least Range = 3·0 on 3rd.

Absolute Maximum = 29·0 at
Absolute Maximum "Föhn"

HOURLY VALUES. Table VIII.

FAHRENHEIT. AUGUST, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
— 1·8	— 2·0	— 2·0	— 1·5	— 1·8	— 2·5	— 3·0	— 1·3	0·8	1.30 p.m.	— 3·0	Midnight	3·8	...	.....	1
1·1	1·0	1·1	0·4	1·0	1·2	0·9	— 1·2	1·2	11·0 p.m.	— 6·0	5·30 a.m.	7·2	...	.....	2
9·8	9·6	9·9	10·6	12·2	13·1	13·2	3·8	13·2	Midnight	— 1·2	6·0 a.m.	14·4	...	.....	3
18·0	18·0	18·0	18·0	18·0	18·0	18·1	17·1	20·0	Noon	13·2	0·0 a.m.	6·8	...	.....	4
11·3	8·2	9·0	11·0	11·0	13·0	14·1	14·8	19·4	5·0 a.m.	8·2	7·0 p.m.	11·2	...	.....	5
13·5	7·5	6·5	4·5	2·5	2·4	0·5	10·8	15·1	0·30 a.m.	0·5	Midnight	14·6	...	.....	6
— 4·6	— 4·6	— 5·1	— 5·2	— 4·9	— 5·0	— 5·0	— 3·3	0·5	0·0 a.m.	— 5·2	9·0 p.m.	5·7	...	.....	7
— 7·9	— 8·8	— 9·8	— 10·3	— 10·2	— 9·8	— 9·8	— 6·4	— 4·1	Noon	— 10·3	9·0 p.m.	6·2	...	.....	8
— 1·2	— 1·6	— 1·5	— 1·5	— 1·5	— 1·6	— 1·6	— 3·7	1·0	Noon	— 9·8	0·0 a.m.	10·8	...	.....	9
0·6	0·4	0·2	0·0	— 0·2	— 0·5	— 1·9	0·0	2·1	Noon	— 1·9	Midnight	4·0	...	.....	10
— 1·9	— 1·2	— 0·5	— 0·2	0·0	0·2	1·0	— 2·2	1·0	Midnight	— 4·2	10·0 a.m.	5·2	...	.....	11
6·1	6·2	6·2	6·6	6·8	6·5	6·1	5·9	10·0	1·45 p.m.	1·0	0·0 a.m.	9·0	...	.....	12
— 3·3	— 3·0	— 2·8	— 2·5	— 2·4	— 2·4	— 3·5	— 1·5	6·1	0·0 a.m.	— 5·4	4·15 p.m.	11·5	...	.....	13
2·0	0·7	— 0·6	— 1·6	— 1·8	— 2·1	— 2·2	— 0·5	2·8	3·0 p.m.	— 3·8	1·0 a.m.	6·6	...	.....	14
— 1·8	— 2·5	— 3·8	— 4·5	— 4·8	— 5·0	— 5·0	— 1·5	2·1	10·30 a.m.	— 5·0	Midnight	7·1	...	.....	15
3·5	5·0	5·5	5·7	5·8	5·2	5·2	0·1	5·8	10·0 p.m.	— 5·0	0·0 a.m.	10·8	...	.....	16
8·8	9·2	9·0	9·4	9·5	8·8	8·5	6·7	9·5	10·0 p.m.	4·0	3—7 a.m.	5·5	...	.....	17
5 3	4·2	4·5	5·4	5·2	4·5	3·4	7·3	10·5	5·0 a.m.	3·4	Midnight	7·1	...	.....	18
3·8	4·0	3·8	4·2	4·8	5·2	5·8	3·0	5·8	Midnight	1·5	10·0 a.m.	4·3	...	.....	19
12·1	10·8	10·8	10·2	10·6	10·0	8·3	11·0	14·7	7·0 a.m.	5·8	0·0 a.m.	8·9	...	.....	20
— 1·2	— 2·1	— 2·8	— 4·0	— 4·9	— 5·9	— 6·7	1·0	8·3	0·0 a.m.	— 6·7	Midnight	15·0	...	.....	21
— 8·7	— 8·0	— 6·8	— 6·5	— 4·6	— 4·2	— 3·9	— 8·8	— 3·9	Midnight	— 10·9	8 & 9 a.m.	7·0	...	.....	22
— 1·2	— 0·8	— 0·5	— 1·0	— 1·2	— 1·4	— 1·0	0·4	3·3	Noon	— 3·9	0·0 a.m.	7·2	...	.....	23
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	24
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	25
— 2·0	— 2·4	— 3·0	— 4·0	— 5·0	— 6·0	— 6·0	0·3	4·8	3·0 a.m.	— 6·0	11 p.m.—Mid.	10·8	3·8	11·30 a.m.	26
— 9·7	— 10·3	— 12·0	— 12·5	— 12·0	— 12·0	— 12·8	— 10·9	— 6·0	0·0 a.m.	— 12·8	Midnight	6·8	...	.....	27
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	28
1.5	— 0·5	— 1·5	— 2·0	— 3·8	— 4·0	— 3·5	...	...	.....	...	.....	...	...	.....	29
— 1·4	— 1·0	— 0·5	0·5	0·0	0·0	0·5	— 1·9	0·5	9 p.m. & Mid.	— 4·1	11·0 a.m.	4·6	...	.....	30
0·0	— 2·0	— 3·2	— 3·5	— 3·6	— 4·6	— 4·2	1·4	9·2	Noon	— 4·6	11·0 p.m.	13·8	...	.....	31
1·9	1·3	1·1	1·0	1·1	0·9	0·7	1·5	5·7	.....	— 2·7	.....	8·4	...	.....	Mean.

Noon on 4th.
effect = 3·8 at 11·30 a.m. on 26th.

Absolute Minimum = —13·4 at 5·0 and at 7·0 a.m. on 28th.

SEPTEMBER, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
— 10·5	— 10·0	— 11·5	— 14·0	— 15·0	— 15·8	— 15·8	— 6·3	— 0·2	1·0 p.m.	— 15·8	11 p.m. & Mid.	15·6	...	.....	1
— 7·8	— 7·6	— 7·6	— 7·7	— 7·5	— 7·4	— 7·1	— 12·6	— 7·1	Midnight	— 17·1	8 & 9 a.m.	10·0	...	.....	2
— 9·0	— 9·1	— 9·7	— 9·8	— 9·9	— 10·1	— 10·0	— 8·6	— 7·1	1, 2, & 3 a.m.	— 10·1	11·0 p.m.	3·0	...	.....	3
— 10·5	— 10·6	— 11·0	— 11·4	— 12·2	— 13·0	— 15·3	— 10·4	— 9·1	6·0 a.m.	— 15·3	Midnight	6·2	...	.....	4
— 11·0	— 11·0	— 11·0	— 10·9	— 10·7	— 10·7	— 10·6	— 13·7	— 10·6	Midnight	— 17·4	4·0 a.m.	6·8	...	.....	5
— 1·0	— 0·8	— 0·5	— 0·1	0·0	0·5	0·6	— 5·7	0·6	Midnight	— 11·0	6 & 7 a.m.	11·6	...	.....	6
2·0	0·0	0·2	— 1·2	— 1·2	— 1·0	— 0·3	1·3	5·8	Noon	— 1·2	9 & 10 p.m.	7·0	5·0	5·0 p.m.	7
...	...	...	...	...	...	...	...	...	.....	...	.....	...	5·0	6·30 a.m.	8
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	9
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	10
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	11
— 14·8	— 14·5	— 13·3	— 12·2	— 10·8	— 10·8	— 10·8	— 18·9	— 10·8	10 p.m.—Mid.	— 27·5	4·0 a.m.	16·7	...	.....	12
— 1·0	— 1·1	— 1·0	0·0	0·0	— 0·5	— 0·1	— 3·8	— 0·5	11·0 p.m.	— 10·8	0·0 a.m.	11·3	...	.....	13
6·0	6·0	6·1	6·8	7·2	8·8	9·9	4·2	9·9	Midnight	0·1	4·0—6·0 a.m.	9·8	...	.....	14
7·7	6·7	4·8	3·2	1·7	0·8	0·5	15·2	29·0	1·0 p.m.	0·5	Midnight	28·5	...	.....	15
— 2·0	— 2·1	— 2·0	— 1·9	0·9	— 0·8	— 0·7	1·0	4·4	4·0 a.m.	— 2·1	7·0 p.m.	6·5	...	.....	16
— 4·2	— 4·3	— 4·3	— 4·0	— 3·7	— 3·4	— 3·0	— 3·3	0·7	0·0 a.m.	— 4·5	2·0 p.m.	5·2	...	.....	17
4·2	4·7	4·6	4·6	4·3	4·1	3·4	1·0	4·7	7·0 p.m.	— 3·0	0·0 a.m.	7·7	...	.....	18
3·2	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	19
...	...	...	...	...	...	...	...	...	.....	...	.....	...	...	.....	20
15·7	14·4	16·3	18·7	17·5	3·1	0·4	7·7	18·7	9·0 p.m.	0·4	Midnight	18·3	...	.....	21
6·0	6·0	6·0	6·0	5·5	5·0	5·0	4·2	7·5	4·0 p.m.	0·4	0·0 a.m.	7·1	...	.....	22
8·8	7·8	6·5	6·4	6·2	6·4	5·5	5·5	9·0	4 & 5 p.m.	3·0	7 to 10 a.m.	6·0	...	.....	23
2·2	1·5	1·8	1·5	1·2	0·7	1·5	3·8	7·5	5·0 a.m.	0·7	11·0 p.m.	6·8	...	.....	24
2·6	0·8	— 1·9	— 1·7	— 1·9	— 1·6	— 1·3	2·7	7·0	1·0 p.m.	— 1·9	8.0 p.m.	8·9	...	.....	25
— 4·5	— 5·1	— 3·8	— 3·5	— 1·8	— 0·2	1·4	— 5·5	1·4	Midnight	— 9·5	7 & 8 a.m.	10·9	...	.....	26
6·5	6·2	6·2	6·0	6·0	6·0	6·0	5·2	7·2	Noon	1·4	0·0 a.m.	5·8	...	.....	27
8·0	8·5	8·0	7·6	7·6	7·6	7·0	8·0	9·7	3 & 4 p.m.	6·0	0 to 3 a.m.	3·7	...	.....	28
4·2	4·0	3·6	2·0	0·8	1·0	1·0	5·2	7·9	3·0 p.m.	0·8	10·0 p.m.	7·1	...	.....	29
11·2	10·5	11·0	12·4	12·0	10·2	10·0	6·8	12·4	9·0 p.m.	1·0	0 to 5 a.m.	11·4	...	.....	30
0·5	0·0	— 0·1	— 0·1	— 0·2	— 0·8	— 0·9	— 0·7	4·1	.....	— 5·5	.....	9·6	...	.....	Mean.

1·0 p.m. on 15th.
effect = 5·0 at 5·0 p.m. on 7th, and at 6·30 a.m. on 8th.

Absolute Minimum = —27·5 at 4·0 a.m. on 12th.

Table VIII.—TEMPERATURE

CAPE DENISON: DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	10·0	9·2	9·3	7·0	5·0	4·2	2·2	1·6	0·8	1·1	2·8	4·3	4·1	5·2	6·3	5·2	4·0
2	— 2·0	— 2·4	— 3·0	— 4·0	— 4·0	— 4·6	— 6·5	— 6·5	— 5·0	— 3·6	— 1·0	2·4	3·2	3·6	3·5	3·4	3·3
3	1·1	1·1	1·0	0·6	0·0	— 0·1	— 0·1	0·4	1·2	1·8	3·2	5·5	6·3	7·5	7·4	7·1	7·4
4	— 0·4	— 0·4	— 0·7	— 0·8	— 1·3	— 1·4	— 1·0	— 0·2	1·0	2·1	3·0	6·3	7·5	8·0	8·8	9·0	9·1
5	1·4	1·7	1·2	0·6	0·2	— 0·1	0·4	1·2	2·4	3·2	4·5	7·2	7·5	8·0	8·3	8·4	8·5
6	8·0	8·0	8·0	8·0	7·5	7·4	7·4	7·4	7·4	7·6	11·5	15·1	15·0	14·6	14·0	13·6	11·0
7	— 0·2	— 2·0	— 2·0	— 2·1	— 2·1	— 2·0	— 2·5	— 2·6	— 2·6	— 2·5	— 2·4	— 2·9	— 1·2	— 1·5	— 1·6	— 2·0	— 2·5
8	— 4·8	— 4·7	— 4·6	— 4·4	— 3·6	— 3·4	— 2·6	— 2·0	— 1·5	— 1·0	— 1·5	— 0·9	0·5	0·4	0·3	0·2	0·1
9	— 3·7	— 4·0	— 4·2	...	...	...	...	...	...	...	...	— 8·0	...	...	...	— 7·6	— 7·7
10	— 11·0	— 11·2	— 12·0	— 12·0	— 13·1	— 13·0	— 12·8	— 11·8	— 10·5	— 8·8	— 6·5	— 0·9	— 1·9	— 1·5	— 0·1	— 0·4	— 1·2
11	— 9·8	— 10·9	— 9·0	— 9·2	— 9·0	— 7·6	— 6·1	— 5·5	— 2·0	0·2	3·0	7·1	6·6	6·9	9·6	7·4	7·3
12	— 6·2	— 7·0	— 8·5	— 8·8	— 8·5	— 8·0	— 6·5	— 5·6	— 2·8	— 1·0	0·9	6·2	6·0	6·0	7·7	7·9	6·5
13	— 5·8	— 5·2	— 5·0	— 5·1	— 5·0	— 3·5	— 3·0	0·0	1·0	1·8	2·1	5·8	5·2	6·0	6·3	6·0	5·6
14	— 5·7	— 6·4	— 6·4	— 9·0	— 9·5	— 9·5	— 8·4	— 7·2	— 5·6	— 4·0	— 3·0	— 0·4	— 1·0	0·0	0·8	1·0	6·2
15	...	...	...	...	...	...	...	...	...	...	...	10·9	10·4	10·0	9·5	9·1	9·1
16	8·7	8·2	8·9	8·9	9·1	9·4	9·5	10·1	10·9	10·4	10·2	12·7	10·6	10·4	10·4	9·2	6·6
17	1·4	1·0	0·2	— 1·0	— 1·2	— 1·3	— 1·4	— 0·8	— 0·2	0·0	1·5	4·0	2·6	3·2	3·8	4·6	3·4
18	1·6	1·1	0·2	— 0·6	— 1·6	— 2·4	— 2·0	— 0·5	0·4	2·2	4·0	7·2	6·8	7·2	7·2	8·2	6·6
19	— 0·6	0·0	0·0	— 0·8	0·5	0·5	2·0	3·5	6·6	7·5	10·0	13·1	11·3	11·1	11·6	10·6	10·2
20	2·7	1·5	2·1	2·0	2·8	3·0	5·0	5·6	6·2	8·2	8·5	11·2	9·0	7·8	7·8	7·4	6·1
21	— 6·0	— 7·5	— 8·6	— 9·3	— 9·6	— 8·7	— 7·9	— 7·0	— 5·9	— 4·6	— 3·3	— 0·1	0·2	0·4	0·4	0·0	— 0·8
22	— 10·1	— 11·0	— 11·2	— 11·6	— 11·3	— 10·8	— 10·3	— 9·8	— 8·7	— 6·6	— 5·6	— 5·1	— 5·3	— 4·4	— 4·8	— 3·4	— 2·8
23	— 3·6	— 4·2	— 5·0	— 5·8	— 6·0	— 5·5	— 5·0	— 4·6	— 4·0	— 3·0	— 2·0	1·1	0·0	0·8	1·3	1·9	2·0
24	0·2	0·3	0·3	0·2	0·2	0·1	0·2	0·3	0·6	2·0	3·6	8·9	9·7	10·8	11·3	11·7	12·2
25	13·9	14·2	15·1	15·0	14·9	14·9	14·7	14·2	13·7	12·8	12·1	11·2	10·8	10·9	10·8	10·6	10·8
26	9·3	9·3	9·1	8·9	8·2	8·4	8·2	9·0	9·1	9·9	11·1	12·0	12·2	12·1	12·0	11·7	11·5
27	7·8	6·7	5·4	5·6	5·7	4·3	3·9	4·4	5·7	6·0	7·0	7·2	8·6	8·6	8·8	8·6	8·1
28	3·1	2·5	2·0	1·4	1·2	1·4	1·4	1·6	1·9	2·4	3·2	4·2	4·3	5·4	5·8	6·3	6·8
29	1·5	0·0	— 1·2	— 2·8	— 3·2	— 3·1	— 2·6	— 1·5	— 0·8	0·2	2·2	3·0	3·8	3·9	4·5	4·6	4·3
30	— 3·5	— 3·5	— 3·9	— 4·0	— 3·8	— 2·8	— 1·7	0·0	1·6	3·4	7·0	10·7	11·2	12·0	12·2	11·0	9·0
31	4·9	4·8	5·1	5·7	6·5	7·8	8·4	9·9	10·8	12·5	13·9	14·7	16·3	17·4	18·2	18·2	18·2
Mean ...	0·4	0·0	— 0·3	— 0·6	— 0·7	— 0·6	— 0·3	0·4	1·3	2·3	3·7	6·2	6·1	6·5	6·8	6·7	6·1

Greatest Range = 20·5 on 11th.
Least Range = 4·0 on 26th.

Absolute Maximum = 18·3 at
Absolute Maximum "Föhn"

CAPE DENISON.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m	5 p.m.
1	15·0	14·5	14·4	14·3	15·0	15·5	16·0	16·8	17·7	19·0	19·1	19·1	19·1	20·2	21·1	21·4	21·3
2	17·8	18·2	18·9	19·3	19·3	19·3	19·7	19·8	19·9	19·2	19·6	20·1	20·1	20·2	20·3	21·0	21·4
3	19·0	18·2	17·6	16·8	16·7	16·8	16·8	16·6	16·8	18·1	18·2	19·6	19·5	19·4	19·0	18·4	18·6
4	9·0	8·7	6·7	6·4	7·4	6·7	5·9	7·1	8·3	9·4	10·0	11·6	12·7	12·9	13·1	13·1	13·1
5	7·9	6·9	6·7	6·1	8·1	9·2	10·2	10·2	12·1	12·2	15·1	18·1	19·6	20·6	22·6	22·3	21·5
6	16·6	14·8	13·1	12·6	10·9	10·5	9·9	11·9	12·5	14·1	15·9	16·1	16·5	15·9	15·8	15·4	14·1
7	6·0	5·8	8·5	8·8	9·5	10·5	12·0	14·8	14·0	15·0	17·8	20·0	22·9	24·6	24·3	24·5	21·5
8	...	...	...	...	...	...	...	...	...	...	...	1·2	1·9	2·3	2·4	2·3	2·0
9	— 3·0	— 2·9	— 2·3	— 1·7	— 0·5	1·0	1·7	3·0	4·3	5·6	7·1	9·2	10·3	10·7	10·7	10·8	10·7
10	7·4	7·4	7·2	6·7	6·3	5·5	6·2	7·5	8·4	10·5	12·4	18·0	19·0	19·0	19·0	19·1	18·6
11	9·6	9·2	8·0	8·2	8·8	9·8	12·5	14·0	16·0	18·0	20·0	22·6	22·6	23·0	22·9	22·9	22·2
12	15·4	14·6	14·2	15·0	16·7	17·8	17·8	17·8	19·2	20·9	21·2	22·6	21·4	21·3	22·1	23·0	23·5
13	11·6	10·2	10·2	10·2	10·8	12·5	14·0	18·0	19·8	22·0	24·8	27·2	26·1	26·2	26·4	26·2	26·6
14	8·2	8·0	7·9	6·0	5·8	6·6	8·0	9·6	11·3	12·5	13·8	16·2	16·0	16·4	16·1	16·1	16·0
15	6·6	5·5	4·8	5·2	8·0	10·2	11·0	12·7	14·3	15·6	19·0	20·5	24·0	24·6	22·9	24·0	23·8
16	17·0	17·0	16·8	16·6	17·0	18·0	18·8	20·0	20·2	19·8	20·3	22·0	22·5	23·5	22·8	20·5	20·2
17	14·0	13·5	13·0	12·5	12·0	12·0	12·0	12·4	12·8	13·6	15·0	16·8	18·0	17·2	17·6	18·0	18·1
18	18·4	18·0	17·5	17·0	16·0	16·2	16·0	15·8	15·8	16·0	16·5	19·1	18·5	19·4	20·2	20·5	20·6
19	17·0	15·0	13·5	12·0	11·8	12·0	13·0	14·0	15·7	16·8	18·0	21·8	21·8	22·1	23·0	23·2	23·3
20	15·5	14·5	13·0	12·2	12·2	12·2	12·6	13·2	14·5	16·4	17·5	19·1	19·5	20·0	20·8	20·8	20·9
21	12·0	11·0	10·0	9·4	9·4	9·5	10·7	11·8	12·7	13·8	14·6	15·5	16·0	16·4	16·5	16·6	16·5
22	11·0	10·6	9·5	9·5	9·5	10·0	10·5	11·0	11·4	11·8	12·8	13·1	14·0	15·4	16·0	17·0	17·0
23	15·0	13·8	13·5	13·2	13·6	14·0	14·0	14·5	14·5	16·2	17·0	18·1	17·5	18·0	18·5	19·0	19·0
24	15·1	13·8	13·1	12·4	12·8	13·5	15·2	16·2	16·3	17·4	19·0	21·1	22·7	24·4	24·9	24·7	24·1
25	14·0	15·2	16·4	17·1	18·3	18·1	19·6	21·8	23·7	25·9	25·7	27·2	28·4	30·9	28·6	27·8	27·8
26	16·8	16·8	17·1	18·5	19·5	19·4	19·8	20·0	24·0	26·5	25·1	26·4	25·2	25·1	25·3	25·1	25·0
27	20·4	20·3	20·3	20·2	20·6	20·7	20·8	21·0	21·4	25·1	25·4	26·3	27·0	27·5	28·0	27·2	25·6
28	16·8	12·8	11·4	11·8	12·0	13·0	15·0	16·1	18·0	19·8	23·0	25·2	26·0	26·5	26·0	25·5	24·7
29	15·8	15·1	14·9	15·1	15·4	16·0	18·3	20·3	21·5	22·6	23·7	24·4	26·8	27·6	25·6	26·8	26·7
30	17·5	16·8	17·0	16·0	17·2	18·4	23·0	24·6	28·0	27·2	29·8	30·0	30·9	28·0	27·5	28·7	30·0
Mean ...	13·5	12·9	12·5	12·3	12·7	12·9	13·8	14·9	16·0	17·3	18·3	20·2	20·8	21·3	21·3	21·4	21·1

Greatest Range = 20·6 on 7th.
Least Range = 4·0 on 2nd.

Absolute Maximum = 30·9 at
Absolute Maximum "Föhn."

HOURLY VALUES.

Table VIII.

FAHRENHEIT.

OCTOBER, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn" effect.		Date.
2·5	1·6	0·8	0·2	— 0·9	— 1·5	— 2·0	3·5	10·0	0–1 a.m.	— 2·0	Midnight ...	12·0	...	.....	1
3·0	2·4	3·1	3·2	3·6	3·5	1·8	— 0·2	3·6	2 & 10 p.m.	— 6·6	7·30 a.m.....	10·2	...	.....	2
5·5	3·5	2·7	2·8	1·6	1·5	1·0	2·5	7·5	2·0 p.m.	— 0·1	6 & 7 a.m. ...	7·6	...	.....	3
10·0	9·8	7·0	4·5	3·4	2·5	1·8	3·2	10·0	6·0 p.m.	— 1·4	6·0 a.m.	11·4	...	.....	4
8·6	8·6	8·6	8·5	8·5	8·5	8·4	5·0	8·6	6—8 p.m. ...	— 0·1	6·0 a.m.	8·7	...	.....	5
7·0	5·5	5·0	4·6	3·5	2·0	0·8	8·5	15·1	Noon	0·8	Midnight ...	14·3	...	.....	6
— 2·8	— 3·4	— 3·5	— 4·0	— 4·4	— 4·5	— 4·6	— 2·5	0·8	0·0 a.m.	— 4·6	Midnight ...	5·4	...	.....	7
0·0	— 1·0	— 1·9	— 2·0	— 3·1	— 4·1	— 4·6	— 2·2	0·5	1·0 p.m.	— 4·8	1·0 a.m.	5·3	...	.....	8
— 8·0	— 8·9	— 9·3	— 9·6	— 9·9	— 10·1	— 10·9	...	...	.....	...	.....	...	...	.....	9
— 1·3	— 3·0	— 5·8	— 6·5	— 7·8	— 8·8	— 9·0	— 7·1	— 0·1	3·0 p.m.	— 13·1	5·0 a.m.	13·0	...	.....	10
6·4	2·7	1·6	— 0·2	— 2·5	— 2·5	— 4·4	— 0·9	9·6	3·0 p.m.	— 10·9	2·0 a.m.	20·5	...	.....	11
4·3	3·5	1·4	— 2·0	— 4·6	— 5·4	— 5·6	— 1·2	7·9	4·0 p.m.	— 8·8	4·0 a.m.	16·7	3·1	7·30 a.m. ...	12
4·6	2·5	1·6	0·8	— 1·6	— 2·6	— 4·6	0·3	6·3	3·0 p.m.	— 5·8	1·0 a.m.	12·1	4·0	6·15 a.m. ...	13
— 0·5	— 0·5	— 0·6	...	...	...	...	...	...	.....	...	.....	...	3·4	3·0 a.m.....	14
9·1	9·1	9·2	9·1	9·0	9·0	9·0	...	...	.....	...	.....	...	...	.....	15
4·5	3·8	4·2	2·6	2·6	2·8	2·2	7·9	12·7	Noon	1·8	11·30 p.m. ...	10·9	2·7	Midnight ...	16
3·7	2·9	3·0	3·1	2·8	2·5	2·4	1·7	4·6	4·0 p.m.	— 1·4	7·0 a.m.	6·0	...	.....	17
7·3	5·6	1·8	2·2	0·7	2·4	0·8	2·8	8·8	3·30 p.m.....	— 2·4	6·0 a.m.	11·2	...	.....	18
9·3	6·5	6·0	5·9	4·2	4·2	3·5	5·6	13·1	Noon	— 0·8	4·0 a.m.	13·9	...	.....	19
7·0	4·4	2·0	0·4	— 1·2	— 2·5	— 4·5	4·0	11·2	Noon	— 4·5	Midnight ...	15·7	...	.....	20
— 2·9	— 5·6	— 6·4	— 8·3	— 10·2	— 10·2	— 10·1	— 4·5	0·4	2 & 3 p.m. ...	— 10·2	10 & 11 p.m.	10·6	...	.....	21
— 2·8	— 2·7	— 2·7	— 2·8	— 3·2	— 2·8	— 3·5	— 6·5	— 2·7	7 & 8 p.m. ...	— 11·6	4·0 a.m.	8·9	...	.....	22
2·2	2·3	2·3	2·1	1·4	0·6	0·2	— 1·7	2·3	7 & 8 p.m. ...	— 6·0	5·0 a.m.	8·3	...	.....	23
12·6	12·5	12·3	12·2	12·4	12·3	13·1	6·4	13·1	Midnight ...	0·1	6·0 a.m.	13·0	...	.....	24
12·0	11·8	11·8	12·0	10·2	9·3	9·1	12·5	15·1	3·0 a.m.	9·1	Midnight ...	6·0	...	.....	25
10·9	10·6	10·4	10·5	10·3	9·9	9·8	10·2	12·2	1·0 p.m.	8·2	5 & 7 a.m. ...	4·0	...	.....	26
7·3	7·6	6·8	6·2	5·9	5·2	4·3	6·6	9·8	0·0 a.m.	3·9	7·0 a.m.	5·9	...	.....	27
7·2	7·1	6·0	5·0	4·5	3·8	2·2	3·8	7·2	6·0 p.m.	1·2	5·0 a.m.	6·0	...	.....	28
3·4	2·3	0·9	— 0·4	— 1·4	— 2·5	— 3·2	0·6	4·6	4·0 p.m.	— 3·2	5 a.m. & Mid.	7·8	...	.....	29
7·2	6·5	6·0	6·2	6·0	5·8	5·0	3·9	12·2	3·0 p.m.	— 4·0	4·0 a.m.	16·2	4·2	11·30 p.m.	30
17·9	17·6	17·5	16·6	16·0	15·9	15·0	12·7	18·3	3.30 p.m.....	4·8	2·0 a.m.	13·5	...	.....	31
5·5	4·6	3·7	3·0	2·1	1·6	0·8	2·7	7·9	.....	— 2·6	.....	10·5	...	.....	Mean.

4·0 and at 5·0 p.m. on 31st.
effect = 4·2 at 11·30 p.m. on 30th.

Absolute Minimum = —13·1 at 5·0 a.m. on 10th.

NOVEMBER, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum "Föhn." effect.		Date.
21·0	20·6	20·5	20·1	20·0	19·8	18·3	18·3	21·4	4·0 p.m.	14·2	2·30 a.m.....	7·2	...	.....	1
21·0	20·6	21·5	21·5	21·4	20·5	20·0	20·0	21·6	4.30 p.m.....	17·6	1·30 a.m.....	4·0	...	.....	2
16·4	18·0	15·2	14·6	13·5	11·0	10·0	17·1	20·0	0·0 a.m.	10·0	Midnight ...	10·0	...	.....	3
13·2	13·2	13·3	13·0	12·0	10·8	9·5	10·3	13·3	8·0 p.m.	6·4	4·0 a.m.	6·9	...	.....	4
21·1	21·2	20·9	19·2	18·2	16·7	17·2	15·0	22·6	3·0 p.m.	5·3	3·30 a.m.....	17·3	...	.....	5
11·2	9·0	8·2	7·8	6·0	5·2	5·8	12·3	17·2	0·0 a.m.	5·2	11·0 p.m. ...	12·0	...	.....	6
19·5	15·5	11·5	9·0	6·5	4·0	4·0	13·8	24·6	2·0 p.m.	4·0	11 p.m. & Mdt	20·6	...	.....	7
1.3	0.6	— 0·8	— 1·7	— 2.0	— 2.3	— 2.8	...	...	.....	...	.....	...	...	.....	8
10·7	10·6	9·9	9·4	9·1	7·7	7·1	5·8	10·8	4.0 p.m.	— 3·0	1·0 a.m.	13·8	...	.....	9
17·0	15·5	13·0	11·5	10·0	9·2	8·2	11·8	19·1	4·0 p.m.	5·5	6·0 a.m.	13·6	...	.....	10
21·4	20·4	18·0	16·0	15·3	15·5	15·5	16·2	23·0	2·0 p.m.	8·0	3·0 a.m.	15·0	...	.....	11
22·1	22·0	20·5	18·8	17·0	14·0	13·0	18·9	23·5	5·0 p.m.	13·0	Midnight ...	10·5	...	.....	12
26·5	25·0	20·0	16·5	13·2	11·0	10·0	18·6	27·2	Noon	10·0	Midnight ...	17·2	...	.....	13
15·6	14·4	13·0	11·0	9·8	8·8	7·4	11·5	16·4	2·0 p.m.	5·8	5·0 a.m.	10·6	...	.....	14
23·0	21·8	20·9	20·4	19·2	18·5	18·1	16·4	24·6	2·0 p.m.	4·8	3.0 a.m.	19·8	...	.....	15
21·3	20·0	19·8	18·8	17·2	14·5	14·5	19·1	23·5	2·0 p.m.	14·5	11 p.m. & Mid	9·0	...	.....	16
18·6	18·8	18·8	18·8	18·8	18·7	18·7	15·7	18·8	7—10 p.m. ...	12·0	5–7 a.m.	6·8	...	.....	17
20·8	20·8	20·7	20·4	20·2	19·5	18·5	18·4	20·8	6—7 p.m. ...	15·8	8–9 a.m.	5·0	...	.....	18
23·8	22·7	22·0	20·8	19·5	18·0	16·5	18·3	23·8	6·0 p.m.	11·8	5·0 a.m.	12·0	...	.....	19
21·4	20·4	20·0	19·0	16·5	14·8	13·0	16·7	21·4	6·0 p.m.	12·2	4–6 a.m.	9·2	2·7	2·0 a.m. ...	20
16·3	16·0	15·8	15·5	14·5	13·8	12·5	13·6	16·6	4·0 p.m.	9·4	4 & 5 a.m. ...	7·2	...	.....	21
17·1	17·0	17·0	16·8	16·1	16·1	16·0	13·5	17·1	6·0 p.m.	9·5	3–5 a.m.	7·6	...	.....	22
19·1	19·0	19·1	19·0	18·4	17·7	17·2	16·6	19·1	6—8 p.m. ...	13·2	4·0 a.m.	5·9	...	.....	23
23·6	23·4	22·1	20·5	17·4	15·6	14·4	18·5	24·9	3·0 p.m.	12·4	4·0 a.m.	12·5	...	.....	24
26·8	26·4	24·2	23·8	21·0	19·2	17·5	22·7	30·9	2·0 p.m.	14·0	1·0 a.m.	16·9	...	.....	25
23·8	23·6	23·0	23·0	21·9	21·0	20·5	22·1	26·5	10·0 a.m.....	16·4	0·30 a.m.....	10·1	...	.....	26
25·0	25·2	25·2	24·5	24·0	21·0	17·7	23·4	28·0	3·0 p.m.	17·7	Midnight ...	10·3	...	.....	27
25·8	25·8	25·8	24·3	23·0	20·5	18·2	20·3	26·5	2·0 p.m.	11·4	3·0 a.m.	15·1	...	.....	28
28·0	29·0	28·3	26·6	23·4	20·4	17·9	22·1	29·0	7·0 p.m.	14·9	3·0 a.m.	14·1	...	.....	29
30·7	30·0	29·4	28·0	26·0	23·5	22·0	25·0	30·9	1·0 p.m.	16·0	4·0 a.m.	14·9	...	.....	30
20·8	20·2	19·2	18·2	16·9	15·4	14·4	17·0	22·2	.....	10·6	.....	11·6	...	.....	Mean.

2·0 p.m. on 25th and at 1·0 p.m. on 30th.
effect = 2·7 at 2·0 a.m. on 20th.

Absolute Minimum = —3·0 at 1·0 a.m. on 9th.

Table VIII.—TEMPERATURE

CAPE DENISON. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.
1	19·0	17·2	17·0	17·6	18·4	19·9	21·5	23·5	25·1	26·8	28·5	30·5	31·0	30·2	31·9	30·7	30·5
2	25·7	25·5	24·5	23·0	21·5	21·0	20·6	20·5	19·9	19·5	19·9	21·1	21·8	23·5	25·0	26·0	26·6
3	22·4	22·1	21·5	21·5	21·5	22·1	23·2	23·9	24·8	30·0	29·5	32·2	32·0	32·0	32·2	31·0	30·0
4	22·3	21·8	22·5	23·0	22·6	24·0	25·8	27·2	27·8	27·9	28·4	29·0	29·1	29·6	29·9	30·3	29·7
5	21·2	20·5	20·0	19·8	20·0	20·0	21·0	22,2	23·8	25·6	25·8	26·0	26·4	26·8	27·1	27·0	27·0
6	21·4	21·5	22·4	22·8	23·5	24·5	25·8	25,9	27·0	27·5	28·0	29·2	29·2	28·0	28·0	28·8	29·6
7	26·5	26·5	26·6	26·4	26·0	24·6	26·0	26·6	27·0	27·0	27·0	27·2	28·0	28·0	27·2	27·5	27·8
8	23·2	23·0	23·2	23·2	23·1	23·2	24·0	25·0	25·5	27·6	28·2	30·4	29·6	29·7	30·0	30·2	29·5
9	...	...	...	...	...	...	...	...	...	...	...	24·6	27·0	28·2	29·0	28·9	29·0
10	28·0	28·4	28·8	29·2	29·4	29·8	30·8	30·8	31·0	30·5	30·8	32·8	32·0	32·7	32·6	32·6	32·4
11	30·6	30·6	30·8	31·0	31·2	32·8	32·7	33·2	34·1	34·3	34·7	34·8	34·7	34·4	34·0	34·0	33·7
12	29·5	28·9	28·5	28·0	27·5	27·1	27·3	28·0	28·3	30·5	32·0	34·0	34·5	34·0	35·0	35·0	34·9
13	28·8	26·6	26·5	26·0	27·0	28·3	29·9	29·7	30·8	31·5	32·9	34·0	34·8	34·6	34·8	33·0	34·0
14	22·6	22·6	20·7	20·6	20·7	21·1	22·4	24·6	26·0	28·0	28·8	30·2	31·0	32·2	33·0	33·7	31·2
Mean ...	24·7	24·3	24·1	24·1	24·0	24·5	25·5	26·3	27·0	28·2	28·8	30·1	30·8	30·4	30·8	30·7	30·5

Greatest Range = 15·8 on 1st.
Least Range = 4·6 on 11th.

Absolute Maximum = 35·0 from Absolute Maximum "Föhn"

Table IX.—TEMPERATURE

ALADDIN'S CAVE. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
2	...	...	...	...	...	...	...	...	...	...	...	...	...	16·0	16·5
3	12·8	12·2	11·5	11·0	10·8	10·0	9·9	10·0	10·0	10·1	10·5	11·0	11·2	11·6	12·0
4	12·2	12·1	12·2	12·4	12·4	12·3	12·6	12·9	13·0	13·1	13·2	13·5	14·0	14·0	14·0
5	10·8	10·2	9·9	9·5	9·0	8·0	7·3	8·1	10·0	13·9	14·5	14·1	13·0	12·0	10·0
6	1·0	0·9	0·8	0·5	0·0	0·0	0·0	1·0	1·9	2·8	3·9	5·0	5·6	7·0	8·0
7	0·9	0·8	0·4	0·0	— 0·1	— 0·3	0·0	1·0	2·5	4·6	6·0	7·1	8·0	8·6	8·9
8	2·0	1·9	1·0	0·6	0·6	0·7	2·0	4·5	7·8	9·0	10·5	15·0	14·5	14·6	15·0
9	1·4	1·0	0·9	0·8	0·9	1·0	1·2	2·0	2·5	3·4	5·0	6·4	7·0	7·3	7·0
10	— 1·0	— 1·0	— 1·0	— 1·0	— 1·5	— 1·9	— 1·9	— 1·0	— 0·2	0·9	2·0	2·6	4·0	5·6	5·5
11	— 4·0	— 4·0	— 3·8	— 4·0	— 4·0	— 3·9	— 3·0	— 2·5	— 1·5	2·0	3·0	3·8	4·3	3·9	2·9
12	— 2·9	— 3·1	— 3·4	— 3·6	— 3·2	— 3·0	— 2·0	— 0·5	0·1	2·0	3·5	4·8	5·2	5·6	5·3

ALADDIN'S CAVE. DEGREES

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.
10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	— 9·0	— 8·9	— 8·8	— 8·9	— 9·1	— 9·4	— 9·4	— 9·2	— 9·0	— 8·5	— 8·0	— 6·3	— 5·1	— 5·1	— 5·1
12	— 6·1	— 6·2	— 6·7	— 6·6	— 6·6	— 6·6	— 6·0	— 5·6	— 5·6	— 4·9	— 4·0	— 3·1	— 3·0	— 2·8	— 2·5
13	— 5·0	— 6·0	— 6·8	— 7·2	— 7·5	— 8·0	— 8·0	— 8·2	— 8·2	— 7·0	— 6·1	— 6·0	— 4·9	— 4·1	— 4·1
14	— 2·7	— 2·9	— 2·9	— 2·9	— 2·5	— 2·1	— 2·0	— 2·0	— 2·0	— 2·0	— 1·9	— 1·5	— 0·5	1·0	1·2
15	— 1·6	— 1·6	— 1·5	— 1·5	— 1·7	— 2·0	— 2·9	— 3·6	— 4·1	— 4·6	— 5·0	— 5·3	— 5·2	— 5·5	— 5·5
16	— 14·2	— 15·0	— 15·1	— 15·0	— 14·4	— 14·2	— 14·2	— 14·2	— 14·1	— 13·5	— 13·5	— 13·4	— 13·1	— 13·0	— 12·0
17	— 14·0	— 13·1	— 12·9	— 11·6	— 11·1	— 10·9	— 10·2	— 10·0	— 9·6	— 9·5	— 9·4	— 9·2	— 9·1	— 9·0	— 8·5
18	— 8·9	— 8·9	— 8·8	— 8·5	— 8·2	— 8·1	— 9·0	— 9·5	— 9·8	— 9·9	— 9·8	— 9·5	— 9·5	— 9·6	— 9·6
19	— 6·8	— 6·9	— 6·8	— 5·9	— 5·0	— 4·4	— 3·5	— 3·0	— 2·9	— 2·8	— 2·3	— 1·9	— 1·8	— 0·6	0·0
20	5·8	5·6	5·6	5·3	5·1	5·0	4·8	4·0	3·5	3·0	2·5	1·5	1·0	0·3	— 0·2
21	— 4·2	— 5·0	— 6·1	— 7·1	— 8·0	— 9·0	— 9·7	— 10·0	— 10·6	— 10·8	— 10·9	— 11·2	— 11·0	— 11·0	— 11·0
22	— 12·0	— 14·0	...	...	...	...	...	...	...	...	...	...	...	...	...

—HOURLY VALUES. Table VIII.

FAHRENHEIT. DECEMBER, 1913.

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Range.	Maximum. "Föhn" effect.		Date.
30·0	28·5	27·6	27·0	26·2	26·4	25·7	25·4	32·3	3·30 p.m.....	16·5	3·30 a.m.....	15·8	...	.....	1
26·7	26·5	26·0	25·4	24·5	23·6	22·9	23·4	26·7	6·0 p.m.	19·5	10·0 a.m.....	7·2	...	.....	2
30·0	29·8	30·5	29·2	25·5	23·8	22·8	26·8	32·2	Noon & 3 p.m.	21·5	3–5 a.m.	10·7	...	.....	3
28·7	28·5	28·0	26·8	24·8	23·8	22·6	26·4	30·3	4·0 p.m.	21·8	2·0 a.m.	8·5	...	.....	4
26·7	26·5	24·6	23·5	22·2	21·7	21·7	23·7	27·1	3·0 p.m.	19·8	4·0 a.m.	7·3	...	.....	5
29·3	28·8	28·7	27·8	27·4	27·0	26·5	26·5	29·6	5·0 p.m.	21·4	1·0 a.m.	8·2	...	.....	6
26·0	25·0	25·6	24·5	24·0	23·0	22·8	26·2	28·0	1 & 2 p.m. ...	22·8	Midnight ...	5·2	...	.....	7
28·9	28·5	27·6	27·4	27·0	26·8	25·6	26·6	30·4	Noon	22·8	0·0 a.m.	7·6	...	.....	8
27·8	26·8	26·3	26·3	26·4	26·7	27·5	...	...	.....	...	.....	...	...	.....	9
32·2	32·0	31·2	31·0	31·0	30·9	30·9	30·9	32·8	Noon	28·0	1·0 a.m.	4·8	...	.....	10
33·0	32·8	32·1	31·8	31·5	30·6	30·2	32·7	34·8	Noon	30·2	Midnight ...	4·6	...	.....	11
34·8	34·2	33·0	32·8	32·0	29·7	28·2	31·2	35·0	3–4 p.m.	27·1	6·0 a.m.	7·9	...	.....	12
33·8	34·1	33·6	33·2	30·1	27·8	24·1	30·9	34·8	1 & 3 p.m. ...	24·1	Midnight ...	10·7	...	.....	13
33·0	32·4	32·0	28·0	24·9	22·4	21·2	26·8	33·7	4·0 p.m.	20·6	4·0 a.m.	13·1	...	.....	14
30·2	29·8	29·3	28·3	27·0	26·0	25·0	27·5	31·4	.....	22·8	.....	8·6	...	.....	Mean.

3·0 to 4·0 p.m. on 12th.
effect = Nil.

Absolute Minimum = 16·5 at 3·0 a.m. on 1st.

—HOURLY VALUES. Table IX.

FAHRENHEIT. MARCH, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
16·1	15·9	14·9	14·8	14·2	14·0	13·8	13·9	13·8	...	...	.....	...	.....	2
12·0	12·0	12·0	12·0	12·1	12·2	12·3	12·2	12·1	11·4	13·8	0 a.m.	9·9	7 a.m. ...	3
14·0	13·5	13·0	12·5	12·1	12·0	11·9	11·5	11·1	12·7	14·0	1–4 p.m.	11·1	Midnight ...	4
8·5	7·0	5·0	3·5	2·5	2·0	1·5	1·4	1·2	8·2	14·5	11 a.m. ...	1·2	Midnight ...	5
8·2	7·0	5·3	4·0	3·0	2·5	2·0	1·6	1·1	3·0	8·2	4 p.m. ...	0·0	5–7 a.m.....	6
9·0	8·2	6·5	4·9	3·9	3·4	3·1	2·9	2·1	3·8	9·0	4 p.m. ...	— 0·3	6 a.m. ...	7
12·0	10·7	8·0	5·5	4·0	3·0	2·3	2·0	1·9	6·2	15·0	Noon & 3 p.m.	0·6	4 & 5 a.m....	8
...	...	...	...	...	...	0·4	— 0·1	— 0·8	...	...	.....	...	....	9
4·4	3·9	2·9	1·7	0·0	— 1·9	— 2·8	— 3·1	— 3·9	0·5	5·6	2 p.m. ...	— 3·9	Midnight ...	10
2·1	1·2	0·4	— 0·5	— 1·0	— 1·1	— 1·5	— 1·9	— 2·1	— 0·7	4·3	1 p.m. ...	— 4·0	1, 2, 4, 5 a.m	11
4·4	2·5	0·0	— 1·6	— 2·6	— 3·2	— 3·9	— 4·0	— 3·9	— 0·3	5·6	2 p.m. ...	— 4·0	11 p.m. ...	12

Table IX.

FAHRENHEIT. AUGUST, 1912.

4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Mid-night.	Hourly mean.	Maximum.		Minimum.		Date.
...	...	— 9·0	— 9·5	— 9·0	— 8·1	— 8·1	— 8·6	— 9·0	...	...	.....	...	.....	10
— 5·2	— 5·8	— 5·8	— 5·9	— 6·0	— 6·0	— 6·0	— 6·1	— 6·1	— 7·3	— 5·1	1–3 p.m. ...	— 9·4	6–7 a.m. ...	11
— 3·5	— 4·3	— 4·7	— 5·2	— 5·7	— 5·2	— 4·9	— 4·8	— 4·6	— 5·0	— 2·5	3 p.m. ...	— 6·7	3 a.m. ...	12
— 4·6	— 4·7	— 4·8	— 4·5	— 4·3	— 3·2	— 2·6	— 2·4	— 2·5	— 5·5	— 2·4	11 p.m. ...	— 8·2	8 & 9 a.m....	13
1·3	1·7	1·9	2·0	2·0	1·9	0·1	— 1·0	— 1·5	— 0·7	2·0	7 & 8 p.m. ...	— 2·9	2–4 a.m. ...	14
— 5·5	— 6·0	— 7·0	— 9·0	— 10·8	— 12·0	— 13·0	— 13·5	— 14·0	— 5·7	— 1·5	0, 3 & 4 a.m.	— 14·0	Midnight ...	15
— 10·5	— 10·0	— 9·6	— 10·1	— 11·0	— 11·9	— 13·0	— 14·3	— 14·6	— 13·1	— 9·6	6 p.m. ...	— 15·1	3 a.m. ...	16
— 8·1	— 8·0	— 7·0	— 6·9	— 7·1	— 7·2	— 8·1	— 8·6	— 8·9	— 9·6	— 6·9	7 p.m. ...	— 14·6	0 a.m. ...	17
— 9·9	— 10·0	— 10·5	— 10·6	— 10·0	— 9·0	— 8·1	— 7·0	— 6·8	— 9·2	— 6·8	Midnight ...	— 10·6	7 p.m. ...	18
1·1	1·5	3·0	4·0	5·0	5·0	5·0	5·2	5·6	— 1·1	5·6	Midnight ...	— 6·9	2 a.m. ...	19
— 1·0	— 1·9	— 2·2	— 2·2	— 2·1	— 2·1	— 2·5	— 2·6	— 3·0	1·6	5·8	1 a.m. ...	— 3·0	Midnight ...	20
— 11·0	— 11·0	...	...	...	...	— 9·5	— 10·0	— 10·9	...	— 3·0	0 a.m. ...	— 11·2	Noon. ...	21
...	...	...	...	...	...	...	...	...	...	...	.....	...	.....	22

SECTION IV.

HUMIDITY—TABLES X and XI.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES.

CAPE DENISON. SATURATION = 100%. FEBRUARY, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	...	...	...	82	96	96	92	94	99	93	85	65	66	67	72	77	75	74	68	70	69	67	68	70	...	...	...	1
2	71	69	74	76	78	87	82	75	68	66	67	62	63	62	58	57	56	57	59	59	59	61	62	63	66	87	56	2
3	65	65	69	67	69	71	79	66	75	76	58	77	77	80	80	84	86	82	80	84	83	82	84	84	76	86	63	3
4	83	83	80	77	77	76	76	76	79	77	69	80	79	79	80	83	85	86	87	88	89	89	89	90	81	90	69	4
5	90	91	90	90	88	88	80	74	82	77	86	86	86	87	87	88	88	88	91	93	94	97	96	96	88	97	74	5
6	96	90	80	66	66	66	62	67	66	65	61	63	66	66	66	66	72	70	73	78	82	86	85	85	73	96	61	6
7	84	85	85	84	83	88	95	95	90	80	77	82	80	79	78	83	83	86	87	85	85	82	73	77	84	95	73	7
8	78	75	72	70	71	68	64	62	62	61	58	59	63	61	64	63	56	53	46	54	52	55	56	57	62	78	46	8
9	56	64	62	70	66	57	62	60	57	58	53	57	58	63	65	59	60	58	57	53	56	57	58	58	59	70	53	9
10	58	58	57	57	57	57	57	57	57	58	59	59	60	61	59	59	60	59	59	58	58	57	58	58	58	61	57	10
11	57	58	59	60	61	62	63	63	62	61	60	59	58	57	57	56	55	54	54	53	53	53	54	55	58	63	53	11
12	55	50	55	56	55	56	54	57	57	61	63	59	58	57	59	60	59	59	61	70	70	73	71	70	60	73	50	12
13	69	67	65	64	64	60	49	57	59	59	58	52	55	64	66	58	61	66	72	71	68	66	62	61	62	72	49	13
14	61	60	63	59	59	60	60	61	58	55	53	55	58	57	56	55	54	53	54	60	75	77	79	76	60	79	53	14
15	75	74	75	74	75	73	71	70	68	67	64	63	61	58	51	51	53	49	46	53	54	56	59	60	63	76	46	15
16	60	61	63	63	63	63	64	65	63	64	77	80	80	99	99	98	98	98	97	94	89	84	79	72	78	99	60	16
17	71	74	70	71	73	70	69	68	67	66	68	72	66	65	60	59	59	60	59	58	57	57	57	55	65	74	55	17
18	54	55	54	53	52	52	49	45	44	45	39	43	40	43	47	44	46	49	52	49	48	47	47	49	48	55	39	18
19	47	47	48	48	46	47	45	46	45	36	42	46	42	44	45	47	44	43	45	47	43	44	44	47	45	48	36	19
20	41	40	45	45	45	47	47	48	49	50	51	52	51	50	52	52	53	50	50	50	51	48	48	48	48	53	40	20
21	49	49	48	49	48	47	45	46	46	42	41	37	37	42	43	45	35	44	33	40	38	42	42	44	43	49	33	21
22	45	44	39	42	42	41	41	41	41	43	42	41	44	45	46	47	47	45	42	45	47	49	53	44	53	39	22
23	57	91	98	99	99	99	99	99	99	98	98	98	97	92	90	87	86	82	76	73	73	71	74	74	87	99	53	23
24	75	73	76	76	78	84	91	89	87	87	84	82	78	74	69	66	69	66	66	70	66	72	75	89	77	91	66	24
25	98	83	78	71	71	66	68	88	94	84	76	80	73	65	69	72	71	71	73	74	73	70	69	72	75	98	65	25
26	77	84	81	83	84	80	85	86	86	80	67	67	63	62	56	50	51	51	56	56	57	60	63	66	69	86	50	26
27	68	71	70	68	62	63	68	76	93	97	97	97	97	97	97	97	97	97	97	97	98	98	97	93	87	98	62	27
28	98	98	96	87	80	80	79	84	84	85	71	72	71	72	70	69	70	73	71	70	74	81	81	82	79	98	69	28
29	81	80	80	82	86	89	88	90	86	84	78	75	71	69	72	73	75	75	81	85	83	80	85	81	80	90	69	29
Mean	... 69	69	69	68	68	68	68	68	69	67	65	66	65	66	66	65	65	65	65	67	67	68	68	68	67	79	55	Mean.

Absolute Maximum = 99 % on 16th, etc. Absolute Minimum = 33 % on 21st.

CAPE DENISON. MARCH, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	81	83	83	83	81	78	75	75	70	67	62	58	58	60	56	57	60	75	76	81	83	84	84	89	73	89	56	1
2	91	92	93	95	95	94	92	90	90	80	73	70	67	56	56	63	70	73	91	92	81	76	76	78	81	95	56	2
3	78	76	85	98	99	99	99	99	99	99	99	99	100	100	100	100	100	100	100	99	99	99	99	99	96	100	76	3
4	99	99	98	97	97	96	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6	91	91	91	91	92	93	93	93	93	93	93	93	94	94	95	94	95	95	94	93	93	92	92	90	93	95	90	6
7	91	91	91	91	91	91	90	89	90	89	91	91	92	94	95	91	89	86	84	83	85	80	82	82	89	95	80	7
8	78	75	84	77	64	68	61	60	59	56	56	56	58	59	58	56	60	61	59	60	58	59	59	60	63	82	56	8
9	61	61	62	60	59	60	60	61	62	61	61	61	61	60	59	58	55	55	57	58	60	68	75	87	61	87	55	9
10	92	95	95	95	95	95	95	95	95	95	96	96	95	95	95	94	93	93	93	92	92	92	92	91	94	96	87	10
11	91	89	90	92	91	92	91	91	91	90	92	91	91	91	90	90	89	89	89	89	90	90	91	89	90	92	89	11
12	89	88	87	86	87	87	88	87	85	83	81	82	79	78	77	80	77	78	84	86	86	87	87	85	84	89	77	12
13	86	82	83	76	81	78	78	79	78	78	78	77	76	71	72	70	75	68	68	68	63	65	65	66	75	86	63	13
14	65	65	66	65	65	65	66	65	65	64	65	64	64	65	64	64	63	64	68	68	66	66	69	68	65	69	63	14
15	68	69	68	70	71	71	70	69	65	63	62	61	60	62	63	63	64	65	66	67	75	92	94	94	69	94	60	15
16	94	92	88	87	89	89	90	91	92	93	92	92	92	90	92	89	97	98	98	97	96	96	94	92	93	98	87	16
17	98	97	96	96	96	95	94	94	92	90	91	95	96	95	94	93	92	92	89	86	86	83	79	75	92	98	75	17
18	70	67	68	65	67	62	61	65	61	60	60	55	48	46	42	40	38	38	39	40	46	45	41	45	53	75	38	18
19	45	46	45	45	46	46	45	47	47	47	47	48	47	35	35	35	35	38	35	40	43	43	42	38	43	48	35	19
20	43	43	47	47	47	50	54	56	59	60	61	63	64	88	71	52	60	58	60	63	65	65	60	59	58	88	43	20
21	53	58	61	56	60	59	50	48	48	53	75	70	62	54	51	42	44	37	40	40	46	46	47	48	52	75	37	21
22	50	50	48	46	41	42	46	53	54	55	54	58	62	60	77	80	87	86	90	90	87	87	93	64	93	41	22
23	94	91	95	94	92	89	83	86	85	83	72	76	86	90	72	74	72	75	77	82	86	84	91	94	64	95	72	23
24	96	94	92	88	82	80	80	77	76	76	70	65	63	60	60	60	63	63	75	72	68	87	97	75	76	97	60	24
25	78	87	85	68	67	64	61	56	56	55	52	52	53	50	50	49	49	50	49	48	49	50	52	50	58	87	48	25
26	50	50	50	48	48	47	47	46	46	39	43	43	44	44	43	43	47	45	45	45	44	45	42	44	45	50	39	26
27	44	50	52	52	54	72	92	98	98	98	98	98	99	99	100	100	100	100	100	99	99	98	97	97	87	100	44	27
28	97	97	99	97	96	96	96	97	96	96	96	96	96	95	95	94	94	94	93	93	94	94	94	93	95	99	93	28
29	92	92	92	91	90	90	87	83	85	82	81	78	78	78	77	77	78	77	77	76	77	78	78	78	82	93	76	29
30	76	80	81	80	80	79	79	75	79	80	78	72	75	75	73	70	71	72	74	72	71	76	76	82	76	82	70	30
31	87	80	93	93	94	96	97	98	98	99	99	100	100	100	100	100	100	100	100	100	100	100	100	100	97	100	82	31
Mean	... 77	77	78	77	77	77	77	77	76	75	75	74	74	74	72	72	73	73	75	75	76	77	77	77	75	88	64	Mean.

Absolute Maximum = 100 % on 3rd, etc. Absolute Minimum = 35 % on 19th.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES. Table X.

CAPE DENISON. SATURATION = 100%. APRIL, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	99	96	92	86	83	80	75	72	70	68	66	65	59	63	58	60	59	62	65	68	67	65	67	66	72	100	58	1
2	69	72	72	69	70	66	65	65	67	64	68	65	62	58	47	56	55	58	58	58	60	62	65	65	63	72	47	2
3	65	67	70	77	80	81	81	81	81	82	82	80	75	69	62	61	59	58	58	56	58	58	61	66	69	82	56	3
4	70	79	80	86	83	83	81	80	75	79	70	79	81	79	78	80	81	78	80	77	77	80	80	80	79	86	66	4
5	81	82	81	82	83	81	85	83	83	85	87	86	87	84	87	86	80	80	80	78	79	76	78	78	82	87	76	5
6	77	76	78	77	76	73	72	72	71	75	79	80	82	82	82	76	82	81	81	80	79	77	76	76	78	82	71	6
7	76	75	78	78	79	80	80	80	81	81	81	81	80	80	80	80	80	80	80	80	80	80	80	80	79	81	75	7
8	80	80	79	79	79	79	79	79	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
13	94	92	92	93	92	92	92	91	91	88	88	88	85	83	81	83	83	84	83	82	82	84	85	86	87	94	81	13
14	86	84	85	84	84	84	81	80	82	87	88	87	87	87	87	88	87	85	80	79	77	80	80	81	84	88	77	14
15	82	81	78	80	84	84	85	87	87	86	84	81	79	79	77	79	77	75	79	83	85	86	88	91	80	91	75	15
16	92	94	95	96	95	90	95	94	94	93	94	94	93	93	93	93	93	90	87	83	83	79	80	80	91	96	79	16
17	80	79	81	81	80	81	80	80	81	80	79	80	79	79	81	80	84	83	85	85	85	82	85	84	81	85	79	17
18	85	83	87	85	87	87	87	87	87	88	89	89	90	89	87	87	87	87	84	86	86	85	83	80	86	90	80	18
19	77	75	74	75	75	75	75	77	79	79	82	85	87	89	91	91	92	94	95	96	98	98	98	98	85	98	74	19
20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22	...	...	...	...	...	...	...	...	...	...	...	...	85	94	92	93	93	93	93	94	94	93	92	90	...	...	...	22
23	90	89	88	84	82	79	78	79	82	75	74	80	83	81	77	75	75	73	72	72	71	71	73	75	78	90	71	23
24	73	72	75	75	74	78	77	76	80	78	74	70	68	69	69	69	80	93	93	93	93	93	93	92	79	93	68	24
25	91	91	90	89	89	89	91	90	90	90	90	90	90	90	90	90	90	90	89	89	89	90	90	91	90	92	89	25
26	92	93	94	95	95	96	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	94	96	97	91	26
27	90	90	89	91	93	93	94	94	94	85	73	70	70	73	74	79	76	67	69	68	73	74	69	62	80	94	62	27
28	65	64	66	66	64	62	61	69	73	80	81	87	88	88	88	89	89	89	89	89	89	89	89	90	79	90	61	28
29	...	...	...	...	...	...	...	...	...	...	...	...	...	89	87	86	84	81	80	81	82	81	80	80	...	...	...	29
30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30
Mean...	82	82	82	82	82	82	82	82	82	82	81	82	81	81	79	80	80	80	80	80	80	80	81	81	81	89	72	Mean.

Absolute Maximum = 100% on 1st. Absolute Minimum = 47 % on 2nd.

CAPE DENISON. MAY, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly Mean.	Maximum.	Minimum.	Date.
1	80	81	81	81	81	81	82	82	82	82	82	81	80	80	80	80	80	80	80	80	80	80	80	79	81	82	79	1
2	80	80	80	80	80	80	80	80	80	80	81	81	81	80	80	79	79	79	79	79	79	79	79	79	80	81	79	2
3	79	79	79	79	80	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	80	79	3
4	79	79	79	79	78	77	77	77	76	76	76	76	75	75	75	74	73	73	73	73	73	72	73	72	76	79	72	4
5	73	72	71	70	70	70	68	70	72	70	70	70	68	66	66	68	70	68	65	64	68	74	71	66	69	74	64	5
6	64	62	65	66	65	64	68	68	70	72	71	70	70	76	70	63	65	90	93	100	97	94	92	82	75	100	62	6
7	85	90	89	82	75	69	63	60	58	54	52	52	50	48	44	50	53	77	91	92	95	95	95	94	71	95	44	7
8	93	92	93	93	92	92	92	92	92	93	91	90	90	88	88	86	87	85	85	85	86	85	84	85	89	93	84	8
9	79	74	69	69	66	67	66	65	64	62	65	69	80	85	86	80	79	80	81	85	85	85	85	85	75	86	62	9
10	85	86	86	86	86	86	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	86	85	10
11	84	84	84	84	84	84	84	84	84	84	81	81	81	81	80	80	80	80	80	80	80	80	80	80	82	85	80	11
12	80	80	80	79	78	79	77	77	77	76	76	75	74	76	76	77	76	75	75	76	76	76	75	75	77	80	74	12
13	75	75	76	76	77	80	81	81	81	82	85	92	96	99	99	97	97	97	96	95	95	94	93	94	88	99	75	13
14	93	92	91	91	91	91	91	91	92	92	92	92	91	91	91	91	91	91	90	90	90	90	90	90	91	94	90	14
15	90	90	90	90	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	90	89	15
16	88	88	87	87	87	87	87	86	86	86	86	86	85	83	84	84	83	84	84	84	84	84	83	82	86	89	82	16
17	85	77	75	72	80	83	83	83	82	81	82	80	82	81	81	82	82	83	84	86	88	89	89	89	82	89	72	17
18	89	89	89	89	89	89	89	90	90	90	90	90	90	91	92	92	93	93	94	94	94	93	93	93	91	94	89	18
19	94	94	94	94	95	95	94	94	93	93	92	93	92	92	91	90	89	89	88	88	88	87	87	87	91	95	87	19
20	87	87	87	87	87	87	87	87	86	86	87	87	88	87	88	88	88	89	89	88	88	87	88	87	87	89	86	20
21	89	84	81	82	84	83	81	82	74	70	62	62	66	67	68	69	79	82	84	82	81	83	83	83	78	89	62	21
22	83	84	84	84	84	84	84	85	84	84	84	84	84	84	84	84	84	84	84	84	85	85	85	85	84	85	83	22
23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	67	64	60	51	60	48	43	40	...	...	25
26	41	38	35	32	33	32	31	26	30	33	34	31	29	31	28	24	26	25	29	27	26	26	27	27	31	41	24	26
27	28	27	28	25	28	27	22	17	22	25	33	37	40	36	38	38	39	39	38	33	39	39	40	40	28	40	17	27
28	42	41	43	43	44	50	51	47	44	40	41	44	44	42	40	41	37	40	52	50	65	59	67	50	46	67	37	28
29	40	65	92	94	95	94	94	94	94	94	94	93	91	90	91	91	92	93	92	93	93	94	94	95	89	95	40	29
30	94	94	94	94	94	94	94	94	94	93	93	93	93	93	92	91	90	89	88	88	85	85	84	82	91	95	82	30
31	81	83	81	81	81	82	82	82	81	81	81	83	85	83	82	82	83	69	71	81	88	82	73	70	80	88	69	31
Mean...	77	77	78	77	78	78	77	77	76	76	76	77	77	77	77	76	77	78	79	80	81	80	80	79	78	84	70	Mean.

Absolute Maximum = 100 % on 6th. Absolute Minimum = 17 % on 27th.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES.

CAPE DENISON. SATURATION = 100 %. JUNE, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	71	69	65	64	58	62	56	58	49	51	52	50	43	44	44	42	42	44	44	44	42	44	45	45	52	71	42	1
2	47	46	46	46	44	44	44	44	44	44	44	45	46	47	47	49	49	51	53	53	52	51	51	50	47	53	44	2
3	50	49	50	50	49	50	50	50	47	47	47	48	49	49	49	49	49	49	49	47	44	42	41	39	48	50	39	3
4	41	42	43	44	46	47	48	48	48	48	49	49	47	46	45	45	45	45	45	45	44	41	41	42	45	49	39	4
5	42	41	42	43	42	42	44	43	44	43	50	69	84	95	100	100	99	99	99	98	98	98	98	99	62	100	41	5
6	99	99	98	98	98	97	97	97	97	97	97	97	96	96	96	96	96	96	96	96	95	95	95	95	97	99	95	6
7	95	95	94	94	94	95	95	94	94	94	91	88	87	85	84	83	79	78	78	76	78	79	77	76	87	95	76	7
8	77	77	81	81	82	82	80	78	75	76	76	75	77	80	81	81	81	78	78	79	79	77	75	75	78	82	75	8
9	75	74	74	73	72	76	77	78	76	76	78	78	79	80	80	80	80	80	79	79	76	76	75	74	77	80	72	9
10	74	75	74	78	76	74	74	75	76	77	80	81	79	85	86	89	90	90	91	92	90	89	86	83	82	92	74	10
11	87	85	80	79	81	79	71	69	71	72	75	70	69	71	72	83	80	83	85	84	80	75	77	72	77	87	69	11
12	75	75	82	77	72	74	75	72	79	80	69	69	69	69	83	77	75	72	76	70	68	68	69	73	74	83	68	12
13	72	68	69	65	62	62	64	62	60	56	50	52	47	51	53	49	54	59	62	65	66	72	74	70	61	74	47	13
14	68	64	58	55	54	60	69	62	57	54	54	53	52	52	54	56	54	56	59	60	60	61	61	61	58	70	52	14
15	60	60	59	58	57	59	57	58	57	57	56	56	56	57	58	75	93	94	98	98	98	98	97	96	71	98	56	15
16	95	93	89	84	79	77	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17	...	...	...	...	...	...	...	...	...	...	...	57	56	55	53	47	45	42	42	44	45	45	49	58	...	...	...	17
18	54	52	48	52	55	56	55	52	52	52	52	52	49	48	48	47	49	49	48	48	48	48	48	48	52	58	47	18
19	48	49	48	47	46	45	46	47	47	47	47	47	43	47	51	48	44	42	41	46	48	48	48	50	46	51	41	19
20	51	51	52	51	50	50	49	49	48	48	48	47	47	46	44	46	46	46	48	50	49	47	46	49	48	52	44	20
21	49	49	50	50	52	50	50	50	49	48	50	52	54	55	59	60	58	55	54	53	50	54	55	55	52	60	48	21
22	57	69	83	96	94	96	99	95	89	85	89	89	95	100	100	96	89	100	90	90	97	91	97	100	90	100	55	22
23	100	100	97	98	85	83	89	87	88	90	90	90	86	89	85	82	79	78	76	74	72	71	71	72	85	100	71	23
24	70	69	73	75	74	79	84	84	84	84	87	65	68	68	67	67	70	72	77	77	75	78	79	80	75	87	65	24
25	79	76	77	80	84	85	89	90	92	93	94	95	95	96	96	96	94	93	...	...	...	...	...	...	...	...	...	25
26	...	...	...	...	...	...	...	...	...	...	...	...	...	48	50	51	51	51	50	51	50	49	49	40	...	...	...	26
27	40	35	33	28	31	34	34	35	35	38	40	42	42	38	41	41	42	42	43	44	48	48	48	48	40	48	28	27
28	50	46	42	44	45	49	44	40	37	37	38	40	40	41	36	36	36	34	33	32	34	35	32	34	39	50	32	28
29	32	35	34	34	35	32	34	30	28	30	32	33	35	36	36	40	41	42	45	47	57	67	77	73	40	77	28	29
30	72	69	62	61	58	58	58	59	59	59	58	56	56	55	54	52	47	47	44	45	52	57	55	57	57	73	44	30
Mean...	60	59	63	63	62	63	63	62	61	61	61	61	61	63	64	64	64	65	65	65	65	66	66	66	63	74	54	Mean.

Absolute Maximum = 100 % on 5th, etc. Absolute Minimum = 28 % on 27th, etc.

CAPE DENISON. JULY, 1912.

Date.	1 a.m	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly Mean.	Maximum.	Minimum.	Date.
1	66	72	69	61	58	55	53	50	51	52	49	48	42	42	41	42	42	41	40	40	39	38	38	37	49	72	37	1
2	36	35	36	36	32	32	32	34	36	34	32	35	39	45	51	75	88	86	83	90	89	89	92	92	54	92	32	2
3	94	95	95	95	95	94	94	94	85	84	82	75	72	68	66	64	64	67	75	72	67	68	71	77	80	95	64	3
4	79	84	86	88	90	90	91	92	93	94	94	95	95	95	97	97	97	98	98	98	97	95	95	93	93	98	77	4
5	88	86	85	83	74	67	63	61	60	60	56	50	43	44	47	46	47	45	45	45	48	47	49	49	59	88	43	5
6	57	51	50	48	48	47	47	48	45	45	44	44	43	44	44	42	40	35	38	42	43	41	41	42	45	57	35	6
7	43	40	37	35	32	31	31	32	34	36	30	34	35	37	36	35	35	30	29	29	30	32	32	35	34	43	29	7
8	38	41	45	50	73	87	89	85	79	80	75	67	65	66	71	69	79	96	67	59	47	52	68	83	67	96	35	8
9	88	83	82	83	81	78	77	77	77	77	77	89	90	91	92	92	93	93	94	94	94	94	93	92	86	94	77	9
10	92	90	88	87	89	89	84	81	82	78	77	70	72	74	75	76	...	...	...	...	...	...	...	...	...	...	...	10
11	...	...	...	...	...	...	...	...	...	...	46	48	51	53	55	58	62	64	64	64	63	67	73	76	...	...	...	11
12	76	80	84	86	84	82	80	78	81	90	93	95	96	97	98	98	98	98	98	98	98	98	98	98	91	98	76	12
13	97	97	98	99	100	100	100	98	98	90	84	78	76	74	72	70	67	65	63	64	64	64	64	65	82	100	63	13
14	77	80	72	68	68	68	63	64	67	89	97	85	70	65	60	59	59	62	58	56	55	54	53	53	67	97	53	14
15	54	53	56	56	55	51	50	49	48	49	46	42	42	41	41	40	39	38	39	38	37	38	41	42	45	54	37	15
16	41	41	42	38	36	40	40	42	48	54	56	60	67	70	71	70	66	68	60	47	44	44	45	40	51	71	36	16
17	38	36	34	38	43	44	43	43	44	44	44	44	44	44	44	44	43	43	42	42	41	42	42	42	42	44	34	17
18	42	41	43	43	42	41	42	42	42	43	43	45	46	45	44	45	45	44	44	43	43	43	43	43	43	46	41	18
19	42	41	40	40	40	39	39	40	40	40	41	42	43	42	42	43	45	43	44	44	44	46	45	47	42	47	39	19
20	50	51	48	48	46	46	48	49	49	49	52	52	54	52	50	48	47	49	47	49	50	50	49	46	49	54	46	20
21	46	46	46	45	45	46	46	45	42	41	41	41	41	44	46	46	47	48	48	48	48	48	49	50	45	50	41	21
22	56	63	67	68	70	75	76	81	75	69	67	52	52	52	52	52	52	70	86	98	100	100	100	100	71	100	50	22
23	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	98	96	95	93	90	87	98	100	87	23
24	87	89	90	91	91	90	88	88	84	89	89	90	90	90	90	90	91	91	90	90	91	91	91	90	91	91	84	24
25	91	91	91	91	91	91	91	92	92	91	87	87	89	87	87	87	86	85	85	85	85	85	85	86	88	92	85	25
26	86	87	87	86	85	84	83	80	77	75	72	67	63	64	63	62	61	67	67	67	69	72	75	79	74	87	61	26
27	80	81	83	83	82	82	84	84	83	83	83	83	83	84	85	85	85	85	85	85	85	85	85	84	84	85	79	27
28	83	82	81	82	82	82	81	80	80	80	80	75	77	78	72	72	71	71	73	70	69	69	68	68	76	84	68	28
29	68	68	68	68	67	67	67	67	66	68	68	70	73	76	78	73	72	61	54	55	55	60	65	67	67	78	54	29
30	64	61	62	59	57	51	52	55	58	61	67	64	55	52	50	50	49	48	46	38	42	43	41	39	53	67	38	30
31	45	46	45	43	40	38	41	38	37	40	41	44	46	51	55	59	94	100	100	100	100	100	100	100	62	100	37	31
Mean...	66	67	67	66	66	66	66	65	65	66	66	64	64	64	64	64	66	67	65	65	65	65	66	67	65	79	53	Mean.

Absolute Maximum = 100 % on 13th, etc. Absolute Minimum = 29 % on 7th.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES. Table X.

CAPE DENISON. SATURATION = 100%. AUGUST, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum	Minimum	Date.
1	100	89	100	90	100	100	99	90	96	75	95	90	97	100	90	65	60	56	54	52	52	52	50	51	80	100	50	1
2	50	50	48	47	47	46	44	45	46	44	44	44	41	42	42	42	43	43	43	42	42	43	44	44	45	51	41	2
3	45	43	43	44	44	43	43	44	45	44	43	40	37	45	46	46	47	49	50	59	85	94	95	96	52	96	37	3
4	96	96	96	96	96	96	96	96	96	96	96	96	96	96	94	90	79	69	61	61	69	63	62	61	86	96	61	4
5	61	64	62	61	62	62	65	63	62	65	65	63	62	60	59	58	57	57	57	56	56	57	57	57	60	65	56	5
6	57	56	55	55	55	55	55	55	55	55	54	54	54	54	54	55	55	55	55	55	55	55	56	56	55	57	54	6
7	56	56	55	54	55	54	54	54	55	54	56	56	56	55	55	56	55	55	55	54	54	54	54	54	55	56	54	7
8	53	53	53	53	53	53	52	52	52	52	52	52	53	53	54	53	53	52	52	52	52	51	51	51	52	54	51	8
9	50	51	51	50	50	50	51	51	51	51	50	51	50	50	50	49	49	48	49	48	49	50	48	48	50	51	48	9
10	47	46	46	46	48	46	43	43	42	43	42	42	41	47	48	47	47	47	46	43	40	40	41	43	44	48	40	10
11	41	38	43	43	45	45	45	45	45	44	43	43	43	43	44	44	43	43	43	43	43	43	43	44	43	45	38	11
12	44	45	45	45	45	45	44	44	44	43	42	41	28	26	27	29	30	29	29	29	28	27	20	15	35	45	15	12
13	12	20	25	27	28	28	28	28	28	27	28	28	28	25	22	23	25	24	25	41	31	32	34	34	26	34	12	13
14	33	31	31	30	34	31	33	32	32	32	33	44	92	95	95	95	94	93	92	92	92	92	92	92	62	95	30	14
15	92	91	88	86	88	87	82	82	75	80	83	80	70	77	74	76	80	82	81	76	78	76	78	80	81	92	70	15
16	75	66	70	71	70	66	73	75	60	39	38	39	37	35	35	35	33	33	34	35	36	38	35	37	49	80	33	16
17	37	37	36	36	37	36	37	36	36	36	36	35	34	33	33	32	34	34	35	36	36	36	36	35	35	37	32	17
18	36	37	36	36	35	35	42	50	87	90	88	90	90	90	90	100	100	100	100	100	100	100	100	100	76	100	35	18
19	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	99	99	99	98	98	98	100	100	98	19
20	98	97	96	96	96	96	95	95	95	95	95	95	94	94	94	94	93	92	92	92	91	90	87	84	94	98	84	20
21	74	68	62	57	53	55	56	65	60	51	56	52	49	45	44	43	42	43	45	47	42	41	38	39	52	84	38	21
22	38	37	35	37	43	46	45	47	65	81	87	89	90	90	90	90	90	90	90	90	90	90	90	90	71	90	35	22
23	90	91	91	92	91	91	91	91	92	92	92	93	93	94	94	95	95	95	97	97	98	98	98	99	94	99	90	23
24	99	100	100	99	99	98	98	97	97	98	98	99	99	99	99	98	99	99	100	100	100	100	100	100	99	100	97	24
25	100	100	100	99	98	97	94	90	81	80	80	85	90	93	94	93	92	94	92	93	93	90	86	85	92	100	80	25
26	83	84	82	79	83	88	88	90	93	93	95	94	94	93	91	90	95	95	96	96	96	97	98	100	91	100	82	26
27	100	100	100	98	99	98	96	95	95	94	90	90	90	88	76	73	85	86	90	90	92	93	93	93	92	100	73	27
28	92	92	92	92	92	92	91	91	91	91	91	91	91	91	90	90	90	90	90	90	90	90	90	90	91	93	90	28
29	90	90	90	90	90	90	89	89	89	89	89	89	88	88	88	88	87	87	87	87	87	87	87	86	88	90	86	29
30	85	84	84	85	86	86	86	86	86	86	86	86	85	84	85	84	84	83	85	85	85	85	85	84	85	86	83	30
31	84	83	83	82	81	80	79	84	79	81	65	59	56	58	56	70	82	82	80	80	79	77	80	77	76	84	56	31
Mean...	68	68	68	67	68	68	68	68	69	68	68	68	68	69	68	70	68	68	68	68	69	69	68	69	68	78	56	Mean.

Absolute Maximum = 100 % on 1st, etc. Absolute Minimum = 12 % on 13th.

CAPE DENISON. SEPTEMBER, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum	Minimum	Date.
1	78	82	80	78	79	80	74	72	68	65	55	54	53	48	44	48	49	47	50	48	49	49	49	50	61	82	44	1
2	52	60	80	85	92	92	93	93	85	85	88	90	100	100	100	100	100	100	99	95	96	96	95	97	90	100	50	2
3	96	94	91	87	86	80	77	75	73	73	75	73	68	75	80	82	83	80	70	74	67	75	82	80	79	97	68	3
4	82	80	82	83	83	84	84	83	86	84	79	78	74	75	73	77	93	64	80	85	54	77	73	87	80	87	54	4
5	90	86	88	90	91	94	93	91	88	79	87	78	68	72	79	80	87	88	89	90	91	92	94	92	86	94	68	5
6	91	89	80	65	...	...	...	...	...	...	...	...	...	...	...	...	...	42	42	44	41	40	38	37	...	...	...	6
7	37	40	42	42	40	39	37	39	41	41	40	39	41	42	43	42	43	44	44	44	42	42	43	42	42	44	37	7
8	44	44	45	46	47	49	50	50	50	51	51	53	55	57	58	59	59	63	66	70	74	74	76	80	56	80	42	8
9	75	75	75	75	72	67	64	63	61	60	55	55	55	55	55	54	56	57	55	54	53	54	57	59	61	80	53	9
10	63	64	68	70	72	72	70	70	67	63	61	60	60	62	63	65	69	75	80	83	76	74	73	69	69	83	59	10
11	68	69	67	66	66	62	62	63	61	60	59	55	55	55	53	54	52	51	50	49	50	50	50	49	58	69	49	11
12	51	51	49	51	51	51	51	52	51	52	52	52	52	52	51	51	47	45	45	46	49	50	49	44	50	52	45	12
13	45	44	45	44	44	46	46	46	46	48	48	48	45	45	43	45	42	40	42	40	43	43	41	42	44	48	40	13
14	41	40	39	41	40	39	39	36	39	37	36	35	33	32	35	37	41	36	38	38	34	34	34	35	37	42	32	14
15	38	40	41	41	43	43	41	42	44	46	46	48	48	48	48	47	46	48	50	50	50	50	51	51	45	51	35	15
16	54	53	52	50	48	48	48	45	43	42	45	48	46	45	43	44	44	43	44	45	45	45	45	46	46	54	42	16
17	46	46	46	47	48	48	49	50	53	57	57	54	54	54	54	54	56	56	57	54	52	51	51	51	52	57	46	17
18	51	51	51	52	52	51	51	52	52	52	53	53	50	50	49	49	48	47	47	46	46	46	45	45	50	53	45	18
19	46	46	47	47	47	48	48	48	52	51	52	52	48	47	49	48	45	47	46	46	46	47	48	48	48	52	45	19
20	48	48	48	48	48	48	49	49	49	50	56	58	58	57	55	56	55	57	59	55	53	52	52	53	52	59	48	20
21	54	52	49	48	47	49	48	47	45	44	45	45	44	44	45	44	43	42	39	39	40	41	41	41	45	54	39	21
22	41	40	40	40	41	41	41	41	41	42	42	42	43	44	44	44	43	42	42	43	42	42	42	42	42	44	40	22
23	43	42	42	42	42	42	42	42	42	43	44	44	43	43	42	42	40	40	40	40	40	40	41	41	42	44	40	23
24	41	41	41	40	41	41	41	40	40	40	41	40	41	41	40	41	41	41	44	45	45	45	44	44	42	45	40	24
25	43	44	42	40	39	37	37	39	40	43	42	44	41	40	39	42	39	39	40	40	40	35	29	28	40	44	28	25
26	28	29	31	33	32	32	30	28	33	36	37	37	38	38	39	39	39	39	39	34	38	40	39	38	35	40	28	26
27	39	38	40	38	37	35	37	38	38	40	40	38	39	39	39	39	38	37	36	36	36	33	33	35	37	40	33	27
28	38	39	39	38	38	39	39	40	40	42	42	43	43	44	45	42	43	40	41	42	44	43	38	37	41	45	35	28
29	38	38	39	39	40	41	41	39	40	40	41	44	45	46	48	49	48	48	48	47	48	48	46	46	44	49	37	29
30	46	46	46	46	48	48	48	48	48	48	48	48	47	47	50	57	60	81	92	100	100	100	98	97	61	100	46	30
Mean...	52	52	53	53	54	53	53	52	52	52	52	52	51	52	52	53	53	53	54	54	53	54	54	54	53	62	42	Mean.

Absolute Maximum = 100 % on 2nd, etc. Absolute Minimum = 28 % on 25th.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES.

CAPE DENISON. SATURATION = 100%. OCTOBER, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	98	97	96	96	96	95	96	95	96	95	96	96	96	96	96	96	96	96	97	97	97	97	97	97	96	98	95	1
2	97	97	97	97	97	97	97	97	97	97	96	95	95	95	95	95	95	93	93	94	94	95	95	92	96	97	92	2
3	91	90	90	89	89	88	88	86	86	84	85	84	83	80	80	80	78	81	81	81	79	79	79	77	84	92	77	3
4	79	79	76	77	74	76	74	75	75	76	73	74	75	73	70	71	73	71	63	70	74	68	72	74	73	79	63	4
5	77	77	76	77	78	77	77	78	78	76	74	76	79	80	81	79	73	76	73	66	75	77	78	76	76	81	66	5
6	72	72	71	72	68	69	68	71	76	77	78	80	84	87	86	84	82	66	62	59	54	58	60	80	72	87	54	6
7	80	81	74	67	75	59	54	54	56	61	61	65	66	65	65	64	68	66	64	63	65	70	73	69	66	81	54	7
8	68	73	76	77	77	77	70	72	72	80	91	95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9	...	...	...	...	...	...	...	...	...	...	...	...	85	80	77	74	75	75	76	74	73	69	63	66	...	...	...	9
10	67	67	77	74	73	74	77	70	67	66	65	62	70	70	66	67	68	57	52	48	46	44	52	56	64	77	44	10
11	60	62	57	53	50	48	47	49	53	55	58	60	60	63	55	59	60	58	59	60	52	53	53	72	56	72	47	11
12	76	73	72	68	65	72	69	72	74	70	64	71	64	82	70	63	45	61	65	70	70	70	77	80	69	82	45	12
13	87	86	89	88	88	89	85	82	77	81	55	80	76	60	70	76	81	80	81	83	89	89	89	90	81	90	55	13
14	89	87	79	70	58	55	75	64	54	55	72	64	75	74	75	74	70	70	67	69	65	63	64	61	69	90	54	14
15	60	60	60	57	56	55	54	54	53	53	54	54	53	53	52	46	45	43	46	48	43	41	45	46	52	61	41	15
16	48	49	46	48	48	48	47	46	46	45	44	44	46	47	49	51	51	51	54	56	65	71	61	56	51	71	44	16
17	57	57	57	56	56	56	56	56	56	56	56	55	55	55	56	56	57	57	58	59	58	56	56	53	56	59	53	17
18	50	49	52	54	54	54	53	54	56	56	57	57	57	57	56	56	55	55	55	54	54	54	54	54	55	57	49	18
19	54	55	56	57	58	59	58	56	57	58	57	56	56	56	56	55	56	56	57	57	58	59	59	62	57	62	54	19
20	66	64	61	59	58	59	57	57	58	58	59	59	59	58	58	56	57	56	56	57	57	58	58	58	59	66	56	20
21	59	59	60	61	64	67	67	66	67	71	72	72	71	74	75	76	79	75	73	75	75	74	73	76	70	79	58	21
22	73	74	72	73	73	72	72	70	71	75	83	75	73	73	75	74	75	77	77	90	89	90	89	86	77	90	70	22
23	88	85	82	79	79	79	78	75	73	71	62	58	58	58	56	54	51	54	53	50	51	49	51	52	65	88	49	23
24	51	49	48	48	47	48	47	46	50	48	46	48	52	51	51	51	51	50	44	47	45	47	47	50	48	52	44	24
25	50	54	47	46	49	48	48	48	47	50	52	50	47	49	50	48	47	45	48	46	46	46	46	45	48	54	45	25
26	47	46	44	46	45	46	44	48	48	46	48	49	49	47	47	48	45	45	44	45	41	40	46	45	46	49	40	26
27	48	48	49	50	51	70	87	89	88	88	88	89	90	91	91	91	89	83	76	78	71	73	74	73	76	91	48	27
28	77	74	76	74	76	75	72	76	67	62	56	54	55	54	55	53	51	53	50	48	50	48	47	48	61	77	47	28
29	50	51	52	54	56	53	52	50	50	50	50	51	52	52	52	51	49	49	50	50	49	46	47	47	51	56	46	29
30	48	48	47	48	48	48	47	46	43	42	40	40	41	41	40	40	40	41	42	40	40	41	42	42	43	48	40	30
31	41	43	46	50	64	76	87	94	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	91	100	41	31
Mean...	67	66	65	65	65	66	67	66	66	66	65	66	67	67	66	66	65	64	63	64	64	64	65	66	66	75	54	Mean.

Absolute Maximum = 100 % on 31st.

Absolute Minimum = 40 % on 26th, etc.

CAPE DENISON. NOVEMBER, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	100	100	100	99	99	99	99	98	97	97	96	95	96	89	86	94	98	95	95	97	98	96	98	99	97	100	86	1
2	99	98	97	96	94	94	94	98	98	97	94	90	88	81	79	73	76	79	84	82	76	79	75	72	88	99	72	2
3	71	72	74	76	74	68	68	60	56	54	56	53	53	50	49	48	49	48	49	48	47	53	71	73	59	76	47	3
4	74	75	76	78	78	77	74	66	63	61	60	60	60	64	68	73	77	90	92	93	93	94	96	87	76	96	60	4
5	90	94	93	93	95	94	94	92	96	98	98	96	96	96	94	91	85	85	91	94	88	88	87	85	92	98	85	5
6	87	87	86	86	86	85	85	85	84	84	83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7	...	...	...	...	...	...	...	...	...	...	...	...	65	64	65	71	58	52	52	57	54	54	57	56	...	...	...	7
8	52	60	61	55	64	60	56	60	47	52	51	46	40	45	44	40	45	45	40	41	38	47	57	57	50	64	38	8
9	64	67	67	68	66	70	72	75	75	75	75	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12	96	95	94	95	94	93	93	92	91	45	46	47	48	48	47	49	50	51	80	94	100	100	97	96	...	...	...	12
13	98	99	99	98	98	98	100	97	96	90	85	81	75	72	63	65	62	58	55	52	52	50	63	74	78	100	50	13
14	70	82	80	75	81	83	84	83	86	77	56	77	60	60	73	60	62	51	54	48	48	48	48	50	67	86	48	14
15	53	58	61	55	50	50	48	48	48	49	49	49	49	47	48	47	46	45	45	45	44	42	42	41	48	61	41	15
16	40	40	38	38	37	40	42	45	43	47	48	46	47	45	42	37	35	37	40	46	56	59	60	62	44	62	35	16
17	62	63	64	62	61	58	60	69	61	56	53	51	53	52	50	50	52	50	49	47	48	47	49	50	55	69	47	17
18	50	50	51	49	49	50	50	53	51	49	45	42	39	43	45	47	48	51	50	52	56	57	55	53	49	57	39	18
19	48	45	46	47	44	39	39	39	42	41	41	42	42	42	40	38	41	42	42	43	44	45	44	44	43	53	38	19
20	44	48	48	48	48	46	44	44	44	42	42	42	44	44	44	44	44	44	44	44	44	44	44	44	45	48	42	20
21	43	43	43	43	43	43	43	43	43	43	43	43	46	42	44	42	44	44	44	47	47	45	44	44	44	47	42	21
22	45	45	45	45	45	45	46	50	52	53	52	57	59	63	60	60	60	58	58	58	57	55	53	54	53	63	44	22
23	53	52	52	52	53	54	54	52	52	53	54	56	56	58	58	60	58	60	59	57	51	60	60	60	56	60	51	23
24	58	55	56	57	60	59	56	55	54	55	55	55	55	56	55	54	53	50	52	52	51	51	51	51	55	60	50	24
25	55	55	55	55	54	55	56	54	56	56	56	58	60	61	58	62	79	87	84	75	83	86	84	79	65	87	51	25
26	82	75	70	67	65	67	68	69	71	72	71	51	71	67	68	75	86	90	81	89	78	78	75	70	74	90	65	26
27	67	65	64	61	61	61	61	61	62	62	61	61	60	59	59	47	48	55	56	55	55	53	52	52	59	70	47	27
28	52	53	53	52	52	53	54	50	49	54	59	100	100	100	100	100	80	75	73	68	50	54	51	51	60	100	49	28
29	57	55	58	53	48	50	45	47	49	50	50	49	49	50	51	50	47	48	47	48	47	46	45	44	49	57	44	29
30	44	45	44	45	44	45	45	45	45	46	46	46	46	46	47	47	47	47	48	48	47	49	50	48	46	50	44	30
Mean...	63	64	64	62	62	62	62	62	61	61	59	61	60	60	60	59	59	60	60	60	58	59	61	60	61	73	51	Mean.

Absolute Maximum = 100 % on 1st, etc.

Absolute Minimum = 35 % on 16th.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES.

Table X.

CAPE DENISON. SATURATION = 100%. DECEMBER, 1912.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	50	47	51	50	52	53	53	53	54	55	55	55	55	55	56	55	59	58	56	58	60	57	58	62	55	62	47	1
2	63	60	59	59	57	56	57	57	57	57	58	56	56	73	79	81	82	81	82	90	92	98	71	50	68	98	50	2
3	46	51	53	53	55	56	57	58	57	56	54	50	48	43	64	66	62	42	64	59	64	66	68	65	57	68	42	3
4	64	64	64	66	66	69	69	69	66	67	60	51	53	57	62	62	71	69	69	80	80	86	88	91	68	91	51	4
5	84	80	76	70	72	73	72	72	71	68	67	64	52	48	62	61	69	67	67	63	71	68	63	70	68	91	48	5
6	69	70	69	69	70	71	71	75	83	81	82	84	86	88	92	92	...	...	...	...	...	...	...	...	...	...	...	6
7	...	...	...	...	...	...	...	...	...	...	...	...	81	84	77	76	73	71	70	78	88	87	89	84	...	...	...	7
8	84	82	80	81	81	91	98	89	100	100	100	96	93	94	95	93	90	96	90	85	82	95	98	97	91	100	80	8
9	97	90	83	100	100	100	99	88	85	80	79	78	73	69	67	70	72	70	66	67	66	66	65	66	80	100	65	9
10	68	62	59	59	59	59	60	60	61	60	61	60	61	59	57	58	57	58	59	59	57	56	55	52	59	68	52	10
11	51	47	45	44	47	49	47	41	50	53	56	52	53	45	47	58	62	58	70	43	44	38	42	52	50	70	38	11
12	57	56	49	51	54	55	53	53	51	49	40	50	55	55	55	56	58	57	60	64	43	56	59	60	54	64	40	12
13	61	59	60	59	61	68	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
14	...	...	...	...	...	...	...	...	...	...	51	55	55	55	56	57	59	60	60	60	60	60	59	59	...	...	...	14
15	53	52	50	49	48	47	47	47	45	44	44	44	41	43	43	42	41	40	40	40	43	41	39	36	45	59	36	15
16	34	39	39	39	41	41	41	40	37	35	33	33	37	40	38	39	42	45	50	50	49	58	49	60	42	60	33	16
17	62	63	61	61	59	59	59	58	57	57	55	52	49	45	44	42	40	37	36	35	34	35	50	54	50	63	34	17
18	53	53	54	53	53	53	52	57	57	54	54	54	53	54	47	45	49	48	49	49	52	56	52	54	52	57	45	18
19	53	52	52	52	52	52	51	49	49	47	49	51	49	46	47	49	38	43	51	49	53	50	52	52	50	54	38	19
20	53	54	52	54	54	51	50	50	51	46	52	42	40	40	40	60	62	63	64	63	50	59	56	55	52	64	40	20
21	52	52	53	54	53	53	53	50	51	53	53	52	52	52	53	54	54	53	55	53	54	54	55	54	53	55	50	21
22	54	54	55	56	57	58	57	58	56	57	57	58	58	59	58	59	60	60	60	60	60	61	62	63	58	63	54	22
23	63	62	62	60	59	60	61	63	62	62	63	64	63	66	69	73	71	71	72	73	76	76	75	73	67	76	59	23
24	73	73	73	71	67	65	65	65	65	65	65	62	62	61	63	57	74	80	60	76	58	61	59	60	66	80	57	24
25	57	52	52	52	54	53	57	56	55	59	52	50	44	48	44	42	41	33	31	28	37	43	44	41	47	60	28	25
26	41	43	43	44	45	45	45	46	48	47	47	46	45	46	48	50	52	53	54	53	53	53	53	52	48	54	41	26
27	52	54	53	52	52	52	53	53	54	54	54	48	53	50	47	50	44	52	53	50	53	51	55	53	52	55	44	27
28	54	53	53	54	54	55	58	58	57	57	56	56	56	56	58	60	61	62	63	63	62	59	58	56	57	63	53	28
29	56	57	56	56	55	54	52	55	55	55	54	55	54	52	52	51	49	47	47	50	56	54	50	55	53	57	47	29
30	56	56	56	53	52	51	51	51	50	46	42	47	49	52	57	55	53	55	56	57	60	62	63	64	54	64	42	30
31	66	65	68	69	68	70	70	70	66	67	63	63	62	65	63	65	69	72	75	77	79	79	77	76	69	79	62	31
Mean...	59	58	57	58	58	59	59	58	58	57	56	55	54	55	56	58	59	58	59	59	59	61	60	60	58	69	47	Mean.

Absolute Maximum = 100 % on 8th, etc. Absolute Minimum = 28 % on 25th.

CAPE DENISON. JANUARY, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly means.	Maximum.	Minimum.	Date.
1	76	77	79	80	80	79	76	75	74	73	74	74	85	77	75	74	74	72	70	70	71	71	71	68	75	85	68	1
2	67	69	70	70	72	72	71	75	72	72	71	73	74	73	73	74	75	75	75	75	74	75	75	73	73	75	67	2
3	73	80	81	83	83	81	76	76	77	77	76	75	75	75	73	73	72	72	75	74	74	75	74	73	76	83	72	3
4	72	69	69	70	69	68	68	68	69	68	69	68	67	66	66	64	62	62	63	67	67	66	68	67	67	73	62	4
5	67	67	68	68	68	71	73	72	71	71	71	72	72	72	71	70	68	67	64	63	64	65	67	68	79	73	63	5
6	68	66	68	68	69	69	70	70	70	70	67	67	65	64	67	74	82	78	82	83	70	54	59	55	69	83	54	6
7	61	63	68	64	66	69	73	74	72	71	71	71	71	71	71	71	70	71	70	73	72	73	73	73	71	70	74	55	7
8	70	70	68	70	70	70	71	71	73	77	75	74	71	71	71	71	69	70	72	72	75	76	78	76	72	78	68	8
9	82	79	81	78	74	74	75	71	70	69	70	70	74	74	72	69	68	67	68	67	68	68	68	68	72	82	67	9
10	68	69	69	69	69	68	67	67	68	68	67	67	67	68	67	66	65	65	62	56	57	57	57	57	65	69	56	10
11	59	56	59	57	56	57	61	61	65	65	82	81	81	84	85	84	84	87	86	86	87	89	90	86	76	90	56	11
12	71	89	66	66	73	76	76	81	75	75	72	69	67	68	68	68	73	75	77	81	77	76	76	76	74	89	66	12
13	75	70	67	67	63	70	78	78	76	78	70	78	78	75	81	82	88	85	84	85	83	71	78	77	77	88	63	13
14	76	71	70	66	72	75	75	76	77	77	76	74	75	75	77	79	75	72	71	70	71	71	69	65	73	79	65	14
15	65	66	65	64	65	66	65	68	69	70	69	69	68	67	69	67	65	67	66	65	72	73	74	80	67	80	64	15
16	88	80	78	78	75	74	72	73	74	70	70	77	73	73	73	73	76	77	81	82	81	81	80	82	77	88	70	16
17	81	73	80	83	82	80	79	79	77	78	79	76	74	73	73	73	74	75	75	73	72	76	73	74	76	83	72	17
18	75	74	73	73	73	74	70	66	66	65	66	66	66	68	71	72	66	65	70	78	79	79	79	79	71	79	65	18
19	77	76	74	73	70	66	68	69	69	65	59	59	60	60	59	61	62	65	67	70	72	70	73	72	67	79	59	19
20	71	71	70	72	71	71	70	73	71	75	68	67	69	72	69	73	77	79	79	83	86	84	84	78	74	86	67	20
21	78	77	77	77	78	79	76	75	74	70	71	69	65	68	82	86	85	88	88	88	87	90	90	81	79	90	65	21
22	78	77	75	75	77	72	73	72	72	74	72	71	70	70	69	70	65	67	80	80	86	73	72	73	74	86	65	22
23	77	72	74	72	72	72	72	72	72	72	72	71	71	71	70	71	73	73	77	78	79	82	79	79	74	82	70	23
24	79	79	77	79	76	74	72	71	73	73	72	70	70	70	74	70	68	69	69	69	69	75	72	73	73	79	68	24
25	70	69	70	70	67	63	61	67	70	69	71	73	70	71	72	72	75	81	83	83	85	86	84	87	73	87	61	25
26	85	90	87	87	87	100	98	95	82	86	80	77	79	79	79	80	77	76	78	80	80	79	79	78	83	100	76	26
27	77	76	72	77	75	64	65	70	74	78	66	59	68	67	74	76	74	79	76	74	73	74	72	74	72	79	59	27
28	74	77	78	82	80	79	81	77	78	81	76	71	71	68	70	71	73	64	71	70	73	72	69	71	74	82	64	28
29	72	70	71	72	69	68	67	67	67	69	70	69	68	67	67	67	66	64	62	63	65	66	66	68	68	72	62	29
30	67	68	69	69	68	69	70	75	71	70	69	69	69	69	68	68	71	69	76	75	77	78	76	78	71	78	67	30
31	72	71	73	71	71	68	66	68	68	67	69	69	67	64	63	65	65	62	66	66	65	64	64	65	67	78	62	31
Mean...	73	73	72	73	72	72	72	73	72	73	71	71	71	71	72	72	72	72	74	74	75	74	74	73	73	81	65	Mean.

Absolute Maximum = 100 % on 26th. Absolute Minimum = 54 % on 6th.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES.

CAPE DENISON. SATURATION = 100%. FEBRUARY, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly Mean.	Maximum.	Minimum.	Date.
1	67	65	63	62	62	62	63	63	64	64	64	65	64	63	63	64	67	68	69	75	76	77	82	84	67	84	62	1
2	79	82	83	80	100	93	89	88	86	81	88	84	79	75	75	68	61	58	60	59	55	54	54	52	75	100	52	2
3	50	51	51	50	50	51	63	64	68	69	80	78	100	95	83	73	70	69	85	75	73	80	68	75	70	100	50	3
4	80	74	76	75	72	71	71	65	70	75	68	64	66	66	65	65	65	66	66	65	65	65	64	62	69	80	62	4
5	63	64	69	67	66	64	65	66	67	66	67	68	62	70	68	68	67	68	68	68	65	65	65	66	64	70	62	5
6	66	68	70	73	81	74	70	74	71	71	70	68	69	69	70	70	71	72	71	69	68	67	66	67	70	81	66	6
7	65	64	65	63	63	63	62	59	61	61	62	61	62	62	63	64	65	67	64	63	64	64	67	68	64	68	59	7
8	67	68	67	63	62	64	62	61	63	50	52	60	80	97	100	95	85	80	76	75	76	74	73	71	72	100	50	8
9	71	70	69	68	68	67	68	67	67	68	68	68	68	68	68	...	...	...	...	...	...	...	...	...	...	...	...	9
10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57	77	80	70	61	57	58	57	56	55	...	...	...	12
13	55	52	47	50	47	51	52	52	52	52	53	57	57	58	59	59	58	58	60	61	63	65	62	55	65	47	13
14	65	64	65	63	70	67	62	60	67	65	64	63	61	57	66	66	70	70	74	78	77	78	76	79	68	79	57	14
15	76	76	74	71	79	77	74	77	76	73	71	72	68	67	65	65	63	62	61	59	58	57	56	55	68	79	55	15
16	57	56	56	55	54	53	54	55	57	53	64	60	66	70	68	63	66	65	64	63	64	65	64	65	60	70	53	16
17	63	64	69	77	78	81	81	78	80	78	75	73	74	75	71	69	69	70	80	72	70	72	72	75	73	81	63	17
18	71	92	100	100	100	93	100	100	100	100	100	100	93	81	70	60	57	100	100	100	100	80	64	56	89	100	56	18
19	54	52	51	52	52	52	53	56	56	56	56	52	51	51	50	54	56	56	57	57	58	56	58	58	54	58	50	19
20	57	56	55	53	52	52	51	53	49	50	49	47	43	47	50	47	48	50	51	53	53	52	56	64	51	64	43	20
21	70	77	67	65	84	91	75	77	72	67	68	67	68	66	65	68	93	100	100	85	75	69	71	69	75	100	64	21
22	62	70	100	100	100	100	100	94	70	68	65	61	60	63	60	60	60	60	60	58	55	53	52	51	70	100	51	22
23	54	57	67	74	69	70	65	63	62	71	71	74	84	86	88	92	93	93	92	92	93	93	90	81	78	93	51	23
24	80	70	71	64	63	65	64	65	69	71	78	81	84	88	95	89	94	92	91	91	87	81	77	74	79	95	63	24
25	75	81	84	87	90	90	90	88	87	87	85	86	87	85	80	76	76	78	81	81	79	82	85	86	83	90	74	25
26	86	86	87	82	87	87	87	87	87	87	87	86	86	85	86	86	82	85	81	78	76	71	75	77	83	87	71	26
27	75	74	79	79	81	80	77	75	73	71	66	67	60	65	66	67	67	75	76	80	77	75	73	70	73	81	60	27
28	73	67	60	60	66	66	62	64	73	71	72	71	73	76	69	71	69	72	74	73	78	75	75	72	70	78	60	28
Mean...	67	68	70	70	72	72	71	70	70	69	70	69	71	72	71	69	70	72	73	72	71	69	68	68	70	83	58	Mean.

Absolute Maximum = 100 % on 2nd, etc. Absolute Minimum = 43 % on 20th.

CAPE DENISON. MARCH, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly Mean.	Maximum.	Minimum.	Date.
1	83	84	89	85	87	88	86	87	90	90	87	90	86	88	88	85	86	78	85	85	85	86	87	85	86	90	72	1
2	84	80	78	77	76	65	60	60	57	56	42	39	40	55	56	59	61	65	64	63	69	55	40	45	61	85	39	2
3	55	75	80	86	85	...	...	...	...	...	...	100	100	100	100	100	100	100	100	100	99	99	99	99	...	...	...	3
4	97	97	96	96	96	96	97	96	97	98	98	98	98	99	99	99	99	99	99	98	98	97	96	95	97	99	95	4
5	96	95	95	95	95	94	94	94	94	94	94	90	92	89	88	93	88	87	87	85	86	86	87	87	91	96	85	5
6	93	87	88	88	87	84	82	88	85	83	74	71	67	59	56	57	55	54	57	57	57	54	54	52	71	93	52	6
7	45	50	58	58	59	58	57	56	55	58	57	57	58	54	51	58	62	65	69	69	68	70	72	75	59	75	45	7
8	71	72	70	72	72	75	71	71	62	61	61	65	65	67	67	73	71	65	71	71	68	63	64	64	68	75	61	8
9	100	90	98	89	87	85	80	67	56	60	55	54	51	50	48	50	50	44	42	39	39	39	36	36	61	100	36	9
10	38	40	40	45	55	65	70	65	60	64	64	68	71	69	71	68	70	69	71	86	97	100	100	98	67	100	36	10
11	95	93	92	92	92	92	91	92	92	92	100	100	100	100	90	85	82	78	77	72	70	80	75	68	88	100	68	11
12	...	...	...	...	76	83	85	88	93	94	100	100	100	100	100	100	100	100	100	100	100	100	100	100	...	...	...	12
13	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	13
14	100	100	100	100	100	100	99	99	99	99	99	100	100	100	100	100	100	99	97	98	99	99	98	98	99	100	97	14
15	99	98	99	99	98	99	99	99	99	99	99	99	99	99	99	99	99	97	96	95	96	91	91	90	98	99	90	15
16	89	88	87	85	87	84	86	91	91	85	87	90	91	90	91	90	89	88	88	89	89	89	88	88	88	91	84	16
17	86	85	86	86	85	86	86	86	86	87	88	92	100	100	100	100	100	100	100	100	100	98	98	98	93	100	85	17
18	98	98	97	96	97	98	98	98	97	90	87	86	90	90	94	95	95	95	95	92	92	92	90	91	94	98	86	18
19	91	89	87	85	84	84	84	82	83	84	80	81	76	76	77	77	78	76	75	75	77	79	77	78	81	91	75	19
20	80	67	79	78	76	74	72	66	66	67	64	64	65	70	72	70	69	65	65	75	79	71	73	82	71	82	64	20
21	86	85	82	83	85	87	87	86	85	84	85	85	85	84	82	84	85	86	87	86	85	84	85	84	85	87	82	21
22	85	85	84	82	80	80	78	80	78	80	78	78	79	76	78	75	75	84	89	90	91	91	91	91	82	91	75	22
23	91	91	92	92	92	91	91	91	91	92	92	93	94	95	96	97	98	99	100	100	100	100	100	100	95	100	91	23
24	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	98	99	98	98	98	96	100	100	96	24
25	95	95	95	95	95	97	98	98	97	98	100	100	100	100	100	100	98	99	96	93	90	89	88	87	94	100	87	25
26	89	90	88	88	95	100	95	99	97	91	85	78	80	80	82	98	96	95	94	93	92	92	92	91	91	100	78	26
27	91	91	91	91	92	92	92	92	92	92	92	93	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	97	97	97	97	97	97	97	97	...	28
29	96	96	95	94	94	93	93	93	93	93	94	94	94	94	94	94	93	93	93	93	92	92	92	92	94	97	92	29
30	92	92	92	92	92	91	91	91	91	90	90	88	87	87	87	87	87	88	88	88	88	88	88	89	89	92	87	30
31	89	89	90	90	90	91	91	91	91	91	91	90	100	100	100	100	100	100	100	100	100	100	100	100	95	100	89	31
Mean...	88	87	87	87	87	87	86	86	85	85	84	83	84	84	84	85	85	84	85	85	85	85	84	84	85	94	76	Mean.

Absolute Maximum = 100 % on 3rd, etc. Absolute Minimum = 36 % on 9th, etc

Table X.—RELATIVE HUMIDITY—HOURLY VALUES.

Table X.

CAPE DENISON. SATURATION = 100 %. APRIL, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	99	99	98	97	97	97	97	99	100	97	1
2	97	97	96	96	96	96	96	96	96	96	97	98	98	99	98	98	97	94	92	91	90	90	89	89	95	99	89	2
3	90	90	90	90	90	90	92	92	92	92	93	95	95	96	97	97	97	97	97	97	97	95	95	95	94	97	89	3
4	95	95	95	95	96	96	97	98	98	99	84	71	68	68	70	68	70	74	74	75	75	75	75	75	83	99	68	4
5	75	80	83	83	84	84	85	87	90	90	93	95	95	95	95	95	95	95	95	96	96	96	97	97	90	97	75	5
6	98	98	99	99	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	97	6
7	100	100	100	100	100	100	100	100	100	100	100	100	100	100	99	98	99	100	100	100	100	100	100	100	100	100	98	7
8	100	100	100	100	100	100	100	100	100	100	99	98	95	90	89	89	90	84	84	86	89	85	88	88	94	100	84	8
9	88	89	90	90	90	90	90	90	90	90	90	90	91	91	91	90	90	90	90	90	90	90	90	90	90	91	88	9
10	90	90	90	90	90	90	89	89	89	90	89	87	86	86	85	85	84	84	84	84	84	84	84	84	85	87	90	10
11	85	84	83	83	82	82	82	82	82	82	83	85	85	84	84	83	83	83	82	82	82	82	82	82	83	85	82	11
12	82	82	82	82	82	82	82	83	83	84	84	85	85	85	85	86	86	86	86	86	85	85	85	85	84	86	82	12
13	85	86	86	86	86	86	86	85	85	85	85	85	84	84	84	84	84	85	85	85	85	84	84	84	85	86	84	13
14	84	84	83	83	82	83	83	83	83	83	83	83	84	87	91	95	100	100	100	100	100	100	100	100	89	100	82	14
15	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	15
16	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	16
17	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	17
18	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	18
19	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	19
20	100	100	100	100	100	100	100	100	99	99	98	98	98	98	98	97	97	97	98	99	100	100	100	100	100	100	97	20
21	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	21
22	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	22
23	100	100	100	100	100	100	100	100	100	100	100	100	100	99	98	98	98	98	98	98	98	98	97	97	99	100	97	23
24	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	95	95	95	94	94	94	96	97	94	24	
25	94	94	94	94	93	93	92	92	92	91	90	90	85	88	87	85	83	83	83	83	83	83	81	81	88	94	81	25
26	80	81	79	80	84	85	86	90	90	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	89	92	79	26
27	92	92	92	92	92	92	92	92	92	91	90	90	90	90	90	89	89	89	89	89	89	89	89	89	90	92	89	27
28	89	89	89	89	89	89	89	89	89	90	90	92	94	96	97	100	100	100	100	100	100	100	100	100	94	100	89	28
29	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	29
30	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	30
Mean...	94	94	94	94	94	94	95	95	95	95	95	94	94	94	94	94	94	94	94	94	94	94	94	94	94	97	91	Mean.

Absolute Maximum = 100 % on 1st, etc. Absolute Minimum = 68 % on 4th.

CAPE DENISON. MAY, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	100	100	100	100	100	100	100	100	100	100	100	87	74	69	61	61	58	55	55	57	57	57	61	61	80	100	55	1
2	57	60	63	68	72	94	99	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	91	100	57	2
3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	3
4	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	4
5	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	98	98	98	98	97	97	96	95	99	100	95	5
6	95	95	95	95	96	96	97	97	98	98	93	99	100	100	100	100	100	100	100	100	100	100	100	100	98	100	95	6
7	100	100	100	100	100	100	100	100	100	100	100	98	97	97	97	97	96	94	94	94	93	93	93	93	97	100	93	7
8	93	93	94	94	94	94	94	94	94	94	94	94	93	93	93	93	93	93	92	92	92	91	90	93	94	90	8	
9	90	89	89	88	87	87	87	88	88	89	89	88	88	88	86	84	85	84	84	85	85	86	87	86	87	90	84	9
10	85	86	86	86	86	86	86	86	86	86	86	87	87	87	87	87	87	87	87	87	87	87	87	87	86	87	85	10
11	87	87	87	87	87	87	88	89	89	89	90	90	90	90	90	90	90	90	90	90	91	91	92	89	92	87	11	
12	92	92	92	92	92	92	92	91	91	91	90	90	94	97	100	100	100	100	100	100	100	100	100	100	95	100	90	12
13	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	13
14	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	14
15	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	15
16	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	16
17	96	94	93	92	92	91	91	90	90	89	89	89	88	88	88	87	87	87	87	87	87	88	88	88	90	98	87	17
18	88	89	89	89	89	90	90	90	91	91	92	92	92	93	93	93	93	94	95	97	97	98	98	98	92	98	88	18
19	98	98	98	99	99	99	99	99	100	100	100	100	99	98	86	84	86	85	86	85	85	86	87	93	93	100	84	19
20	92	90	90	91	96	96	96	95	94	94	93	95	95	94	93	92	92	90	89	89	89	89	90	90	92	96	89	20
21	89	90	89	89	90	90	88	89	89	90	93	89	89	89	89	90	90	90	89	89	89	89	90	90	90	93	89	21
22	89	89	89	89	89	89	89	89	89	89	89	90	91	91	90	90	91	90	90	90	91	90	90	90	91	91	89	22
23	91	91	91	91	92	92	93	93	93	93	93	92	94	95	92	91	89	89	89	88	88	86	88	87	91	95	86	23
24	85	83	83	84	83	82	82	79	78	78	77	72	67	63	69	71	75	73	73	71	75	72	78	80	77	87	63	24
25	81	83	83	84	83	83	83	83	82	82	81	80	79	78	79	78	79	77	78	79	78	77	77	76	80	84	76	25
26	75	75	74	73	74	73	68	70	71	73	75	74	72	72	72	73	75	79	93	99	100	95	97	98	79	100	68	26
27	100	98	98	99	100	100	100	100	100	99	94	98	98	98	98	98	98	98	97	96	96	95	97	97	98	100	94	27
28	97	97	96	95	95	96	97	94	94	97	99	99	99	99	99	99	99	99	99	99	99	99	99	99	98	99	94	28
29	99	99	99	99	99	99	100	100	100	100	100	100	100	100	100	100	100	100	100	99	99	98	98	97	99	100	97	29
30	96	96	97	97	97	98	98	98	97	93	98	98	97	97	97	97	95	95	97	97	95	94	93	93	96	98	93	30
31	90	93	93	91	90	87	87	85	83	84	85	84	84	85	85	86	86	86	87	88	86	87	87	87	87	93	83	31
Mean...	92	93	93	93	93	94	94	94	94	94	94	93	92	92	92	92	92	91	92	92	92	92	92	92	93	96	87	Mean.

Absolute Maximum = 100 % on 1st, etc. Absolute Minimum = 55 % on 1st.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES.

CAPE DENISON. SATURATION = 100%. JUNE, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	87	87	87	86	86	86	86	86	85	85	88	89	88	89	91	91	91	91	90	91	92	92	93	94	89	94	85	1
2	94	95	96	96	97	97	98	98	98	97	96	96	96	97	97	99	99	98	98	98	97	97	97	96	97	96	94	2
3	96	96	96	96	96	96	96	96	95	95	95	96	96	95	94	94	94	94	94	94	94	94	94	94	95	96	94	3
4	94	94	94	94	94	94	94	94	94	94	94	94	93	93	92	91	89	89	88	86	85	84	84	84	91	94	84	4
5	84	83	83	83	82	82	82	82	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	84	82	5
6	84	84	84	84	84	84	84	84	84	84	84	84	83	83	84	84	84	84	84	84	84	85	84	85	84	85	83	6
7	85	84	84	84	84	84	84	84	84	84	84	84	84	83	82	81	82	83	83	83	83	84	84	85	84	85	81	7
8	85	85	85	86	86	86	86	86	87	87	87	87	87	87	87	87	88	88	88	88	88	88	88	88	87	88	85	8
9	87	86	87	86	85	86	87	86	87	88	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
10	61	61	62	64	62	62	62	72	100	100	99	98	98	98	97	97	97	97	97	97	97	97	97	97	86	100	61	10
11	97	97	97	96	96	96	96	96	95	95	91	91	91	91	91	90	90	89	89	88	87	86	85	85	92	97	85	11
12	85	83	82	81	81	81	81	80	81	81	79	79	79	79	79	79	79	79	79	79	79	79	79	79	80	85	79	12
13	78	78	78	78	77	78	78	78	78	78	78	79	79	79	79	80	80	81	81	82	82	85	86	86	80	86	77	13
14	86	86	86	86	85	84	82	82	81	80	79	79	79	79	79	79	79	79	79	79	79	79	80	81	81	86	79	14
15	81	81	81	81	81	81	81	81	81	81	82	82	82	83	82	82	83	83	83	83	83	83	84	84	82	84	81	15
16	84	83	83	82	81	80	79	77	75	74	71	70	70	76	81	82	87	98	94	100	97	86	84	89	82	100	70	16
17	87	88	85	85	86	86	89	88	87	85	84	85	82	83	81	81	84	81	84	82	86	80	84	86	85	89	80	17
18	90	87	86	85	81	83	81	81	83	81	80	82	77	76	76	75	76	76	76	76	77	77	77	76	80	90	75	18
19	76	76	76	76	75	75	75	76	76	76	75	74	72	71	71	71	70	70	68	67	68	67	65	65	72	76	65	19
20	67	65	68	68	68	68	68	69	70	70	68	67	67	67	67	66	67	68	66	66	55	45	38	50	64	70	38	20
21	60	61	61	63	64	65	62	63	62	62	63	63	59	57	58	58	57	57	57	58	58	58	56	56	60	65	50	21
22	54	55	57	100	100	100	100	100	100	100	100	100	99	99	99	99	99	99	98	98	98	98	98	96	93	100	54	22
23	96	96	96	96	97	97	96	96	95	95	95	100	100	100	100	100	100	100	100	100	100	100	100	100	98	100	95	23
24	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	24
25	100	100	100	100	100	100	100	100	100	98	93	78	70	63	78	88	100	100	100	100	98	93	85	76	94	100	68	25
26	87	75	80	66	69	74	67	70	86	70	67	70	71	64	64	73	86	79	65	78	64	79	60	60	72	87	60	26
27	68	70	63	55	56	81	75	82	85	96	96	95	95	96	96	96	96	96	96	96	96	96	96	95	86	96	55	27
28	96	96	96	96	96	96	94	92	90	90	92	92	91	91	91	91	90	88	87	87	87	87	87	87	91	96	87	28
29	91	91	90	90	87	86	84	84	80	74	70	65	62	60	60	57	47	44	51	55	65	67	69	70	71	91	44	29
30	74	76	80	81	82	85	87	87	87	86	86	87	87	88	94	99	100	100	100	99	97	97	97	97	89	100	70	30
Mean...	84	83	83	84	84	85	84	85	86	86	85	84	83	83	83	84	85	85	85	85	84	84	83	83	84	91	75	Mean

Absolute Maximum = 100 % on 10th, etc. Absolute Minimum = 38 % on 20th.

CAPE DENISON. JULY, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly mean.	Maximum.	Minimum.	Date.
1	97	97	96	96	95	94	94	94	94	94	94	90	76	77	75	92	92	89	96	96	97	96	94	94	92	97	75	1
2	92	92	91	91	90	90	90	90	92	94	95	95	95	95	95	95	95	95	95	95	95	95	95	95	93	95	90	2
3	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	95	94	3
4	94	94	94	94	94	94	94	94	94	94	93	93	86	87	86	83	79	82	78	81	78	80	74	72	88	94	72	4
5	70	69	68	67	69	68	69	72	77	84	87	89	90	90	90	90	90	90	90	90	90	90	90	90	82	90	67	5
6	90	90	90	90	90	90	90	90	90	90	88	83	77	74	75	73	80	79	78	76	80	78	70	84	90	90	70	6
7	79	75	71	69	73	77	77	76	81	84	80	78	77	76	75	74	72	70	70	70	70	70	70	70	74	84	69	7
8	71	72	72	74	75	82	85	87	90	94	95	95	90	100	100	100	96	96	94	90	88	85	84	82	87	100	70	8
9	81	80	79	78	77	75	75	75	75	75	74	72	70	71	71	70	69	69	70	70	69	69	69	47	82	69	9
10	69	69	68	69	69	69	68	68	69	69	67	65	67	68	69	72	74	75	74	72	74	75	77	75	70	77	65	10
11	74	74	73	76	81	83	86	89	97	100	100	100	100	97	98	99	100	100	99	98	97	97	97	97	91	100	73	11
12	96	96	94	94	94	94	94	93	93	92	89	89	89	86	86	86	87	86	85	89	89	92	92	92	91	97	85	12
13	91	91	91	91	91	91	91	91	91	91	87	84	81	71	68	69	71	74	79	87	83	79	74	84	84	92	68	13
14	100	100	100	99	99	98	97	93	94	97	99	100	100	100	99	97	97	97	96	98	98	97	97	96	98	100	84	14
15	95	93	92	90	89	89	88	88	87	87	86	86	85	85	85	86	86	87	88	88	89	89	89	89	88	96	85	15
16	89	89	89	88	88	88	87	87	87	87	87	88	88	89	89	89	89	90	90	90	90	90	90	89	90	90	87	16
17	90	90	90	90	90	89	88	87	87	87	86	75	67	64	62	61	63	65	68	70	69	69	71	71	77	90	61	17
18	70	71	72	73	74	73	74	78	79	80	75	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19	...	...	...	...	...	...	...	...	...	...	...	...	93	92	92	92	92	92	93	93	94	94	94	94	...	...	...	19
20	94	94	94	94	94	94	94	94	94	94	94	93	92	92	91	91	90	88	88	87	87	88	87	87	92	94	87	20
21	88	88	88	88	87	87	87	87	87	87	87	87	85	86	86	87	90	98	100	100	100	100	100	100	91	100	85	21
22	100	100	100	100	99	99	98	97	96	96	96	96	95	95	96	96	95	95	94	92	92	92	92	92	96	100	92	22
23	91	91	91	91	90	90	90	90	90	90	90	89	89	89	89	89	89	89	89	89	87	87	87	86	89	92	86	23
24	86	86	86	86	86	86	86	86	86	86	86	86	87	88	89	90	92	93	94	95	96	97	99	100	89	100	86	24
25	100	100	100	100	100	100	100	100	100	100	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
26	...	...	...	...	...	...	...	...	...	...	...	...	100	97	94	90	87	83	79	77	79	78	75	75	...	...	...	26
27	75	70	73	76	72	71	69	61	61	72	78	82	82	89	76	72	73	75	74	69	68	68	69	67	73	89	61	27
28	59	57	51	50	48	47	47	52	49	54	55	51	51	51	54	55	56	55	58	61	61	62	63	65	55	67	47	28
29	76	84	85	85	91	92	85	78	78	80	80	79	79	79	80	81	82	82	83	81	80	78	74	78	81	92	65	29
30	80	78	79	80	78	78	77	76	77	74	75	76	75	77	75	76	75	75	75	76	75	74	75	74	76	80	74	30
31	73	74	74	75	75	75	75	75	76	78	79	77	77	77	76	76	76	76	77	78	77	75	74	75	76	79	73	31
Mean...	85	85	84	84	84	85	84	84	84	86	86	85	83	83	83	83	83	84	84	85	84	84	84	83	84	91	77	Mean.

Absolute Maximum = 100 % on 8th, etc. Absolute Minimum = 47 % on 28th.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES. Table X.

CAPE DENISON. SATURATION = 100%. AUGUST, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly Mean.	Maximum	Minimum.	Date.
1	75	74	74	74	74	73	73	73	73	73	71	70	70	70	70	70	70	70	70	70	70	71	71	71	72	75	70	1
2	70	71	71	71	72	72	73	73	74	80	97	100	100	100	100	100	100	100	100	98	94	98	96	90	87	100	70	2
3	89	88	88	90	92	96	97	100	97	100	100	100	100	99	99	98	98	97	97	97	97	97	97	97	96	100	88	3
4	97	97	97	97	97	97	97	97	97	97	97	97	98	98	98	98	98	98	98	98	98	98	98	98	98	98	97	4
5	98	98	98	98	98	98	92	92	91	90	89	88	86	86	86	86	86	84	82	85	84	77	83	82	89	98	77	5
6	83	82	82	84	85	85	86	84	87	90	95	100	100	100	97	97	95	81	84	80	75	74	79	82	87	100	74	6
7	82	82	82	81	81	81	81	81	81	82	82	83	83	83	82	82	82	82	81	81	81	81	81	81	82	83	81	7
8	89	89	89	89	89	89	89	89	89	89	89	88	88	89	88	88	88	86	86	86	86	87	87	87	88	89	81	8
9	88	88	88	88	88	89	89	89	89	89	90	91	91	91	91	91	92	92	92	92	92	92	92	92	90	92	87	9
10	92	92	92	92	92	92	92	92	93	93	93	93	93	93	93	93	93	93	93	93	92	92	91	91	92	93	91	10
11	90	90	90	90	90	90	90	90	91	93	93	94	95	96	98	100	100	100	100	100	99	99	98	98	95	100	90	11
12	99	99	99	99	98	98	98	98	97	94	90	78	75	70	69	72	75	77	76	76	71	76	73	69	85	99	69	12
13	67	71	72	74	76	81	81	84	84	85	85	81	81	79	83	84	86	88	88	88	88	88	88	88	82	88	67	13
14	87	87	87	87	87	86	86	86	86	84	81	75	68	63	54	65	72	81	75	62	71	62	73	65	77	88	54	14
15	70	51	57	64	66	57	65	61	67	67	75	84	87	87	87	87	87	87	87	87	87	87	87	87	76	87	51	15
16	87	88	88	88	88	88	88	89	89	89	90	91	91	92	92	93	93	94	94	95	95	96	96	96	91	96	87	16
17	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	97	97	97	97	97	97	97	97	96	97	96	17
18	97	97	97	97	97	97	97	97	97	97	97	97	97	100	100	100	100	100	100	100	100	100	100	100	98	100	97	18
19	99	98	97	96	96	96	96	94	94	94	94	94	93	91	88	86	85	86	92	88	88	90	96	97	93	100	85	19
20	96	100	100	100	100	100	100	100	100	100	98	97	96	90	88	88	87	87	86	86	87	86	86	91	94	100	86	20
21	97	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	97	96	95	95	95	94	93	92	97	98	91	21
22	92	91	91	91	90	90	90	90	90	90	89	89	89	89	88	88	88	89	90	90	91	92	92	92	90	92	88	22
23	92	95	95	96	97	98	98	99	99	99	98	98	97	97	96	96	96	97	96	96	96	96	96	96	97	99	92	23
24	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	96	24
25	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	25
26	96	97	96	96	92	93	93	93	93	92	93	91	91	91	91	92	91	91	91	91	90	90	90	90	92	100	90	26
27	89	89	89	88	88	88	88	88	88	87	85	81	74	81	81	81	83	81	76	76	76	77	73	74	83	99	73	27
28	73	73	70	70	73	75	71	73	74	76	82	86	86	86	86	86	86	86	86	87	87	87	87	88	86	88	70	28
29	88	88	88	89	89	89	89	89	89	89	90	90	90	90	92	92	92	92	91	91	90	90	90	90	90	92	88	29
30	90	90	90	90	90	90	90	90	89	89	89	91	91	91	91	91	91	90	90	91	91	91	91	91	90	91	89	30
31	91	91	91	91	91	91	91	91	93	91	75	70	69	69	71	71	68	76	79	77	76	76	74	71	81	93	68	31
Mean...	89	89	89	89	89	89	89	90	90	90	90	90	89	89	89	89	90	90	89	89	89	88	89	88	89	94	82	Mean.

Absolute Maximum = 100 % on 2nd, etc. Absolute Mimimum = 51 % on 15th.

CAPE DENISON. SEPTEMBER, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m	Midnight.	Hourly Mean.	Maximum	Minimum.	Date.
1	74	70	71	70	68	72	74	75	76	80	80	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5	...	...	...	...	...	...	...	...	...	...	...	96	96	96	96	96	96	96	97	97	97	97	97	97	...	...	...	5
6	97	97	97	98	98	98	99	99	99	99	99	99	99	99	99	100	100	100	100	100	100	100	100	100	99	100	97	6
7	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	7
8	100	100	100	100	100	100	100	100	100	100	100	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9	...	...	...	...	...	...	...	...	...	...	...	...	79	74	72	66	70	68	70	66	62	67	70	69	...	...	...	9
10	68	71	74	72	74	71	75	74	73	72	73	73	73	74	73	74	75	74	78	79	81	83	...	...	...	...	...	10
11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
13	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	13
14	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	14
15	100	100	100	100	100	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16	84	84	87	86	82	82	80	85	88	90	88	86	80	80	76	76	78	61	59	60	59	58	60	59	76	90	58	16
17	61	70	71	86	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	89	89	89	89	86	89	59	17
18	89	89	89	89	89	89	89	89	89	89	89	88	88	89	90	91	92	93	93	93	93	93	93	93	92	93	88	18
19	94	95	96	96	96	96	96	97	99	100	96	92	91	84	75	73	69	67	68	66	64	62	63	60	84	100	60	19
20	65	72	83	84	83	83	82	82	87	90	96	98	98	100	100	100	100	100	100	100	98	97	96	95	91	100	60	20
21	94	94	93	94	95	95	96	96	96	96	97	98	98	98	98	98	99	100	100	100	100	100	100	100	97	100	93	21
22	94	90	93	93	93	94	94	94	94	92	91	90	90	91	90	94	89	100	100	100	100	99	96	96	94	100	89	22
23	96	95	96	96	96	95	94	97	98	92	92	92	88	83	84	84	85	87	87	85	82	80	80	86	90	98	80	23
24	77	78	71	75	76	87	91	91	92	93	90	92	92	92	92	92	92	91	95	95	95	94	93	93	89	95	71	24
25	93	93	92	92	92	91	91	91	91	86	80	72	74	73	79	72	73	76	73	74	74	75	75	76	82	93	72	25
26	76	76	73	80	85	87	87	88	88	89	89	90	91	91	92	92	92	92	92	93	93	93	94	94	88	94	73	26
27	94	94	95	95	96	96	96	97	98	100	100	100	99	99	99	99	99	98	98	98	98	98	98	97	97	100	94	27
28	98	98	98	98	98	98	97	96	94	92	87	87	86	71	70	65	72	62	76	78	80	85	78	77	85	98	62	28
29	73	73	74	74	73	72	71	71	70	72	72	73	73	78	83	85	88	90	92	92	94	94	93	93	79	94	70	29
30	95	97	98	99	100	100	100	100	97	100	100	100	100	100	90	75	86	87	88	69	86	79	85	84	92	100	69	30
Mean...	88	89	90	91	92	92	92	93	93	93	92	92	91	90	90	89	90	89	90	89	90	89	89	89	91	97	79	Mean.

Absolute Maximum = 100 % on 6th, etc. Absolute Minimum = 58 % on 16th.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES.

CAPE DENISON. SATURATION = 100%. OCTOBER, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly Mean.	Maximum.	Minimum.	Date.
1	83	88	96	100	100	100	100	100	100	100	100	100	100	92	97	97	98	98	98	98	98	98	98	98	97	100	83	1
2	98	97	96	96	96	96	95	94	93	91	90	89	88	88	88	88	87	87	87	87	87	87	86	86	91	98	86	2
3	85	85	85	84	84	84	84	84	84	82	81	78	68	62	57	48	52	57	62	57	59	56	60	69	71	86	48	3
4	72	76	79	81	81	81	82	82	85	85	84	86	87	87	86	86	82	82	81	82	82	82	82	82	82	87	69	4
5	82	81	81	80	80	80	80	80	81	82	87	88	88	88	88	88	88	88	88	88	88	88	88	88	85	88	80	5
6	88	88	88	88	88	88	88	88	86	85	82	80	78	86	73	73	79	100	98	97	96	96	95	94	87	100	73	6
7	98	98	97	96	96	96	95	95	95	95	94	94	97	97	98	98	98	99	99	99	100	100	100	100	97	100	94	7
8	90	90	90	90	90	90	90	90	91	91	92	92	93	93	93	93	93	93	93	92	92	92	90	89	92	93	89	8
9	90	89	89	89	89	89	89	89	89	89	89	90	91	91	91	91	91	91	91	91	90	90	90	90	91	89	9	
10	93	93	92	92	91	90	89	88	87	83	83	80	70	67	67	61	65	62	59	63	61	64	65	62	77	93	59	10
11	66	66	66	62	64	61	62	62	64	61	55	60	55	72	60	59	64	63	64	60	63	65	63	65	63	72	55	11
12	67	68	70	70	70	71	69	68	69	62	64	60	55	58	54	59	60	59	62	60	68	68	68	69	64	71	54	12
13	69	71	70	74	76	71	68	65	65	66	69	65	38	38	38	38	40	40	41	43	45	51	58	65	57	76	38	13
14	70	78	82	85	87	89	90	90	90	91	91	90	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15	...	...	...	...	...	...	...	...	...	...	...	...	96	95	95	94	93	92	92	92	92	91	91	91	...	...		15
16	91	91	91	91	91	91	91	90	89	85	84	81	76	69	71	76	78	78	77	77	77	77	77	77	83	91	69	16
17	77	77	76	76	76	76	75	74	74	74	71	71	71	70	67	63	60	55	55	52	52	55	56	55	67	77	52	17
18	58	63	63	64	63	66	64	62	60	55	50	47	45	42	43	42	45	43	41	43	46	48	46	35	52	66	35	18
19	56	58	56	53	55	53	49	42	37	33	32	34	35	38	38	38	38	39	39	38	37	36	38	37	42	58	32	19
20	37	40	42	39	41	35	40	36	35	39	39	50	54	56	58	58	58	59	60	61	62	63	65	69	49	69	35	20
21	70	71	73	75	76	76	76	75	74	73	73	73	73	71	70	71	71	71	70	70	70	70	71	71	72	76	69	21
22	70	71	73	73	77	78	80	81	84	87	90	91	93	96	98	98	98	97	96	96	93	92	92	92	87	98	70	22
23	92	91	90	89	88	87	86	86	86	86	86	86	91	91	91	91	90	90	88	88	87	87	87	87	89	92	86	23
24	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	86	85	85	84	83	83	83	83	86	87	83	24
25	83	82	76	81	79	79	78	78	77	77	77	72	72	71	70	68	66	65	62	63	63	66	66	65	73	83	62	25
26	60	60	60	62	62	61	66	68	70	68	63	63	68	71	72	71	67	67	63	64	65	65	62	63	65	72	60	26
27	70	68	68	68	65	63	72	72	72	76	78	81	98	97	96	96	96	95	95	95	96	95	95	95	83	98	63	27
28	94	94	93	93	93	93	93	94	94	94	94	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	93	28
29	94	93	92	90	90	90	90	91	91	92	93	95	95	95	95	95	95	94	95	92	91	91	90	90	93	96	90	29
30	89	89	89	89	89	90	91	92	93	93	80	70	64	65	63	63	67	72	78	75	76	75	75	80	93	63	30	
31	79	81	73	69	68	68	67	68	69	67	64	64	62	62	63	61	64	64	65	75	80	76	69	71	69	81	61	31
Mean...	79	80	79	79	79	79	79	79	79	78	77	77	76	76	75	74	75	75	75	75	76	76	76	76	77	86	67	Mean.

Absolute Maximum = 100 % on 1st, etc. Absolute Minimum = 32 % on 19th.

CAPE DENISON. NOVEMBER, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly Mean.	Maximum.	Minimum.	Date.
1	72	85	86	87	89	85	75	71	64	67	69	67	64	60	61	62	60	63	68	66	65	67	69	70	70	80	60	1
2	71	72	73	72	69	69	70	69	71	76	74	72	71	73	75	83	92	83	80	79	76	74	71	75	75	83	69	2
3	79	76	78	73	69	71	69	65	67	71	71	71	69	72	73	72	72	71	70	70	71	74	81	82	72	82	65	3
4	94	97	96	94	93	91	90	88	85	83	78	77	77	76	76	75	74	74	74	73	71	70	69	69	81	97	69	4
5	67	67	66	66	68	70	79	91	90	91	86	81	81	77	73	75	74	70	66	79	80	72	70	53	75	91	53	5
6	59	62	68	72	82	89	90	88	83	83	78	65	64	66	60	57	60	58	57	56	49	47	54	51	67	90	47	6
7	50	50	45	39	43	37	36	37	36	43	45	38	44	51	43	47	44	42	43	48	51	52	53	54	45	54	36	7
8	56	60	70	82	94	96	98	99	99	99	99	100	100	100	100	100	100	100	100	100	100	99	97	97	94	100	54	8
9	97	97	97	98	99	99	99	99	99	99	99	99	100	100	100	100	100	100	100	...	...	...	...	...	...	...	...	9
10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	71	70	68	67	67	66	63	66	...	...	...	10
11	63	62	64	65	65	65	64	64	64	65	65	63	65	63	62	63	63	64	62	61	61	61	60	57	63	66	57	11
12	59	61	63	64	63	64	66	65	66	66	69	68	69	70	65	76	72	72	69	61	58	57	58	57	65	76	57	12
13	56	56	56	54	54	54	54	43	40	41	45	44	46	47	50	50	38	43	48	50	52	52	52	50	49	57	38	13
14	50	47	46	48	49	50	50	50	52	53	51	50	53	56	54	56	52	53	54	53	53	52	53	52	52	56	46	14
15	52	53	53	51	51	49	45	45	49	46	45	44	38	49	41	48	50	55	50	53	57	57	55	54	50	57	38	15
16	56	58	59	56	56	56	51	52	52	53	55	55	56	54	53	52	52	52	52	58	96	96	96	95	60	96	51	16
17	94	93	91	89	87	87	86	86	86	87	89	94	58	99	100	100	100	100	100	100	100	100	99	99	94	100	86	17
18	97	98	98	98	99	99	98	98	98	98	97	96	95	92	90	89	88	89	...	...	...	...	...	...	...	...	...	18
19	69	67	64	62	61	62	63	64	65	66	67	68	67	66	63	63	62	62	61	61	62	61	63	60	64	69	60	19
20	60	61	62	62	61	62	63	64	64	65	64	63	65	65	65	65	66	62	62	61	60	61	60	60	63	66	60	20
21	62	62	62	62	62	63	64	65	65	64	64	64	65	65	64	64	64	62	63	63	63	62	61	61	63	65	60	21
22	60	59	58	59	60	61	62	62	62	62	62	63	64	66	65	66	66	66	67	67	68	68	69	70	64	70	58	22
23	69	67	66	65	66	67	68	68	70	75	79	68	70	69	67	67	68	67	65	66	66	66	66	65	68	79	65	23
24	64	65	65	65	65	66	64	65	65	66	65	64	65	64	66	68	67	66	66	67	69	70	72	71	66	72	64	24
25	71	72	72	75	74	75	76	76	78	64	73	65	49	50	52	53	59	52	55	57	75	77	77	79	67	79	49	25
26	80	80	80	73	70	76	76	76	53	58	54	52	53	54	53	54	57	60	64	59	67	68	81	83	66	83	52	26
27	73	73	73	80	81	81	81	80	77	71	72	66	55	53	53	57	63	65	71	68	73	78	79	75	70	83	53	27
28	68	64	60	62	61	61	61	61	61	60	57	55	56	50	53	52	46	47	38	41	49	51	52	51	55	75	38	28
29	49	49	50	50	52	53	51	45	48	53	55	54	36	36	50	50	44	45	55	54	60	62	62	64	51	64	36	29
30	64	67	68	65	63	62	62	59	46	42	38	50	57	61	61	60	52	53	60	61	56	58	58	66	58	68	38	30
Mean...	65	66	66	66	67	67	67	67	65	66	66	64	63	63	63	64	64	63	64	64	67	67	68	67	65	76	54	Mean.

Absolute Maximum = 100 % on 8th, etc. Absolute Minimum = 36 % on 7th, etc.

Table X.—RELATIVE HUMIDITY—HOURLY VALUES. Table X.

CAPE DENISON. SATURATION = 100%. DECEMBER, 1913.

Date.	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 a.m.	7 a.m.	8 a.m.	9 a.m	10 a.m.	11 a.m.	Noon.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight.	Hourly Mean.	Maximum.	Minimum.	Date.
1	64	63	62	60	58	57	52	47	47	44	39	40	51	48	64	53	52	53	56	55	54	54	52	53	54	66	39	1
2	50	53	53	58	64	66	65	75	96	100	100	99	92	80	67	60	56	55	53	51	49	47	46	44	66	100	44	2
3	43	43	42	42	42	42	41	41	40	35	36	32	32	28	35	45	55	54	41	33	37	41	39	39	40	55	28	3
4	37	36	33	36	37	36	35	32	37	39	39	41	41	41	42	43	43	42	42	41	41	39	38	39	39	43	32	4
5	38	38	38	37	37	38	39	40	41	40	40	40	42	42	42	43	43	42	41	39	40	39	39	39	40	43	37	5
6	40	41	41	41	41	41	42	47	48	48	49	53	52	54	53	53	54	62	80	65	63	62	61	60	52	80	39	6
7	59	59	62	61	58	57	55	54	62	100	90	77	76	69	59	63	75	66	94	100	100	97	96	96	74	100	54	7
8	94	93	90	85	78	71	69	65	59	57	55	39	37	37	35	34	33	32	33	32	32	32	32	33	54	96	32	8
9	33	33	31	40	38	97	100	100	99	98	97	97	97	97	92	85	78	76	88	89	89	89	89	89	79	100	31	9
10	89	89	89	89	88	88	68	63	61	61	60	58	56	60	62	59	65	63	63	65	65	64	64	66	70	89	56	10
11	67	67	67	65	62	59	57	55	53	56	55	53	51	52	51	53	53	51	50	50	50	48	49	48	55	67	48	11
12	47	48	47	46	46	43	42	42	41	40	38	37	35	33	31	33	32	30	30	23	18	23	23	20	36	48	18	12
13	23	21	23	22	23	24	25	25	24	24	25	25	29	26	40	35	38	35	26	26	29	29	32	37	28	40	20	13
14	34	37	36	36	35	34	36	36	37	39	35	36	31	26	26	37	30	38	37	37	39	43	40	35	35	43	26	14
Mean...	51	51	51	51	51	52	52	52	53	56	54	52	52	49	50	50	51	49	52	50	50	50	50	50	51	69	36	Mean.

Absolute Maximum = 100 % on 2nd, etc. Absolute Minimum = 18 % on 12th.

Table XI—COMPARISON OF RESULTS FROM WET AND DRY BULB READINGS WITH HAIR HYGROGRAPH RECORDS.

Date.	Hour.	Corrected.			Relative Humidity (%).				Corrn. for Hair Hygrom.	Instrument No.	Remarks.
		Dry Bulb °F.	Wet Bulb °F.	Diff.	Simpson's Tables.	Marvin's Tables.	Mean.	Hair Hygrom.			
1912											
Feb. 8	6 p.m.	30·9	27·3	3·6	62	60	61	53	+ 8	59688	Clear weather.
,, 8	Midnight	21·1	18·1	3·0	57	54	55·5	57	— 1·5	,,	,,
,, 9	6 a.m.	16·6	16·1	0·5	92	91	91·5	57	+34·5	,,	,,
,, 9	Noon	22·1	20·6	1·5	80	78	79	57	+22	,,	,,
,, 14	6 p.m.	32·0	28·3	3·7	62	60	61	53	+ 8	25057	,,
1913											
Nov. 6	Noon	16·1	16·2	...	...	...	...	65	...	59688	Half hour since wetting.
,, 6	12·30 p.m.	15·9	15·7	0·2	98	96	97	65	+32	,,	Clear weather.
,, 6	6 p.m.	11·2	10·3	0·9	82	80	81	58	+23	,,	,,
,, 7	Noon	22·0	19·8	2·2	70	68	69	38	+31	,,	Calm, cloudy.
,, 7	3 p.m.	25·9	22·0	3·9	52	50	51	43	+8	,,	Clear, breezes.
,, 7	6 p.m.	21·3	21·2	...	...	...	...	42	...	,,	Wetted 5·30 p.m., clear breezes.
,, 9	Noon	9·2	8·5	0·7	86	84	85	100	—15	,,	Clear, hurricane, light drift snow.
,, 10	Noon	18·0	16·0	2·0	69	67	68	69	— 1	,,	Clear, hurricane.
,, 10	4 p.m.	19·9	17·2	2·7	60	58	59	68	— 9	25057	,,
,, 10	6 p.m.	18·0	15·5	2·5	61	59	60	70	—10	,,	,,
,, 12	Noon	22·6	19·0	3·6	52	49	50·5	68	—17·5	,,	Overcast, light wind.
,, 12	1 p.m.	22·5	19·0	3·5	53	50	51·5	69	—17·5	,,	,,
,, 13	Noon	27·2	32·0	...	...	...	...	44	...	,,	Wetted 11 a.m., still wet.
,, 13	3·45 p.m.	27·2	22·9	4·3	50	48	49	45	+ 4	,,	Clear, airs.
,, 14	Noon	16·2	13·8	2·4	60	58	59	50	+ 9	,,	Clear, gale.
,, 14	6 p.m.	16·4	13·9	2·5	59	55	57	53	+ 4	,,	,,
,, 15	Noon	22·1	17·9	4·2	43	39	41	44	— 3	,,	Clear, strong wind.
,, 15	4·20 p.m.	24·9	20·8	4·1	49	46	47·5	48	— 0·5	,,	Overcast, light wind.
,, 16	Noon	22·0	18·5	3·5	52	49	50·5	55	— 4·5	,,	Overcast, strong wind.
,, 19	12·30 p.m.	22·1	20·0	2·1	71	69	70	66	+ 4	59688	Clear, gale.
,, 19	6 p.m.	23·9	21·2	2·7	65	63	64	62	+ 2	,,	,,
,, 20	6 p.m.	21·4	19·0	2·4	66	66	66	62	+ 4	,,	,,
,, 21	Noon	16·3	14·9	1·4	75	75	75	64	+11	,,	Overcast, gale.
,, 22	Noon	13·2	11·6	1·6	70	68	69	63	+ 6	,,	,,
,, 22	6 p.m.	17·1	15·0	2·1	66	64	65	66	— 1	,,	,,
,, 23	Noon	18·1	16·1	2·0	69	67	68	68	0	,,	,,
,, 23	8 p.m.	19·1	17·1	2·0	70	68	69	66	+ 3	,,	,,
,, 23	9 p.m.	19·0	16·8	2·2	67	64	65·5	66	— 0·5	,,	,,
,, 23	10 p.m.	18·4	16·0	2·4	61	60	60·5	66	— 5·5	,,	Overcast, strong wind.
,, 24	Noon	21·1	18·6	2·5	64	62	63	64	— 1·0	,,	Cloudy, strong wind.
,, 24	3 p.m.	25·0	21·8	3·2	60	57	58·5	66	— 7·5	25057	,,
,, 24	6 p.m.	23·6	20·4	3·2	58	56	57	66	— 9	,,	Rewetted 6·20 p.m.
,, 24	8 p.m.	22·1	19·0	3·1	58	55	56·5	67	—10·5	,,	Rewetted 8·20 p.m.
,, 24	10 p.m.	17·4	15·0	2·4	62	59	60·5	70	— 9·5	,,	Cloudy, strong wind.
,, 25	Noon	27·2	24·5	2·7	68	66	67	65	+ 2	,,	Rewetted 12·10 p.m.
,, 25	2 p.m.	30·9	26·4	4·5	52	50	51	50	+ 1	,,	Cloudy, light wind.
,, 25	3·10 p.m.	28·6	24·2	4·4	50	48	49	52	— 3	,,	,,
,, 25	4 p.m.	27·8	24·8	3·0	65	63	64	53	+11	,,	Cloudy, calm.
,, 25	6·20 p.m.	26·8	24·2	2·6	69	67	68	53	+15	,,	,,
,, 25	8 p.m.	24·3	22·0	2·3	70	68	69	57	+12	,,	,,
,, 26	Noon	26·4	22·9	3·5	58	55	56·5	52	+ 4·5	,,	Overcast, light wind.
,, 26	5 p.m.	25·1	22·5	2·6	67	65	66	57	+ 9	,,	,,
,, 26	6 p.m.	23·8	21·2	2·6	66	64	65	60	+ 5	,,	,,
,, 26	10 p.m.	21·9	19·9	2·0	72	70	71	68	+ 3	,,	,,
,, 27	10 a.m.	25·2	23·0	2·2	73	71	72	71	+ 1	,,	Rewetted 10·20 a.m.
,, 27	Noon	26·4	22·9	3·5	58	55	56·5	66	— 9·5	,,	Calm, light winds.
,, 27	2 p.m.	28·5	24·4	4·1	53	51	52	53	— 1	,,	,,
,, 27	4 p.m.	26·3	24·2	2·1	74	73	73·5	57	+16·5	,,	Very dry, rewetted.
,, 27	6 p.m.	25·1	22·5	2·6	67	64	65·5	65	+ 0·5	,,	,,
,, 27	8 p.m.	25·7	23·0	2·7	67	64	65·5	68	— 2·5	,,	,,
,, 28	Noon	25·3	21·6	3·7	55	51	53	55	— 2	,,	Calm, clear.
,, 28	4 p.m.	25·6	23·6	2·0	75	74	74·5	52	+22·5	,,	,,
,, 28	6 p.m.	26·8	23·7	3·1	63	61	62	47	+15	,,	,,
,, 29	Noon	24·4	21·0	3·4	55	54	54·5	54	+ 0·5	,,	Clear, strong wind.
,, 29	2 p.m.	27·6	23·5	4·1	52	50	51	36	+15	,,	,,

Table XI.—COMPARISON OF RESULTS FROM WET AND DRY BULB READINGS WITH HAIR HYGROGRAPH RECORDS.

Date.	Hour.	Corrected.			Relative Humidity (%).				Corrn. for Hair Hygrom.	Instrument No.	Remarks.
		Dry Bulb °F.	Wet Bulb °F.	Diff.	Simpson's Tables.	Marvin's Tables.	Mean.	Hair Hygrom.			
1913											
Nov., 29	4 p.m.	26·8	23·2	3·6	57	55	56	50	+ 6	25057	
,, 29	6 p.m.	28·0	24·3	3·7	58	56	57	45	+12	,,	
,, 29	8 p.m.	28·0	25·0	3·0	65	64	64·5	54	+10·5	,,	
,, 29	Midnight	17·9	15·8	2·1	68	65	66·5	64	+ 2·5	,,	
,, 30	6 a.m.	18·4	16·2	2·2	66	64	65	62	+ 3	,,	
,, 30	9 a.m.	28·0	23·0	5·0	43	40	41·5	46	— 4·5	,,	
,, 30	Noon	30·0	26·5	3·5	61	60	60·5	50	+10·5	,,	Clear, light winds.
,, 30	4 p.m.	28·7	26·0	2·7	69	68	68·5	60	+ 8·5	,,	
,, 30	6 p.m.	30·7	28·0	2·7	71	69	70	53	+17	,,	
Dec., 1	6 a.m.	19·9	17·2	2·7	60	57	58·5	57	+ 1·5	,,	
,, 1	Noon	30·5	27·0	3·5	62	61	61·5	40	+21·5	,,	Cloudy, light winds.
,, 1	6 p.m.	30·0	26·5	3·5	61	60	60·5	53	+ 7·5	,,	
,, 1	10 p.m.	26·2	23·8	2·4	69	69	69	54	+15	,,	
,, 1	Midnight	25·8	22·0	3·8	53	51	52	53	— 1	,,	
,, 2	Noon	21·1	20·0	1·1	85	83	84	99	—15	,,	Overcast, strong wind, light drift, snowfall.
,, 2	6 p.m.	26·5	24·6	1·9	76	76	76	55	+21	,,	
,, 2	Midnight	22·9	20·2	2·7	64	61	62·5	44	+18·5	,,	
,, 3	6 a.m.	23·1	20·0	3·1	59	56	57·5	42	+15·5	,,	
,, 3	10 a.m.	30·0	25·4	4·6	50	48	49	35	+14	,,	
,, 3	Noon	32·2	28·0	4·2	57	56	56·5	32	+24·5	,,	Clear, light wind.
,, 3	5 p.m.	30·0	28·5	1·5	83	83	83	55	+28	,,	
,, 3	6 p.m.	31·0	28·3	2·7	71	70	70·5	54	+16·5	,,	
,, 3	Midnight	22·8	20·8	2·0	73	71	72	39	+33	,,	
,, 4	6 a.m.	24·1	20·0	4·1	48	44	46	36	+10	,,	
,, 4	Noon	29·0	25·5	3·5	60	59	59·5	41	+18·5	,,	Overcast, strong wind.
,, 4	2 p.m.	29·6	25·5	4·1	55	53	54	41	+13	,,	
,, 4	6 p.m.	28·7	25·5	3·2	63	62	62·5	42	+20·5	,,	
,, 6	2 p.m.	28·0	25·0	3·0	65	64	64·5	54	+10·5	,,	Overcast, hurricane.
,, 6	6 p.m.	29·3	26·8	2·5	72	71	71·5	62	+ 9·5	,,	
,, 7	Noon	27·2	25·0	2·2	74	72	73	77	— 4	,,	Overcast, strong wind.
,, 7	8·20 p.m.	25·6	25·5	0·1	99	99	99	100	— 1	,,	Snowfall and drift.
,, 8	Noon	30·4	26·6	3·8	60	57	58·5	39	+19·5	,,	Cloudy, strong wind.
,, 8	6 p.m.	28·9	27·8	1·1	88	87	87·5	32	...	,,	Too dry, rewetted.
,, 8	8 p.m.	27·6	24·0	3·6	58	56	57	32	+25	,,	
,, 10	Noon	32·8	30·3	2·5	74	73	73·5	58	+15·5	,,	Overcast, gale.
,, 10	2 p.m.	32·7	29·7	3·0	70	69	69·5	60	+ 9·5	,,	
,, 10	6 p.m.	32·2	30·3	1·9	81	80	80·5	63	+17·5	,,	
,, 11	4 a.m.	32·0	30·0	2·0	79	78	78·5	65	+13·5	,,	
,, 11	6 a.m.	32·8	31·0	1·8	82	81	81·5	59	+22·5	,,	
,, 11	10 a.m.	34·3	32·0	2·3	78	77	77·5	56	+21·5	,,	
,, 11	Noon	34·8	32·0	2·8	72	70	71	53	+18	,,	Overcast, strong wind.
,, 12	4 a.m.	28·0	26·0	2·0	77	76	76·5	46	+30·5	,,	
,, 12	6 a.m.	27·1	24·5	2·6	69	68	68·5	43	+25·5	,,	
,, 12	8 a.m.	28·0	24·6	3·4	61	59	60	42	+18	,,	
,, 12	10 a.m.	30·5	27·2	3·3	65	63	64	40	+24	,,	
,, 12	Noon	34·0	31·0	3·0	70	70	70	37	+33	,,	Cloudy, strong wind.
,, 12	4 p.m.	36·1	32·0	4·1	62	62	62	33	+29	,,	
,, 12	6 p.m.	35·8	31·0	4·8	56	55	55·5	30	+25·5	,,	
,, 13	Noon	34·0	30·6	3·4	67	66	66·5	25	+41·5	,,	Clear, moderate wind.
,, 13	6 p.m.	33·8	33·0	0·8	92	92	92	35	+57	,,	
,, 14	10·20 a.m.	28·0	24·6	3·4	61	59	60	38	+22	,,	
,, 14	Noon	30·2	26·9	3·3	64	63	63·5	36	+27·5	,,	Clear, moderate wind.

SECTION V.

CLOUD and SUNSHINE. TABLES XII and XIII.

Table XII.—CLOUD AMOUNT—SIX-HOURLY VALUES.

CAPE DENISON. 1912.

Date.	February.				March.				April.				May.			
	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.
1	10	10	10	10	1	1	0	0	10	4	6	6	0	0	0	0
2	10	4	1	1	9	9	10	10	7	7	1	3	0	0	0	0
3	8	6	5	10	10	10	10	10	10	2	5	5	0	0	1	1
4	10	10	10	8	7	10	10	10	10	10	10	10	1	1	0	0
5	8	9	10	10	8	6	0	0	10	10	6	4	0	0	0	0
6	2	1	1	10	D.	D.	1	1	0	1	10	10	8	10	10	10
7	10	10	10	9	1	1	1	1	10	8	0	D.	10	10	10	10
8	1	0	1	0	1	5	10	10	D.	D.	D.	0	10	10	10	10
9	0	1	1	0	10	10	10	10	0	0	0	0	10	10	0	D.
10	0	1	4	1	10	10	10	0	1	10	4	D.	0	0	1	D.
11	1	1	1	0	3	5	10	1	D.	D.	D.	D.	D.	D.	D.	D.
12	0	2	1	1	9	0	0	0	D.	D.	D.	10	0	1	0	0
13	1	8	6	1	0	0	0	1	6	5	10	0	D.	D.	D.	0
14	4	0	1	2	9	9	8	7	1	7	1	1	10	D.	D.	D.
15	9	10	9	9	2	5	10	10	1	2	1	0	D.	3	10	5
16	10	10	10	10	10	10	10	10	0	4	7	0	1	0	0	0
17	10	10	8	7	10	10	10	10	1	7	2	0	0	1	1	D.
18	6	1	0	0	1	7	6	0	1	5	0	0	D.	3	D.	D.
19	0	1	1	0	0	1	1	0	D.	1	0	0	10	D.	D.	D.
20	1	1	2	5	4	10	10	10	0	7	4	1	D.	D.	0	0
21	1	1	3	1	10	6	1	0	D.	6	2	0	0	8	10	10
22	5	6	10	10	0	0	0	0	D.	D.	D.	D.	D.	D.	10	D.
23	10	1	5	1	1	1	0	0	0	2	D.	1	D.	D.	D.	D.
24	1	9	1	10	0	1	0	0	10	9	10	10	10	5	0	0
25	10	10	1	1	0	3	2	1	10	10	10	10	0	0	2	1
26	1	1	1	1	10	8	6	10	D.	D.	10	10	0	9	8	8
27	10	10	10	10	10	10	10	10	1	6	6	10	0	2	0	0
28	10	5	9	6	10	10	10	10	1	0	0	4	0	3	10	10
29	4	3	2	0	10	10	8	5	D.	D.	3	1	10	10	1	1
30	...	...	...	...	0	6	7	4	1	2	0	1	1	5	10	4
31	...	...	...	...	10	10	10	10	...	...	...	...	9	0	0	0
Mean.	5·3	4·9	4·6	4·6	5·5	6·1	5·8	4·9	4·1	5·2	4·3	3·7	3·8	3·8	3·8	3·0

Date.	June.				July.				August.				September.			
	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.
1	10	4	6	6	1	10	2	1	10	10	10	10	10	1	7	10
2	7	7	1	3	0	10	10	10	7	0	1	8	10	10	10	9
3	10	2	5	5	10	0	0	0	0	0	0	10	9	10	10	7
4	10	10	10	10	1	7	7	4	0	6	0	0	1	3	1	0
5	10	10	6	4	4	2	0	1	1	1	0	0	0	0	0	0
6	0	1	10	10	4	1	0	0	0	0	0	0	0	2	5	5
7	10	8	0	D.	0	0	0	7	0	1	0	0	1	1	7	5
8	D.	D.	D.	0	10	3	0	0	0	9	1	0	7	1	0	1
9	0	0	0	0	0	0	0	0	0	8	0	0	1	9	10	10
10	1	10	4	D.	0	0	0	0	0	8	0	0	1	4	1	9
11	D.	D.	D.	D.	0	0	0	0	0	8	1	0	9	4	0	0
12	D.	D.	D.	10	0	0	0	0	0	0	0	0	0	0	0	0
13	6	5	10	0	0	0	0	0	0	0	10	10	0	1	5	0
14	1	7	1	1	0	0	0	0	0	10	10	D.	0	1	0	0
15	1	2	1	0	0	0	0	0	D.	6	0	0	0	0	0	0
16	1	4	7	0	0	10	1	10	6	4	0	0	0	1	1	0
17	1	7	2	0	0	1	0	0	0	2	10	10	0	1	1	1
18	1	5	0	0	0	4	0	0	10	D.	D.	D.	0	0	1	5
19	D.	1	0	0	0	0	0	0	D.	D.	10	10	6	4	9	0
20	0	7	4	1	0	0	0	1	0	...	3	0	0	0	0	0
21	D.	6	2	0	0	1	1	10	1	8	1	2	0	1	1	2
22	D.	D.	D.	D.	10	10	10	10	10	10	10	D.	0	5	0	0
23	0	2	D.	1	10	10	10	1	D.	D.	D.	D.	2	3	1	0
24	10	9	10	10	0	9	10	D.	10	10	D.	D.	0	1	0	0
25	10	10	10	10	D.	10	4	D.	10	10	10	1	0	0	0	0
26	D.	D.	10	10	0	7	10	1	0	0	0	D.	0	0	1	1
27	1	6	6	10	D.	D.	D.	D.	0	7	0	0	8	9	1	0
28	1	0	0	4	0	1	0	1	10	10	0	0	0	0	0	0
29	D.	D.	3	1	10	10	10	9	0	0	0	1	0	0	4	1
30	1	2	0	1	0	1	0	4	0	6	0	0	10	10	10	10
31	...	...	...	...	10	10	10	D.	0	0	10	10	...	...	...	...
Mean.	4·2	5·2	4·3	3·7	2·4	3·9	2·9	2·6	2·8	4·9	3·0	2·9	2·5	2·7	2·9	2·5

D.—Sky obscured by Drift, omitted in taking means.

Table XII.—CLOUD AMOUNT—SIX-HOURLY VALUES. Table XII.

CAPE DENISON. 1912.

Date.	October.				November.				December.			
	6 p.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.
1	D.	D.	D.	D.	D.	10	10	D.	8	10	D.	8
2	D.	D.	10	5	10	6	D.	10	D.	4	1	0
3	9	8	4	D.	0	1	1	9	0	1	0	0
4	6	3	7	6	10	10	10	8	0	1	0	5
5	4	4	5	5	D.	10	8	3	0	0	1	1
6	3	10	8	10	D.	2	1	0	1	6	10	10
7	10	7	10	10	0	0	1	0	10	10	10	10
8	10	10	9	5	0	1	1	2	9	10	10	10
9	1	10	10	9	8	D.	1	2	10	10	10	5
10	10	9	9	0	D.	0	D.	0	2	6	3	5
11	5	3	5	1	10	10	10	D.	3	3	1	0
12	0	0	0	0	...	10	10	10	1	9	6	10
13	0	0	0	0	10	10	0	10	10	10	10	6
14	1	1	0	0	0	4	0	10	D.	0	3	0
15	0	0	0	0	5	D.	0	0	1	1	1	1
16	0	2	10	10	0	0	1	10	0	1	0	1
17	2	3	1	2	10	10	9	10	1	1	0	0
18	0	0	0	0	10	1	9	8	0	0	1	0
19	1	0	1	2	D.	5	0	0	0	0	0	0
20	1	0	0	0	0	1	0	4	0	1	1	0
21	5	10	10	10	1	0	0	0	0	0	8	9
22	10	10	10	10	1	0	0	0	10	10	10	5
23	7	7	2	1	0	0	0	4	5	7	10	10
24	1	0	0	0	D.	10	7	9	10	10	10	6
25	3	1	0	0	D.	10	D.	10	10	9	0	1
26	1	0	2	10	10	10	5	1	5	9	8	1
27	10	10	8	0	0	0	0	1	1	3	D.	5
28	0	5	6	0	5	10	10	10	1	9	10	10
29	1	0	0	0	0	1	0	1	10	4	3	6
30	0	1	10	10	4	2	D.	10	8	5	5	8
31	10	10	10	10	...	...	...	...	7	4	9	10
Mean.	3·8	4·3	4·9	4·0	4·1	4·8	3·6	5·1	4·2	5·0	4·9	4·6

D.—Sky obscured by Drift, omitted in taking means.

CAPE DENISON. 1913.

Date.	January.				February.				March.				April.			
	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.
1	10	10	10	10	10	5	5	9	10	10	10	10	10	4	1	0
2	10	10	10	10	10	10	10	10	10	10	10	5	D.	1	1	D.
3	10	9	9	7	10	10	10	10	D.	10	5	D.	1	2	10	D.
4	8	8	3	3	10	9	10	8	D.	10	10	D.	D.	D.	D.	D.
5	10	10	10	9	10	10	8	8	D.	5	D.	D.	D.	10	10	D.
6	3	8	10	7	6	0	7	9	0	0	7	5	D.	10	10	D.
7	10	10	10	7	9	6	0	1	1	9	10	10	10	D.	10	D.
8	10	10	10	10	1	0	10	10	10	10	10	10	10	10	10	D.
9	10	10	9	9	10	10	10	10	0	1	0	0	D.	3	D.	D.
10	5	8	8	0	10	10	10	10	7	2	9	10	D.	1	1	D.
11	0	3	0	0	10	10	10	10	10	10	0	0	D.	D.	D.	3
12	1	8	10	7	10	9	8	5	0	5	10	10	4	1	8	D.
13	9	9	10	2	D.	0	0	D.	0	10	10	0	10	9	10	10
14	1	1	1	1	D.	0	1	D.	D.	D.	9	D.	D.	D.	D.	D.
15	1	9	10	8	D.	10	6	1	D.	10	D.	D.	D.	D.	D.	1
16	9	5	9	10	D.	0	0	D.	0	2	0	D.	D.	D.	D.	D.
17	10	10	9	9	D.	9	1	10	D.	D.	8	D.	D.	7	D.	10
18	10	5	4	8	D.	10	10	6	10	10	10	D.	D.	10	9	D.
19	1	1	0	0	D.	10	10	9	10	2	5	1	D.	8	D.	D.
20	0	10	10	10	D.	7	1	0	1	7	10	1	D.	D.	10	D.
21	D.	10	10	10	D.	10	10	0	D.	0	2	4	D.	D.	1	3
22	10	D.	8	9	D.	9	9	9	2	1	3	D.	10	10	1	10
23	10	8	10	7	D.	10	10	10	D.	10	10	D.	D.	10	10	6
24	3	D.	10	9	D.	10	10	10	D.	10	10	D.	D.	D.	D.	8
25	8	8	5	10	D.	10	10	10	6	10	10	6	5	1	2	4
26	8	8	5	10	D.	10	D.	D.	D.	8	5	10	10	10	D.	D.
27	10	10	10	8	D.	10	10	D.	10	10	10	D.	10	10	8	3
28	10	8	3	3	D.	0	D.	1	10	10	10	10	D.	8	D.	D.
29	6	2	0	8	...	...	...	...	1	3	9	D.	D.	D.	D.	D.
30	9	10	10	8	...	...	...	...	D.	10	10	D.	D.	10	10	D.
31	8	3	2	8	...	...	...	...	D.	D.	10	D.	...	...	...	...
Mean.	7·0	7·6	7·6	7·2	8·8	7·3	7·2	7·2	5·1	7·0	8·0	5·7	8·0	6·8	6·8	5·3

D.—Sky obscured by Drift, omitted in taking means.

Table XII.—CLOUD AMOUNT—SIX-HOURLY VALUES.

CAPE DENISON. 1913.

Date.	May.				June.				July.				August.			
	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.
1	D.	1	1	D.	0	10	10	D.	0	10	10	D.	1	1	1	1
2	10	D.	D.	D.	10	10	2	1	10	10	D.	D.	7	10	10	10
3	D.	10	D.	D.	D.	1	0	2	D.	3	1	D.	10	5	10	10
4	D.	10	D.	D.	0	10	10	10	0	1	0	0	D.	10	10	10
5	D.	9	D.	9	2	1	0	D.	1	10	10	10	10	10	3	7
6	D.	9	D.	D.	0	10	5	D.	0	3	0	0	10	10	0	0
7	D.	D.	D.	10	3	1	0	0	0	1	0	0	D.	0	0	0
8	D.	D.	9	10	1	1	9	1	0	0	0	0	0	0	0	0
9	D.	5	D.	D.	0	1	10	3	0	10	10	0	D.	0	0	0
10	D.	8	D.	D.	10	10	10	10	0	3	1	0	10	10	7	10
11	D.	D.	D.	D.	D.	2	0	2	10	10	10	9	0	0	10	10
12	D.	10	D.	D.	0	1	0	2	0	2	2	10	10	10	5	10
13	D.	2	D.	D.	0	1	D.	10	10	8	5	10	10	1	0	D.
14	D.	8	1	10	10	1	2	0	10	10	10	10	3	6	9	2
15	D.	D.	10	10	0	1	0	0	10	10	10	10	2	10	10	10
16	D.	10	D.	D.	0	1	7	10	D.	7	6	8	10	10	10	D.
17	D.	8	D.	7	10	5	1	3	0	0	1	3	D.	10	10	10
18	D.	10	D.	D.	2	4	3	1	0	10	10	10	10	10	10	10
19	D.	10	10	10	1	4	0	0	10	10	10	10	10	2	10	10
20	D.	9	9	10	1	1	0	3	10	10	1	3	10	10	10	10
21	D.	1	1	D.	8	10	1	10	3	10	10	10	10	10	1	10
22	D.	D.	D.	D.	10	10	10	10	10	10	9	0	D.	10	D.	D.
23	D.	3	2	D.	10	10	2	4	1	10	0	D.	D.	9	D.	D.
24	D.	D.	D.	D.	1	1	D.	10	0	1	D.	D.	10	10	10	10
25	D.	D.	D.	8	10	5	0	0	0	1	0	D.	10	10	0	2
26	D.	10	10	10	5	2	D.	10	3	1	0	0	0	0	0	0
27	5	1	0	D.	2	10	10	10	0	0	0	0	1	0	0	0
28	D.	10	10	10	10	10	10	10	0	0	0	0	1	10	10	10
29	0	0	1	0	10	9	1	1	0	1	1	0	10	10	7	0
30	1	3	2	1	0	0	D.	0	0	1	0	0	0	0	0	0
31	0	1	0	D.	...	...	...	...	1	1	1	1	0	0	0	0
Mean.	3·2	6·4	4·7	8·1	4·1	4·8	4·0	4·6	3·1	5·3	4·8	4·2	6·2	6·3	5·3	5·7

Date.	September.				October.				November.				December.			
	6 a.m.	Noon.	6 a.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.	6 a.m.	Noon.	6 p.m.	Midt.
1	0	0	1	10	5	1	3	3	10	10	9	9	3	4	10	10
2	10	10	D.	10	0	0	1	2	10	10	6	7	10	10	10	10
3	10	10	10	10	3	1	1	0	7	0	0	0	10	0	0	1
4	10	10	10	10	0	0	0	0	3	10	10	10	2	10	10	8
5	10	10	10	D.	D.	D.	D.	D.	10	10	3	7	8	10	10	9
6	1	10	9	8	D.	0	0	D.	4	0	0	0	10	10	10	10
7	6	8	2	5	0	0	0	0	7	5	0	0	10	10	10	10
8	3	0	1	4	0	0	0	0	D.	D.	D.	D.	10	5	10	8
9	5	2	6	0	5	10	1	0	D.	0	0	0	10	10	10	8
10	8	7	5	D.	1	0	0	0	0	0	1	5	10	10	10	10
11	10	1	0	0	0	2	4	0	6	0	0	9	10	10	10	10
12	0	3	1	1	0	3	1	0	6	10	4	0	10	5	0	0
13	10	10	10	10	1	10	3	0	0	0	1	2	0	0	0	0
14	10	10	10	10	3	10	10	10	0	0	0	0	0	1	5	0
15	10	10	9	8	10	10	10	9	0	1	10	10	0	0	D.	D.
16	1	7	7	10	9	1	0	0	10	10	10	0	...	...	...	...
17	10	10	10	5	8	3	5	10	D.	10	10	D.	...	...	...	...
18	6	9	10	3	10	3	2	0	10	10	10	10	...	...	...	...
19	7	3	1	1	3	1	3	1	2	0	0	0	...	...	...	...
20	10	10	10	1	8	8	9	1	0	1	1	0	...	...	...	...
21	10	7	10	10	0	1	0	0	8	10	10	10	...	...	...	...
22	10	5	10	0	7	10	10	10	10	10	9	10	...	...	...	...
23	0	10	8	0	10	9	8	1	10	9	9	10	...	...	...	...
24	2	1	0	0	0	6	1	10	6	3	5	0	...	...	...	...
25	0	7	9	9	10	10	10	10	10	8	8	2	...	...	...	...
26	10	10	10	10	10	10	9	10	7	10	10	10	...	...	...	...
27	10	10	10	10	10	10	10	10	10	10	10	0	...	...	...	...
28	10	10	10	2	10	10	10	2	0	0	0	0	...	...	...	...
29	1	6	10	0	0	0	0	0	0	0	0	0	...	...	...	...
30	10	0	9	4	0	7	10	1	0	1	0	0	...	...	...	...
31	...	...	...	...	10	10	9	9	...	...	...	...	...	...	...	...
Mean.	6·7	6·9	7·2	5·4	4·6	4·9	4·3	3·4	5·4	5·1	4·7	4·0	6·9	6·3	7·5	6·7

D.—Sky obscured by Drift, omitted in taking means.

Table XIII.—SUNSHINE—HOURLY VALUES. Table XIII.

CAPE DENISON. FEBRUARY, 1912.

Date.	4–5 a.m.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	8–9 p.m.	9–10 p.m.	Daily Total.	Theoretical Length of Day.
																				Hours.
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	18·8
2														Estimated.					5·0	18·2
3	0	0	0	0	0	0	0	0	0	0·4	0·9	0·1	0	0·6	0·4	0·3	0·4	0·3	3·4	18·1
4	0	0	0	0·1	0	0	0	0	0	0·7	0	0	0	0	0	0	0	0	0·8	17·9
5	0	0	0·8	0·6	1·0	0·8	0	0	0	0	0	0	0	0	0	0	0	0	3·2	17·8
6	0	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	15·9	17·7
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	17·6
8	0	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	15·9	17·4
9	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	16·0	17·3
10	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	16·0	17·2
11	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	15·4	17·1
12	0·2	1·0	1·0	1·0	1·0	1·0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	16·3	16·9
13	0	0·8	1·0	1·0	1·0	1·0	0·3	1·0	1·0	0	0	0	0	0·7	0	0	0	0	7·8	16·8
14	0	0·4	0·8	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	15·4	16·6
15	0	0	0	0	0	0	0	0	0·1	0·6	0·3	0·5	0	0	0	0	0	0	1·5	16·5
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	16·4
17	0	0	0	0	0	0	0	0	0	0	0	0	0·3	0·9	0·8	0·5	0·5	0·1	3·1	16·2
18	0	0·2	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·1	15·3	16·1
19	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·1	15·6	16·0
20	0	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0	15·1	15·8
21	0	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	14·4	15·7
22	0	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	1·0	0·8	0·3	0	0	0	0	11·0	15·6
23	0	0	0	0	0	0·2	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	0·2	0	9·3	15·4
24	0	0	0·7	1·0	1·0	1·0	0·6	0	0	0	0	0	0	0	0·4	1·0	0·3	0	6·0	15·3
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0·3	0·5	0·6	0	0	1·4	15·2
26	0	0	0	0	0·3	0·7	0·9	1·0	0·6	0·9	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	10·9	15·0
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·1	0	0	0	0·1	14·9
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·8
29	0	0	0	0	0·2	0·1	0·8	0·6	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·1	0	9·2	14·6
Total.	0·2	6·1	14·0	14·6	15·5	15·8	14·7	15·6	15·1	16·6	15·8	15·6	15·1	16·8	16·2	16·0	12·2	3·1	244·0	478·4
															Daily Mean				8·4	16·5

CAPE DENISON. MARCH, 1912.

Date.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	Daily Total.	Theoretical Length of Day.
																	Hours.
1	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·1	13·8	14·5
2	0	0·2	0·5	1·0	1·0	0·9	0	0	0	0	0	0	0	0	0	3·6	14·4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·1
5	0	0	0	0·1	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	0	9·1	14·0
6	0	0	0·5	1·0	0·3	0	0	0·1	1·0	1·0	0·8	0·7	0	0	0	5·4	13·9
7	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	0	11·9	13·7
8	0	0·2	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0·8	0·5	0·4	0	0	9·4	13·6
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	13·5
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	13·3
11	0	0	0	0	0	0·4	1·0	0·5	0	0	0	0·2	0·3	0	0	2·4	13·2
12	0	0	0	0	0	0·1	0·7	0·9	0·7	1·0	1·0	1·0	0·9	0	0	6·3	13·1
13	0	0	0	0	0	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	0	7·6	13·0
14	0	0	0	0	0	0	0·3	0	0	0	0	0	0	0	0	0·3	12·8
15	0	0·8	1·0	1·0	0·4	1·0	1·0	1·0	0·9	0·2	0	0	0	0	0	7·3	12·7
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·6
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·5
18	0	0·5	0·8	0·8	1·0	0·9	1·0	1·0	0·8	0·2	0	0	0	0	0	7·0	12·3
19	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	11·2	12·2
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·1
21	0	0	0	0	0	0·1	0·2	1·0	1·0	1·0	1·0	1·0	1·0	0·1	0	6·4	12·0
22	0	0·1	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0	0	10·1	11·8
23	0	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	0	10·4	11·7
24	0	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	0	10·5	11·5
25	0	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·1	0·7	1·0	0	0	9·7	11·4
26	0	0	0	0	0·3	0·2	0·3	0	0·1	0·2	0·1	0	0	0	0	1·2	11·2
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·1
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·0
29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	10·9
30	0	0	0·4	1·0	1·0	1·0	1·0	0·1	0·6	0·4	0·1	0·8	0	0	0	6·4	10·7
31	0	0	0	0	0	0·2	0·9	1·0	1·0	0·9	0·1	0	0	0	0	4·1	10·6
Total.	0·7	4·2	10·2	12·9	13·0	14·4	16·4	15·6	16·1	14·3	12·0	12·9	10·2	1·1	0·1	154·1	389·6
													Daily Mean			5·0	12·6

Table XIII.—SUNSHINE—HOURLY VALUES.

CAPE DENISON.
APRIL, 1912.

Date.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	Daily Total.	Theoretical Length of Day.
											Hrs.
1	0	0	0	0	0	0	0	0	0	0·0	10·5
2	0	0	0	0	0	0·7	1·0	1·0	0·6	3·3	10·4
3	0	0	0	0·8	1·0	1·0	1·0	1·0	0·2	5·0	10·2
4	0	0	0	0	0	0	0	0	0	0·0	10·1
5	0	0	0	0	0	0	0	0	0	0·0	10·0
6	0	0·1	0·4	0·5	0·3	0·1	0·1	0	0	1·5	9·9
7	1·0	0·9	0·3	0·4	0	0	0·3	0·3	0	3·2	9·8
8	0	0	0	0	0	0	0	0	0	0·0	9·7
9	Sun gleaming all day.									0·0	9·5
10	Sun gleaming.									0·0	9·4
11	0	0	0	0	0	0	0	0	0	0·0	9·3
12	0	0	0	0	0	0	0	0	0	0·0	9·2
13	0	0	0	0	0	0	0	0	0	0·0	9·1
14	0	0	0	0	0	0	0	0	0	0·0	8·9
15	0	0	0	0	0	0	0	0	0	0·0	8·8
16	0	0	0	0	0	0	0	0	0	0·0	8·7
17	0·7	1·0	0·2	0	0	0	0	0	0	1·9	8·6
18	0	0	0	0	0	0	0	0	0	0·0	8·5
19	Sun gleaming eight hours.									0·0	8·4
20	0	0	0	0	0	0	0	0	0	0·0	8·2
21	0	0	0	0	0·2	0	0	0	0	0·2	8·1
22	0	0	0	0	0	0	0	0	0	0·0	7·9
23	0	0·3	0·9	0	0·4	1·0	0·8	0	0	3·4	7·8
24	0	0	0	0	0	0	0	0	0	0·0	7·7
25	0	0	0	0	0	0	0	0	0	0·0	7·6
26	0	0	0	0	0	0	0	0	0	0·0	7·5
27	0	0·3	1·0	1·0	1·0	1·0	0	0	0	4·3	7·3
28	Sun gleaming seven hours twenty two mins.									0·0	7·2
29	0	0	0	0	0	0	0	0	0	0·0	7·1
30	Sun gleaming seven hours.									0·0	7·0
Total	1·7	2·6	2·8	2·7	2·9	3·8	3·2	2·3	0·8	22·8	262·4
									Daily Mean	0·8	8·7

MAY, 1912.

Date.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	Daily Total.	Theoretical Length of Day.
									Hrs.
1	Sun gleaming seven hours.							0·0	6·8
2	Sun gleaming five hours.							0·0	6·7
3	Sun gleaming about five hours.							0·0	6·5
4	0·2	1·0	1·0	1·0	1·0	0·2	0	4·4	6·4
5	0·2	1·0	1·0	1·0	0·5	0	0	3·7	6·2
6	0	0	0	0	0	0	0	0·0	6·1
7	0	0	0	0	0	0	0	0·0	6·0
8	0	0	0	0	0	0	0	0·0	5·9
9	0·2	1·0	1·0	0·3	0	0	0	2·5	5·7
*16	0	0	0	0	0	0	0	0·0	5·5
11	Sun gleaming about five hours.							0·0	5·4
12			"		"			0·0	5·2
13			"		"			0·0	5·1
14	0	0	0	0	0	0	0	0·0	5·0
15	0	0	0	0	0	0	0	0·0	4·9
16	Sun gleaming five hours.							0·0	4·7
17	Sun gleaming four and half hours.							0·0	4·6
18	0	0	0	0	0	0	0	0·0	4·4
19	0	0	0	0	0	0	0	0·0	4·3
20	Sun gleaming four and half hours.							0·0	4·1
21	0	0	0	0	0	0	0	0·0	4·0
22	0	0	0	0	0	0	0	0·0	3·8
23	0	0	0	0	0	0	0	0·0	3·6
24	0	0	0	0	0	0	0	0·0	3·5
25	...	...	...	...	...	...	...	3·7	3·3
26	...	...	...	...	...	...	...	3·9	3·2
27	0	0	0	0	0	0	0	0·0	3·1
28	0	0	0	0	0	0	0	0·0	2·9
29	0	0	0	0	0	0	0	0·0	2·8
30	...	...	...	...	...	...	...	2·5	2·6
31	0	0	0	0	0	0	0	0·0	2·5
Total	...	...	...	...	...	...	...	20·7	144·8
							Daily Mean.....	0·7	4·8

* From 10th. May to 5th. August sunshine too weak to burn card. Totals from visual observations.

CAPE DENISON.
JUNE, 1912.

Date.	9–10 a.m.	10–11 a.m.	11 a.m–Noon	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	Daily Total.	Theoretical Length of Day.
									Hours.
1	...	...	...	...	...	...	...	0·0	2·3
2	...	...	...	...	...	...	...	0·0	2·1
3	...	...	...	...	...	...	...	0·0	2·0
4	...	...	...	...	...	...	...	0·0	1·8
5	...	...	...	...	...	...	...	0·0	1·6
6	...	...	...	...	...	...	...	0·0	1·4
7	...	...	...	...	...	...	...	0·5	1·2
8	...	...	...	...	...	...	...	1·0	0·9
9	...	...	...	...	...	...	...	1·0	0·6
10	...	...	...	...	...	...	...	1·8	0·0
11	...	...	...	...	...	...	...	0·0	0·0
12	...	...	...	...	...	...	...	1·8	0·0
13	...	...	...	...	...	...	...	0·0	0·0
14	...	...	...	...	...	...	...	0·0	0·0
15	...	...	...	...	...	...	...	0·0	0·0
16	...	...	...	...	...	...	...	1·0	0·0
17	...	...	...	...	...	...	...	0·5	0·0
18	...	...	...	...	...	...	...	0·0	0·0
19	...	...	...	...	...	...	...	0·4	0·0
20	...	...	...	...	...	...	...	0·0	0·0
21	...	...	...	...	...	...	...	0·3	0·0
22	...	...	...	...	...	...	...	0·0	0·0
23	...	...	...	...	...	...	...	0·0	0·0
24	...	...	...	...	...	...	...	0·0	0·0
25	...	...	...	...	...	...	...	0·0	0·0
26	...	...	...	...	...	...	...	0·8	0·0
27	...	...	...	...	...	...	...	0·0	0·0
28	...	...	...	...	...	...	...	1·0	0·0
29	...	...	...	...	...	...	...	0·0	0·0
30	...	...	...	...	...	...	...	0·0	0·0
Totals.	...	...	...	...	...	...	...	10·1	13·9
							Daily Mean	0·3	0·5

JULY, 1912.

Date.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	Daily Total.	Theoretical Length of Day.
									Hours.
1	...	...	...	...	...	...	...	0·0	0·0
2	...	...	...	...	...	...	...	0·0	0·0
3	...	...	...	...	...	...	...	1·7	0·4
4	...	...	...	...	...	...	...	0·0	0·8
5	...	...	...	...	...	...	...	1·8	1·0
6	...	...	...	...	...	...	...	1·9	1·2
7	...	...	...	...	...	...	...	2·2	1·5
8	...	...	...	...	...	...	...	0·0	1·7
9	...	...	...	...	...	...	...	1·0	1·9
10	...	...	...	...	...	...	...	2·6	2·1
11	...	...	...	...	...	...	...	0·0	2·3
12	...	...	...	...	...	...	...	0·0	2·5
13	...	...	...	...	...	...	...	3·0	2·6
14	...	...	...	...	...	...	...	3·0	2·8
15	...	...	...	...	...	...	...	0·0	2·9
16	...	...	...	...	...	...	...	0·0	3·1
17	...	...	...	...	...	...	...	1·0	3·2
18	...	...	...	...	...	...	...	0·0	3·4
19	...	...	...	...	...	...	...	0·5	3·5
20	...	...	...	...	...	...	...	1·0	3·6
21	...	...	...	...	...	...	...	3·9	3·8
22	...	...	...	...	...	...	...	0·0	4·0
23	...	...	...	...	...	...	...	0·0	4·1
24	...	...	...	...	...	...	...	0·0	4·3
25	...	...	...	...	...	...	...	0·0	4·4
26	...	...	...	...	...	...	...	0·0	4·5
27	...	...	...	...	...	...	...	0·0	4·6
28	...	...	...	...	...	...	...	5·0	4·8
29	...	...	...	...	...	...	...	0·0	4·9
30	...	...	...	...	...	...	...	5·2	5·0
31	...	...	...	...	...	...	...	0·0	5·2
Totals.	...	...	...	...	...	...	...	33·8	90·1
							Daily Mean	1·1	2·9

Table XIII.—SUNSHINE—HOURLY VALUES. Table XIII.

CAPE DENISON.
AUGUST, 1912.

Date.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	Daily Total.	Theoretical Length of Day.
										Hrs.
1	...	...	...	...	...	...	...	...	0·0	5·3
2	...	...	...	...	...	...	...	...	5·0	5·4
3	...	...	...	...	...	...	...	...	5·0	5·6
4	...	...	...	...	...	...	...	...	4·0	5·7
5	...	...	...	...	...	...	...	...	2·0	5·9
6	0	0·3	1·0	1·0	0·7	0	0	0	3·0	5·8
7	0	0	0·7	1·0	0·7	0	0	0	2·4	6·1
8	0	0	0	0	0	0	0	0	0·0	6·2
9	0	1·0	1·0	1·0	1·0	0	0	0	4·0	6·4
10	0	0	0	0	0	0	0	0	0·0	6·5
11	0	0	0	0	0	0	0	0	0·0	6·6
12	0·5	1·0	1·0	1·0	1·0	0	0	0	4·5	6·8
13	0	0·7	1·0	0·4	0	0	0	0	2·1	6·9
14	0	0	0	0	0	0	0	0	0·0	7·1
15	0	0	0	0	0	0	0	0	0·0	7·2
16	0	0	0·6	1·0	1·0	0	0	0	2·6	7·3
17	0	0	0	0	0	0	0	0	0·0	7·4
18	0	0	0	0	0	0	0	0	0·0	7·5
19	0	0	0	0	0	0	0	0	0·0	7·7
20	0·2	0	0·2	0·7	0	0	0	0	1·1	7·8
21	0	0	0	0	0	0	0	0	0·0	7·9
22	0	0	0	0	0	0	0	0	0·0	8·0
23	0	0	0	0	0	0	0	0	0·0	8·1
24	0	0	0	0	0	0	0	0	0·0	8·3
25	0	0	0	0	0	0	0	0	0·0	8·4
26	0·5	0·8	0·6	1·0	1·0	1·0	0	0	4·9	8·5
27	0	0	0	0	0	0	0	0	0·0	8·7
28	0	0	0	0	0	0	0	0	0·0	8·8
29	0	0·5	0·5	0·9	0·7	0	0	0	2·6	8·9
30	0	0	0	0	0	0·4	0	0	0·4	9·0
31	0·7	1·0	1·0	1·0	1·0	0·9	0·1	0	5·7	9·2
Totals	...	...	...	...	...	...	...	...	49·3	225·0
						Daily Mean ...			1·6	7·3

SEPTEMBER, 1912.

Date.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	Daily Total.	Theoretical Length of Day.
															Hrs.
1	0	0	0	0	0	0	0	0	0·2	0·7	0·3	0	0	1·2	9·3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	9·4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	9·6
4	0	0	0	0	0	0·6	1·0	1·0	1·0	0·9	0·2	0	0	4·7	9·7
5	0	0	0	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·1	0	7·7	9·8
6	0	0	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	0·1	0	0	6·8	9·9
7	0	0	0	0·9	1·0	1·0	1·0	1·0	0·6	0·3	0	0·2	0	6·0	10·0
8	0	0	0·4	0·3	0·1	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0	7·0	10·2
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	10·3
10	0	0	0·1	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	8·3	10·4
11	0	0	0·7	1·0	0·4	0·1	1·0	1·0	1·0	1·0	1·0	0·7	0	7·9	10·6
12	0	0	0·2	0·4	1·0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	0	8·3	10·7
13	0	0·2	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0·6	0	9·3	10·8
14	0	0·1	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	10·6	10·9
15	0	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	10·3	11·0
16	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	10·7	11·2
17	0	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	0	0	7·7	11·3
18	0	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	10·7	11·4
19	0	0	0·1	0·2	0	0·5	1·0	0·9	0·3	0·1	0·1	0	0	3·2	11·6
20	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·1	10·6	11·7
21	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	10·9	11·8
22	0	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	10·9	12·0
23	0	0	0	0·7	0·6	1·0	1·0	1·0	0·7	0·4	1·0	0·2	0	6·6	12·1
24	0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	11·4	12·2
25	0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	11·4	12·3
26	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	11·4	12·4
27	0	0	0·2	0·8	0·9	1·0	1·0	1·0	1·0	1·0	0·6	0·7	0·2	9·2	12·5
28	0·2	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	12·0	12·7
29	0·2	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	12·1	12·8
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·9
Totals	0·4	7·9	15·7	20·4	21·0	22·9	25·0	24·9	23·8	22·8	20·2	16·0	5·9	226·9	333·5
											Daily Mean ...			7·6	11·1

CAPE DENISON.

OCTOBER, 1912.

Date.	3–4 a.m.	4–5 a.m.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	Daily Total.	Theoretical Length of Day.
																			Hours.
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	13·0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	13·1
3	0	0	0	0	0	0	0	1·0	1·0	1·0	1·0	1·0	0·9	0	0	0	0	5·9	13·2
4	0	0	0	0·1	0·9	1·0	1·0	1·0	1·0	0·9	1·0	1·0	0·8	0	0	0	0	8·7	13·4
5	0	0	0	0·7	1·0	1·0	1·0	1·0	1·0	0·8	1·0	1·0	0·7	0	0	0	0	9·2	13·5
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	13·6
7	0	0	0	0·8	0·9	0·8	0·8	0·7	0·1	0	0·3	0	0	0	0	0	0	4·4	13·8
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	13·9
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·1
11	0	0	0	0·2	0	0·2	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	9·7	14·2
12	0	0	0·9	0·7	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	12·8	14·4
13	0	0	0	0·6	0·5	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	0	10·0	14·5
14	0	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0	13·1	14·7
15	0	0·2	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0	0	13·1	14·8
16	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·4	0	0	0	0	0	0	9·0	14·9
17	0	0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0	13·6	15·0
18	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	14·5	15·2
19	0	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	14·1	15·3
20	0	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	13·7	15·4
21	0	0·7	1·0	0·5	0·9	0·2	0	0	0	0	0	0	0	0	0	0	0	3·3	15·5
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	15·7
23	0	0	0	0	0	0	0	0·3	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	8·5	15·8
24	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	15·4	16·0
25	0·1	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	15·5	16·1
26	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·1	0	14·1	16·2
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	16·3
28	0·1	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	0·2	14·6	16·5
29	0·1	0·6	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	15·2	16·6
30	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0	0	0	13·1	16·7
31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	16·9
Totals	0·6	8·0	14·0	16·6	18·0	17·7	18·7	20·0	20·0	19·6	19·7	19·0	18·4	15·8	14·3	9·0	2·1	251·5	462·3
																	Daily Mean.....	8·1	14·9

Table XIII.—SUNSHINE—HOURLY VALUES.

CAPE DENISON. NOVEMBER, 1912.

Date.	2–3 a.m.	3–4 a.m.	4–5 a.m.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	8–9 p.m.	Daily Total.	Theoretical Length of Day.
																					Hours.
1	0	0	0	0	0	0·2	0·4	0	0	0	0	0	0	0	0	0	0	0	0	0·6	17·0
2	0	0	0	0	0	0	0	0·5	1·0	0·7	0·8	0·6	0·1	0	0	0·3	0·1	0	0	4·1	17·1
3	0	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	16·0	17·3
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	17·4
5	0	0	0	0·7	0·7	0	0·1	0·8	0	0	0	0·1	0·9	0·1	0	0	0	0	0	3·4	17·5
6	0	0	0·1	0·5	0·8	1·0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	0	13·9	17·7
7	0	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0	16·5	17·8
8	0	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	16·6	18·0
9	0	0	0·2	0·5	0·7	0·4	0·8	0·3	0·6	0·7	0·9	0·8	0·7	0·8	1·0	1·0	1·0	0·2	0	10·6	18·1
10	0	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	15·8	18·2
11	0	0·8	1·0	0·3	0·2	0·6	0	0	0	0	0	0	0	0	0	0	0	0	0	2·9	18·4
12	0	0	0	0	0	0	0	0	0·2	0	0	0	0	0	0	0	0	0	0	0·2	18·5
13	0	0	0	0	0	0	0	0	0	0	0·1	0·5	1·0	1·0	1·0	1·0	1·0	0·8	0	6·4	18·7
14	0	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0·4	0·2	0	14·4	18·8
15	0	0·1	0·5	0·3	0·6	0·9	0·5	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	13·2	19·0
16	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0·6	0·8	1·0	1·0	1·0	0·3	17·2	19·1
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	19·3
18	0	0	0	0	0	0	0	0	0·9	0·9	0·1	0	0·2	0·2	0·1	0·2	0·3	0·5	0·4	3·8	19·4
19	0	0·7	1·0	1·0	1·0	1·0	0·7	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	16·8	19·5
20	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	18·3	19·7
21	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	17·4	19·8
22	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	18·0	20·0
23	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	17·8	20·1
24	0	0	0	0·4	0·5	0	0·1	0·8	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	0	0	0	8·3	20·2
25	0	0·1	0	0·2	0	0	0·1	0·7	0·4	0	0·5	0·2	0	0	0	0	0	0	0	2·2	20·4
26	0	0	0·1	0	0	0·2	0·3	0·9	0·8	0·2	0	0	0·1	0·8	0·6	0·4	0·1	0·1	0·2	4·8	20·6
27	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	17·6	20·7
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	20·9
29	0·5	0·3	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	17·1	21·0
30	0·7	1·0	1·0	1·0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0	0	15·8	21·2
Totals	4·1	10·3	14·9	16·9	17·4	17·3	16·9	19·5	20·9	19·5	19·4	19·2	19·7	19·5	19·0	19·3	17·1	15·0	4·8	309·7	571·4
																			Daily Mean	10·3	19·0

CAPE DENISON. DECEMBER, 1912.

Date.	2–3 a.m.	3–4 a.m.	4–5 a.m.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	8–9 p.m.	9–10 p.m.	Daily Total.	Theoretical Length of Day.
																						Hours.
1	0	0	0	0	0	0	0	0	0·1	0	0·2	0·8	1·0	0·8	0·7	1·0	0·9	0·5	0	0	6·0	21·4
2	0	0	0	0	0	0·1	0	0·4	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·9	0·9	0	11·0	21·6
3	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	18·8	21·8
4	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	18·9	22·0
5	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	18·9	22·2
6	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	0·2	0·1	0	0·2	0	0	0	0	0	0	10·0	22·3
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	22·5
8	0·1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·1	22·7
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	22·9
10	0·4	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	0	16·2	23·2
11	0·5	1·0	1·0	1·0	0·9	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	18·6	24·0
12	0·7	0·8	0·5	1·0	1·0	0·7	0	0·2	0	0	0	0·9	0·9	1·0	0·9	1·0	0·4	0	0	0	10·0	24·0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	24·0
14	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·5	0·8	1·0	1·0	0·7	18·7	24·0
15	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	19·3	24·0
16	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	19·3	24·0
17	0·7	1·0	1·0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	19·3	24·0
18	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	19·5	24·0
19	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	19·5	24·0
20	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	19·4	24·0
21	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·2	0·2	0·5	0·9	0·4	0·3	16·0	24·0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·2	0	0	0	0	0	0·2	24·0
23	0·8	0	0	0	0	0	0	0	0	0	0·1	0·6	0·1	0	0	0	0	0	0	0	1·6	24·0
24	0	0	0	0	0	0	0	0	0	0	0	0·3	0·1	0	0	0	0	0	0	0	0·4	24·0
25	0·1	0	0	0	0	0	0·1	0	0	0	0·3	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	9·1	24·0
26	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·7	0·2	1·0	1·0	1·0	1·0	1·0	0·8	0·9	18·2	24·0
27	0·1	0·2	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0·7	0·3	16·6	24·0
28	0·2	0·8	1·0	0·9	1·0	1·0	1·0	0·8	0·2	0·3	0·2	0	0	0	0	0	0	0	0	0·4	7·8	24·0
29	0·1	0·2	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0	16·5	24·0
30	0	0	0·6	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	1·0	1·0	1·0	1·0	1·0	0·2	0	15·3	24·0
31	0	0	0	0	0·1	1·0	0·1	0	0	0	0·6	1·0	1·0	1·0	0·2	0	0	0	0	0	5·0	24·0
Totals	12·7	16·0	17·4	19·7	20·0	20·4	19·2	19·4	19·1	18·9	19·5	22·3	20·9	21·9	20·1	19·7	19·5	19·1	16·2	8·2	370·2	726·6
																				Daily Mean	11·9	23·4

Table XIII.—SUNSHINE—HOURLY VALUES. Table XIII.

CAPE DENISON. JANUARY, 1913.

Date.	2–3 a.m.	3–4 a.m.	4–5 a.m.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	8–9 p.m.	9–10 p.m.	Daily Total.	Theoretical Length of Day.
																						Hours
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	24·0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	24·0
3	0	0	0	0	0	0	0	0·2	0	0	0·1	0	0	0	0	0	0	0	0	0	0·3	24·0
4	0	0·8	0·3	0·1	0·9	0·9	0·8	0·2	0·3	0·6	0·1	0·1	0·2	0·8	1·0	1·0	0·9	0·9	1·0	0·8	11·7	23·3
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·8	0·7	1·5	22·8
6	0·1	0·2	1·0	1·0	1·0	1·0	1·0	0·7	0·7	0·6	0·6	1·0	1·0	0·1	0	0	0	0	0	0	10·0	22·5
7	0	0	0	0	0	0·3	1·0	0	0	0	0	0	0	0	0	0	0	0	0	0	1·3	22·3
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	22·2
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·2	0	0·2	22·0
10	0·2	1·0	1·0	1·0	1·0	1·0	0·1	0	0	0	0	0	1·0	1·0	0·6	0	0·6	0·8	0·7	0·6	10·6	21·8
11	0·1	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0·3	0·6	0·3	0·8	1·0	1·0	1·0	0·8	16·7	21·6
12	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	0	0	0	0	0	0·5	0·3	0	0·9	0·3	10·5	21·4
13	0	0·1	0·3	0	0	0	0	0	0·1	0	0	0	0	0	0	0	0	0	0	0	0·5	21·3
14	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	18·5	21·1
15	0	1·0	1·0	1·0	1·0	1·0	0·7	0·2	0	0	0	0	0	0	0	0	0	0	0	0	5·9	20·9
16	0	0	0	0	0	0	0	0	0·9	0·8	0·9	1·0	0·7	0	0	0	0	0	0	0	4·3	20·8
17	0	0	0	0	0	0	0·2	0	0	0	0	0·1	0	0·1	0·5	0·3	0	0	0	0	1·2	20·6
18	0	0·2	0	0	0	0	0	0	0·2	0·3	0	0	0	0	0·1	0·3	0	0	0·2	0	1·3	20·4
19	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	18·2	20·3
20	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	0	0	0	0	0	0	0	0	0	0	7·9	20·1
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·2	0·3	0·7	0	1·2	20·0
22	0	0	0	0	0	0	0	0	0	0	0	0	0·2	0·4	1·0	0·7	0	0	0	0	2·3	19·8
23	0	0	0	0	0·5	0·1	0	0	0·1	0·8	0·6	0·6	0·1	0	0	0	0	0·1	0·5	0	3·4	19·7
24	0	0	0·1	0·4	1·0	1·0	1·0	0·6	0	0	0·1	0	0	0	0	0	0	0	0	0	4·2	19·5
25	0	0	0·1	0·2	0	0·5	0·8	0·8	0	0	0	0	0	0	0	0	0	0	0	0	2·4	19·4
26	0	0	0·4	0	0	0	0	0·2	0·1	0·1	0·1	0·9	0·1	0·3	0·9	0·6	0	0·1	0·4	0	4·2	19·2
27	0	0	0·6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·6	19·0
28	0	0	0	0·4	0·4	0	0	0	0	0	0	0	0	0·1	0·9	1·0	1·0	1·0	0·9	0	5·7	18·9
29	0	0·6	1·0	0·8	0·4	1·0	1·0	1·0	1·0	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	16·4	18·8
30	0	0·1	0·3	0·5	0·6	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1·5	18·6
31	0	0	0·1	0	0	0·1	0	0	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0	10·5	18·5
Totals	1·4	8·9	11·2	10·4	11·8	11·9	11·6	8·9	8·2	8·4	7·5	8·5	7·6	7·4	9·3	9·2	7·8	8·1	10·5	4·4	173·0	648·8
																				Daily Mean	5·6	20·9

CAPE DENISON. FEBRUARY, 1913.

Date.	3–4 a.m.	4–5 a.m.	5–5 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 a.m.	8–9 p.m.	Daily Total.	Theoretical Length of Day.
																				Hours.
1	0	0	0	0	0·5	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0	0·6	0·4	0·1	9·7	18·3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	18·2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	18·1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	17·9
5	0	0	0	0	0	0	0	0	0	0·1	0	0	0	0	0·4	0·1	0	0	0·6	17·8
6	0	0	0	0	0·4	0·9	1·0	1·0	1·0	1·0	1·0	1·0	0·8	1·0	0·9	0·3	0	0	10·3	17·7
7	0	0·2	0	0·1	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0·4	13·5	17·6
8	0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	0	0	0	0	0	0	0	9·1	17·4
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	17·3
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	17·2
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	17·1
12	0	0	0	0	0	0	0	0	0	0	0	0	0·2	0·4	0·5	0·9	0·2	0	2·2	16·9
13	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0	15·8	16·8
14	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	0	15·3	16·6
15	0·4	0·1	0	0	0	0	0	0	0	0	0	0	0	0·1	0·1	0·6	0·5	0	1·8	16·5
16	0	0·2	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	0	14·8	16·4
17	0	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0·7	0·8	0·8	0·1	0	0	0	11·0	16·2
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	16·1
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	16·0
20	0	0	0	0·1	0·1	0·3	0·3	0·1	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	9·1	15·8
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	15·7
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	15·6
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	15·4
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	15·3
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	15·2
26	0	0	0	0	0	0	0	0	0	0	0	0	0	0·1	0·2	0	0	0	0·3	15·0
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·9
28	0	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·6	0	0	13·5	14·8
Totals	0·4	3·3	5·9	6·2	8·0	9·1	9·3	9·1	9·8	10·1	8·5	8·7	8·8	8·6	8·2	8·1	4·4	0·5	127·0	463·8
																		Daily Mean	5·3	16·5

Table XIII.—SUNSHINE—HOURLY VALUES.

CAPE DENISON. MARCH, 1913.

Date.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	Daily Total.	Theoretical Length of Day.
															Hours.
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·5
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·0
6	0	0	0	0	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	0	6·7	13·9
7	0·2	0·5	0·7	0·7	0	0·1	0·1	0	0·5	0	0	0	0	2·8	13·7
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	13·6
9	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	11·3	13·5
10	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	0	0	9·0	13·3
11	0	0	0	0	0	0	0	0	0·5	1·0	1·0	1·0	0	3·5	13·2
12	0·7	1·0	1·0	1·0	0·6	0·3	0·9	0·6	0	0	0	0	0	6·1	13·1
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	13·0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·8
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·7
16	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·8	0·1	0	10·3	12·6
17	0	0	0·1	0·9	0·9	1·0	0·6	1·0	0·8	0·4	0	0	0	5·7	12·5
18	0	0	0	0	0·1	0·2	0	0	0	0	0	0	0	0·3	12·3
19	0	0	0	0	0	0·7	1·0	1·0	0·9	0·2	0	0	0	3·8	12·2
20	0	0	0·4	0·1	0	0	0	0·9	1·0	1·0	1·0	1·0	0	5·4	12·1
21	0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0	10·0	12·0
22	0	0·2	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	9·4	11·8
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·7
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·5
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·4
26	0	0·4	0	0	0	0	0	0	0·7	0·6	0·6	0·3	0	2·6	11·2
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·1
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·0
29	0	0·3	0·9	0·8	1·0	1·0	0·3	0·3	0	0	0	0	0	4·6	10·9
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	10·7
31	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	10·6
Totals	1·4	5·4	7·8	8·5	7·6	9·0	8·9	9·8	10·4	9·1	7·7	5·1	0·8	91·5	389·6
										Daily Mean				3·0	12·6

CAPE DENISON.

APRIL, 1913. MAY, 1913.

Date.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	Daily Total.	Theoretical Length of Day.	Date.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	Daily Total.	Theoretical Length of Day.
											Hrs.											Hrs.
1	0	0	0	0	0·7	1·0	0·9	1·0	1·0	0·6	5·2	10·5	1	0·2	1·0	1·0	1·0	1·0	1·0	0·1	5·3	6·8
2	0	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	0·7	7·4	10·4	2	0	0	0	0	0	0	0	0·0	6·7
3	0	0·4	0·6	1·0	1·0	1·0	0·4	0·5	0	0	4·9	10·2	3	0	0	0	0	0	0	0	0·0	6·5
4	0·2	0·9	0·4	1·0	0·8	1·0	1·0	1·0	1·0	0·5	7·8	10·1	4	0	0	0	0	0	0	0	0·0	6·4
5	0	0	0	0	0	0	0	0	0	0	0·0	10·0	5	0	0	0	0	0	0	0	0·0	6·2
6	0	0	0	0	0	0	0	0	0	0	0·0	9·9	6	0	0	0	0	0	0	0	0·0	6·1
7	0	0	0	0	0	0	0	0	0	0	0·0	9·8	7	0	0	0	0	0	0	0	0·0	6·0
8	0	0	0	0	0	0	0	0	0	0	0·0	9·7	8	0	0	0	0	0	0	0	0·0	5·9
9	0	0	0	0	0	0·7	1·0	0·6	0	0	2·3	9·5	9	0	0	0	0	0	0	0	0·0	5·7
10	0	0·4	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·2	7·5	9·4	10	0	0	0	0	0	0	0	0·0	5·5
11	0	0·5	1·0	1·0	1·0	1·0	1·0	0·7	0·1	0	6·3	9·3	11	0	0	0	0	0	0	0	0·0	5·4
12	0	0	0	0	0·7	0·2	0·3	0·2	0·1	0	1·5	9·2	12	0	0	0	0	0	0	0	0·0	5·2
13	0	0	0	0	0	0	0	0	0	0	0·0	9·1	13	0	0	0	0	0	0	0	0·0	5·1
14	0	None recorded owing to drift.									...	8·9	14	0	0	0	0	0	0	0	0·0	5·0
15	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	7·2	8·8	15	0	0	0	0	0	0	0	0·0	4·9
16	0	0·1	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	6·8	8·7	16	0	0	0	0	0	0	0	0·0	4·7
17	0	0	0	0	0	0	0	0	0	0	0·0	8·6	17	0	0	0	0	0	0	0	0·0	4·6
18	0	0	0	0	0	0	0	0	0	0	0·0	8·5	18	0	0	0	0	0	0	0	0·0	4·4
19	0	0	0	0	0	0	0	0	0	0	0·0	8·4	19	0	0	0	0	0	0	0	0·0	4·3
20	0	0	0	0	0	0	0	0	0	0	0·0	8·2	20	0	0	0	0	0	0	0	0·0	4·1
21	0	0	0	0·5	1·0	1·0	1·0	1·0	0·4	0	4·9	8·1	*21	...	...	...	...	...	...	...	3·0	4·0
22	0	0	0	0	0	0	0	0	0	0	0·0	7·9	22	...	...	...	...	...	...	...	1·0	3·8
23	0	0	0	0	0	0	0	0	0	0	0·0	7·8	23	...	...	...	...	...	...	...	1·0	3·6
24	0	0	0	0	0·5	1·0	1·0	1·0	1·0	0	4·5	7·7	24	...	...	...	...	...	...	...	2·0	3·5
25	0	0	0	0·4	0·9	1·0	0·8	0·7	0	0	3·8	7·6	25	...	...	...	...	...	...	...	3·0	3·3
26	0	0	0	0	0	0	0	0	0	0	0·0	7·5	26	...	...	...	...	...	...	...	0·0	3·2
27	0	0	0	0	0	0	0	0	0	0	0·0	7·3	27	...	...	...	...	...	...	...	0·0	3·1
28	0	0	0	0	0	0	0	0	0	0	0·0	7·2	28	...	...	...	...	...	...	...	0·0	2·9
29	0	0	0	0·5	0·9	1·0	1·0	0·6	0	0	4·0	7·1	29	...	...	...	...	...	...	...	0·0	2·8
30	0	0	0	0	0	0	0	0	0	0	0·0	7·0	30	...	...	...	...	...	...	...	0·0	2·6
													31	...	...	...	...	...	...	...	1·5	2·5
Totals	0·2	2·8	5·7	8·4	11·5	12·9	12·4	11·3	6·9	2·0	74·1	262·4	Totals	...	...	...	...	...	...	...	16·8	144·8
							Daily Mean				2·5	8·7					Daily Mean				0·6	4·8

* From 21st. May to 30th. August sunshine too weak to burn card. Totals from visual observations.

Table XIII.—SUNSHINE—HOURLY VALUES. Table XIII.

CAPE DENISON.

JUNE, 1913.

Date.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	Daily Total.	Theoretical Length of Day.
							Hours.
1	...	...	...	...	...	0·0	2·3
2	...	...	...	...	...	0·0	2·1
3	...	...	...	...	...	0·0	2·0
4	...	...	...	...	...	0·0	1·8
5	...	...	...	...	...	0·0	1·6
6	...	...	...	...	...	0·0	1·4
7	...	...	...	...	...	0·0	1·2
8	0·5	0·5	...	...	...	1·0	0·9
9	...	...	...	...	...	0·0	0·6
10	...	...	...	...	...	0·0	0·0
11	...	...	0·5	...	...	0·5	0·0
12	...	...	...	...	...	0·0	0·0
13	...	...	...	...	...	0·0	0·0
14	...	...	...	...	...	0·0	0·0
15	...	...	...	...	...	0·0	0·0
16	...	0·5	0·5	...	...	1·0	0·0
17	...	...	...	...	...	0·0	0·0
18	...	0·6	0·6	...	...	1·2	0·0
19	...	...	...	...	...	0·0	0·0
20	0·5	0·5	...	...	...	1·0	0·0
21	...	...	...	...	...	0·0	0·0
22	...	...	...	...	...	0·0	0·0
23	...	...	...	...	...	0·0	0·0
24	...	...	...	...	...	0·0	0·0
25	...	...	...	...	...	0·0	0·0
26	...	...	...	...	...	0·0	0·0
27	...	...	...	...	...	0·0	0·0
28	...	...	...	...	...	0·0	0·0
29	...	...	...	...	...	0·0	0·0
30	...	...	...	...	...	0·0	0·0
Totals	1·0	2·1	1·6	...	...	4·7	13·9
			Daily Mean			0·2	0·5

JULY, 1913.

Date.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	Daily Total.	Theoretical Length of Day.
								Hours.
1	...	...	...	...	...	...	0·0	0·0
2	...	...	...	...	...	...	0·0	0·0
3	...	...	...	...	...	...	0·0	0·4
4	...	...	0·3	0·2	...	...	0·5	0·8
5	...	...	...	...	...	...	0·0	1·0
6	...	...	...	...	...	...	0·0	1·2
7	...	...	...	...	...	...	0·0	1·5
8	...	...	...	...	...	...	0·0	1·7
9	...	...	...	...	...	...	0·0	1·9
10	...	...	...	...	...	...	0·0	2·1
11	...	...	...	...	...	...	0·0	2·3
12	...	...	0·5	...	...	...	0·5	2·5
13	...	...	...	...	...	...	0·0	2·6
14	...	...	...	...	...	...	0·0	2·8
15	...	...	...	...	...	...	0·0	2·9
16	...	...	...	...	...	...	0·0	3·1
17	...	0·5	1·0	1·0	0·5	...	3·0	3·2
18	...	...	...	...	...	...	0·0	3·4
19	...	...	...	...	...	...	0·0	3·5
20	...	...	...	...	...	...	0·0	3·6
21	...	...	...	...	...	...	0·0	3·8
22	...	...	...	...	...	...	0·0	4·0
23	...	...	...	...	...	...	0·0	4·1
24	...	...	...	...	...	...	0·0	4·3
25	...	...	1·0	0·9	...	...	1·9	4·4
26	...	...	0·5	0·7	1·0	0·7	2·9	4·5
27	0·5	1·0	1·0	1·0	1·0	0·5	5·0	4·6
28	0·7	1·0	1·0	1·0	1·0	0·5	5·2	4·8
29	0·9	1·0	1·0	1·0	1·0	0·5	5·4	4·9
30	1·0	1·0	1·0	1·0	1·0	1·0	6·0	5·0
31	...	1·0	1·0	1·0	1·0	...	4·0	5·2
Totals.	3·1	5·5	8·3	7·8	6·5	3·2	34·4	90·1
				Daily Mean			1·1	2·9

CAPE DENISON.

AUGUST, 1913.

Date.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	Daily Total.	Theoretical Length of Day.
											Hrs.
1	...	0·5	1·0	1·0	1·0	1·0	0·5	...	...	5·0	5·3
2	...	...	...	...	...	...	...	...	...	0·0	5·4
3	...	...	...	...	...	...	...	...	...	0·0	5·6
4	...	...	...	...	...	...	...	...	...	0·0	5·7
5	...	...	...	...	...	...	...	...	...	0·0	5·9
6	...	...	...	...	...	...	...	...	...	0·0	5·8
7	...	...	...	Sun gleaming through drift.						0·0	6·1
8	...	...	...	0·5	1·0	1·0	0·5	...	...	3·0	6·2
9	...	...	...	...	...	...	...	...	...	0·0	6·4
10	...	...	...	...	...	...	...	...	...	0·0	6·5
11	...	...	0·9	1·0	1·0	1·0	1·0	...	...	4·9	6·6
12	...	...	...	...	...	...	...	...	...	0·0	6·8
13	...	...	0·5	1·0	1·0	1·0	1·0	...	...	4·5	6·9
14	...	...	...	1·0	1·0	0·5	...	...	...	2·5	7·1
15	...	...	...	...	...	...	...	...	...	0·0	7·2
16	...	...	...	...	...	...	...	...	...	0·0	7·3
17	...	...	...	...	...	...	...	...	...	0·0	7·4
18	...	...	...	...	...	...	...	...	...	0·0	7·5
19	...	...	...	...	...	...	...	...	...	0·0	7·7
20	...	...	...	...	...	...	...	...	...	0·0	7·8
21	...	...	...	...	...	...	...	...	...	0·0	7·9
22	...	...	...	...	...	...	...	...	...	0·0	8·0
23	...	...	...	...	...	...	...	...	...	0·5	8·1
24	...	...	...	...	...	...	...	...	...	0·0	8·3
25	...	...	...	...	...	...	...	...	...	0·0	8·4
26	...	...	1·0	0·5	...	...	...	...	...	1·5	8·5
27	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	7·8	8·7
28	...	...	...	...	...	...	...	...	...	0·0	8·8
29	...	...	...	...	...	...	...	...	...	0·0	8·9
30	...	...	1·0	1·0	1·0	1·0	...	...	...	4·0	9·0
31	0·4	0·9	0·8	1·0	1·0	1·0	1·0	1·0	0·3	7·4	9·2
Totals	0·9	2·4	5·2	8·5	8·5	7·5	5·0	2·0	0·6	41·1	225·0
					Daily Mean					1·3	7·3

SEPTEMBER, 1913.

Date.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	Daily Total.	Theoretical Length of Day.
														Hrs.
1	0	0	0·7	0·9	1·0	1·0	1·0	1·0	0·6	0·2	0	0	6·4	9·3
2	0	0	0	0	0	0	0	0	0	0	0	0	0·0	9·4
3	0	0	0	0	0	0	0	0	0	0	0	0	0·0	9·6
4	0	0	0	0	0	0	0	0	0	0	0	0	0·0	9·7
5	0	0	0	0	0	0	0	0	0	0	0	0	0·0	9·8
6	0	0	0	0	0	0	0	0	0	0	0	0	0·0	9·9
7	0	0	0	0	0	0	0	0	0	0	0	0	0·0	10·0
8	0	0	0	0·7	0	0·5	0·5	0·5	0	0	0	0	2·2	10·2
9	0	0	0·1	0·3	0·6	0·3	0·9	1·0	1·0	1·0	0·7	0	5·9	10·3
10	0	0	0	0·7	0·8	0·8	1·0	0·2	0·9	0·4	0·5	0	5·3	10·4
11	0	0	0	0·1	0·7	0·3	0·4	0·9	1·0	0·9	0·3	0	4·6	10·6
12	0	0	0	0·4	0·7	0·6	0	0	0	0	0	0	1·7	10·7
13	0	0	0	0	0	0	0	0	0	0	0	0	0·0	10·8
14	0	0	0	0	0	0	0	0	0	0	0	0	0·0	10·9
15	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·0
16	0	0	0	0	0	0·3	1·0	1·0	1·0	0·2	0	0	3·5	11·2
17	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·3
18	0	0	0·4	0·5	0	0	0	0	0	0	0	0	0·9	11·4
19	0	0	1·0	1·0	0·3	0·3	1·0	1·0	1·0	1·0	1·0	0·3	7·9	11·6
20	0	0	0	0	0	0	0	0	0	0	0	0	0·0	11·7
21	0	0	0	0	0	0·4	0	0	0·4	0	0	0	0·8	11·8
22	0	0	0	0·6	0·8	1·0	1·0	0·4	0	0	0	0	3·8	12·0
23	0	0	0	0	0	0	0	0	0·5	1·0	1·0	0·5	3·0	12·1
24	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	10·4	12·2
25	0	0·5	1·0	0·9	1·0	1·0	1·0	0·6	0·5	0·6	0·9	0·1	8·1	12·3
26	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·4
27	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·5
28	0	0	0	0	0	0	0	0	0	0	0	0	0·0	12·7
29	0·6	1·0	1·0	1·0	1·0	0·6	0	0	0	0	0	0	5·2	12·8
30	0	0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0	8·0	12·9
Totals.	0·6	2·5	6·0	9·1	8·9	9·1	9·8	8·6	8·9	7·3	5·6	1·3	77·7	333·5
									Daily Mean				2·6	11·1

Table XIII.—SUNSHINE—HOURLY VALUES.

CAPE DENISON. OCTOBER, 1913.

Date.	4–5 a.m.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	Daily Total.	Theoretical Length of Day.
																		Hours.
1	0	0	0	0·2	0·6	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·3	0	0	9·0	13·0
2	0	0	0	0	0	0	0·1	1·0	1·0	1·0	0·2	0	0·9	0	0	0	4·2	13·1
3	0	0	0	0·2	0·9	1·0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·4	0	10·3	13·2
4	0	0	0	0	0·1	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0·6	0	9·3	13·4
5	0	0	0	0	0	0	0	0	0·5	0·3	0·3	0	0	0	0	0	1·1	13·5
*6	0	0	0·3	0·4	0·9	1·0	1·0	0·8	1·0	1·0	1·0	1·0	1·0	0·5	0	0	9·9	13·6
7	0	0	0·4	0·8	0	0·2	0·3	0·3	0·5	0·5	0·5	0·7	0·1	0	0	0	4·3	13·8
8	0	0	0	0·2	0·1	0·1	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	8·6	13·9
9	0	0	0	0	0	0·3	1·0	0·1	0	0	0	0	0	0·3	0	0	1·7	14·0
10	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0	13·7	14·1
11	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0	13·3	14·2
12	0	0·6	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	13·1	14·4
13	0	0·7	1·0	0·8	0·5	0	0	0	0	0·2	0·4	0·3	0·1	0·6	0·2	0	4·8	14·5
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·7
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	14·8
16	0	0	0·4	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	11·8	14·9
17	0	0	0	0·1	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	0·5	0	8·9	15·0
18	0	0	0	0	0	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	9·3	15·2
19	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	14·5	15·3
20	0	0·1	0·7	0·9	0·8	0·4	0·5	0	0	0	0	0	0	0	0	0	3·4	15·4
21	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	1·0	1·0	1·0	1·0	0·2	14·0	15·5
22	0·5	0·5	0·6	0·8	0·2	0	0	0	0	0	0	0	0	0	0	0	2·6	15·7
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0·3	0·7	0	1·0	15·8
24	0	0·8	1·0	1·0	1·0	0·8	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	13·7	16·0
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16·1
26	0	0	0	0	0	0	0	0	0·1	0·2	0·1	0	0	0	0	0	0·4	16·2
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	16·3
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	16·5
29	0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·4	0	13·1	16·6
30	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·8	0·8	1·0	0·1	0	0	0	11·1	16·7
31	0	0·1	0·4	0·8	0·5	0	0	0	0	0	0	0	0	0	0	0	1·8	16·9
Totals.	1·5	7·9	11·8	14·1	14·5	14·8	17·4	17·2	18·0	18·0	17·2	17·0	15·6	13·6	9·9	0·4	208·9	462·3
																Daily Mean	6·7	14·9

* Sun shining all day through drift.

CAPE DENISON. NOVEMBER, 1913.

Date.	2–3 a.m.	3–4 a.m.	4–5 a.m.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	8–9 p.m.	9–10 p.m.	Daily Total.	Theoretical Length of Day.
																						Hours.
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	17·0
2	0	0	0	0	0	0	0	0	0	0·7	0	0	0	0	0	0	0	0	0	0	0·7	17·1
3	0	0·4	0·8	0·1	0	0·3	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0	0	13·2	17·3
4	0	0·1	0·6	0·2	0	0·7	0·1	0	0	0	0	0	0	0	0	0	0	0·2	0	0	1·9	17·4
5	0	0	0	0	0	0	0·7	1·0	1·0	1·0	0·8	0·1	0	0	0	0	0	0	0	0	4·6	17·5
6	0	0·2	0·3	0·1	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	0	14·6	17·7
7	0	0·8	1·0	0·9	0·1	0·7	0·3	0	0	0·9	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	0	12·6	17·8
8	0	0	0·1	0·2	0·3	0·3	0·8	1·0	0·9	0·9	1·0	1·0	1·0	1·0	1·0	0·8	0·5	0·5	0	0	11·3	18·0
9	0	0	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	0	15·6	18·1
10	0	0·7	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	0	16·4	18·2
11	0	0	0·5	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	0	15·2	18·4
12	0	0	0	0·3	0·2	1·0	0·8	0	0	0	0	0	0·6	0·7	1·0	0·8	0·7	0	0	0	6·1	18 5
13	0	0·8	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·4	0	17·2	18·7
14	0	0·9	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	17·4	18 8
15	0	0·9	1·0	1·0	1·0	1·0	0·9	1·0	1·0	1·0	1·0	0·8	0·7	0	0	0	0	0	0	0	11·3	19·0
16	0	0	0	0	0·1	0·6	0·9	0·8	0·7	0·5	0·8	0·6	0	0	0	0	0	0	0	0	5·0	19·1
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	19 3
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	19 4
19	0	0·2	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·8	0	17·0	19·5
20	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0	17·9	19·7
21	0	1·0	1·0	0·2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2·2	19·8
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·2	0·1	0	0·3	20·0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	20·1
24	0	0	0	0·1	1·0	1·0	0·2	0·7	0·5	0·5	1·0	1·0	1·0	1·0	0·5	0·7	0·9	1·0	1·0	0	12·1	20·2
25	0	0	0	0	0	0	0	0	0	0	0·4	1·0	0·3	0	0·1	0	0	0	0	0	1·8	20·4
26	0·2	0·3	0	0	0·3	0·6	0·4	0	0	0	0	0	0	0	0	0	0	0	0	0	1·8	20·6
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·9	1·0	0·1	2·0	20·7
28	0·3	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	18·5	20·9
29	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	18·6	21·0
30	0·4	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·2	18·6	21·2
Totals.	1·3	10·3	13·7	13·1	14·0	17·2	16·8	16·5	16·1	17·5	17·9	17·5	16·6	15·7	15·6	15·3	15·1	15·1	7·9	0·7	273·9	571·4
																Daily Mean					9·1	19·

Table XIII.—SUNSHINE—HOURLY VALUES. Table XIII.

CAPE DENISON DECEMBER, 1913.

Date.	2–3 a.m.	3–4 a.m.	4–5 a.m.	5–6 a.m.	6–7 a.m.	7–8 a.m.	8–9 a.m.	9–10 a.m.	10–11 a.m.	11 a.m.–Noon.	Noon–1 p.m.	1–2 p.m.	2–3 p.m.	3–4 p.m.	4–5 p.m.	5–6 p.m.	6–7 p.m.	7–8 p.m.	8–9 p.m.	9–10 p.m.	Daily Total.	Theoretical Length of Day.
																						Hours.
1	0	0·1	1·0	1·0	1·0	1·0	1·0	1·0	0·9	0·9	1·0	1·0	0·7	0·9	0·9	0	0	0	0	0	12·4	21·4
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	21·6
3	0	0	0	0	0	0	0·1	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·7	0	11·8	21·8
4	0·1	1·0	0·9	1·0	1·0	1·0	0·5	0·1	0·1	0	0	0·4	0	0	0	0	0	0	0	0	6·1	22·0
5	0	0·1	0·8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·1	1·0	0·1	2·1	22·2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	22·3
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	22·5
8	0	0	0	0	0	0	0	0	0	0	0·9	1·0	1·0	0·7	0	0	0	0	0	0	3·6	22·7
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	22·9
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	23·2
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0·0	24·0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	1·0	1·0	1·0	1·0	1·0	0·7	0·1	5·8	24·0
13	0·1	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0	18·1	24·0
14	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	0·5	0	0	0	0	0	0	0	11·5	24·0
15	0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	1·0	Records ceased.										9·0	12·0
Totals.	0·2	4·2	5·7	5·0	5·0	5·0	4·6	5·1	5·0	4·9	4·9	5·4	4·2	4·6	3·9	3·0	3·0	3·1	3·4	0·2	80·4	330·6
																	Daily Mean				5·6	22·8

SECTION VI.

PRECIPITATION. TABLES XIV and XV.

‡ 9348—2E

Table XIV.—SNOWFALL.

CAPE DENISON. 1912–13.

Month.	Day.	Snowfall in Points of Water.	Monthly Total in Inches.
1912.			
Feb. ...	17	12	
,, ...	23	50	
,, ...	25	5	
,, ...	26	5	
,, ...	28	31	Feb. 1·03
Mar. ...	1	7	
,, ...	3	162	
,, ...	4	162	
,, ...	8	200	
,, ...	14	134	
,, ...	18	111	
,, ...	25	9	
,, ...	29	147	Mar. 9·32
April ...	1	163	
,, ...	5	156	
,, ...	13	375	
,, ...	17	187	
,, ...	21	169	
,, ...	24	128	
,, ...	26	411	April 15·89
May ...	2	194	
,, ...	7	275	
,, ...	9	94	
,, ...	12	194	
,, ...	16	208	
,, ...	21	241	
,, ...	26	159	
,, ...	31	69	May 14·34
June ...	8	99·9	
,, ...	13	71·8	
,, ...	26	6·2	June 1·78
July ...	3	3·1	
,, ...	5	1·6	
,, ...	8	4·7	
,, ...	10	28·1	
,, ...	25	212·4	
,, ...	26	6·2	
,, ...	29	43·7	July 3·00
Aug. ...	5	16	
,, ...	22	191	
,, ...	24	241	
,, ...	25	188	
,, ...	29	75	
,, ...	30	15	
,, ...	31	11	Aug. 7·37
Sept. ...	2	22	
,, ...	3	6	Sept. 0·28
1912.			
Oct. ...	1	56	
,, ...	2	182	
,, ...	3	22	
,, ...	4	3	
,, ...	5	9	
,, ...	6	6	
,, ...	11	8	
,, ...	16	4	
,, ...	28	10	Oct. 3·00
Nov. ...	2	137	
,, ...	5	3	Nov. 1·40
Dec. ...	10	3	
,, ...	14	2	Dec. 0·05
1913.			
Jan. ...	...	.....	Jan. 0·00
Feb. ...	24	6	
,, ...	27	17	Feb. 0·23
Mar. ...	2	26	
,, ...	6	150	
,, ...	12	5	
,, ...	18	244	
,, ...	26	209	Mar. 6·34
April ...	1	234	
,, ...	2	9	
,, ...	6	290	
,, ...	8	384	
,, ...	10	44	
,, ...	16	72	
,, ...	23	83	
,, ...	25	10	
,, ...	29	62	April 11·88
May ...	1	41	
,, ...	4	50	
,, ...	5	78	
,, ...	8	218	
,, ...	12	269	
,, ...	16	281	
,, ...	20	131	
,, ...	23	59	
,, ...	27	23	May 11·50
June ...	4	53	
,, ...	11	9	
,, ...	15	63	
,, ...	25	44	
,, ...	28	19	
,,	29	29	June 2·17
1913.			
July ...	1	6	
,, ...	4	81	
,, ...	12	6	
,, ...	17	142	
,, ...	19	228	
,, ...	22	51	
,, ...	26	69	July 5·83
Aug. ...	4	312	
,, ...	5	86	
,, ...	8	26	
,, ...	12	15	
,, ...	15	12	
,, ...	17	397	
,, ...	20	19	
,, ...	21	3	
,, ...	23	142	
,, ...	24	10	
,, ...	26	58	
,, ...	28	16	
,, ...	29	25	
,, ...	31	16	Aug. 11·37
Sept. ...	3	94	
,, ...	5	23	
,, ...	7	30	
,, ...	9	38	
,, ...	13	69	
,, ...	14	17	
,, ...	15	58	
,, ...	16	9	
,, ...	18	41	
,, ...	19	12	
,, ...	21	65	
,, ...	22	18	
,, ...	25	16	
,, ...	26	5	
,, ...	28	428	Sept. 9·23
Oct. ...	3	22	
,, ...	10	23	
,, ...	14	4	
,, ...	16	85	
,, ...	23	9	
,, ...	25	14	
,, ...	28	17	
,, ...	29	3	
,, ...	31	5	Oct. 1·82
Nov. ...	9	3	
,, ...	17	19	
,, ...	18	22	Nov. 0·44
Dec. ...	9	14	Dec. (to 15th)—0·14

Total snowfall recorded, from February 16, 1912, to December 15, 1913, 118·41 inches. Snowfall for year during which drift gauge was recording (March 14, 1912, to March, 14, 1913) 51·82 inches. Snowfall for year, December 9, 1912, to December, 9, 1913, 60·95 inches

Table XV.—DRIFT SNOW.

CAPE DENISON. 1912–13.

Date.	Lbs. of Snow in Gauge.	Equivalent Feet of Water.	Estimated Monthly Totals in Feet of Water.
1912.			1912.
Mar. 14.....	0	0	
,, 18.....	15·1	78·8	
,, 25.....	2·6	13·7	March—350·5
April 1.....	54·0	281·5	
,, 17.....	15·0	78·2	
,, 21.....	24·7	128·7	April—770·0
May 4.....	147·0	766·3	
,, 12.....	67·5	351·8	
,, 16.....	58·5	304·9	
,, 21.....	151·0	787·2	
,, 26.....	121·0	630·8	May—2,413·9
June 13.....	70·0	364·9	
,, 27.....	12·0	62·6	June—315·0
July 8.....	4·0	20·8	
,, 10.....	4·0	20·8	
,, 26.....	80·5	419·6	
,, 29.....	17·75	92·5	July—553·7
Aug. 5.....	4·5	23·5	
,, 24.....	79·5	414·4	
,, 30.....	39·0	203·3	August—646·2
Oct. 11.....	12·0	62·6	September—0·0
,, 16.....	10·5	54·7	
,, 28.....	17·5	91·2	October—222·5
Nov. 2.....	13·0	67·8	November—48·8
			December—0·0
1913.			1913.
			January—0·0
Feb. 27.....	4·0	20·8	February—26·3
Mar. 2.....	9·0	46·9	
,, 6.....	119·0	620·3	
,, 12.....	8·5	44·3	March (to 14th)—899·5
,, 19.....	115·0	599·5	
Totals	1,276·15	6,652·4	6,246·4

SECTION VII.

METEOROLOGICAL JOURNAL. TABLE XVI.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
FEBRUARY, 1912.						
1	0	10	.....	Nb.	0	Calm.
1	6	10	.....	Nb.	0	Few snowflakes falling. Clearer to S.
1	12	10	.....	A.-St., Nb.	0	Nb. in N. sky, A.-St. to S.
1	18	10	.....	A.-St., Nb.	0	Nb. in N. sky, A.-St. to S.
1	24	10	.....	A.-St., St.-Cu.	0	Heavy St.-Cu. over sea to N. Calm, overcast day with little snowfall.
2	1	5	.....	A.-St.	0	
2	4	10	.....	A.-St.	M	Wind and drift rising.
2	6	10	.....	St.-Cu., St.	D	Heavy St.-Cu. in N. Clearer to S.
2	8	...	.....	.....	M	
2	12	4	.....	Fr.-Cu	0	Several new icebergs calved off and drifting out.
2	18	1	Ci.	Fr.-Cu.	0	Fr.-Cu. in N.W., Ci. in N. to N.W.
2	24	0	Ci.	.....	0	Ci. on S. horizon. Blizzard in the morning, calm and clear by midnight.
3	6	8	.....	St.-Cu., S.E.	0	Calm.
3	12	6	.....	A.-Cu.	0	Sunny and calm. Sunshine recorder started.
3	18	5	.....	St.-Cu.	0	St.-Cu. in W. sky, clear S.E., E. breezes.
3	24	10	.....	.....	0	Calm, cloudy day.
4	6	10	.....	.....		
4	12	10	.....	A.-St.	0	
4	18	10	.....	A.-St.	0	
4	24	8	.....	Nb.	0	Cloud over sea to N. Calm, overcast day.
5	6	8	.....	Nb.	0	Cloud over sea to N. Calm, overcast day.
5	12	9	.....	St.-Cu.	0	Lighter to S., heavy cloud over sea. Calm and pleasant.
5	18	10	.....	A.-St., St.-Cu.	0	Heavy St.-Cu. to N.
5	24	10	.....	.....	0	Calm overcast day.
6	6	2	.....	Fr.-St.	0	Cloud in E.
6	12	1	.....	Cu.	0	Cu. in N. Clear and sunny. Calm.
6	18	1	Ci.-St.	Fr.-Cu.	0	Ci.-St. in E. Fr.-Cu. on N. horizon over sea. Airs from E.
6	24	10	.....	Nb.	0	Calm, sunny day.
7	6	10	.....	Nb.	0	Light snowfall, began 5.30.
7	12	10	.....	Nb.	0	Snowing lightly. Calm.
7	12·15	...	.....	.....	0	"Tapioca" snow.
7	12·45	...	.....	.....	...	Snowfall ceased.
7	18	10	.....	Nb.	0	Calm.
7	24	9	.....	Nb.	0	Clear on N. horizon. Dull, calm day.
8	6	1	.....	St.-Cu.	0	Cloud on N. horizon.
8	12	0	.....	.....	...	
8	18	1	.....	Cu.	0	Cu. on N. horizon.
8	24	0	.....	.....	0	Sunny day, rising wind.
9	6	0	.....	.....	L	
9	12	1	Ci.	Cu.	L	Cu. on N. horizon with Ci. above.
9	18	1	Ci.	.....	L	Ci. on N. horizon.
9	24	0	.....	.....	0	Sunny day with 44-mile wind.
10	6	0	.....	.....	...	
10	12	1	Ci.	.....	0	Ci. on N. horizon.
10	18	4	Ci.-St.	Cu., Fr.-Cu.	0	Cloud in N. only.
10	24	1	Ci.	.....	0	Ci. trend N.W.-S.E. across zenith. Clear day with strong gale.
11	6	1	Ci., Ci.-St....	.....	...	Ci.-St. on N. horizon.
11	12	1	.....	Cu.	0	Cu. on N. horizon.
11	18	1	Ci.	.....	0	Ci. on N. horizon.
11	24	0	.....	.....	...	Clear sunny day, with 50-60 mile wind.
12	5	...	.....	.....	...	Wind moderating.
12	6	0	.....	.....	0	
12	11	...	.....	.....	...	Calm.
12	13	2	.....	St.-Cu.	0	Heavy cloud over sea to N.
12	18	1	.....	Cu.	...	Clear except Cu. over sea in N.W. Airs from S.E.
12	24	1	Ci.-St.	.....	0	Ci.-St. in N. Clear, sunny day, calm afternoon.
13	6	1	Ci.-St.	Cu.	0	Cloud on horizon N. to W.
13	12	8	Ci.-Cu.	St.-Cu.	0	Heavy cloud to N., Clearer to S.
13	18	6	Ci.-Cu.	.....		Light breeze.
13	24	1	Ci.-Cu.	.....	0	Calm, warm day, sunny morning.
14	6	4	.....	Fr.-Cu.	0	Clear in N.
14	12	0	.....	.....	0	Airs from S.E.
14	18	1	Ci.-St.	.....	0	Airs from E.N.E. Cloud in N.W.
					0	Brash ice and bergs drifting into Bay from N.W.
FEBRUARY, 1912—(*continued*).						
14	24	2	Ci.-St.	St.-Cu.	0	St.-Cu. on S. horizon. Ci.-St. in N.N.W. Calm sunny day.
15	6	9	Ci.	Cu.-Nb., E.	0	Cu.-Nb. in rapid motion. Ci. in N.E.
15	13	10	.....	A.-St., A.-Cu, St.-Cu.	0	
15	18	10	.....	A.-St.	0	
15	24	9	Ci.-St.	A.-St.	0	Clearer to S., with Ci.-St. Cloudy day with rising winds.
16	6	10	.....	A.-St.	0	
16	12	10	.....	Nb.	0	
16	13	10	.....	Nb.	M	Heavy snowfall began.
16	17	10	.....	Nb.	M	
16	18	10	.....	Nb.	M	
16	19	...	.....	.....	0	Drift ceased.
16	24	10	.....	Nb.	0	First blizzard to-day, comparatively high temperatures.
17	6	10	.....	Nb.	0	
17	12	10	.....	Nb.	0	
17	14	10	Ci.-St.	Nb.	L	Clearer to N.E.
17	18	8	Ci.-Cu.	Cu., Fr.-Cu.	0	Trend of Ci.-Cu. and Fr.-Cu., N.N.W., S.S.E.
17	24	7	.....	St.-Cu., Fr.-Cu.	0	St.-Cu. on S. horizon, and over sea. Dull day with strong winds.
18	6	6	Ci.	St.-Cu.	0	
18	12	1	Ci.	Cu.	0	Cloud E. to N. Wind falling.
18	18	0	.....	Cu.	0	Cloud bank on sea horizon. Calm, S.E. airs.
18	24	0	.....	Cu.	0	Cloud bank on sea horizon. Calm sunny afternoon.
19	6	0	.....	Cu.	0	
19	12	1	Ci., S.	Cu.	0	Cu. on N. horizon. Ci. in W. moving from S.
19	18	1	Ci.	Cu.	0	Cu. on N. horizon. Ci. in N., trend N.-S.
19	24	0	.....	.....	...	Calm sunny day.
20	6	1	Ci.	Cu.	0	Cu. on N. horizon, Ci. in S.
20	12	1	.....	St.-Cu.	0	St.-Cu. rising rapidly from N. horizon.
20	18	2	Ci.	St.-Cu.	0	Ci. in N.W., trend E.-W. St.-Cu. over sea.
20	24	5	.....	St.	0	S. sky clear St. in N. Sunny day, moderate winds.
21	6	1	.....	St.-Cu.	0	Cloud on N horizon.
21	12	1	Ci.	St.-Cu.	0	Cloud on N horizon.
21	18	3	Ci.-St.	Cu.	0	Cu. on N. horizon, Ci.-St. over whole sky, trend E.-W., striations N.-S.
21	24	1	Ci.	Cu.	0	Cu. bank in N., Ci. in S. Sunny day, fresh winds.
22	6	5	Ci.-St.	.....	0	Clear in Z., Ci.-St. to N. and S.
22	12	6	Ci.-St.	A.-St.	0	Ci.-St. in filmy lines, trend N.N.W.-S.S.E. in S., A.-St. in N.
22	18	10	.....	A.-St.	0	
22	24	10	.....	Nb.	0	Sunny morning, overcast afternoon with snow working up.
23	0·30	...	.....	.....	...	Snowfall commenced.
23	6	10	.....	Nb.	D	Snowfall continues, with dense drift.
23	12	1	.....	Cu.	M	Cloud on N. horizon.
23	18	5	Ci.-Cu., N.W. Ci.-St.	Cu.	M	Cu. over sea, Ci.-St. above, Ci.-Cu. in S. moving rapidly from N.W.
23	24	1	.....	Cu.	D	Cloud bank over sea. Sunshine through light blizzard all day.
24	6	1	.....	Cu.	D	Cloud bank over sea. Sunshine through light blizzard all day.
24	12	9	.....	St.-Cu., N.W.	L	Cloud motion rapid. Clear in S. Drift in gusts.
24	18	1	.....	St.-Cu., Cu.	O	Cloud round horizon. Drift ceased, Calm.
24	24	10	.....	Nb.	L	Blizzard died down in afternoon.
25	6	10	.....	Nb.	...	
25	10	10	.....	Nb.	...	Calm. Boat Harbour freezing over.
25	12	10	.....	A.-St., Nb.	L	"Whalebacks" in N.W., A.-St. in
25	18	8	.....	Cu.	L	
25	24	3	.....	Cu.	...	Dull day with rising winds.
26	6	1	.....	Cu.	D	Cu. on N. horizon.
26	12	1	.....	Cu., N.W. ...	...	
26	15	...	.....	.....	...	Wind dropped.
26	18	1	.....	Cu.	0	Cloud in N. horizon.
26	22	3	Ci.	Fr.-Cu.	...	Fr.-Cu. in N. trend N.N.W.-S.S.E. Ci. trend E.b.S.-W.b.N.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
FEBRUARY, 1912—(*continued*).						
26	23	1	Cl.	Cu.	...	Fr.-Cu. disappeared. Cu. on N. horizon.
26	24	1	.....	Cu.	0	Cloud on N. horizon. Calm and sunny afternoon.
27	6	10	.....	A.-St.	...	
27	7	...	.....	.....	D	Wind rising.
27	12	10	.....	Nb.	D	
27	18	10	.....	Nb.	M	Extraordinarily high tide. Blizzard moderating.
27	23·30	10	.....	Nb.	...	Heavy snowfall.
27	23·45	...	.....	.....	...	"Tapioca" snow.
27	24	10	.....	Nb.	...	Light snowfall. Blizzard in morning, calm with snowfall in afternoon.
28	1·15	...	.....	.....	...	Heavy fall "sago" snow, $\frac{1}{10}$" diameter
28	3·15	...	.....	.....	...	Light snowfall, "sago."
28	4	...	.....	.....	...	Light snowfall, "sago."
28	6	10	.....	Nb.	...	"Sago" snowfall heavier.
28	10	...	.....	.....	...	Calm, light "sago" snowfall.
28	11·15	...	.....	.....	...	Snowfall ceased.
28	12	5	Cl.-Cu., N.W.	Cu.	...	Cu. low in N. Cl.-Cu. scattered. Calm.
28	18	9	Cl.-Cu.	A.-St.	...	Cl.-Cu. in W., trend N.-S.
28	24	6	.....	St.	L	Calm and cloudy day with snowfall all the morning.
29	6	4	.....	A.-Cu.	L	Clear in S. Wind rising.
29	12	3	Cl.	A.-St., N. ...	L	Cl. radiant from N.E.
29	18	2	Cl., Cl.-St.	.....	L	Cl.-St. in N., Cl. in S.W.
29	24	0	.....	.....	M	Sunshine through light drift, moderate winds during day.
MARCH, 1912.						
1	0	1	.....	St.	D	Cloud on N. horizon.
1	0·30	...	.....	.....	0	Drift ceased.
1	12	1	Cl.-Cu.	St.	...	Cloud in N.
1	18	0	.....	St.	...	Cloud in N.
1	19	0	.....	.....	L	Light drift began.
1	24	0	.....	.....	L	Drift increasing. Clear sunny day.
2	6	9	.....	St.-Cu.	D	
2	12	9	.....	St.-Cu.	M	
2	14	...	.....	.....	0	Drift ceased.
2	18	10	.....	Nb.	0	
2	18·30	...	.....	.....	...	Light snowfall. Northerly airs.
2	22·30	...	.....	.....	...	Light snowfall continues.
2	24	10	.....	Nb.	...	Light snowfall continues. Overcast day with moderate wind and snowfall.
3	2·20	...	.....	.....	L	Drift commenced.
3	6	10	.....	Nb.	D	Blizzard set in.
3	12	10	.....	Nb.	D	Heavy blizzard.
3	18	10	.....	Nb.	D	Heavy blizzard.
3	24	10	.....	Nb.	D	Blizzard all day.
4	6	7	.....	Cu.-Nb.	M	Clear to S.
4	12	10	.....	Nb.	L	
4	18	10	.....	Nb.	L	
4	24	10	.....	Nb.	L	Blizzard all day, moderating.
5	6	8	.....	A.-Cu., Nb.	M	
5	12	6	Cl.	Cu.	M	Cloud mainly to N.E.
5	18	0	.....	.....	D	
5	24	0	.....	.....	D	Blizzard, with clear sky and sunshine during day.
6	6	...	.....	.....	D	Sky obscured.
6	12	...	.....	.....	D	Sky obscured.
6	18	1	Cl.	.....	D	Trend of Cl., N.E.-S.W.
6	24	1	.....	St.-Cu.	M	Cloud on N. horizon. Blizzard all day with clear sky.
7	6	1	.....	St.-Cu.	M	Drift decreasing, wind gusty.
7	12	1	.....	St.-Cu.	M	Sunshine through drift.
7	15	1	.....	A.-St., S. ...	L	
7	18	1	.....	A.-St., S. ...	L	
7	24	1	Cl.	.....	L	Gusts and calms. Blizzard gradually abating all day.
8	0	1	Cl.	.....	L	Gusty.
8	12	5	Cl., Cl.-Cu.	Cu.	0	Cu. on N. horizon, Cl.-Cu scattered over whole sky. Almost calm, with wind shifting E. as it dies down.
8	18	10	.....	A.-St., St.-Cu.	0	St.-Cu. on N. horizon. A.-St. shows radiation from N.N.W.
MARCH, 1912—(*continued*).						
8	23	...	.....	.....	...	Moon gleaming. Lunar halo about 50° diameter.
8	24	10	.....	A.-St.	0	Fine day, with snowstorm approaching in afternoon.
9	6	10	.....	A.-St.	0	
9	12	10	.....	A.-St.	0	"Whale-backs" in N.
9	18	10	Cl.	Nb.	0	"Whale-backs" in N.
9	24	10	.....	Nb.	L	Drift started. Moon gleaming. Dull day.
10	6	10	.....	Nb.	D	
10	12	10	.....	Nb.	D	
10	18	10	.....	A.-St., Cu.-Nb.	M	Cu.-Nb. on N. horizon. Blizzard moderating.
10	24	0	.....	.....	L	Blizzard all day.
11	0	3	.....	Fr.-Cu., St.	L	
11	12	5	Cl.-Cu.	A.-St., St.-Cu.	L	St.-Cu. on N. horizon, A.-St. to S.
11	18	10	.....	Nb.	M	Drift increased.
11	24	1	.....	St.	D	Gusty wind. Blizzard all day.
12	6	9	.....	St.-Cu.	M	
12	12	0	Cl.-Cu.	.....	L	
12	18	0	.....	St.-Cu.	L	Cloud bank on N. horizon. Gusty.
12	24	0	.....	.....	...	Gale all day, with light drift.
13	6	0	.....	St.	...	Usual cloud-bank on N. horizon.
13	12	0	.....	Cu.	L	Usual cloud-bank on N. horizon. Gusty wind.
13	18	1	Cl.-St.	Cu.	0	Cloud in N. Gusty wind.
13	24	1	Cl.-St.	Cu.	0	Moderate winds and little drift to-day.
14	6	9	.....	St.-Cu.	0	Clear on S. horizon.
14	8	10	.....	St.-Cu.	0	
14	12	9	Cl.	St.-Cu., N....	0	St.-Cu. moving rapidly.
14	18	8	.....	St.-Cu.	0	Cloud practically stationary.
14	22	8	.....	St.-Cu.	0	Radiant from N.
14	24	7	.....	St.-Cu.	0	Clear to S. Dull day, with moderate winds.
15	6	2	Cl.	St.-Cu.	0	St.-Cu. on N. horizon. Cl. in S.W.
15	12	5	Cl., N.	St.-Cu.	0	St.-Cu. in N. rising. Cl. scattered lines E.-W. Motion from N. rapid. Nice sunny morning.
15	15	...	.....	.....	...	Snow falling over Barrier to W.
15	18	10	.....	Nb.	...	Occasional flakes of snow.
15	21	10	.....	Nb.	L	Snowdrift commenced.
15	24	10	.....	Nb.	D	Fine morning. Blizzard in afternoon.
16	6	10	.....	Nb.	M	Drift moderating.
16	12	10	.....	A.-St.	M	Sun gleaming all day.
16	16	10	.....	A.-St.	...	Denser to N. Striations N.N.W.-S.S.E.
16	18	10	.....	.....	D	Sky obscured by drift.
16	24	10	.....	.....	D	Sky obscured by drift. Blizzard all day.
17	6	10	.....	.....	D	Sky obscured by drift.
17	12	9	.....	Nb., S.	D	Cloud moving with wind.
17	18	10	.....	Nb.	M	Wind becoming gusty.
17	24	1	.....	St.	L	Cloud in N.E. Gusty. Intermittent drift. Blizzard all day.
18	6	1	.....	Fr.-Cu.	0	
18	8	3	Ci.-St.	.....	...	Cloud in N. Trend N.E.-S.W.
18	12	7	Ci., Ci.-St. ...	A.-Cu., St.-Cu.	0	St.-Cu. on N. horizon. Gauzy Ci. Trend N.N.W.-S.S.E.
18	15·20	7	Ci.	A.-Cu., N., St.-Cu., N.	...	Ci. now trends N.N.E.-S.S.W A.-Cu. over most of sky. Motion from N. is rapid.
18	17	6	Ci.-St., Ci. ...	.....	...	A.-Cu. faded away.
18	18	6	Ci.	A.-Cu., N., St.-Cu., N.	0	St.-Cu. on N. horizon. A.-Cu. over whole sky.
18	23	0	.....	.....	...	Bank cloud on N. horizon.
18	24	0	.....	.....	0	Bank cloud on N. horizon. Cloudy day with strong winds, but no drift.
19	3·30	0	.....	.....	...	
19	6	0	.....	St.	0	Bank St. on N.W. horizon.
19	12	1	Ci., N.W., Ci.-Cu.	.....	0	Big seas, heavy spray over bergs and islands.
19	18	1	Ci.-St.	.....	0	Ci.-St. in W. Trend N.-S. Variable winds during afternoon.
19	19·30	...	.....	.....	...	Southerly gale arose.
19	24	0	.....	.....	0	Cloud bank in N. Sunny day, calm afternoon.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
MARCH, 1912—(*continued*).						
20	6	4	.....	Nb.....	0	Nb. covers N. sky.
20	12	10	.....	Nb.	L	Snow falling on Barrier to W.
20	15	...	.....	.....	0	Drift ceased.
20	18	10	.....	Nb.....	0	
20	24	10	.....	Nb.	0	Dull day, with strong winds. Little drift.
21	6	10	.....	Nb.	0	Wind very gusty since midnight.
21	12	6	Cl.	Cu.	L	Cu. on N. horizon. Scattered Ci. trend N.-S. Occasional light drift.
21	18	1	Cl.-St.	Cu.	0	Variable wind during afternoon. "Pea-soup" ice in bay.
21	24	0	.....	Cu.	0	Cloud on N. horizon. Very gusty wind. Comparatively fine day.
22	6	0	.....	Cu.	0	Cloud on N. horizon. Steady southerly gale.
22	12	0	.....	Cu.	...	Cloud on N. horizon. Strong gusts, whirlwinds on land and sea (waterspouts of fog). Whirlwinds also yesterday.
22	16	...	.....	.....	L	Drift commenced.
22	18	0	.....	.....	M	
22	24	0	.....	.....	M	St. Elmo's Fire on nephoscope and wind vane.
23	6	1	Cl.-Cu.	.....	M	Drift moderating.
23	12	1	.....	Fr.-Cu.	L	
23	18	0	.....	.....	L	
23	21	...	.....	.....	M	St. Elmo's Fire.
23	24	0	.....	.....	M	Violent wind, but moderate drift all day.
24	6	0	.....	.....	L	
24	12	1	.....	Cu.	0	Cu. in E.
24	18	0	.....	.....	L	Very rough sea. Heavy drift over Barrier to E. and W.
24	24	0	.....	.....	0	No drift or St. Elmo's Fire. Sunny day, with southerly hurricane.
25	2	...	.....	.....	S	
25	3	...	.....	.....	S	
25	4	...	.....	.....	S	
25	6	0	.....	.....	0	
25	12	3	Cl., N.W. ...	Fr.-St., S. ...	0	Fr.-St. forming and re-evaporating above shore line.
25	18	2	Cl.	Cu.	0	Ci. radiant from S.W. Cu. in N.W.
25	24	1	.....	St.-Cu.	0	Cloud on N. horizon. Sunny day with southerly hurricane.
26	6	10	.....	.....	...	
26	12	8	.....	A.-Cu., W....		
26	18	6	.....	A.-Cu., W., St.-Cu.	0	A.-Cu. moving rapidly. St.-Cu. in S.W.
26	24	10	.....	Nb.	0	Densely overcast. Dull day, wind moderating.
27	4.15	...	.....	.....	M	Drift commenced.
27	6	10	.....	Nb.	D	
27	12	10	.....	Nb.	D	Exceptionally heavy drift.
27	18	10	.....	Nb.	D	Drift moderating.
27	24	10	.....	Nb.	D	St. Elmo's Fire. Heavy blizzard all day.
28	6	10	.....	Nb.	D	Heaviest drift so far experienced.
28	12	10	.....	Nb.	D	
28	18	10	.....	Nb.	D	
28	24	10	.....	Nb.	D	St. Elmo's Fire very strong. Worst blizzard to date.
29	6	10	.....	St.-Cu.....	M	Blizzard moderating.
29	12	10	.....	St.-Cu., Nb.	L	St.-Cu on N. horizon.
29	18	8	.....	A.-St., St.-Cu.	L	St.-Cu. in N., clearer to S.
29	20·30	...	.....	.....	...	St.-Cu. clearing.
29	22	4	.....	St.-Cu.	...	Moonlight.
29	24	2	.....	St.-Cu.	0	Blizzard fell off during day.
30	1·05	0	.....	.....	...	
30	6	0	.....	.....	L	
30	12	6	Cl.	A.-Cu., S.S.E	L	A.-Cu. over whole sky. Gusty. Intermittent drift.
30	18	7	.....	A.-Cu, S.S.E. St.-Cu.	L	St.-Cu. to N. over sea. A.-Cu. gauzy.
30	24	4	.....	A.-Cu.	L	S. sky clear. Sunshine; gale, and light drift to-day.
31	6	10	.....	.....	D	Sky obscured. Gusts of wind.
31	12	10	.....	.....	D	Sky obscured. Terrific gusts.
31	18	10	.....	.....	D	Sky obscured.
31	24	10	.....	.....	D	Sky obscured. Terrible blizzard all day.
APRIL, 1912.						
1	6	10	.....	Nb.	M	Drift moderating.
1	12	4	.....	A.-Cu., S.E.	L	A. Cu. scattered over sky. Intermittent drift and sunshine.
1	18	6	.....	A.-Cu.	L	Gusty, intermittent drift.
1	24	6	.....	A.-Cu.	L	Gusty, intermittent drift. Weather much moderated to-day.
2	6	7	.....	A.-Cu.	L	Gusty, intermittent drift.
2	12	7	.....	A.-Cu., S.S.E.	L	A.-Cu. moving rapidly.
2	18	1	Cl.-St.	.....	L	Intermittent drift. Cl.-St. in N.W.
2	24	3	Cl.	St.-Cu.	L	St.-Cu. in N. Cloudy day, gale, light drift.
3	4·30	...	.....	.....	D	Heavy drift commenced.
3	6	10	.....	.....	...	
3	12	2	Ci.-St.	St.-Cu., Fr.-Nb.	M	St.-Cu. bank on N. horizon. Cl.-St. trend E.-W., in S.
3	15	5	Cl.-St.	A.-Cu.	...	A.-Cu. scattered over whole sky. Cl.-St. trend E.-W.
3	18	5	.....	St.-Cu.	L	Clear to S. Occasional drift. Blizzard in morning moderating in afternoon with sunshine.
3	24	10	.....	Nb.	...	
4	3	10	.....	Nb.	...	Calm. Snow falling.
4	6	10	.....	Nb.	...	Snowfall heavier.
4	7	10	.....	Nb.	D	Heavy drift started.
4	12	10	.....	Nb.	M	Light snowfall and drift.
4	18	10	.....	Nb.	D	Snowfall and drift. 6-rayed crystals.
4	24	10	.....	Nb.	D	Very heavy drift. Blizzard all day. Heavy drift, but wind not so strong.
5	6	10	.....	.....	D	Sky obscured.
5	12	10	.....	Nb.	D	
5	16	4	.....	St.-Cu.	D	Cloud radiant from N.W.
5	18	6	.....	A.-Cu., St.-Cu.	M	Gusty. Heavy drift at intervals.
5	24	4	.....	A.-Cu.	M	Gusty. Blizzard all day.
6	6	0	.....	.....	M	Heavy intermittent drift.
6	12	1	Ci.-St.	Fr.-St.	M	Heavy intermittent drift. Cl.-St. in E.
6	12·30	...	.....	.....	...	Wind dropped. W. breezes and whirlwinds. Sea freezing. Condensation cloud over coast.
6	16	...	.....	.....	D	Wind changed to southerly, with heavy drift.
6	18	10	.....	.....	D	Appears overcast.
6	24	10	.....	.....	D	Appears overcast. Gusty morning blizzard in afternoon.
7	6	10	.....	.....	D	Sky obscured. Heavy blizzard.
7	12	8	.....	A.-Cu.	D	Blizzard.
7	18	0	.....	.....	D	Heavy blizzard continues. Sky appears clear.
7	24	...	.....	.....	D	Heavy blizzard continues. Sky obscured.
8	6	...	.....	.....	D	Heavy blizzard continues. Sky obscured.
8	12	...	.....	.....	D	Very heavy blizzard. Sky obscured.
8	18	...	.....	.....	D	Very heavy blizzard. Sky appears clear.
8	24	0	.....	.....	L	Clear, moonlight.
9	2·30	...	.....	.....	M	Drift increasing.
9	6	...	.....	.....	D	Heavy blizzard again. Sky obscured
9	12	0	.....	.....	D	Appears clear. Sun gleaming all day.
9	18	0	.....	.....	D	Appears clear.
9	24	0	.....	.....	M	Clear, moonlight. Drift in gusts.
10	6	1	Ci.-St.	.....	M	Violent gusts of wind with drift. Cloud to S.W.
10	12	10	.....	A.-St.	S	Sun gleaming.
10	15	3	Cl.-St.	.....	...	Cl.-St. trend E.-W. in N. sky.
10	18	4	Cl.	St.-Cu.	D	St.-Cu. in N. Ci. trend S.E.-N.W.
10	22	...	.....	.....	D	St. Elmo's Fire strong.
10	24	...	.....	.....	D	Sky obscured. Heavy blizzard.
11	6	...	.....	.....	D	Sky obscured. Moon gleaming.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
APRIL, 1912—(*continued*).						
11	12	...	.....	.....	D	Appears overcast.
11	18	...	.....	.....	D	Sky obscured.
11	24	...	.....	.....	D	Sky obscured. St. Elmo's Fire. Very heavy blizzard all day.
12	6	...	.....	.....	D	Blizzard abating. St. Elmo's Fire.
12	12	...	.....	.....	D	Sky obscured.
12	18	...	.....	.....	D	Sky obscured.
12	24	10	.....	Nb.	S	St. Elmo's Fire. Blizzard lessening all day.
13	6	6	.....	A.-Cu., S.E., A.St.	L	
13	12	5	Ci.	St.-Cu., Cu.	L	St.-Cu. and Cu. in N. Ci. in S.
13	18	10	.....	A.-St., St.-Cu.	L	
13	24	0	.....	.....	L	Dull day, with 50-mile wind, but only light drift.
14	6	1	.....	St.	L	St. in E.
14	12	7	Ci-St.	A.-Cu., W....	L	A.-Cu. moving rapidly from W. over whole sky.
14	16	3	Ci.	St.-Cu.	...	St.-Cu. on N. horizon.
14	18	1	.....	St.	L	Puffy wind. Cloud on horizon. N.-W.
14	24	1	.....	St.	L	Gusts and calms. Cloud on N. horizon. Wind less to-day.
15	6	1	.....	St.	M	Violent gusts.
15	12	2	Ci.	St.	L	Gusty. St. on N. horizon. Ci. trend E.-W.
15	18	1	.....	St.	M	Ci. cleared. St. rising. Bright starlight.
15	24	0	.....	.....	M	St. Elmo's Fire. Blizzard all day, with moderate drift.
16	6	0	.....	.....	M	Horizon obscured. Gusty wind.
16	12	4	.....	St.-Cu., A.-Cu., N.W.	L	
16	16	10	.....	A.-Cu.	...	
16	18	10	.....	A.-Cu.	M	
16	22	0	.....	.....	S	Starlight.
16	24	0	.....	.....	S	Starlight. Much calmer day. Falling wind.
17	6	1	.....	St.-Cu.	L	Drift increasing. St.-Cu. in N.E.
17	12	7	Ci-St.	A.-Cu., W., Cu.	L	Sky covered. A.-Cu. moving rapidly from W. Cu. on N. horizon.
17	15	2	Ci.	.....	S	Ci. radiant from W.
17	18	2	Ci.	St.	S	St. to W. Ci trend E.-W.
17	24	0	.....	St.	S	Comparatively calm day. Little sunshine in morning.
18	6	1	.....	Ci.	S	
18	12	5	.....	A.-Cu., W....	M	A.-Cu. moving from W. is commonest cloud feature so far noted.
18	18	0	.....	.....	L	Cloud bank on sea horizon.
18	22	0	.....	.....	...	
18	24	0	.....	St.	L	St. on N. horizon. Dull day. Hurricane with little drift.
19	6	...	.....	.....	D	Sky obscured.
19	12	1	Ci.	.....	D	Ci. radiant from W.N.W. Sun gleaming.
19	18	0	.....	.....	M	Appears clear.
19	24	0	.....	.....	M	Appears clear. St. Elmo's Fire. Heavy blizzard to-day.
20	6	0	.....	.....	M	Appears clear. Wind becoming gusty.
20	12	7	.....	A.-Cu.	L	Cloud motionless.
20	15	7	.....	A.-Cu.	...	
20	18	4	.....	A.-Cu., St.-Cu.	L	Cloud round horizon.
20	21	1	.....	St.	L	Cloud to N.E. Weather much less severe to-day.
21	6	...	.....	.....	L	
21	12	6	.....	A.-Cu., S., Nb.	0	Nb. over sea to N. Snowing out to sea. Sea frozen over. Very high tide last night.
21	16	3	.....	A.-Cu., St.	0	
21	18	2	.....	A.-Cu., St.-Cu.	0	Cloud in N. sky.
21	24	0	.....	.....	L	Cloud on N. horizon. Dull day, calmer morning, wind rising in afternoon.
22	6	...	.....	.....	M	Sky obscured.
22	12	...	.....	.....	D	Sky obscured.
22	18	...	.....	.....	D	Sky obscured.
22	19·45	...	.....	.....	0	Wind fell, breezes W. to N. Light snowfall. Wind roaring on highlands.
22	20·45	1	.....	St.	...	Cloud over sea.
22	21	...	.....	.....	L	Wind returned to S. gale.
22	24	0	.....	.....	L	St. Elmo's Fire very strong. Blizzard all day, with a short break at 8 p.m.
23	6	0	.....	.....	L	
23	12	2	.....	A.-Cu., St.-Cu.	0	
23	13	1	Ci.-Cu.	.....	...	Ci.-Cu. radiant from E.N.E.
23	17	2	Ci., Ci.-St....	St.-Cu.	L	St.-Cu. in N., "whalebacks." Ci, radiant in S.W.
23	18	...	.....	.....	0	Boat Harbour almost frozen over.
23	20·30	0	.....	St.-Cu.	...	St.-Cu. over sea.
23	24	1	.....	A.-Cu.	0	Cloud in N. Starlight. Sunshine to-day, with hurricane.
24	2	10	.....	Nb.	...	
24	6	10	.....	Nb.	...	
24	9	9	Ci.-St.	Nb.	...	
24	12	9	Ci.-St.	Nb.	...	Breaks in cloud in E.N.E. Brash ice to horizon.
24	17	10	.....	Nb.	L	Drift started. Boat Harbour frozen over.
24	18	10	.....	Nb.	D	Heavy drift of now fallen snow.
24	24	10	.....	Nb.	M	St. Elmo's Fire. Overcast day, strong wind ending with snow.
25	6	10	.....	Nb.	M	
25	12	10	.....	Nb.	D	
25	18	10	.....	Nb.	D	
25	24	10	.....	.....	D	Sky obscured. St. Elmo's Fire. Heavy blizzard all day.
26	6	...	.....	.....	D	Sky appears clear.
26	12	...	.....	.....	D	Sky obscured. Exceptionally heavy drift.
26	16	10	.....	Nb., W. ...	M	Wind dropped, blizzard moderating.
26	18	10	.....	Nb., W. ...	L	
26	22	...	.....	.....	0	Dead calm, moonlight.
26	24	10	.....	St., St.-Cu.	0	Blizzard died down in evening.
27	3	10	.....	St.	0	Lightly overcast.
27	4	1	.....	St.	0	Cloud bank N. horizon.
27	6	1	.....	Cu.	0	Cloud bank N. horizon, Cu. on S. horizon.
27	8	1	.....	A.-Cu.	0	A.-Cu. on S. horizon.
27	12	6	.....	A.-Cu.	0	A.-Cu. has risen up from S. N. horizon clear.
27	16	6	Ci.-St.	A.-Cu.	...	Ci.-St. in W. A.-Cu. scattered. Clear to N.
27	18	6	.....	A.-Cu., S.E.	0	
27	22	10	.....	A.-Cu.	0	Calm day, with some sunshine.
27	24	10	.....	A.-Cu.	0	
28	5·15	8	.....	A.-Cu.	0	Clearing in S.
28	6	1	.....	St.	0	Cloud bank on N. horizon.
28	12	0	.....	.....	D	Horizon obscured. Sun gleaming.
28	18	0	.....	.....	D	Moon gleaming. Stars.
28	24	4	Ci.	.....	D	Ci. trend S.W.-N.E. Hurricane all day, with drift in afternoon.
29	6	...	.....	.....	D	Sky obscured. Violent gusts.
29	12	10	.....	.....	D	Terrific gusts. Appears overcast.
29	18	3	.....	A.-Cu., St.-Cu.	M	Gusty. Intermittent drift.
29	24	0	.....	.....	M	Horizon obscured. Steady wind and drift.
30	6	0	.....	.....	M	Appears clear.
30	12	2	Ci.-St.	Cu.	M	Cu. on E. horizon to S. Ci. radiant from S.W., with furrows N.-S. Sun gleaming.
30	18	0	.....	St.	L	Gusty. Bright stars and moon.
30	24	1	Ci.	.....	M	St. Elmo's Fire. Blizzard all day.
MAY, 1912.						
1	6	0	.....	.....	D	
1	12	0	.....	.....	D	Terrific gusts and short lulls. Sun gleaming.
1	18	0	.....	.....	D	Appears clear. Stars.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
MAY, 1912—(*continued*).						
1	24	0	.....	.....	M	Bright moon. Blizzard all day.
2	6	0	.....	.....	M	
2	12	0	.....	Cu.	M	Violent gusts. Cloud on N. horizon.
2	18	0	.....	.....	M	Violent gusts. Bright moon and stars.
2	24	0	.....	Cu.	L	Cu. bank on N. horizon. Blizzard continues.
3	6	0	.....	Cu.	M	Cu. bank on N. horison. Blizzard continues.
3	12	0	.....	.....	M	Sun gleaming.
3	18	1	Cl.-St.	.....	M	Cl.-St. in N. to N.W.
3	21·30	8	.....	A.-Cu.	...	Sky almost covered A.-Cu., no motion detected.
3	24	1	.....	A.-Cu.	L	A.-Cu. cleared. Drift lessened but wind continued.
4	6	1	.....	St.	L	St. on N. horizon.
4	12	1	.....	Cu.	S	Cu. on N. horizon.
4	18	0	.....	.....	S	Sunny day, little drift, high winds.
4	24	0	.....	.....	L	
5	6	0	.....	.....	0	
5	12	0	.....	.....	S	Short lulls in wind.
5	18	0	.....	.....	L	Moonlight.
5	24	0	.....	.....	0	Hurricane all day. Sunshine, no drift.
6	6	8	.....	A.-Cu.	0	Clear to S.
6	10	10	.....	A.-St.	0	Gauzy cloud much contorted. Sea freezes during calms, ice blown out by west wind at present time.
6	12	10	.....	Nb.	0	
6	18	10	.....	Nb.	L	New fallen snow drifting.
6	24	10	.....	Nb.	0	Drift ceased. Overcast day with hurricane but little drift.
7	6	10	.....	Nb.	0	
7	12	10	.....	Nb.	0	"Whalebacks" in N.E.
7	17	...	.....	.....	L	Drift commenced.
7	18	10	.....	Nb.	L	Gusty wind.
7	24	10	.....	Nb.	D	Very dense drift but wind less.
8	6	10	.....	Nb.	M	Gusty wind.
8	12	10	.....	Nb.	D	New fallen snow.
8	16	10	.....	Nb.	...	"Whalebacks" in N.
8	18	10	.....	Nb.	D	
8	24	10	.....	St.	0	Dim stars. Blizzard all day, abating during night.
9	2·15	1	.....	A.-Cu., St....	...	
9	6	0	.....	.....	L	Moonlight.
9	12	0	.....	Cu.	M	Cu. on N. horizon. Intermittent drift. Sunshine.
9	18	1	.....	Cu.	M	Cu. on N. horizon. Intermittent drift. Sunshine.
9	24	...	.....	.....	D	Sky obscured. St. Elmo's Fire Blizzard increased.
10	6	...	.....	.....	D	Sky obscured.
10	12	...	.....	.....	D	Sky obscured.
10	18	...	.....	.....	D	Sky obscured. St. Elmo's Fire. Very strong, on helmet, screen stays, wind vane.
10	24	...	.....	.....	D	Sky obscured. St. Elmo's Fire. Very strong, on helmet, screen stays, wind vane. Little blizzard all day.
11	6	...	.....	.....	D	Clear in Z. Drift moderately.
11	10	3	.....	A.-Cu.	M	A.-Cu. trend E.-W., in N. sky.
11	12	...	.....	.....	D	Sky obscured. Drift heavier. Sun gleaming.
11	18	0	.....	.....	M	St. Elmo's Fire.
11	24	0	.....	.....	M	St. Elmo's Fire. Blizzard all day.
12	6	0	.....	.....	L	
12	10	1	.....	A.-Cu.	L	Faint lines A.-Cu., trend E.-W.
12	12	1	Cl.-St.	Cu.	0	Cl.-St. radiant from W., Cu. on N. horizon. Sun gleaming.
12	17	...	.....	.....	...	Swirls of drift seen on plateau to W.
12	18	0	.....	.....	L	Drift in gusts.
12	24	0	.....	.....	L	Intermittent drift. Starlight. Much better weather today.
13	6	...	.....	.....	D	Gusty wind. St. Elmo's Fire. Sky obscured.
13	12	...	.....	.....	D	Sky obscured. Sun gleaming.
13	18	...	.....	.....	M	Appears clear. St. Elmo's Fire, strong.
MAY, 1912—(*continued*).						
13	24	0	.....	.....	L	Bright starlight. St. Elmo's Fire Blizzard all day.
14	6	10	.....	.....	L	Intermittent drift. St. Elmo's Fire.
14	12	...	.....	.....	D	Sky obscured.
14	18	...	.....	.....	D	Worst blizzard so far experienced. St. Elmo's Fire, very strong, seen on points of rock.
14	24	...	.....	.....	D	Slight moderation in blizzard.
15	6	...	.....	.....	D	Sky obscured. Conditions moderating.
15	12	3	Cl.	St.-Cu.	M	Cl. trend N.-S., striations E.-W. St.-Cu. on N. horizon.
15	14·45	4	Cl.	St.-Cu.	...	St.-Cu. rising, with "whalebacks."
15	18	10	.....	St.-Cu. ...	L	St. Elmo's Fire seen on rocks.
15	24	5	.....	St.	L	St. Elmo's Fire seen on rocks. Hurricane continues, drift less to-day.
16	6	1	.....	St.	L	Violent gusts. Cloud on N. horizon.
16	12	0	.....	Cu.	L	Cu. on sea horizon. Sunshine, too weak to burn paper of recorder.
16	15	1	Cl.-St.	Cu.	...	Cl.-St. in N.W.
16	18	0	.....	Cu.	0	
16	24	0	Cl.-St.	.....	0	Wind much less today, sunshine.
17	6	0	.....	.....	D	
17	12	1	Cl.	.....	L	Cl. in N., trend E.-W. Sunshine. Temperature rising and falling with gusts. Range +2° to −3·8° Fahr.
17	18	1	.....	.....	L	Drift in gusts. Cloud on N. horizon. St. Elmo's Fire.
17	24	...	.....	.....	D	Sky obscured. Heavy blizzard. St. Elmo's Fire, strong, seen on rocks.
18	6	...	.....	.....	D	Sky obscured. Heavy blizzard. St. Elmo's Fire, strong, seen on rocks.
18	12	3	.....	A.-Cu.	M	
18	18	...	.....	.....	D	Sky obscured. St. Elmo's Fire, very strong.
18	24	...	.....	.....	D	Sky obscured. St. Elmo's Fire, very strong. Heavy blizzard all day. Wind now falling but snow drift dense.
19	4	10	.....	Nb.	0	Drift ceased.
19	5·15	10	.....	Nb.	0	Wind considerably moderated.
19	6	10	.....	Nb.	0	Light snowfall. Light breezes only.
19	7·30	10	.....	Nb.	D	Wind again risen. Blizzard.
19	12	...	.....	.....	D	Sky obscured.
19	18	...	.....	.....	D	Clear in Z. St. Elmo's Fire, strong.
19	24	...	.....	.....	M	Clear in Z. St. Elmo's Fire, strong. Blizzard all day.
20	6	...	.....	.....	D	Clear overhead. St. Elmo's Fire weaker.
20	12	...	.....	.....	D	Sky obscured. Sun gleaming.
20	13·45	...	.....	.....	M	Terrific gusts, and clouds of drift.
20	14	...	.....	.....	...	Gusts ceased and wind became again steady.
20	18	0	.....	.....	M	Intermittent drift. St. Elmo's Fire, very strong.
20	24	0	.....	.....	L	Cloud bank in N.E. Blizzard dying down.
21	0·45	...	.....	.....	0	Calm.
21	6	0	.....	.....	0	Southerly breezes.
21	12	8	Cl., W.	A.-Cu., T W. Cu.	0	Cl., A.-Cu. moving rapidly from W. Wind rising.
21	14	8	.....	A.-Cu, N. ...	...	A.-Cu. now covers sky, moving from N.
21	18	10	.....	Nb.	M	Weak St. Elmo's Fire.
21	21	10	.....	Nb.	D	
21	24	10	.....	Nb.	D	Heavy blizzard came up in afternoon.
22	3·10	...	.....	.....	...	Wind and drift moderating.
22	6	...	.....	.....	L	Gusty wind. Clear in Z.
22	12	...	.....	.....	D	Sky obscured.
22	18	10	.....	Nb.	D	St. Elmo's Fire, very strong.
22	24	...	.....	.....	D	St. Elmo's Fire, very strong. Zenith clear.
23	6	...	.....	.....	D	Sky obscured. St. Elmo's Fire, strong. Very dense drift.
23	12	...	.....	.....	D	Sky obscured. St. Elmo's Fire, strong. Very dense drift.
23	18	...	.....	.....	D	Clear in Z.
23	24	...	.....	.....	D	Sky obscurred. St. Elmo's Fire.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
MAY, 1912—(*continued*).						
24	6	10	.....	Nb.	M	Snowfall and drift. Wind gusty and variable.
24	12	5	.....	Nb.	M	Nb. in N. sky. Clear to S.
24	15	...	.....	.....	D	Sky obscured. Snow probably falling.
24	18	0	.....	.....	M	
24	19	...	.....	.....	0	Almost calm, N. breezes. Condensating cloud over coast.
24	22·30	...	.....	.....	...	Wind returned S. and rising.
24	24	0	.....	.....	M	Some calmer periods to-day, with snowfall.
25	6	0	.....	.....	0	
25	12	0	Cl.	.....	L	Cl. at N.W. horizon. Clouds of drift to E. and W.
25	16	2	Cl.-St; Cl., S.W.	.....	...	Cloud in W. radiant from S.W.
25	18	2	Cl.	Fr.-Cu.	0	Lunar halo, 3° diam., red outer zone.
25	21	2	Cl.-St.	A.-Cu., W....	L	Cl.-St. now in N.
25	24	1	Cl.	.....	0	Cl. bars in N.W: Terrific hurricane all day.
26	3·15	0	.....	.....	0	
26	6	0	.....	.....	0	Very gusty wind.
26	10	3	Cl.	.....	0	"Noah's Ark" sky. Radiant E.-W.
26	12	9	Cl., Cl.-St. ...	.....	0	Cl.-St. dense. Upper Cl. in S.
26	18	8	Cl.-St.	.....	0	"Noah's Ark" sky, trend E.-W. Wind falling and veering E. Lunar halo 46° diameter.
26	24	8	Cl.-St.	.....	0	"Noah's Ark" persists. Lunar halo. Dull day, calmer afternoon.
27	4·15	0	.....	.....	...	Cloud bank on N. horizon.
27	6	0	.....	.....	0	Cloud bank on N. horizon. Gusty.
27	10	3	Cl.	Fr.-Cu.	0	Cl. trend E.S.E.-W.N.W. in N. Earth shadow to W.
27	12	2	Cl., S.....	St.-Cu.	0	Cloud on N. horizon. Sunshine.
27	18	0	.....	St.	0	St. on N. horizon. Moonlight.
27	24	0	.....	.....	0	Clear weather with hurricane.
28	0	0	.....	.....	0	Wind fell during night. Now northerly airs.
28	10	1	Cl.	Cu.	...	Cloud on N.E. horizon. Wind again strong.
28	11	1	Cl.-Cu.	A.-Cu.	...	"Whaleback" A.-Cu. in E.
28	12	3	.....	A.-Cu., W....	0	A.-Cu. moving rapidly.
28	14	0	.....	A.-St.	...	
28	16	10	.....	A.-St.	...	Densely overcast.
28	18	10	.....	A.-St.	0	Moon gleaming. Southerly breezes.
28	24	10	.....	Nb.	0	Southerly breezes.
29	1	10	.....	Nb.	M	Drift commenced, with strong wind.
29	6	10	.....	Nb.	D	Blizzard.
29	12	10	.....	Nb.	D	New fallen snow.
29	14	10	.....	Nb.	M	Wind falling. "Whalebacks."
29	15	0	Cl.	Nb., S., Fr.-Nb., S.	M	Cl. trend E.b.N.-W.b.S. Nb. clearing off to N., moving with surface wind.
29	16	6	.....	A.-Cu., Nb...	M	Nb. in N. sky only.
29	18	1	.....	A.-Cu.	M	Nb. cleared. Lunar halo, 46° diameter.
29	24	1	.....	A.-Cu.	M	A.-Cu. in N. round horizon. Moderate blizzard all day.
30	6	1	.....	.....	M	Intermittent drift.
30	10	10	.....	A.-Cu.		
30	12	5	Cl.-Cu.	A.-Cu.	M	"Whalebacks" on N. horizon.
30	18	10	Cl.-St.	St.	M	Moon gleaming. Lunar halo. Occasional lulls.
30	21	8	.....	A.-Cu.	L	Filmy cloud.
30	23	8	.....	A.-Cu., N.W.	L	Lunar corona, 9° diameter, prismatic edge.
30	24	4	.....	A.-Cu.	L	Clear in S. Blizzard abating.
31	6	9	.....	A.-St.	L	Very light drift. Gusty wind.
31	12	0	.....	St.	L	Very light drift. Sunshine.
31	18	0	.....	.....	L	Gusts of drift. Prismatic lunar corona. Clouds of drift overhead and to E. and W. N. breezes.
31	24	0	.....	.....	0	Cloud bank on N. horizon. Wind again strong southerly.
JUNE, 1912.						
1	6	5	.....	A.-St.	0	Lunar halo. St. in N. sky.
1	10	10	Cl.-St.	A.-St., W....	...	Sea freezing over. Boat Harbour ice-covered.
1	12	10	.....	A.-St., W....	0	A.-St. striated E.-W. Wind gusty much moderated.
JUNE, 1912—(*continued*).						
1	18	10	.....	A.-St.	0	No St. Elmo's Fire. Moon gleaming.
1	24	10	.....	A.-St.	0	Lunar halo 48° diameter. Clouds of drift to W. Sea smoke.
2	4	8	.....	A.-St.	0	Bands A.-St. trend E.-W.
2	6	6	.....	A.-St.	...	Bands A.-St. trend E.-W.
2	7	0	.....	.....	...	Sea smoke.
2	12	6	.....	A.-St., W., St.-Cu., S.	0	A.-St. shows bands E.-W. Striations in direction of wind.
2	18	5	Cl.	St.	0	Cl. trend N.W.-S.E. St. over sea to N. Lunar halo 48° diameter.
2	24	9	.....	A.-St.	0	Lunar halo.
3	6	9	.....	A.-St.	0	Lunar halo and corona.
3	10	9	.....	A.-St., St. ...	...	A.-St. trend N.N.W.-S.S.E. with wind.
3	12	4	Ci., N.W. ...	A.-St., W., St.	0	A.-St. clearing. Temperature changing 2° in gusts.
3	14·30	3	.....	A.-St., W., St.		
3	15·30	1	.....	A.-St., St. ...	...	A.-St. disappearing. St. on N. horizon.
3	16	1	.....	St.	...	St. on N. horizon.
3	18	1	.....	St.	0	St. on N. horizon. Clear, bright moon and stars. Faint prismatic lunar halo.
3	21·30	0	.....	.....	...	Intervals of calm. Wind roaring to E. and W.
3	24	0	.....	.....	0	Gusty wind.
4	6	1	Ci.	St.	0	Cl. in N.W., St. on N. horizon.
4	7	2	Ci.	St.	...	Cl. risen to Z.
4	7·30	1	Ci.	St.	...	Cl. disappearing.
4	12	10	.....	A.-St.	0	Sea smoke. A-St. shows usual E.-W. lines.
4	18	9	.....	A.-St.	0	
4	24	7	.....	A.-Cu., N.W.	0	Moonlight. Prismatic corona. Dull day with very strong winds, but no drift.
5	6	10	.....	A.-St., St.-Cu.	0	
5	10	10	.....	Nb.	...	Wind falling. Very dark.
5	11	10	.....	Nb.	...	Snowfall commenced.
5	12	10	.....	Nb.	L	Drift commenced. Temperature varying 2° with gusts.
5	18	10	.....	Nb.	L	Snow still falling. Weak St. Elmo's Fire.
5	24	10	.....	Nb.	M	St. Elmo's Fire. Blizzard since noon.
6	4	10	.....	Nb.	D	
6	6	10	.....	Nb.	D	
6	12	...	.....	.....	D	Everything obscured by drift.
6	18	0	.....	.....	L	Strong St. Elmo's Fire. Very light drift.
6	20	0	.....	.....	L	
6	24	0	.....	.....	L	Bright moonlight. Drift gusty. Blizzard all day.
7	2	0	.....	.....	L	Bright moonlight. Drift gusty.
7	3	1	Ci., N.	.....	...	
7	4	1	Ci.	A.-Cu., W....	L	Gusty wind, short calms.
7	6	1	Ci.	.....	L	
7	10	0	.....	.....	L	Sunshine. Cloud bank on N. horizon.
7	12	0	.....	.....	L	Sun obscured. Intermittent drift.
7	18	0	.....	.....	L	Bright stars.
7	20	0	.....	.....	...	Sky hazy.
7	24	10	.....	.....	0	Wind fallen off. More moderate weather to-day.
8	2·30	...	.....	.....	L	Wind increased.
8	3·15	8	.....	.....	L	Violent gusts of wind.
8	6	8	.....	A.-St.	M	Sky hazy. Drift increasing.
8	10	1	.....	St.	L	St. round horizon.
8	12	1	.....	St.	L	Sunshine. "Fohn" wind, 2° jumps.
8	17·25	...	.....	.....	M	Drift increasing.
8	18	1	.....	St.	L	
8	24	0	.....	.....	L	60-mile wind and light drift all day.
9	4·13	0	.....	.....	L	Lunar halo, 46° diameter.
9	6	0	.....	.....	L	
9	10	1	.....	St.	L	St. on N. horizon.
9	12	0	.....	Cu.	L	Sunshine. Cu. on N. horizon.
9	18	0	.....	.....	M	
9	24	0	.....	.....	L	Intermittent drift. Blizzard with clear sky all day.
10	6	0	.....	.....	L	
10	12	0	.....	Fr.-Cu.	L	Drift in gusts.
10	18	0	.....	.....	L	Horizon obscured.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
JUNE, 1912—*(continued)*.						
10	20·30	...	.....	.....	M	Drift increased.
10	24	0	.....	.....	0	Clear weather, strong winds. Little drift to-day.
11	6	0	.....	.....	L	Gusty wind.
11	10	10	.....	Nb.	L	
11	11	7	Cl.	Nb., S.	...	Cl. trend N.W.-S.E. Nb. clearing away.
11	12	6	.....	A.-Cu., W....	L	
11	18	0	.....	.....	L	Cloud on N. horizon. Weak St. Elmo's Fire.
11	21	0	.....	.....	L	Very light drift.
11	24	0	.....	.....	L	Dull day with little drift, but usual wind.
12	6	0	.....	.....	L	
12	6·30	...	.....	.....	...	Wind calmed down.
12	12	0	.....	.....	L	Sunshine. Hurricane again blowing.
12	18	0	.....	.....	0	
12	24	0	.....	.....	0	Clear weather. Hurricane all day.
13	6	0	.....	.....	0	
13	10	9	.....	A.-St., A.-Cu.	0	"Noah's Ark" sky. A.-St. trend E.N.E.-W.S.W. A.-Cu. in N.
13	12	9	.....	A.-St., A.-Cu.	0	Wind variable, from all points.
13	18	10	.....	A.-St.	0	
13	22·45	10	.....	.....		
13	24	0	.....	.....	0	Dull weather, with calmer period at noon. No drift.
14	0·45	...	.....	.....	0	Sky hazy.
14	1·50	10	.....	.....		
14	5	0	.....	.....		
14	6	0	.....	.....	0	
14	7·45	...	.....	.....	...	Sky hazy.
14	10	1	Cl.	Fr.-Nb., S., St.-Cu.	...	Cl. in faint radiant from W.
14	12	1	.....	Fr.-Nb., S., St.-Cu.	0	St.-Cu. on N. horizon.
14	18	0	.....	.....	0	
14	24	0	.....	.....	0	Clear and driftless, with strong S. gales.
15	6	10	.....	.....	0	
15	10	4	.....	A.-Cu., S.S.E.	0	
15	12	10	.....	Nb.	0	
15	15·30	...	.....	.....	L	Drift commenced.
15	18	10	.....	Nb.	D	New-fallen snow.
15	24	...	.....	.....	M	Sky obscured.
16	6	0	.....	St.	L	St. on horizon.
16	10	1	Cl.	St.	0	Contorted Cl. in N. St. in S.
16	12	2	Cl.	St., Fr.-Nb.	0	Cl. trend E.-W.
16	18	0	.....	.....	0	
16	24	0	.....	.....	0	Clear, driftless, windy day.
17	6	0	.....	.....	0	
17	9	0				
17	10	1	Cl.	Cu.	...	Cl. in N.W. Cu. on S.E. horizon.
17	12	0	Cl-St.	.....	0	Several more bergs appeared in Bay.
17	13·50	1	Cl.-St.	Fr.-Nb.	...	Wind dropped, breezes from N.
17	15·30	1	Cl.-St.	.....	0	Cl.-St. near horizon N. to W. Gusty N. wind.
17	18	0	.....	.....	0	
17	19·20	4	.....	.....	...	N. sky becoming hazy.
17	20	10	.....	A.-St.	0	Calm. Airs from E.
17	24	10	.....	A.-St.	0	Airs from S.
18	2·15	10	.....	.....	...	Gusts from S.
18	2·55	...	.....	.....	0	S. gale set in.
18	6	10	.....	A.-St. (?) ...	0	Few stars visible.
18	10	1	.....	St.	...	St. all round N. horizon.
18	12	1	Cl.	St.	0	St. forming "Whalebacks" in N. Cl. above.
18	14	1	Cl.	.....		
18	14·20	1	Cl.	.....	...	Radiant from W.N.W.
18	14·45	5	.....	A.-Cu., N.W.	...	Cl. changed to A.-Cu. over whole sky.
18	15·30	1	.....	A.-St.	...	A.-Cu. cleared. A.-St. faint in N.W.
18	18	1	.....	St.	0	St. bank on N. horizon, as usually present.
18	20	10	.....	A.-St.	...	Haze risen up from N.
18	24	10	.....	A.-St.	0	Sky hazy. Another day of hurricane.
19	4·30	0	.....	.....	...	Sky clear.
19	6	0	.....	.....	0	
JUNE, 1912—*(continued)*.						
19	10	2	.....	A.-Cu., N.W.		
19	12	0	.....	.....	0	
19	14	1	Cl.	.....	...	Cl. in N.W.
19	18	0	.....	.....	...	Hazy in N.W. During this month it is difficult to distinguish clouds after 4 p.m.
19	24	0	.....	.....	0	Wind only about 40 m.p.h. to-day.
20	6	0	.....	.....	0	Terrific gusts.
20	10	0	.....	St.	0	Usual cloud bank on N. horizon.
20	12	0	.....	St.	0	Usual cloud bank on N. horizon.
20	18	0	.....	.....	0	Bright moonlight. Clear, cold day with S. hurricane.
20	24	0	.....	.....	0	
21	6	0	.....	.....	0	
21	12	0	.....	.....	0	Cloud bank on sea horizon. Wind fallen to about 30 m.p.h.
21	13	...	.....	.....	...	Wind veering, gusts from W.
21	15	...	.....	.....	...	Wind roaring on plateau to S.
21	16·30	...	.....	.....	0	Unusual gusts of some violence from W.
21	20·40	10	.....	.....	...	Overcast.
21	24	10	.....	.....	0	Hurricane blowing again after moderate afternoon.
22	6	10	.....	.....	L	St. Elmo's Fire. Light drift all night.
22	12		.....	Nb.	L	St. Elmo's Fire very strong. Sparks and small shocks received from anemograph; sparks 3/16th in. long.
22	18	10	.....	A.-St.	L	Strong St. Elmo's Fire.
22	20	10	.....	A.-St.	L	
22	21	10	.....	A.-St.	L	
22	23	9	.....	A.-St.	L	Clearing in N.E.
22	24	10	.....	.....	L	No St. Elmo's Fire. Overcast, with very light drift and hurricane all day.
23	2	8	.....	.....	L	No St. Elmo's Fire. Clear in Z.
23	2·35	1	.....	St.	0	Cloud on N. horizon only.
23	6	0	.....	.....	0	Cloud on N. horizon only.
23	10	0	.....	Fr.-Cu.	...	Hazy, sparks from anemograph.
23	12	1	Cl.-St. ...	Fr.-Cu.....	0	Cl. St. in N. sky near horizon.
23	13·55	3	Cl.	A-St.	0	Clear to S., St. in N., with Cl. above trending S.W.–N.E. Condensation cloud over coast. Almost calm.
23	16	10	.....	A.-St., N.W.	...	
23	18	10	.....	A.-St.	0	Lunar halo. Moon and stars dim. Northerly winds.
23	20	...	.....	.....	...	Sky clearing. Lunar halo about 52 deg. diameter.
23	21·30	0	.....	.....	...	Appears clear.
23	24	0	.....	.....	0	Hurricane again after calm afternoon. Gusty.
24	6	0	.....	.....	0	Gusty, with short lulls.
24	10	...	.....	.....	L	Sparks 7/16th in. long from anemograph.
24	12	0	.....	.....	L	Drift, like a fog, noticed last two days. No sparks at 11.30 from anemograph, though conditions appear the same. Condensation cloud.
24	16·30	0	.....	.....	L	Cloud bank on N. horizon. No St. Elmo's Fire.
24	18	0	.....	.....	L	Cloud bank on N. horizon. Lunar halo.
24	20	0	.....	.....	0	Drift ceased.
24	21·45	0	.....	.....	L	Very fine drift, like a fog.
24	23	0	.....	.....	0	No drift or fog. Cloud bank on N. horizon.
24	24	0	.....	.....	0	No drift or fog. Clear, cold day, with hurricane and very light drift. No sun.
25	6	0	.....	.....	L	
25	8	0	.....	.....	L	Fog-like drift.
25	10	0	.....	.....	L	No charge of electricity in anemograph.
25	12	5	.....	.....	L	Clear in Z.
25	13·30	10	.....	Nb.	L	Wind variable, puffs from N. and whirlies. Fine snowfall. Heavy snowfall in N.W.
25	14·15	...	.....	.....	...	Steady S.S.E. wind set in again.
25	16·45	0	.....	.....	L	Sea smoke. Moonlight.
25	18	0	.....	.....	0	No St. Elmo's Fire. Lunar corona.
25	24	0	.....	.....	0	Lunar corona, about 7 deg. diameter.
26	5·20	1	Cl.-St.	St.-Cu.	0	Cl.-St. in N.W. St.Cu. on N. horizon.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
JUNE, 1912—(*continued*).						
26	6	1	Cl.-St.	St.-Cu.	0	Cl.-St. radiant from W.S.W.
26	8	2	Cl.-St.	St.-Cu.	0	Cl.-St. bars cross sky from W.S.W. to E.N.E.
26	9·30	3	Cl.-St.	St.-Cu.	...	"Noah's Ark" sky, radiant N.E.
26	11	3	Cl.	St.-Cu.	...	Radiant. Moved round to W. b N.—E. b S.
26	12	2	Cl.	Cu.	0	Cl. now in N. only, trend W.N.W.—E.S.E. Cu. on N. horizon. Almost calm.
26	13	1	Cl.	Cu.	0	Calm.
26	14	0	.....	Fr.-Cu.....	0	Gusty S. wind.
26	18	0	.....	.....	0	Southerly hurricane again. Bright moonlight.
26	24	0	.....	.....	0	Wind gusty and variable.
27	1·30	1	Cl.-St.	.....	...	Cl.-St. in N. sky.
27	2·30	1	Cl.-St.-	.....	...	Radiant, E.—W.
27	4	0	Cl.	.....	...	
27	5	0	Cl.	.....	...	Cl. in W. Cloud bank on N. horizon.
27	6	0	.....	.....	...	Gusty wind.
27	10	1	Cl.	Fr.-Cu.	0	Cl. trend E.—W.
27	12	1	Cl.	.....	0	No sunshine.
27	15	1	Cl.-Cu.	.....	...	Cl.-Cu all round N. horizon.
27	18	1	Cl.-Cu.	.....	0	
27	20·15	0	.....	.....	...	Hazy to N. Bright moon and stars.
27	21·25	1	Cl.-St.	.....	...	Cloud, W. to N.E. Lunar halo.
27	24	1	Cl.-St.	.....	...	Cloud, W. to N.E. Calmer in morning, hurricane all afternoon. No drift.
28	4·30	...	.....	.....	...	Very violent gusts of wind.
28	6	0	.....	Fr.-Cu., S.....	...	Bright moonlight.
28	10	0	Cl.-St.	.....	...	
28	12	0	.....	.....	...	Sunshine. Condensation cloud.
28	13	1	Cl.-Cu.	.....	...	Radiant from S.W. N. horizon clear all day.
28	18	2	Cl.-St., W. ..	.....	...	Calm. W. airs. Cloud radiant E.–W. Bright moon, corona 2° 18′ diam.
28	20	3	Cl.-St.	.....	...	
28	20	3	Cl.-St.	.....	...	
28	23	2	Cl.-St.	.....	...	
28	24	3	A.-Cu., W....	.....	...	Cloud changed to A.-Cu., rapid movement from W. Bright corona, 1° 22 diameter, with colour rings out to 3° diameter. Fairly calm day.
29	1	1	A.-Cu.	.....	...	
29	2·30	1	Cl.	.....	...	A.-Cu. has cleared. Cl. haze in N.
29	3·30	1	Cl.	.....	...	
29	4·30	1	Cl.	.....	...	
29	6	1	Cl.	.....	0	Wind variable, calm. Faint lunar halo. Wind roaring on all sides.
29	10	10	.....	A.-St.	...	
29	12	10	.....	Nb.	0	Gusty wind.
29	18	10	.....	Nb.	0	Moon just visible. Wind rising.
29	21·45	10	.....	Nb.	L	Drift began.
29	24	10	.....	Nb.	M	Halo. Light cloud. Calm morning, blizzard in afternoon.
30	1·30	0	.....	.....	...	Bright moonlight; no halo.
30	2·45	1	Cl-Cu., W.....	.....	...	
30	6	0	.....	.....	...	
30	10	0	.....	.....	0	Heavy sea smoke. Condensation cloud.
30	12	1	Cl.St.	St.	0	Heavy sea smoke. Condensation cloud. No sun.
30	16	0	.....	.....	...	
30	18	0	.....	.....	...	Bright moon, faint halo.
30	22·30	...	.....	.....	L	Very light, low drift.
30	24	0	.....	A.-Cu.	0	Wind less violent to-day.
JULY, 1912.						
1	1·25	...	.....	.....	L	
1	2·15	1	Cl.-St.	.....	0	Drift ceased.
1	6	10	.....	A.-St.	0	
1	10	10	.....	Nb.	...	"Whalebacks" in N.
1	12	10	.....	A.-St., Nb.	0	Gusty wind. No sun.
1	15	1	Cl.-St.	.....	...	
1	18	2	Cl.-St.	St.	0	
1	19·50	3	Cl.-St.	.....	...	Radiant from W.S.W.
1	23	1	Cl.-St.-	.....	...	
1	24	1	Cl.-St.	.....	0	Violent gusts. Corona.
JULY, 1912—(*continued*).						
2	0–30	1	Cl.	.....	...	Cl. in N. sky, trend S.W.–N.E., striations E.–W. Lunar corona: double-inner 1° 30′ d., outer 4° 30′ d.
2	6	0	.....	.....	0	Wind fallen.
2	12	10	.....	Nb.	0	No sun.
2	14·45	10	.....	Nb.	...	Light snowfall started.
2	18	10	.....	Nb.	L	
2	21·25	...	.....	.....	...	Drift ceased.
2	22·15	...	.....	.....	L	New fallen snow; crystals 1/25″ diam.
2	24	10	.....	Nb.	L	Drift increasing. Calmer day, snowfall.
3	6	10	.....	Nb.	M	
3	10	3	Cl.-Cu.	St.	L	Gusts of drift.
3	12	0	.....	Cu.	0	
3	15	0	.....	.....	0	Cloud on N. horizon.
3	18	0	.....	.....	0	Cloud on N. horizon.
3	24	0	.....	.....	0	Bright moonlight. Wind again hurricane without drift.
4	1·30	1	.....	.....	L	Cloud in N.E.
4	2·15	1	.....	.....	...	Cloud in N.E.
4	2·50	3	.....	A.-Cu., E. ...	M	First observation of cloud moving from E.
4	3·45	5	.....	A.-Cu.	...	
4	5·14	0	.....	.....	...	Cloud on N. horizon.
4	6	0	.....	St.-Cu.	M	Cloud on N. horizon.
4	6·43	7	.....	A.-St.	...	Trend of cloud S.W.–N.E.
4	10	10	.....	Nb.	M	
4	12	7	.....	A.-Cu.	D	
4	18	7	.....	A.-Cu.	L	Cloud in N. only. No St. Elmo's Fire.
4	20	...	.....	.....	D	
4	23	4	.....	A.Cu.	...	Clear to S. Strong St. Elmo's Fire.
4	24	4	.....	A.Cu.	M	Blizzard all day.
5	6	4	.....	A.-Cu.	M	
5	8	0	.....	.....	...	
5	11	1	Cl.	Fr.-Cu.	0	
5	12	2	Cl., E.S.E.	.....	0	Sunshine. Cl. in N. sky.
5	13	3	Cl.	.....	0	Lower gauzy Cl., affected by surface wind. Upper Cl. with E.–W. trend.
5	15	1	Cl.	.....	...	
5	16·30	0	.....	Fr.-Cu.	0	
5	18	0	.....	.....	0	
5	24	1	.....	A.-St.	0	Hurricane without drift all day.
6	0·30	...	.....	A.-St., Cu....	...	
6	0·55	7	.....	A.-Cu.	...	Clear to S.
6	2·11	2	.....	A.-Cu.	...	
6	3·20	4	.....	A.-Cu.	...	Cloud trend N.N.W.-S.S.E. S. sky clear.
6	6	4	.....	A.-Cu.	0	N. sky covered A.-Cu.
6	10	0	.....	.....	...	Condensation cloud to N.(= A-Cu. ?)
6	11·30	3	Cl., E..	.....	0	Sunshine.
6	12	1	Cl.-Cu..	.....	0	Sunshine. Condensation cloud gone.
6	18	0	.....	.....	0	
6	24	0	.....	.....	0	Clear weather with usual 60-mile wind.
7	6	0	.....	.....	0	
7	10	0	.....	.....	0	
7	12	0	.....	.....	0	Fog and sea smoke. Violent gusts.
7	15	1	Cl.	.....	...	
7	16·40	0	Cl.	.....	...	Cl. near horizon N.W.
7	18	0	.....	.....	0	N. sky hazy.
7	19	5	.....	.....	...	N. sky overcast.
7	20·30	10	.....	A.-St.	...	Whole sky hazy.
7	24	10	.....	A.-St.	0	Wind falling.
8	5	10	.....	Nb.	...	Light snowfall commenced.
8	6	10	.....	Nb.	0	Snowfalling. Almost calm.
8	9·30	9	.....	A.-Cu. Nb., N.W.	...	Snowfall ceased.
8	10·30	8	.....	A.-Cu, Nb....	...	
8	12	3	.....	St.-Cu., W.N.W.	0	Snowfall to W. Almost calm.
8	14	1	.....	St.-Cu.	...	Drift on Cape to W.
8	16	2	.....	St.-Cu., W.	...	
8	18	0	.....	.....	0	
8	24	0	.....	.....	L	Comparatively calm day with snow.
9	6	0	.....	.....	L	
9	10	0	.....	St.	S	St. round N. horizon. Sea frozen over. Fresh breezes only.
9	12	0	.....	St.	M	Wind and drift rising.
9	15	0	.....	.....	D	Steady wind and drift.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
JULY, 1912—(*continued*).						
9	18	0	.....	.....	M	Violent gusts of wind.
9	24	0	.....	.....	M	Moderate morning, blizzard all afternoon.
10	4·30	0	.....	.....	M	
10	6	0	.....	.....	M	
10	7·30	...	.....	.....	0	Drift ceased.
10	10	0	.....	.....	S	Gusty wind, variable.
10	12	0	Cl.-St.	.....	0	Cl.-St. on N.W. horizon. Sunshine. Gusty. Sea frozen over. Calm.
10	15	0	Cl.-St.	.....	...	Wind roaring on plateau to S. Cl-St. in N.W. Whirlwinds during afternoon.
10	18	0	.....	.....	0	Wind rising.
10	24	0	.....	.....	0	Hurricane again, gusty.
11	6	0	.....	.....	0	
11	10	0	.....	Fr.-Cu.	0	Heavy sea smoke, and condensation cloud.
11	12	0	.....	Cu.	0	Condensation cloud and sea smoke. No sun. Ice all flown out from Bay.
11	16	0	.....	.....	0	Cloud bank on N. horizon. Sea smoke.
11	18	0	.....	.....	0	Cloud bank on N. horizon. Sea smoke.
11	24	0	.....	.....	L	Very fine drift. Gale all day.
12	4·30	...	.....	.....	...	Wind fell.
12	6	0	.....	.....	0	Wind about 30 miles per hour.
12	9	1	.....	Fr.-Cu., S.E.	...	Fr.-Cu. over sea moving rapidly. Drift cloud 1,000 feet high on Barrier to W.
12	9·30	...	.....	.....	...	Snowfall of fine particles, spherical. Clouds of drift overhead. Calm.
12	10	...	.....	.....	D	Strong S. breeze and dense drift in gusts.
12	12	0	.....	Fr.-Cu.	D	
12	15	0	.....	Fr.-Cu. ...	L	This Fr.-Cu. is "condensation" cloud.
12	18	0	.....	.....	L	Cloud on N. horizon. St. Elmo's Fire.
12	24	0	.....	.....	L	
13	6	0	.....	.....	M	St. Elmo's Fire, strong.
13	10	1	Cl.-St.	.....	...	Dense sea smoke.
13	11	0	Cl.-St.	.....	...	
13	12	0	.....	.....	0	Sun gleaming through sea smoke.
13	16	0	.....	.....	0	
13	18	0	.....	.....	0	
13	20	0	.....	.....	0	
13	24	0	.....	.....	0	No St. Elmo's Fire. Hurricane without drift all day.
14	3	0	.....	.....	...	
14	6	0	.....	.....	0	
14	10	0	.....	Fr.-Cu. ...	L	Fr.-Cu. on N. horizon.
14	12	0	.....	.....	0	Tremendous gusts of wind and waves over islands. Heavy sea smoke. Condensation cloud.
14	12·45	0	Cl.	.....	—	Sea smoke cleared. Cl. in N.
14	13	0	.....	.....	...	Wind fell to light gusts.
14	13·45	...	.....	.....	...	Hurricane set in again.
14	18	0	.....	.....	0	Wind more westerly. No St. Elmo's Fire.
14	18·22	...	.....	.....	...	Southerly gusts. Wind roaring to S.
14	20	...	.....	.....	...	Whirlwinds.
14	20·27	...	.....	.....	...	Strong Southerlies again.
14	24	0	.....	.....	0	Calmer afternoon. Hurricane again at night.
15	6	0	.....	.....	...	
15	10	0	.....	.....	...	Cloud on N. horizon.
15	12	0	.....	.....	0	Cloud on N. horizon. Sea smoke. No sun.
15	14	1	Cl.	.....	...	Cl. radiant from W.
15	16	0	Cl.	.....	...	
15	18	0	Cl.-St.	.....	0	Cl.-St. in W.
15	24	0	.....	.....	0	Cloud over sea. Gale all day.
16	3	0	.....	.....	...	Wind falling.
16	5·05	...	.....	.....	...	Calm.
16	5·08	...	.....	.....	...	Gusts from N. and N.W.
16	5·30	...	.....	.....	...	Calm.
16	6	10	.....	A.-St.	...	Hazy sky. Calm.
16	7·30	...	.....	.....	...	Calm.
16	9	10	.....	St.-Cu.	...	Heavily overcast.
16	12	10	.....	St.-Cu., W.N.W.	0	
16	14·30	9	.....	St.-Cu.	...	
16	16·30	6	.....	A.-Cu.	...	Cloud breaking up. Radiant from W.N.W.
16	18	1	.....	St.	0	Cloud on N. horizon only. Calm.
16	20	1	.....	St.	...	Cloud on N. horizon only. Calm.
16	24	10	.....	.....	...	Wind roaring to S. Calm. Calm dull day.
17	3	...	.....	.....	...	Very gusty wind. Few stars visible.
17	3·45	0	.....	.....	...	Gusts from all directions.
17	4·15	...	.....	.....	...	Strong Southerly wind again set in.
17	6	0	.....	.....	0	
17	7	1	Cl.-Cu.	.....		
17	7·30	1	Cl.-Cu.	.....	...	Cloud in N. sky.
17	10	1	Cl.-Cu., W.	.....	...	
17	11	1	Cl.-Cu., W.	.....	...	
17	12	1	Cl.-Cu.	.....	0	
17	13	1	Cl.-Cu.	.....	...	Cloud rising from N. horizon.
17	14	1	Cl.-Cu.	.....	...	
17	15·30	...	.....	.....	...	Gusts and whirlies.
17	16	1	Cl., Cl.-Cu....	.....	...	Cl. radiant in W.N.W. Cl.-Cu in bands round N. horizon. Short period of calm, then hurricane again.
17	18	0	.....	.....	0	N. horizon hazy.
17	24	0	.....	.....	0	
18	6	0	.....	.....	0	
18	10	4	Cl.-Cu., W.	.....	...	Cloud in N. sky, moving rapidly. Hazy N. horizon.
18	12	4	Cl., W.	A.-St.	0	Cl. extending, shows trend W.N.W.–E.S.E.
18	14	3	Cl.	A.-St.	...	A.-St. gauzy, in N. sky. Striations in wind direction. Calm. Both Cl. and A.-St. show radiation from W. to N.
18	15	1	.....	St.-Cu., S.	...	A.-St. changed to St.-Cu., and clearing off N.
18	18	0	.....	St.	0	Wind rose and blew out newly formed ice. Steady Southerly wind.
18	24	0	.....	.....	0	Violet gusts.
19	6	0	.....	.....	...	Gusty wind.
19	10	0	Cl.-St.	.....	...	Violent hurricane. Cloud round N. horizon.
19	12	0	Cl.-St.	Fr.-St.	0	Heavy spray and sea smoke.
19	18	0	.....	.....	0	Terrific wind.
19	24	0	.....	.....	0	
20	6	0	.....	.....	0	
20	10	0	.....	St.	0	St. on N. horizon. Condensation cloud and sea smoke.
20	12	0	.....	St.	0	Wind somewhat less. Sea smoke.
20	15	2	Ci.	St.	...	Cu. in W. St. on N. horizon. Condensation cloud.
20	18	1	Ci.	.....	0	Wind gusty.
20	24	0	.....	.....	0	Gusts and lulls.
21	1·45	...	.....	.....	...	Calm.
21	2·30	...	.....	.....	...	Light southerly breeze.
21	3·35	1	.....	.....	...	Cloud bank on N. horizon. Calm, intermittent gusts.
21	6	0	.....	.....	0	Hazy on N. horizon.
21	10	1	Cl.-St.	St.-Cu., S.	0	Cloud on N. horizon. Bright sunshine. Calm.
21	12	1	Cl.-St.	Fr.-Cu.	0	S.E. airs.
21	16	1	Cl.-St.	.....	...	Cl.-St. in N.
21	18	1	.....	.....	0	N. horizon obscured. Moonlight.
21	19·30	5	.....	A.-St.	0	Lunar halo, 48° diam. by sextant.
21	24	10	.....	A.-St.	0	A calm, sunny day.
22	6	10	.....	Nb.	...	Very light snowfall, six-rayed crystls.
22	7	8	.....	Nb.	...	Sky clearing.
22	9	5	Cl.-St.	Nb.	L	Clear to S., wind rising, with light drift.
22	12	10	.....	A.-St.,	0	Drift ceased. Wind risen to 50 miles per hour.
22	16	10	.....	A.-St.	...	
22	17·30	...	.....	.....	L	
22	18	10	.....	Nb.	M	No St. Elmo's Fire.
22	24	10	.....	Nb.	D	Wind a hurricane. Heavy blizzard.
23	6	10	.....	Nb.	D	St. Elmo's Fire.
23	12	10	.....	Nb.	D	Terrific blizzard.
23	18	10	.....	Nb.	D	Blizzard abating.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
JULY, 1912—(*continued*).						
23	20·15	10	.....	Nb.	L	Strong wind, abating.
23	22·50	10	.....	Nb.	L	Strong wind, abating.
23	24	1	.....	.....	L	Cloud bank on S. horizon. Moonlight.
24	1·20	...	.....	.....	L	Drift increasing.
24	2·20	...	.....	.....	D	
24	4·20	...	.....	.....	D	Sky obscured.
24	6	0	.....	.....	M	Appears clear.
24	10	2	Cl-St.	.....	M	Cl.-St. in N., trend E.-W.
24	12	9	Cl.	Nb., W. ...	D	Sky almost overcast with Nb. Low drift.
24	18	10	.....	Nb.	D	Moon dimly visible.
24	24	10	.....	.....	D	Sky obscured. Blizzard all day.
25	6	10	.....	.....	D	Sky obscured. Blizzard all day.
25	10	10	.....	Nb.	M	
25	12	10	.....	Nb.	M	
25	12·15	10	.....	Nb.	0	Sudden calm. Snowfall. Crystals ¼ in. diameter.
25	18	4	.....	.....	M	Horizon obscured. Bright moonlight. Gale.
25	24	...	.....	.....	D	Sky obscured. Heavy blizzard.
26	6	...	.....	.....	D	Clear in Z. Drift more intermittent.
26	10	8	Cl., W.N.W.	St.-Cu.	L	Ci. radiant from W.N.W., rapid movement. St.-Cu. low in N., and in S. in bands. Wind falling.
26	12	7	Cl.-Cu., W.b.N.	St.-Cu.	L	Ci. changed to Ci.-Cu., in "Noah's Ark."
26	14	10	.....	A.-St.	0	
26	15	10	.....	Nb., Fr.-St.	0	Light snowfall.
26	16	10	.....	Nb., Fr.-St.	0	Almost calm. Dim moon.
26	18	10	.....	Nb.	L	Wind freshening.
26	21	1	.....	Nb.	L	Cloud on N. horizon only. Wind falling. Lunar corona 48° d. (Sextant.)
26	24	1	.....	.....	M	Cloud in N. sky. Moon and few stars.
27	10	...	.....	.....	D	Sky obscured. Heavy blizzard.
27	12	...	.....	.....	D	Sky obscured. Occasional gusts of exceptional violence.
27	18	...	.....	.....	D	Appears clear. Terrific blizzard. Dim moon and stars. Small lunar halo.
27	24	...	.....	.....	D	Appears clear. Very heavy blizzard all day.
28	6	0	.....	.....	M	Wind abating.
28	10	1	.....	Fr.-Cu. ...	M	Intermittent drift. Sunshine.
28	12	1	.....	Cu., Fr.-Cu.	S	Cloud to N.E. Sunshine.
28	14	1	.....	St.-Cu., Fr.-Cu.	M	Cloud rising in N. Intermittent drift.
28	18	0	.....	.....	L	Lunar corona.
28	19·40	...	.....	.....	L	Corona disappeared. St. Elmo's Fire very strong, none during recent snowfall.
28	22	1	.....	.....	...	Cloud on N. horizon.
28	23	1	.....	A.-Cu.	...	
28	24	1	.....	A.-Cu., W.b.N.	L	Cloud round N. horizon. Gusty wind, light drift in gusts.
29	1	8	.....	A.-St.	...	Lunar halo.
29	3·20	10	.....	A.-St.	...	Moon gleaming.
29	5	...	.....	.....	...	Calms and gusts.
29	6	10	.....	A.-St.	0	No halo or corona.
29	10	10	.....	Nb.	0	Light snowfall, heavy to W. Light S. wind.
29	12	10	.....	Nb., Fr.-St.	L	Rising wind.
29	14	10	.....	Nb.	M	"Whalebacks" in N.
29	18	10	.....	A.-St.	0	Moon gleaming.
29	24	9	.....	A.-St.	L	Clearer to S.W. Strong St. Elmo's Fire. Fine light drift. Hurricane again.
30	3	1	.....	A.-Cu., W....	...	Bright moonlight.
30	5	0	.....	.....	0	
30	6	0	.....	.....	0	
30	10	0	.....	.....	L	Very fine drift.
30	12	1	Cl.-St.	Fr.-Cu.	0	Bright sunshine.
30	15	1	Cl.-St.	.....	...	Cl.-St. rising round horizon W. to N.E.
30	18	0	Cl.-St.	.....	0	Bright moon.
30	19·30	2	Cl.-St.....	.....	...	Cl.-St. radiant from E.N.E.
30	20·15	...	.....	.....	...	Coloured lunar corona, 3° 18′ diam.
30	21·45	3	Cl.-St.	.....	...	"Noah's Ark" N.E.–S.W.
30	24	4	Cl.-Cu., W.	.....	0	"Noah's Ark" N.E.–S.W. Clear day with high winds but no snow.
31	1	0	.....	.....	...	
JULY, 1912—(*continued*).						
31	2	1	Cl.-St.	.....	...	Corona and large halo of 44° 10′ dia.
31	3	3	Cl.-St.	.....	...	Sky becoming hazy.
31	4	10	.....	A.-St.	...	Gusty wind. Two more measurements of halo gave 46° 54′ and 46° 28′. Owing to conditions, all halo measurements are liable to considerable error.
31	6	10	.....	A.-St.	0	
31	10	10	.....	Nb.	...	Fresh gale.
31	11	10	.....	Nb.	...	Full gale.
31	12	10	.....	Nb., N.N.E.	0	Wind steadily increasing. Cloud moving rapidly.
31	14·30	10	.....	Nb.	...	Snowing heavily out to sea (N.).
31	15·30	10	.....	Nb.	L	Light snowfall and drift.
31	16	...	.....	.....	L	Air suffused with fine snow and drift. Strong discharge from "sparker." Terrific wind.
31	18	10	.....	Nb.	D	Tremendous blizzard.
31	24	10	.....	.....	D	Sky obscured. Heavy blizzard. Moderating somewhat.
AUGUST, 1912.						
1	4	...	.....	.....	D	Drift thicker.
1	6	10	.....	.....	L	
1	10	10	.....	St.-Cu. ...	L	
1	12	10	.....	St.-Cu., N.E.	M	Strong hurricane.
1	14·30	10	.....	A.-St., St.-Cu.	L	Drift abated.
1	18	10	.....	St.-Cu.	0	Cloud denser to N. Few dim stars.
1	24	10	.....	St.-Cu.	0	Hurricane. Blizzard all day, with no drift at night.
2	2	10	.....	.....	0	Hurricane. Blizzard all day, with no drift at night.
2	6	7	.....	A.-Cu., W.	0	Hurricane.
2	6·45	...	.....	.....	0	Wind very gusty. Sky clearing.
2	7·40	1	.....	.....	...	
2	8·30	3	Ci.-Cu.	St.-Cu.	...	St.-Cu. bank on N. horizon.
2	9	1	Ci.-Cu.	St.-Cu.	...	Cl.-Cu. clearing.
2	11	1	Ci.	Cu.	...	
2	12	0	Ci.	Cu.	0	Ci. round horizon W. to N.E. Cu. on E. horizon. Sunshine.
2	15	1	Ci.	.....	0	Wind increasing.
2	18	1	Ci.	.....	0	Hurricane.
2	19·15	0	.....	.....	...	
2	20	1	.....	.....	0	N. Sky obscured near horizon.
2	21	7	.....	.....	0	Clear in S. only.
2	21·30	6	.....	.....	...	Sky clearing.
2	21·46	0	.....	.....	...	Clear to within 10° of N. horizon.
2	22·30	0	.....	St.-Cu.	...	St.-Cu. on N. horizon.
2	23·20	1	.....	St.-Cu. ...	...	St.-Cu. rising rapidly in N.
2	24	8	.....	Cu.	0	Hurricane all day, without drift.
3	1	10	.....	Cu.	...	
3	2	8	.....	.....	...	Clearing. Faint stars.
3	3	0	.....	St.	...	St. on N. horizon.
3	4	0	.....	.....	...	
3	5	0	.....	.....	...	
3	6	0	.....	.....	0	
3	9	1	Ci.	.....	...	
3	10	1	Ci., Ci.-St.	.....	...	Cloud S. to E.
3	12	0	Ci., Ci.-St.	.....	0	Cloud near horizon from W. to E. Very gusty, veering S.E.–S.W.
3	16·30	1	Ci.-St.	.....	0	Wind steady, increased. Cloud trend E.–W.
3	18	0	.....	.....	0	Terrific wind.
3	19·40	...	.....	.....	0	
3	20·30	...	.....	.....	L	
3	21	0	.....	.....	L	
3	22	0	.....	.....	L	
3	23	0	.....	.....	L	
3	24	10	.....	Nb.	D	Terrific gusts during last ½ hour. Wind now steady. Hurricane. Sudden rise of barometer.
4	3·30	0	.....	.....	M	Sky appears clear.
4	4·20	0	.....	.....	L	
4	6	0	.....	.....	L	Hurricane with high mist-like drift.
4	7	0	.....	.....	L	
4	10	1	Cl., S.b.E. Ci-Cu.	.....	L	Ci. in S., Ci.-Cu. in N.E. Violent gusts of wind.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
AUGUST, 1912—(*continued*).						
4	12	6	.....	A.-Cu., S.b.E.	L	Violent gusts. Sun gleaming.
4	14	6	.....	A.-Cu., S.b.E.	L	
4	15	1	Ci.	A.-Cu, S.b.E., St.		
4	16	1	Ci.	A.-Cu., St.	...	
4	18	0	.....	St.	0	Hurricane. Violent gusts.
4	21	0	.....	.....	...	
4	24	0	.....	Cu.	0	Cu. in N.E. Hurricane all day, with little drift.
5	3	0	.....	Cu.	...	
5	6	1	.....	Cu., W.	0	Cu. on N. horizon. Strong winds.
5	7·50	3	.....	Cu., N.W. ...	...	Cu. in whole N. sky.
5	10	9	Ci.	St.-Cu.	...	St.-Cu. trend E.–W.
5	11·30	....	.....	.....	...	St.-Cu. clearing to N.
5	12	1	Ci.-St.	St.-Cu.	0	St.-Cu. on N. horizon. Sunshine. Heavy sea smoke. Strong wind.
5	18	0	.....	.....	0	
5	24	0	.....	.....	0	Hurricane.
6	6	0	.....	.....	0	
6	10	0	Ci.-St.	.....	...	Ci.-St. in N.
6	12	0	Ci.-St.	.....	0	Ci.-St. along N. horizon. Sunny.
6	14·30	0	Ci.-St.	.....	...	Ci.-St. along N. horizon. Sunny.
6	18	0	.....	.....	0	Strong wind.
6	24	0	.....	.....	0	Clear, strong wind and no drift all day.
7	6	0	.....	.....	0	
7	8	0	Ci.-St.	.....	...	Ci.-St. on N. horizon.
7	10	1	Ci.-St.	Fr.-St.	0	Strong wind. No drift.
7	12	1	Ci., Ci.-St., W.	.....	0	Cloud to N.E.
7	14	1	Ci.-St.	.....	...	Cloud now in S.E., heavier and lower.
7	18	0	Ci.-St.	.....	0	Very strong wind.
7	24	0	.....	.....	0	Very strong wind. These are days of clear weather with hurricane.
8	6	0	.....	.....	0	Very strong wind.
8	7.30	1	Ci.-Cu.	.....	...	Ci.-Cu. radiant from N.
8	8	3	Ci.-Cu.	.....	...	Radiant covers N. sky.
8	9	3	Ci.-Cu.	.....	...	Radiant covers N. sky.
8	11	9	Ci.	.....	...	Ci. over whole sky, N.N.E.–S.S.W. trend, with lines at right angles in upper regions.
8	12	9	Ci., N.	.....	0	Cloud denser.
8	14	9	Ci.	.....	...	Radiant from N.b.E. Striking appearance of cloud.
8	15·20	...	Ci., N.	.....	...	Cloud clearing away to S.
8	18	1	Ci.-St.	.....	0	Strong wind.
8	21	0	.....	.....	...	
8	24	0	.....	.....	0	Moderate wind.
9	3	0	.....	.....	...	
9	6	0	.....	.....	0	Moderate wind.
9	10	0	Ci.-St.	.....	...	
9	12	0	.....	.....	0	Moderate wind. Bright sunshine.
9	14·45	0	Ci.-St.	.....	...	Ci.-St. to N. and N.W.
9	16	0	Ci.-St.	.....	...	Ci.-St. to N. and N.W.
9	16·45	0	.....	.....	...	Wind fell. Roaring to E. and W.
9	18	0	.....	.....	0	Light wind.
9	21	0	.....	.....	...	Wind moderate.
9	24	0	.....	.....	0	Very light wind.
10	3	0	.....	.....	...	
10	6	0	.....	.....	0	Light breeze and calms.
10	7	0	.....	.....	...	
10	10	2	Ci.	St.	...	St. on N. horizon.
10	10·20	...	.....	.....	...	Wind increased. Gusts and calms.
10	11·50	...	.....	.....	...	Calm.
10	12	8	Ci.-St.	St., Cu.	0	Ci.-St. to S. St. in N. Calm.
10	13·30	...	.....	.....	...	Wind rising.
10	14	8	Ci.-St.	St.	...	
10	17	0	.....	St.	...	
10	18	0	.....	St.	0	St. on N. horizon. Strong wind.
10	21	0	.....	.....	...	
10	24	0	.....	.....	0	Very light wind, almost calm.
11	3	0	.....	.....	...	
11	6	0	.....	.....	0	Gusty wind, light.
11	7	0	.....	St.-Cu.	...	Cloud in N.E.
11	10	6	.....	A.-Cu., St.-Cu.	...	St.-Cu. in N. merging into A.-Cu. in S.
11	12	8	.....	A.-Cu., Cu.	0	Strong gusty wind.
11	14	7	.....	A.-Cu.	...	
AUGUST, 1912—(*continued*).						
11	15	5	.....	A.-Cu., S.W.	...	
11	16	4	.....	A.-Cu., St.	...	S. sky clear.
11	18	1	Ci.-St.	St.-Cu.	0	Strong gusty wind. Cloud in N.
11	21	0	.....	.....	0	
11	24	0	.....	.....	0	Hurricane. Dull day with strong wind and no drift.
12	3	0	.....	.....	0	
12	6	0	.....	.....	0	Very strong wind.
12	8	1	Ci.	.....	...	Ci. mainly in N.
12	10	1	Ci.-St., Ci.	.....	...	
12	11·40	...	.....	.....	...	Wind fell. Breezes from all points of compass.
12	12	0	Ci.-St.	.....	0	Cloud on N. and S. horizons. Pleasant day with bright sun.
12	13	...	.....	.....	...	Wind again blowing strongly.
12	15	0	Ci.-St.	.....	...	Ci.-St. round N. horizon.
12	18	0	.....	.....	0	Hurricane with strong gusts.
12	22·15	...	.....	.....	...	Wind fell. Roaring on plateau. Whirl winds.
12	24	0	.....	.....	0	Calm. Easterly airs, S. to N.
13	1·40	...	.....	.....	...	Strong S.S.E. wind again blowing.
13	3	0	.....	.....	...	Hurricane.
13	6	0	.....	.....	0	Hurricane.
13	8	1	Ci.-St.	St.	...	Ci.-St. in N.E. St. on N.W. horizon.
13	10	1	Ci.-St.	.....	...	Ci.-St. in N.E.
13	12	3	Ci.-St.	.....	0	Ci.-St. in N. sky.
13	14	8	.....	A.-Cu, W., Cu.	...	Strong gusty wind.
13	18	10	.....	A.-Cu.	0	Wind somewhat abated.
13	20	10	.....	.....	...	
13	24	10	.....	.....	0	Very strong wind.
14	3	10	.....	.....	...	
14	6	10	.....	.....	0	Very strong wind.
14	9	10	.....	.....	0	
14	11	10	.....	.....	0	Several bergs calved off Barrier to E. and are drifting N.
14	12	10	.....	Nb.	L	Light drift commenced 11.15. Hurricane.
14	14	10	.....	.....	D	Sky obscured.
14	16	10	.....	.....	D	Sky obscured.
14	18	...	.....	.....	D	Sky obscured. Heavy blizzard.
14	21	...	.....	.....	D	Sky obscured.
14	24	...	.....	.....	M	Hurricane. No St. Elmo's Fire. Sky obscured.
15	4	...	.....	.....	M	Sky obscured. Stars visible in zenith.
15	6	0	.....	St.-Cu.	L	St.-Cu. on N. horizon. Gusts and lulls.
15	10	6	.....	A.-Cu., St....	L	Sky mostly covered A.-Cu.. Gusty wind.
15	12	6	.....	A.-Cu., S. ...	M	Strong wind. Violent gusts.
15	15	1	.....	A.-Cu.	L	Intermittent drift.
15	18	0	.....	.....	M	Horizon obscured. Violent gusts.
15	21	0	.....	.....	M	Horizon obscured. Violent gusts.
15	24	0	.....	.....	M	Drift in gusts. Gusty, strong wind.
16	3	0	.....	.....	L	Hazy near horizon.
16	6	6	Ci.-St.	.....	M	"Noah's Ark" radiant E.–W. Drift dense in gusts.
16	10	1	Ci.-St.	.....	0	Radiant in N. sky only now. Gusty. Sunshine.
16	12	4	Ci.-St.	.....	0	Cloud rising again. Hurricane.
16	15	5	Ci.-St.	St.	0	Faint Ci.-St. over whole sky, radiant from W. St. on N. horizon. "Condensation" cloud. Sunshine.
16	18	0	.....	St.	0	Violent hurricane.
16	20	0	.....	.....	0	
16	22	0	.....	.....	0	
16	24	0	.....	.....	0	Violent wind.
17	3	0	.....	.....	0	
17	6	0	.....	.....	0	Violent wind.
17	10	8	Ci., W.	.....	0	Ci. moving rapidly from W.
17	12	2	Ci.	.....	0	Ci. fading. Trend E.-W. Hurricane.
17	12·30	3	Ci., W.	.....	...	Two distinct winds shown by Ci. cloud one striation N.W.-S.E.; another, E.-W. Cloud motion W., rapid.
17	14	7	Ci.	.....	...	Ci. becoming denser.
17	16	10	.....	A.-St.	...	Ci. changed to A.-St.
17	18	10	.....	A.-St.	0	Wind moderated somewhat.
17	19·30	10	.....	A.-St.	...	Wind increasing. Lunar halo about 45° diameter.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
AUGUST, 1912—(*continued*).						
17	20·30	9	.....	A.-St.	...	Clearing.
17	22	9	.....	A.-St.	...	Gusty. Stars in Z.
17	24	10	.....	A.-St.	0	Wind again strong. Period of high winds without snow.
18	2	10	.....	Nb.	0	Wind falling.
18	4·30	10	.....	Nb.	0	Very gusty wind.
18	6	10	.....	Nb.	0	
18	7·30	10	.....	Nb.	L	Snowfall. Drift commenced.
18	10	10	.....	Nb.	D	Snowfall and heavy drift.
18	12	10	.....	.....	D	Sky obscured. Very dense drift.
18	15	10	.....	.....	D	Sky obscured. Heavy blizzard.
18	18	10	.....	.....	D	Sky obscured. Heavy blizzard.
18	21	10	.....	.....	D	Sky obscured. Heavy blizzard.
18	24	10	.....	.....	D	Sky obscured. Heavy blizzard.
19	3	10	.....	.....	D	Sky obscured. Heavy blizzard.
19	6	10	.....	.....	D	Sky obscured. Heavy blizzard.
19	9	10	.....	.....	D	Sky obscured. Heavy blizzard. Exceptionally heavy drift.
19	12	10	.....	.....	D	Sky obscured. Drift abating.
19	14·15	10	Cl.St.....	N.b.E.	0	Drift ceased.
19	15	9	Cl.-St.	N.b.E.	D	Drift again dense. Clearer to N., with Cl.-St. trend E.-W.
19	18	10	.....	Nb.	M	Intermittent drift.
19	20·20	10	.....	Nb.	M	Intermittent drift.
19	24	10	.....	Nb.	M	Intermittent drift. Blizzard all day, abating at night.
20	3	10	.....	Nb.	M	
20	6	10	.....	Nb.	M	
20	7·40	10	.....	St.-Cu.	L	Intermittent.
20	10	9	.....	A.-Cu., E.S.E.	L	Weather moderating.
20	12	3	.....	A.Cu., S.S.E.	L	Clouds of drift. Sunshine. Cloud to E.
20	14	...	.....	.....	...	Occasional lulls in wind.
20	18	0	.....	.....	L	Intermittent drift. Gusty. "Föhn" effect on thermomoter. Zero to + 2·2° F.
20	20·50	...	.....	.....	L	Drift lighter.
20	21·10	0	.....	.....	...	Stars and moon bright.
20	21·25	0	.....	.....	0	Drift ceased.
20	23	0	.....	.....	0	
20	24	0	.....	.....	0	Wind 60-80 all day.
21	1	1	.....	St.-Cu.	0	Cloud on N. horizon.
21	4 30	2	.....	St.-Cu.	0	
21	6	1	.....	St.-Cu.	0	
21	11	8	Cl.-Cu., W...	St.-Cu.	...	Cl.-Cu. to S., St.-Cu. in N.
21	12	8	Cl.-St., Cl....	St.-Cu.	0	Cl. extending.
21	16	1	Cl.-St.	St.-Cu.	L	St.-Cu. on N. horizon. Scattered Cl. Gusts and lulls.
21	18	1	Cl.-St.	St.-Cu.	0	Strong wind with occasional lulls.
21	21	1	.....	St.-Cu.	...	
21	24	2	.....	St.-Cu.	0	Sky becoming hazy. Wind moderate to-day.
22	3	10	.....	A.-St.	...	Sky hazy.
22	6	10	.....	Nb.	0	
22	7·10	...	.....	.....	L	Drift commenced.
22	10	10	.....	Nb.	D	Exceptionally heavy drift. Occasional lulls when "tapioca" snow seen falling.
22	12	10	.....	Nb.	D	Very heavy blizzard.
22	15	10	.....	Nb.	D	Very heavy blizzard.
22	18	10	.....	Nb.	D	Very heavy blizzard. Occasional lulls. Snow falling.
22	21	10	.....	Nb.	D	
22	24	10	.....	.....	D	Sky obscured by drift.
23	3	10	.....	.....	D	Sky obscured by drift. Heavy blizzard.
23	6	10	.....	.....	D	Sky obscured by drift. Drift moderating.
23	7	...	.....	.....	M	
23	10	10	.....	Nb.	D	
23	12	10	.....	.....	D	Sky obscured. Very dense drift.
23	15	...	.....	.....	D	Sky obscured. Very dense drift.
23	18	...	.....	.....	D	Sky obscured. Very heavy blizzard.
23	21	...	.....	.....	D	Sky obscured. Very heavy blizzard.
23	24	...	.....	.....	D	Sky obscured. Very heavy blizzard.
24	3	10	.....	Nb.	M	Occasional lulls.
24	4	10	.....	Nb.	...	"Tapioca" snow falling.
24	6	10	.....	Nb.	D	Wind moderated.
24	10	10	.....	Nb.	D	Dense clouds of drift in quick succession.
24	12	10	.....	Nb.	D	Violent gusts. "Föhn" effect + 11 to + 18° F.
24	15	...	.....	.....	D	Sky obscured by drift.
24	18	...	.....	.....	D	Sky obscured by drift.
24	21	...	.....	.....	D	Sky obscured by drift.
24	24	...	.....	.....	D	Sky obscured by drift. Strong gusty wind.
25	3	10	.....	Nb.	M	Wind moderating.
25	4·30	10	.....	Nb.	M	Wind moderating.
25	6	10	.....	Nb.	M	
25	7	10	.....	Nb.	L	Wind still falling.
25	10	10	.....	Nb., N.E. ...	L	Intermittent drift.
25	12	10	.....	Nb.	L	Intermittent drift.
25	16·45	10	.....	Nb.	M	
25	18	10	.....	Nb.	L	Cloud clearing.
25	20	1	.....	St.-Cu.	L	
25	24	1	Cl.	St.-Cu.	L	St.-Cu. in N.W. Wind much moderated.
26	6	0	.....	.....	M	Horizon obscured.
26	10	0	.....	.....	M	Horizon obscured.
26	12	0	.....	.....	M	Hurricane. Sunshine through drift.
26	15	0	.....	.....	...	
26	18	0	.....	.....	M	Hurricane, violent gusts.
26	21	0	.....	.....	L	
26	24	...	.....	.....	L	Sky obscured by high light drift. Blizzard all day with high wind but light drift.
27	3	...	.....	.....	L	Sky obscured.
27	4	0	.....	.....	L	Lower sky obscured. Blizzard moderating.
27	6	0	.....	.....	M	Lower sky obscured. Blizzard moderating.
27	10	2	Cl.-St., Cl.-Cu., S.	St.	L	Cl.-St. radiant from W.N.W. St. on E. horizon.
27	12	7	Cl.-St.	St.	M	Sky covered, heavy Cl.-St. St. now in N. Hurricane.
27	14	5	.....	A.-Cu., W.S.W.	M	Hurricane, gusty.
27	15	2	Cl.-Cu.	St.	M	Hurricane, gusty. Cl.-Cu. radiant from W.N.W.
27	16·45	0	.....	St.-Cu.	...	
27	18	0	.....	St.-Cu.	M	Occasional lulls. St.-Cu. on N. horizon.
27	21	0	.....	.....	L	Gusty wind.
27	24	0	.....	.....	M	Hazy horizon. Blizzard all day.
28	3	0	.....	.....	M	
28	4·45	1	Cl.-St.	.....	...	Cl.-St. to W., trend E.-W.
28	6	10	.....	.....	M	Blizzard increased.
28	10	10	.....	Nb.	D	Probably snowing.
28	12	10	.....	Nb.	D	Very dense drift.
28	15·30	8	.....	A.-Cu.	D	Drift moderating.
28	18	0	.....	.....	D	Drift moderating. Appears clear.
28	21	0	.....	.....	L	
28	24	0	.....	.....	L	Blizzard much moderated in evening.
29	1·30	0	.....	.....		
29	2·30	3	Cl.	.....	L	
29	3·30	0	.....	.....	M	
29	4·30	0	.....	.....	M	Drift increasing.
29	6	0	.....	.....	D	
29	10	0	.....	.....	M	
29	12	0	.....	.....	M	Sunshine through drift.
29	14	5	Cl.	.....	L	Filmy Cl. over whole sky, trend E.N.E.-W.S.W.
29	16	1	Cl.	St.	L	Cl. fading. St. on N. horizon.
29	18	0	.....	St.	L	
29	20·30	0	.....	A.-Cu.	L	
29	22	0	.....	A.-Cu., N.W.	L	
29	24	0	.....	.....	L	Sky hazy. Wind falling during evening.
30	2	0	.....	.....	...	
30	6	0	.....	St.-Cu.	L	Cloud bank over sea.
30	12	6	.....	A.-Cu., N.... Nb.	L	Nb. to N. merging into A.-Cu. to S. Moving rapidly to S. Wind much abated.
30	14	2	.....	A.-Cu.	L	
30	16	5	.....	A.-Cu., N.N.W.	...	
30	18	0	.....	.....	M	Cloud bank over sea. A.-Cu. gone. Wind light.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
AUGUST, 1912—(*continued*).						
30	21	0	.....	.....	L	
30	24	0	.....	.....	L	Faint lunar halo. Weather more moderate to-day.
31	2·15	...	.....	.....	0	Drift ceased. Wind very light.
31	3	0	.....	.....	0	
31	4	...	.....	.....	...	Wind freshened.
31	5·30	0	.....	A.-St.	0	Calm. Cloud on sea horizon.
31	6	0	.....	A.-St.	0	Breezes. Cloud on sea horizon.
31	7	0	.....	A.-St.	0	
31	8	0	.....	A.-St.	0	
31	9	0	.....	.....	0	Very light wind only.
31	12	0	.....	A.-St.	0	Beautiful day, with breezes from E.
31	14	4	.....	A.-St., E. ...	0	N. sky overcast, trend E.-W., motion rapid from W. Best day since mid-winter.
31	15	10	.....	A.-St.	L	Wind rising.
31	16	10	.....	Nb.	...	
31	18	9	.....	Nb.	M	Gusty wind. "Föhn" effect — 7° to —12°.
31	20	10	.....	Nb.	...	Light breeze.
31	22	10	.....	Nb.	...	Light snowfall.
31	22·15	...	.....	.....	...	Wind freshening.
31	24	10	.....	Nb.	L	Wind veering S.E. to S. Intermittent drift.
SEPTEMBER, 1912.						
1	3	10	.....	.....	...	
1	6	10	.....	.....	L	Strong wind.
1	9	10	.....	A.-Cu., W.	S	
1	10	9	.....	A.-Cu., W.	...	
1	12	1	.....	A.-Cu., W.	0	Light wind only.
1	14	5	Cl.-St., W.	.....	...	Cl.-St. radiant from N.W.
1	15	5	Cl.-St.	.....	...	Radiant now more N.-S.
1	16·30	6	Cl.-St.	A.-Cu.	...	A.-Cu. now covers most of sky.
1	17	10	.....	A.-Cu.	...	
1	18	10	.....	A.-Cu.	0	Light airs only. Almost calm.
1	18·15	10	.....	A.-Cu.	...	Darkly overcast.
1	20	0	.....	.....	...	Hazy on horizon.
1	21	0	.....	.....	...	Hazy over whole sky.
1	23	10	.....	.....	...	
1	24	10	.....	.....	0	Calm, dull day.
2	1	10	.....	Nb.	...	
2	2	10	.....	Nb.	...	
2	2·50	10	.....	Nb.	...	Calm. Snow falling.
2	3	...	.....	.....	...	Wind rising.
2	4	10	.....	Nb.	...	Snowfall light.
2	5	10	.....	Nb.	...	Calm. Snowfall ceased.
2	6	10	.....	Nb.	...	Calm.
2	9	10	.....	Nb.	...	Gusty breeze. Light snowfall.
2	10	10	.....	Nb.	...	Gusty breeze. Light snowfall, felted pellets, spicules and 6-rayed crystals.
2	12	10	.....	Nb.	L	Snowfall. Wind rising.
2	14	...	.....	.....	...	Snowfall ceased.
2	15	10	.....	Nb.	...	
2	16	...	.....	.....	...	Occasional snow showers. Calm, gusts.
2	18	10	.....	Nb.	...	Light wind. Snowfall.
2	21	10	.....	Nb.	...	Light southerly breeze.
2	22	...	.....	.....	...	Snowfall ceased.
2	23	9	.....	Nb.	...	Sky clearing.
2	24	10	.....	Nb.	L	Light gusty wind.
3	2	10	.....	Nb.	L	Light gusty wind.
3	4	10	.....	Nb.	L	Light gusty wind.
3	6	10	.....	Nb., Fr.-Cu.	0	Light wind.
3	7·30	7	Cl.-St.	Nb.	...	Cl.-St. radiant E.-W.
3	8	...	.....	.....	...	Barometer 30·1", record height.
3	9	6	Cl.-St.	A.-St., Nb.	...	A.-St. haze spreading.
3	10	10	.....	A.-St.	...	
3	12	10	.....	A.-St.	0	Fresh wind. Part of parhelion visible.
3	15	10	.....	A.-St.	...	Slight radiation from W.N.W.
3	18	10	.....	A.-St.	0	Light airs. Sea frozen. The last three days have been the most pleasant for months.
3	20	7	.....	.....	0	Clearing sky. Fresh wind.
3	24	7	.....	A.-St.	0	Light airs. Sky hazy.
4	1·15	0	.....	.....	...	Calm.
4	3	0	.....	.....	...	Calm.
4	4·30	0	.....	.....	...	Calm. Sky hazy.
SEPTEMBER, 1912—(*continued*).						
4	6	1	Cl.-St.	A.-Cu.	...	Calm.
4	7	4	Cl.-St.	A.-Cu.	...	Haze of Cl.-St. over whole sky. A.-Cu. in E.
4	7·45	5	Cl.-St.	.....	...	Cl.-St. trend N.W.-S.E.
4	9	6	Cl.-St.	.....	...	Cl.-St. trend N.W.-S.E. Well marked radiant.
4	10	6	Cl.-Cu., W.	A.-Cu., W.	...	
4	12	3	Cl.-St.	A.-Cu.	...	Cl.-St. radiant fading. Calm.
4	15	6	.....	A.-Cu.	...	A.-Cu. radiant N.W.-S.E.
4	17	...	.....	.....	L	Sudden rise of wind to 70 miles per hour.
4	18	1	.....	A.-Cu.	L	Hurricane.
4	21	0	.....	.....	0	
4	22·52	...	.....	.....	L	Light drift commenced.
4	24	0	.....	.....	M	Hurricane with moderate drift. Sledge party reported strong winds 4 miles south during afternoon.
5	1·30	...	.....	.....	D	
5	3	0	.....	.....	M	Hurricane. Sky appears clear.
5	6	0	.....	.....	M	Hurricane.
5	10	0	.....	.....	L	All sea ice gone.
5	12	0	.....	.....	L	Hurricane.
5	16	0	.....	.....	L	Wind increasing.
5	18	0	.....	A.-Cu.	M	Hurricane. A.-Cu. in W.
5	21	0	.....	.....	M	Hurricane. A.-Cu. in W.
5	24	0	.....	.....	L	Terrific squalls of wind.
6	3	0	.....	.....	0	Violent hurricane.
6	6	0	.....	.....	0	Violent hurricane.
6	10	1	Cl.-St., W.N.W.	.....	0	Cl.-St. radiant from W.N.W.
6	12	2	Cl.-St., W.N.W.	.....	0	Hurricane moderating slightly.
6	14	2	Cl.-St., W.N.W.	.....	0	
6	18	5	Cl.-St.	.....	0	Cloud denser. Strong gale.
6	21	0	.....	.....	0	Hurricane.
6	22	1	.....	.....	...	Hazy to N.E. and W.
6	23	5	.....	A.-St.	...	Thin A.-St. over whole sky.
6	24	5	.....	A.-St.	0	Thin A.-St. over whole sky. Wind falling.
7	3	0	.....	.....	0	Hurricane.
7	6	1	.....	St.	0	Wind moderating. Cloud on N. horizon.
7	10	1	Cl.	St.	0	Wind moderating. Cloud all round horizon.
7	12	5	Cl., N.	St.	0	Cl. over all W. sky. Wind moderating.
7	14·15	5	Cl.	.....	0	Radiant of "Mare's tails" from N.N.W.
7	16·30	7	.....	A.-St.	...	Cloud denser and lower.
7	18	9	.....	St.-Cu.	0	Strong gale.
7	20	1	.....	.....	...	Cloud round horizon to W.
7	24	5	.....	A.-Cu.	0	Wind only averaged about 50 miles per hour to-day with no drift.
8	3·30	2	.....	A.-Cu.	...	A.-Cu. in N.
8	4·30	4	.....	A.-Cu.	...	A.-Cu. over whole sky.
8	6	7	.....	A.-Cu.	0	Hurricane.
8	7	8	.....	A.-Cu.	...	Radiant from N.b.E.
8	10	6	Cl., E.	A.-Cu., S. ...	0	Cl. trend E.-W., scattered A.-Cu. in E.
8	11	2	.....	A.-Cu., St.-Cu.	...	
8	12	1	Cl.	St.-Cu.	0	Strong gale. Cloud to N.
8	13	1	.....	St.-Cu.	...	
8	14	0	Cl.-St.	.....	S	Wind increased, Cl.-St. on N. horizon.
8	15	0	Cl.-St.	.....	S	
8	17	0	Cl.-St.	.....	...	
8	18	0	Cl.	St.-Cu.	S	Hurricane. St.-Cu. on N. horizon. Cl. in N. and S.W.
8	20	...	.....	.....	S	
8	22	...	.....	.....	L	Misty drift. St. Elmo's Fire.
8	24	1	.....	St.-Cu.	0	Hurricane. Cloud on N. horizon.
9	6	1	.....	St.-Cu.	0	Hurricane.
9	8	2	.....	St.-Cu., N.W.	...	St.-Cu. advancing rapidly from N.W.
9	10	7	.....	Nb.	0	Strong gale.
9	12	9	.....	Nb.	0	Dense cloud.
9	14	9	.....	Nb.	0	
9	18	10	.....	Nb.	0	Strong gale.
9	24	10	.....	Nb.	0	Strong gale. Dull day with strong gale, but no drift.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
SEPTEMBER, 1912—(*continued*).						
10	4	1	.....	.....	L	Hazy horizon.
10	6	1	.....	St.-Cu.	L	Strong gale. St.-Cu. on N. horizon.
10	10	2	A.-St.	St.-Cu.	0	St.-Cu. on N. horizon. A.-St. in W. and E. Strong wind.
10	10·45	3	Cl.-St.	.....	...	Cl.-St. radiant, rapidly forming, trend N.W.-S.E.
10	12	4	Cl.-St.	Cu.	0	Cu. on N. horizon. Wind moderating.
10	16·30	2	Cl.	St.-Cu.	L	Cl. fading, St.-Cu. rising from N. horizon. Strong gale.
10	18	1	.....	St.-Cu.	L	Air suffused with fine drift.
10	21	3	.....	St.-Cu.	0	Hurricane.
10	24	9	.....	St.-Cu.	0	Hurricane. Strong winds with little drift all day.
11	3	9	.....	St.-Cu.	0	Hurricane.
11	6	9	.....	St.-Cu.	0	Hurricane.
11	10	0	.....	A.-Cu. E. St.-Cu. E.	0	A.-Cu. to S. merging into St.-Cu. in N.
11	12	4	.....	A.-Cu. E. St.-Cu. E.	0	Sky clearing. Gale.
11	14	1	.....	St.-Cu.	0	St.-Cu. on N. horizon.
11	16	1	.....	St.-Cu.	0	St.-Cu. on N. horizon. Gale.
11	18	0	.....	St.-Cu.	0	St.-Cu. on N. horizon. Gale.
11	21	0	.....	St.-Cu.	0	St.-Cu. on N. horizon. Gale.
11	24	0	.....	St.-Cu.	0	St.-Cu. on N. horizon. Wind gusty.
12	3	0	.....	St.-Cu.	0	St.-Cu. on N. horizon. Wind gusty, strong.
12	6	0	.....	St.-Cu.	0	St.-Cu. on N. horizon. Strong wind.
12	7	3	.....	A.-Cu., W. Cu.	0	Strong wind.
12	10	1	.....	Cu.	...	
12	12	0	.....	Cu.	0	Cu. on N. horizon. Strong wind.
12	15	0	.....	Cu.	0	Cu. on N. horizon. Gusty, occasional calms.
12	18	0	.....	Cu.	0	Cu. on N. horizon. Strong, gusty wind.
12	21	...	.....	.....	0	Strong, gusty wind.
12	24	0	.....	.....	0	Strong, gusty wind. Wind more moderate to-day.
13	3	0	.....	.....	0	Gale.
13	6	0	.....	.....	0	Gale.
13	8	0	.....	Fr.-Cu., St.	0	Cloud on N. horizon.
13	10	0	Cl.	.....	0	Cl. in N.E.
13	10·30	2	Cl.-St., E. ...	St.	...	
13	12	1	Cl.	.....	0	Hurricane.
13	14	1	Cl., N.W. ...	.....	0	
13	16	5	Cl.	A.-Cu., W. St.-Cu.	0	A.-Cu. in N. sky.
13	17·15	...	.....	.....	...	Wind calmed down for few minutes.
13	18	5	.....	A.-Cu., W. St.-Cu.	0	Strong wind.
13	19·30	1	.....	St.-Cu.	...	
13	21	...	.....	.....	0	Gale.
13	24	0	.....	.....	0	Gale. Wind only about 50 miles per hour to-day, no drift.
14	3	0	.....	.....	0	Gale.
14	6	0	.....	.....	0	Hurricane.
14	8	0	.....	St.	...	St. on N. horizon.
14	10	0	.....	St.	...	St. on N. horizon.
14	10·30	1	Cl., W.N.W.	.....	...	
14	11	4	Cl., W.N.W.	.....	...	Cl. over whole W. sky.
14	12	1	Cl.	.....	0	Strong gusty winds, occasional calms.
14	13·30	...	.....	.....	...	Calm, light breezes.
14	15	1	Cl., Cl.-St.	.....	...	Cl. forming in W., trend N.E.-S.W.
14	18	0	.....	.....	0	Light southerly breeze.
14	21	0	.....	.....	0	Hurricane commenced again.
14	24	0	.....	.....	0	Hurricane. Violent gusts. Calm afternoon.
15	3	0	.....	.....	0	Gale.
15	6	0	.....	.....	0	Gale.
15	8	...	.....	.....	...	Gusty wind.
15	10	0	.....	Cu.	...	Cu. on N. horizon.
15	12	0	.....	.....	0	Strong gusty wind.
15	15	0	.....	Cu.	0	Strong gusty wind.
15	18	0	.....	Cu.	0	Strong gusty wind.
15	21	0	.....	.....	0	Hurricane.
15	24	0	.....	.....	L	Hurricane. Clear skies with hurricane all day.
16	3	0	.....	.....	0	Gale.
16	6	0	.....	Cu.	0	Gale.
SEPTEMBER, 1912—(*continued*).						
16	10	0	.....	Cu.	0	Gale. Cu. in N.E.
16	11	1	.....	Cu.	0	Gale. Cu. rising.
16	12	1	.....	Cu.	0	Cu. on N. horizon. Wind moderating.
16	14	1	.....	Cu.	...	
16	18	1	.....	Cu.	0	Strong wind. Cu. on N. horizon.
16	21	0	.....	Cu.	0	Strong wind. Cu. on N. horizon.
16	24	0	.....	Cu.	0	Cu. on N. horizon. Wind risen to gale again.
17	3	0	.....	...	0	Cu. on N. horizon. Gale.
17	6	0	.....	.....	0	Cu. on N. horizon. Gale.
17	10	0	.....	Cu.	0	Cu. on N. horizon. Gale.
17	12	1	.....	Cu.	0	Cu. on N. horizon. Gale.
17	14	7	.....	A.-Cu., E. Cu.	0	Gale.
17	16	8	.....	A.-Cu., E. Cu.	0	Gale.
17	17	9	.....	A.-Cu.	...	
17	18	9	.....	A.-Cu., Cu.	0	Gale.
17	21	7	.....	A.-Cu., N.E.	0	Lunar corona.
17	22	...	.....	.....	...	Corona remains.
17	23·25	1	.....	A.-Cu., Cu.	...	A.-Cu. in N.W. Cu. on N. horizon.
17	24	1	Cl.-St.	Cu.	0	Gale.
18	3	0	.....	.....	0	Gale.
18	6	0	.....	.....	0	Gale.
18	8	0	.....	Cu.	0	Cu. on N. horizon. Gale.
18	10	0	.....	Cu.	0	Cu. on N. horizon. Gale.
18	12	0	.....	Cu.	0	Cu. on N. horizon. Gale.
18	14	0	.....	Cu.	0	Cu. on N. horizon. Gale.
18	13	1	.....	A.-Cu., W., Cu.	0	Cu. on N. horizon. Gale.
18	18	...	.....	Fr.-Cu., Cu.	0	Cu. on N. horizon. Gale.
18	20	0	.....	Cu.	0	Cu. on N. horizon. Gale.
18	23·10	1	Cl.-St.	.....	0	Cl.-St. in N. sky, trend E.-W.
18	24	5	Cl.-St.	.....	0	Gale. Lunar halo. Cl. over whole sky.
19	4·30	6	Cl.-St.	.....	0	Radiant from N.W. Wind rising.
19	6	7	Cl.	A.-Cu.	0	Radiant N.W.-S.E. Hurricane.
19	8	8	.....	A.-Cu.	...	
19	10	9	.....	A.-Cu.	L	Drift commenced.
19	11	9	Cl.	A.-Cu.	S	
19	12	3	Cl.-Cu.	.....	0	Cl.-Cu. round horizon. Gale.
19	14	7	.....	A.-Cu., S.W., St.-Cu.	0	A.-Cu. over whole sky. St.-Cu. on N. horizon.
19	16·30	7	.....	A.-Cu., W.	...	
19	18	9	.....	A.-Cu.	0	
19	20	0	.....	St.	0	St. on N. horizon. Gale.
19	22	0	.....	.....	...	
19	24	0	.....	.....	0	Hurricane. Strong wind all day, no drift.
20	3	0	.....	.....	0	Hurricane. Strong wind all day, no drift.
20	6	0	.....	St.-Cu.	0	Hurricane. Strong wind all day, no drift.
20	7	0	.....	.....	...	
20	10	0	.....	.....	S	Sea smoke obscures horizon.
20	12	0	.....	.....	S	Sea smoke obscures horizon.
20	14	0	.....	Cu.	...	Cu. on N. horizon.
20	16	0	.....	Cu.	...	Cu. on N. horizon. Hurricane with violent gusts.
20	18	0	.....	.....	0	Sea smoke obscures horizon. Hurricane.
20	21	0	.....	.....	0	Sea smoke obscures horizon. Hurricane.
20	24	0	.....	.....	0	Hurricane. Heavy gusts.
21	3	0	.....	.....	0	Hurricane. Heavy gusts.
21	6	0	Cl.-St.	.....	0	Hurricane.
21	10	0	Cl.-Cu.	.....	0	Hurricane. Cl.-Cu. in N.
21	12	1	Cl., S.W. ...	.....	0	Hurricane.
21	14	1	Cl.-St.	.....	0	Hurricane. Cl.-St. forming in W.
21	15	2	Cl.-St., W....	.....	0	Hurricane. Cl.-St. moving rapidly from W.
21	18	1	Cl.-St.	St.	0	Hurricane. St. on N. horizon.
21	21	0	.....	.....	0	Hurricane.
21	22·45	1	Cl.-St.	A.-Cu., N.W.	0	Lunar halo 45° diameter.
21	24	2	Cl.-St.	.....	0	Halo. Hurricane continues. Cl.-St. in N.W.
22	1·45	7	.....	A.-Cu.	0	Lunar halo.
22	4	4	.....	.....	...	Sky clearing.
22	5	1	.....	.....	...	"Whalebacks" in W.
22	6	0	.....	A.-Cu.	0	Hurricane.
22	10	4	Cl.-St.	.....	0	Hurricane. Cl.-St. trend E.-W.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
SEPTEMBER, 1912—(*continued.*)						
22	12	5	Cl.-St.	.....	0	Hurricane. Cl.-St. trend E.-W.
22	15	1	Cl.-St.	.....	0	Hurricane.
22	18	0	.....	.....	0	Hurricane. Cloud bank on N. horizon.
22	21	0	.....	.....	0	Hurricane. Cloud bank on N. horizon.
22	24	0	.....	.....	0	Hurricane. N. horizon obscured.
23	3	1	.....	.....	0	Hurricane. Cloud bank on N. horizon.
23	6	2	Cl.-St.	St.-Cu.	0	Hurricane. Cl.-St. trend E.-W. St.-Cu. on N. horizon.
23	10	5	Cl.-St.	St.-Cu.	0	Hurricane. St.-Cu. over whole N. sky.
23	11	5	Cl.-St.	St.-Cu., S. ...	...	
23	12	3	Cl.-Cu., E. ...	St.-Cu., Fr.-Cu.	0	Hurricane.
23	14	4	Cl.-St., Cl.-Cu., E.	St.-Cu.	...	
23	16	4	Cl.-St., Cl.-Cu., E.	St.-Cu.	0	Hurricane.
23	18	1	Cl.-St.	St.-Cu.	0	Hurricane.
23	21	0	.....	St.-Cu.	0	Hurricane. St.-Cu. on N. horizon.
23	24	0	.....	.....	0	Hurricane. St.-Cu. on N. horizon.
24	3	0	.....	.....	0	Hurricane. St.-Cu. on N. horizon.
24	6	0	.....	.....	0	Hurricane. St.-Cu. on N. horizon.
24	10	0	.....	.....	0	Hurricane. St.-Cu. on N. horizon.
24	12	1	Cl.-St.	Cu.	0	Hurricane. Cl.-St. in W.N.W. Cu. on N. horizon.
24	13	1	Cl.-St.	Cu.	0	Hurricane. Cl.-St. extending.
24	16	1	Cl.-St.	Cu.	0	Hurricane. Cloud in N. sky.
24	18	0	.....	.....	0	Hurricane. Cloud bank on N. horizon.
24	21	0	.....	.....	0	Hurricane.
24	23	...	.....	.....	...	Faint lunar corona.
24	24	0	.....	.....	0	Hurricane.
25	3	0	.....	.....	0	Hurricane.
25	6	0	.....	.....	0	Hurricane. Cloud bank on N. horizon.
25	8	0	.....	.....	0	Hurricane. Sky perfectly clear.
25	10	0	.....	.....	0	Wind falling.
25	12	0	.....	.....	0	Hurricane, slightly less violent.
25	14	0	.....	.....	0	Hurricane, slightly less violent.
25	16	0	.....	.....	0	Gale.
25	17·30	0	Cl.-St.	.....	0	Cl.-St. in W. Wind falling.
25	18	0	Cl.-St.	.....	0	Cl.-St. in W. Slight breeze N. to W.
25	19·30	...	.....	.....	...	Breezes N. to W.
25	20	...	.....	.....	...	Wind rising.
25	22·10	...	.....	.....	...	Wind falling again.
25	22·25	...	.....	.....	...	Dead calm.
25	23	...	.....	.....	...	Southerly breezes.
25	24	0	.....	.....	0	Breezes E. to W.S.W. Hurricane in morning, calm afternoon.
26	2	0	.....	.....	0	Breezes, easterly from N. to S.
26	3	1	.....	St., W.	0	St. in N.W. Wind freshening from S.
26	6	0	Cl.-St.	Cu.	0	Airs from N.W. to N.N.E.
26	7	1	Cl.-St., S.W.	.....	0	Airs from E. to W.S.W. Cl.-St. in N.W.
26	8	1	Cl.-St.	.....	...	Cl.-St. radiant from S.
26	9	...	.....	.....	...	Wind rising.
26	10	1	Cl.	Cu.	...	
26	12	0	Cl.	.....	0	Cl. in W. Gusty wind from S.
26	15	1	Cl.-St.	.....	0	Gale. Cl.-St. mainly in N.W.
26	18	1	Cl.-St.	.....	0	Hurricane. Lunar halo. Cl.-St. in N.W.
26	20	0	Cl.-St.	.....	...	
26	21	0	Cl.-St.	.....	0	Hurricane.
26	22·30	1	.....	A.-Cu.	0	Hurricane. Second, coloured halo round moon.
26	24	1	.....	A.-St.	0	Hurricane. A.-St. trend N.-S., in zenith.
27	0·45	4	.....	A.-St.	...	
27	3	4	.....	A.-St.	0	Hurricane.
27	4	2	.....	A.-St., St.-	...	St.-Cu. on N. horizon. A.-St. fading.
27	5	0	.....	.....	...	
27	6	8	Cl.-St.	.....	0	Hurricane. Cl.-St. trend S.W.-N.E.
27	7·30	8	Cl.-St.	.....	0	Hurricane. Cl.-St. trend S.W.-N.E.
27	10	9	Cl., S.W. ...	.....	0	Hurricane.
27	12	9	Cl., S.W. ...	.....	0	Hurricane.
27	14	2	Cl.-St., S.W.	.....	...	
27	16	2	Cl.-St., S.W.	.....	0	Hurricane.
27	18	1	Cl., Cl.-St. ...	St.	0	Hurricane. Cloud in N.
27	20	0	.....	St.	0	Hurricane.
27	12·19	...	.....	.....	...	Exceptionally heavy gusts.
27	22	0	.....	.....	...	
27	24	0	Cl.	.....	0	Hurricane.
28	3	0	.....	.....	0	Violent hurricane. Corona at 2.20.
28	6	0	.....	.....	0	Violent hurricane.
28	10	0	.....	Cu., St.-Cu...	0	Cloud on N. horizon.
28	12	0	.....	.....	0	Hurricane with terrific gusts.
28	14	0	.....	Cu.	0	Cu. on N. horizon.
28	18	0	.....	Cu.	0	Cu. on N. horizon. Wind moderated during afternoon.
28	21	0	.....	.....	0	Gale.
28	24	0	.....	.....	0	Gale with violent gusts. "Föhn" effect -1·7° to-2·1° F.
29	3	0	.....	.....	0	Gale.
29	6	0	.....	Cu.	0	Hurricane. Cu. on N. horizon.
29	10	0	.....	Cu., A.-St.	0	Hurricane. Cloud on N. horizon.
29	12	0	.....	Cu., A.-St.	0	Hurricane. Cloud on N. horizon.
29	14	0	.....	Cu., A.-St.	0	Hurricane. Cloud on N. horizon.
29	16	1	Cl.-St.	Cu.	0	Hurricane. Cl.-St. radiant from W.N.W.
29	18	4	Cl.-St.	St.-Cu., Fr.-Cu.	0	Hurricane. Cl.-St. occupies N. sky, with St.-Cu. on N. horizon.
29	20	1	Cl.-St.	St.-Cu.	0	Hurricane. Cl.-St. fading.
29	24	1	.....	A.-St.	0	Hurricane. A.-St. in N. sky.
30	3	1	.....	A.-St.	0	Violent hurricane.
30	4·30	5	.....	A.-St., A.-Cu.	0	
30	5·30	0	.....	A.-St.	...	
30	6	10	.....	A.-St.	0	Violent hurricane.
30	8	10	.....	A.-St.	0	Violent hurricane.
30	10	10	.....	A.-St.	0	Violent hurricane.
30	12	10	.....	A.-St., Cu.	0	Hurricane. Cu. on N. horizon.
30	15	10	.....	Nb.	0	Hurricane. Banding in cloud E.-W., striation N.-S.
30	15·30	...	.....	.....	S	Drift commenced.
30	16	10	.....	Nb., E., Cu.	0	Drift ceased.
30	17	10	.....	Nb.	L	
30	18	10	.....	Nb., Fr.-Cu.	M	Hurricane, with drift increasing.
30	21	10	.....	Nb.	M	
30	24	10	.....	Nb.	D	Hurricane. Snow appears to be falling.
OCTOBER, 1912.						
1	1	10	.....	Nb.	D	
1	5	...	.....	.....	M	Drift moderated. Hurricane with heavy drift 0-4 a.m.
1	6	...	.....	.....	D	Sky obscured.
1	8	10	.....	Nb.	M	
1	10	...	.....	.....	M	Sky obscured. Sun gleaming.
1	12	...	.....	.....	D	Sky obscured. Sun gleaming. Hurricane. Wind veering S.E. to S.S.E.
1	14	10	.....	Nb.	D	Violent blizzard.
1	15	...	.....	.....	D	Violent blizzard.
1	16	...	.....	.....	D	Violent blizzard, very heavy drift.
1	18	...	.....	.....	D	Violent blizzard, very heavy drift, wind veering S.S.E. to S.E.
1	20	...	.....	.....	D	Dense drift obscures everything.
1	24	...	.....	.....	D	Dense drift obscures everything.
2	2	...	.....	.....	D	Dense drift obscures everything.
2	6	...	.....	.....	D	Dense drift obscures everything, wind still veering more than usual.
2	10	...	.....	.....	D	Heavy blizzard, sun gleaming.
2	11	10	.....	.....	D	Heavy blizzard, wind abating.
2	12	10	.....	.....	M	Blizzard moderating.
2	14	10	.....	.....	M	
2	16	10	.....	Nb. E.	M	Wind gusty, moderating. Cloud moving rapidly.
2	18	10	.....	Nb.	L	
2	20	10	.....	Nb.	L	Intermittent drift.
2	22	10	.....	.....	M	Wind freshening.
2	24	...	.....	.....	M	Few stars visible.
3	2	...	.....	.....	M	Few stars visible. Wind steady and strong.
3	4	...	.....	.....	M	Few stars visible. Wind steady and strong.
3	5	5	Cl.-St., W.	.....	...	Cl.-St., trend S.W.-N.E.
3	6	9	Cl.-St., W.	.....	M	
3	10	8	Cl.-St.	.....	L	
3	12	8	Cl.-St., N. ...	.....	L	Bright sun, trend of Cl.-St., E.-W.
3	17	6	Cl., N.E. ...	.....	L	Cloud radiant S.W.-N.E.
3	18	4	Cl.-St., Cl.	.....	L	
3	21	5	Cl.-St.	.....	S	Whole sky hazy.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
OCTOBER, 1912—(*continued*).						
3	22	10	.....	A.-St.	...	
3	24	10	.....	A.-St.	L	Gusty wind S. to S.S.E. Blizzard has been moderating all day.
4	2	10	.....	.....	L	Gusty.
4	4	8	.....	.....	L	Wind rising.
4	6	6	.....	St.-Cu., St.	L	St.-Cu. in N., St. on S. horizon. Steady 45 mile wind.
4	8	5	.....	A.-Cu., N.W., St.-Cu., N.W.	M	N. sky overcast.
4	9	5	Cl.	A.-Cu., St.-Cu., N.W.	L	Cloud moving rapidly. Cl. trend E.-W., furrows N.-S.
4	10	3	Cl.	St.-Cu., N.W.	...	
4	11	3	Cl.	St.-Cu., N.W.	...	
4	12	3	Cl.-St.	St.-Cu.	L	St.-Cu. on N. horizon. Cl.-St. trend E.-W. over rest of sky. Hazy. Sunny all morning.
4	14	3	Cl.-St.	St.-Cu.	L	
4	16	3	Cl.-St.	St.-Cu.	L	Parhelion.
4	18	7	Cl.-St.	St.-Cu.	L	Cl.-St. now trend N.W.-S.E.
4	19·30	7	Cl.-St.	St.-Cu.	...	Cl.-St. radiant from N.W.-S.E. over whole sky.
4	21	7	Cl.-St.	St.-Cu.	...	Cl.-St. radiant from N.W.-S.E. over whole sky.
4	22	7	Cl.-St.	St.-Cu.	M	Cl.-St. radiant. Wind rising.
4	24	7	Cl.-St.	St.-Cu.	M	Cl-St. radiant N.W.-S.E. St.-Cu. rising in N. Gale.
5	1	...	.....	.....	M	
5	3	7	.....	.....	M	Sky mainly obscured by drift.
5	5	7	.....	.....	M	
5	6	4	Cl.-St.	St.-Cu., W.	M	Cl.-St. in W., trend N.N.E.-S.S.W. St.-Cu. in N.E., trend W.N.W.-E.S.E.
5	8	5	Cl.-St.	St.-Cu.	L	St.-Cu. disappearing. Wind abating.
5	10	4	Cl.	.....	...	Cl., radiant N.E.-S.W., over whole sky.
5	12	4	Cl.	.....	L	Cl. radiant N.E.-S.W., over whole sky, wind dropped to 20 miles per hour.
5	15	7	Ci., Cl.-St....	.....	L	Cloud trend W.b.S.-E.b.N. Gusty wind.
5	18	5	Ci., E.	.....	M	Cl. radiant, E.-W., over whole sky, has shifted clockwise very noticeably, wind rising since 3 p.m.
5	20	...	.....	.....	M	Intermittent drift in clouds.
5	24	5	.....	.....	M	Intermittent drift in clouds, sky hazy.
6	3	4	.....	A.-St.	L	A.-St. trend E.-W. wind falling.
6	6	3	.....	A.-St.	L	A.-St. in N. and S.
6	10	10	.....	A.-St.	...	Sun gleaming.
6	12	10	.....	A.-St.	L	Intermittent drift. Sun gleaming.
6	15	10	.....	A.-St.	L	Intermittent drift. Sun obscured.
6	17	9	.....	Nb., E.	L	
6	18	8	.....	Nb., E., A.-St.	L	
6	20	10	.....	Nb.	0	Wind about 30 miles per hour.
6	21	10	.....	Nb.	0	
6	22	10	.....	Nb.	0	
6	23	10	.....	Nb.	0	Light snowfall.
6	24	10	.....	Nb.	0	Wind light, but roaring on plateau.
7	0·19	...	.....	.....	L	Wind rising.
7	0·30	...	.....	.....	M	Wind 60 miles per hour.
7	1	10	.....	Nb.	M	Gale.
7	2	10	.....	Nb.	L	
7	4	10	.....	Nb.	0	Wind abating.
7	5	...	.....	.....	L	Gale again blowing.
7	6	10	.....	Nb., S.	0	
7	7	8	.....	A.-Cu., Nb., S.	0	Wind abating, sky clearing.
7	8	5	.....	A.-Cu., Cu., St.-Cu.	...	Cloud in N.
7	9	5	.....	A.-Cu., Cu.	...	
7	10	6	.....	A.-Cu., S.E., Cu.	0	Light wind. Sunshine, Cu. on N. horizon, A.-Cu. over whole sky.
7	12	7	.....	St.-Cu., S.E.	0	Sun gleaming. Wind 20 miles per hour.
7	13	6	.....	A.-Cu., S. Fr.-St.	0	Sunshine. A.-Cu. moving to N. rapidly.
7	18	10	.....	St.-Cu., Fr.-St.	0	Wind rising.
7	20	10	.....	Nb.	0	
7	21	10	.....	Nb.	0	
7	22	10	.....	Nb.	0	
7	23	10	.....	Nb.	0	Very light snowfall.
7	24	10	.....	Nb.	L	Very light snowfall and drift. Gale.
8	6	10	.....	A.-St., Nb. S.E.	L	
8	8	9	.....	Nb., S.E. ...	0	
8	10	10	.....	Nb.	L	Snowing out at sea to N. Wind and drift increasing.
8	12	10	.....	Nb.	M	
8	18	9	Cl.-Cu.	Nb.	M	Blizzard all afternoon.
8	24	5	.....	Nb.	L	Hurricane.
9	2	...	.....	.....	M	Sky clearing.
9	3	3	.....	Cu.	M	
9	5	1	.....	Cu., S.	L	
9	6	1	.....	Cu., S.	L	
9	8	10	.....	St.-Cu.	M	
9	10	10	.....	St.-Cu., E....	...	
9	12	10	.....	Nb.	L	
9	16	9	.....	St.-Cu.	S	Clearing in S.E.
9	18	9	Cl.	Nb., E. ...	L	
9	20	9	.....	Nb.	L	
9	24	9	.....	St.-Cu.	0	Hurricane, with drift decreasing all day.
10	2	10	.....	.....	L	
10	6	10	.....	St.-Cu.	L	
10	10	9	Ci-Cu.....	St.-Cu., E.	0	Clearer to S. and S.E.
10	12	9	.....	St.-Cu., S.E.	L	
10	18	9	.....	St.-Cu	0	Appears to be snowing at sea. Clouds motionless, 10 minutes observation.
10	20	2	.....	St.-Cu.	...	Cloud on N.W. horizon.
10	23	0	.....	.....	0	
10	24	0	.....	.....	0	Wind moderated to about 50 miles per hour.
11	6	5	.....	Cu., St.	0	St. to W. Cu. over rest of sky.
11	12	3	Cl.	St.	0	Cl. trend N.N.W., scattered over sky. St. on E. horizon.
11	14	2	Cl.-Cu., Cl.	.....	L	
11	14·30	2	.....	A.-St.,S.S.E.	...	A.-St. in Z. moving rapidly to N.N.W.
11	18	5	.....	A.-St., St. ...	L	Veil of A.-St. over sky.
11	20	1	.....	St.	...	St. on N. horizon.
11	24	1	.....	St.	L	Hurricane. Sunny day.
12	3	0	.....	.....	...	Gusty wind.
12	6	0	Cl.	.....	M	
12	6·45	...	.....	.....	L	Calms of 10-15 seconds in hurricane, an unusual thing.
12	8	...	Cl.	.....	...	
12	10	...	.....	Fr.-Cu.	L	Gusty wind with intermittent drift.
12	12	0	.....	.....	L	Gusty wind with intermittent drift. Sunny.
12	14	0	.....	.....	M	Drift seen high overhead.
12	18	0	.....	Fr.-Cu.	0	Fr.-Cu. on N. horizon. Hurricane. During 11th and 12th, noticeable change to W. of S. in wind, not usual S.b.E.
12	20	0	.....	.....	L	Hurricane. Tremendous gusts.
12	21	0	.....	.....	L	Hurricane.
12	22	...	.....	.....	...	Hurricane. Violent gusts.
12	24	0	.....	.....	M	Hurricane. Violent gusts.
13	3	0	.....	.....	M	Hurricane.
13	6	0	.....	.....	M	Hurricane.
13	7	1	Ci.-Cu.	.....	M	Hurricane. Cl.-Cu. in E.
13	8	1	Ci.-Cu., S. ...	.....	L	Hurricane. Cl.-Cu. scattered over sky
13	10	1	Ci.-Cu.	.....	L	Hurricane. Cloud clearing.
13	12	0	.....	.....	L	Hurricane from S.b.W., violent gusts, unusual.
13	14	0	.....	.....	L	Hurricane.
13	16	0	.....	.....	L	Hurricane. Terrific gusts and lulls, drift whirling overhead during lulls.
13	18	0	.....	.....	M	Terrific gusts of wind and drift, with temperature + 4° in lulls to + 14° in gusts.
13	20	0	.....	.....	L	Gusts continue of extraordinary violence, from S.E. to S.W. During 11th, 12th, and 13th the westerly component in the wind has been noted.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
OCTOBER, 1912—(*continued*).						
13	24	0	.....	.....	L	Intermittent drift. St. Elmo's fire. Wind steady again in direction and velocity.
14	4	2	.....	St.-Cu. Fr.-Cu., S.	L	
14	6	1	.....	St.-Cu.	0	Wind falling, gusty. Cloud on N. horizon.
14	10	0	.....	.....	L	Gusty, less violent gusts than yesterday clouds of drift passing overhead.
14	12	1	.....	St.-Cu.	0	Cloud on N. horizon. Overhead drift ceased.
14	15	1	.....	St.-Cu.	L	Cloud on N. horizon. Hurricane.
14	18	0	.....	.....	L	Wind abating.
14	21	0	.....	.....	...	
14	24	0	.....	.....	0	Strong gale.
15	3	0	.....	Cu.	...	Cu. on N. horizon.
15	6	0	.....	.....	0	
15	10	0	.....	Fr.-Cu.	0	
15	12	0	.....	.....	0	A fine day for Adelie Land; wind 50 miles per hour.
15	15	0	.....	.....	0	Wind fell to almost calm, variable breezes.
15	16	1	Cl.-St.	.....	0	Radiant in W.
15	18	0	.....	.....	0	Calm, S.W. airs.
15	21	1	Cl.	.....	0	Radiant from W.S.W. Variable gusts.
15	23	...	.....	.....	0	S. wind rising.
15	24	0	.....	.....	0	Breezes from S.W.
16	2	1	.....	A.-St.	...	A.-St. in S. S. wind rising.
16	3	0	.....	A.-St.	...	
16	4	0	Cl.	.....	...	Cl. in W.
16	6	0	.....	St.	0	St. on N. horizon.
16	10	1	Cl.	Cu.	0	Cu. on N. horizon. Cl. radiant from S.b.W. Gusty wind 30.
16	11	3	.....	A.-Cu., W....	...	Cloud moving rapidly, in N. sky.
16	12	2	Cl.-St.	A.-Cu.	0	Cl.-St. radiant from W. in N. A.-Cu. on N. horizon.
16	14	10	.....	St.-Cu.	0	Wind rising.
16	16	10	.....	Nb.	0	Hurricane.
16	18	10	.....	Nb.	0	Hurricane.
16	20	10	.....	Nb.	0	Hurricane.
16	21	10	.....	Nb.	0	Fine snow in air.
16	24	10	.....	Nb.	0	Gusty "Föhn" wind.
17	2	...	.....	.....	...	Sky clearing wind steadier.
17	6	2	Cl.	.....	0	Cl. in N. sky. Hurricane.
17	10	4	Cl., N.	.....	...	Cl. in two levels, upper trend E.-W., lower N.E.-S.W.
17	12	3	Cl.	.....	0	Cl. in bands E.-W. Solar halo. Sunshine.
17	15	1	Cl.	.....	...	Clear in S. Cl. trend E.-W., feathered in direction of surface wind.
17	18	1	Cl.	St.	0	
17	22	2	Cl.	.....	0	Cl. in W. sky.
17	24	2	Cl.	.....	0	Cl. in W. sky. Wind gusty but strong. Clear driftless day with 60 miles wind.
18	2	1	Cl.	.....	0	Cl. in W. to Z.
18	3	1	Cl.	.....	...	Cl. in N.W.
18	6	0	.....	.....	0	
18	10	0	.....	Fr.-Cu. ...	0	Cloud on N. horizon.
18	12	0	.....	.....	0	Hurricane on a clear sunny day.
18	14	0	.....	.....	0	Hurricane on a clear sunny day.
18	16	0	.....	.....	0	Hurricane on a clear sunny day.
18	18	0	.....	.....	0	Hurricane on a clear sunny day.
18	20	0	.....	.....	0	
18	21	0	.....	.....	0	
18	24	0	.....	.....	0	Cloud bank on N. horizon.
19	3	0	.....	St.	0	St. on N. horizon.
19	4	1	.....	St.-Cu.	...	St.-Cu. on N. horizon rising.
19	6	1	.....	St.-Cu.	0	St.-Cu. on N. horizon rising.
19	8	1	.....	Fr.-Cu., St.-Cu.	0	Cloud on N. horizon.
19	10	1	.....	Fr.-Cu., St.-Cu.	0	Cloud on N. horizon.
19	12	0	.....	Fr.-Cu. ...	0	
19	14	0	.....	Fr.-Cu., Cu.	0	
19	16	0	.....	Fr.-Cu.	...	Cloud on N. horizon. Bright sunny day. Only wind spoils good weather.
19	18	1	.....	Fr.-Cu., St.-Cu.	0	Fr.-Cu. on N. horizon, St.-Cu. in N.E.
19	19	3	.....	St.-Cu.; S.b.E.	...	St.-Cu. now reaches Z.
19	21	3	.....	St.-Cu:	...	
19	22	8	.....	St.-Cu:	...	
19	23	3	.....	St.-Cu.; Fr.-Cu.; S.b.E.	...	St.-Cu. now only round horizon in N.
19	24	2	.....	St.-Cu., Fr.-Cu.	0	
20	2	8	.....	St.-Cu., Fr.-Cu., S.b.E.	...	
20	3	9	.....	St.-Cu., Fr.-Cu.; S.b.E.	...	
20	4	9	.....	St.-Cu.; Fr.-Cu., S.b.E.	...	Clear along N. horizon.
20	5	8	.....	St.-Cu., Fr.-Cu., S.b.E.	...	Clearing in Z.
20	6	1	.....	Fr.-Cu.	0	
20	8	1	.....	Fr.-Cu., S.b.E.	...	
20	10	0	.....	.....	0	Wind gusty.
20	11	...	.....	.....	...	Lulls at about 10 min. intervals.
20	12	0	.....	.....	0	Steady 60-mile wind.
20	14	0	.....	.....	0	Wind falling.
20	18	0	.....	.....	0	Gusty.
20	19	0	.....	.....	0	
20	20	0	.....	.....	0	
20	22	0	.....	.....	0	
20	24	0	.....	.....	0	Gusty, 30-mile wind.
21	3	1	Cl.	.....	0	Cl. in S.E. Gusty.
21	5	0	Cl.	.....	...	Wind moderating. Intervals of calm.
21	6	5	Cl.	Cu., St.	0	Cl. in N., trend E.-W., Cu. in N.E., St. on N. horizon.
21	7	9	.....	Cu.	...	Clear to S.
21	8	8	Cl.	Cu.	...	Cu. appears to rise from E. as on 19th.
21	10	9	.....	St.-Cu., Fr.-Cu.	0	Lighter to S.
21	11	10	.....	St.-Cu.	...	
21	12	10	.....	St.-Cu., S.b.E.	0	Sun gleaming.
21	14	10	.....	St.-Cu.	...	
21	15	10	.....	Nb.	...	
21	16·10	...	.....	.....	...	Light snowfall.
21	17	...	.....	.....	...	Snowfall ceased. Light "taploca" snow.
21	18	10	.....	Nb.	0	Comparatively calm afternoon.
21	21	...	.....	.....	...	Light S.S.E. wind commenced.
21	22·45	...	.....	.....	...	Almost calm. Airs from S.E. and N. Wind roaring to S.
21	24	10	.....	Nb.	0	Mild night. Winds from S.
22	2	...	.....	.....	...	Wind freshening.
22	3	...	.....	.....	...	Still breeze.
22	5	9	.....	Nb.	0	Clearing S. and S.W. Gale.
22	6	10	.....	Nb.	0	
22	8	10	.....	Nb., Fr.-St.	...	
22	10	10	.....	Nb., Fr.-St., E.	L	
22	12	10	.....	Nb.	0	Gale.
22	15	10	.....	Nb.	0	Appears to be snowing in W. and at sea.
22	18	10	.....	Nb.	L	
22	19·30	...	.....	.....	L	Drift increasing.
22	21	10	.....	Cu.-Nb.	M	
22	24	10	.....	Cu.-Nb.	M	
23	2	10	.....	Cu.-Nb. ...	M	
23	4	10	.....	Nb., Fr.-St., S.E.	L	Sky clearing.
23	6	7	.....	Cu.-Nb., Fr.-Cu., A.-St.	L	A.-St. trend E.-W., Cu.-Nb. in N.; Fr.-Cu. to S.
23	7	7	.....	A.-St., Cu.-Nb.	L	Cu.-Nb. on N. horizon, A.-St. over rest of sky. Sun gleaming.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
OCTOBER, 1912—(*continued*).						
23	10	7	.....	A.-St.	L	Solar halo 42° D.
23	11	...	.....	.....	0	
23	12	7	Cl.-St. ..... Cl.-Cu.	.....	0	Bright sunshine. Cl-St. trend E.-W.
23	14	5	Cl.-St.	.....	0	Cl.-St. trend E.-W.
23	16	3	Cl., S.	St.	...	St. on N. horizon.
23	18	2	Cl., S.	St.	0	St. on N. horizon; Cl. in S.E. and N.; banded E.-W., furrowed N.-S.
23	21	2	Cl., S.	St.	0	St. on N. horizon; Cl. in S.E. and N.; banded E.-W., furrowed N.-S.
23	24	1	Cl.	St.	0	St. on N. horizon. Clear sunny afternoon. Strong gale.
24	6	1	Cl.	St.	0	St. on N. horizon.
24	8	1	Cl.	St.	0	Gusty. Bright sunshine.
24	10	1	Cl.	St., Fr.-Cu.	0	St. on N. horizon; Cl. scattered, Fr.-Cu. on N.E. horizon.
24	12	0	.....	.....	0	
24	15	0	.....	.....	0	
24	18	0	.....	Fr.-Cu.	0	Cloud on N. horizon. Sunny day only marred by 50-mile wind.
24	21	1	.....	St.	...	St. on horizon N. and S.
24	22	0	.....	.....	...	
24	24	0	.....	St.	0	St. on N. horizon.
25	1	1	Cl.-St.	.....	0	Cl.-St. on N. horizon.
25	3	1	Cl.-St.	.....	0	Cl.-St. on N. horizon.
25	5	2	Cl.-St.	.....	0	Radiant E.-W. in N. sky.
25	6	3	Cl.-St.	.....	0	Wind moderating.
25	7	1	Cl.-St.	.....	...	Cl.-St. fading.
25	9	1	Cl.-St.	St.	...	St. on N. horizon; Cl.-St. in N.; trend E.-W., streamers N.-S.
25	10	2	Cl.-St.	Cu.	...	
25	12	1	Cl.	Cu.	0	Cl. in S. and N., trend E.-W.; with N.-S. furrowing, Cu. on horizon N. to N.E.
25	16	1	.....	Cu., Fr.-Cu.	0	Cloud on N. horizon. A fine day with little wind.
25	18	0	.....	Cu.	0	Cloud on N. horizon.
25	20	0	.....	St.-Cu., Cu.	0	Cloud on N. horizon. Gale blowing again.
25	21	0	.....	St.-Cu., Cu.	0	Cloud on N. horizon. Gale blowing again.
25	24	0	.....	St.-Cu.	0	Cloud on N. horizon. Bright moonlight.
26	2	0	.....	St.-Cu.	0	Cloud on N. horizon.
26	3	0	.....	St.-Cu.	0	Cloud on N. horizon. Wind strengthening.
26	4	0	Cl.	St.-Cu.	0	Cl. in S.
26	6	1	.....	St., St.-Cu.	0	Cloud on N. horizon.
26	7	1	.....	St., W.; St.-Cu.	...	
26	9	1	.....	St.-Cu., Fr.-Cu.	0	Cloud on N. horizon.
26	10	1	.....	St.-Cu., Fr.-Cu.	0	
26	12	0	.....	St.-Cu., Fr.-Cu.	0	Cloud on N. horizon. Calms and gusts, fine and sunny.
26	14	0	.....	St.-Cu.	0	Cloud on N. horizon.
26	16	1	Cl.-St.	St.-Cu.	0	St.-Cu. on N. horizon; Cl.-St. in N.
26	18	2	Cl.	Cu.	0	Cl. in S., trend E.-W., confused in N. Sunny, solar halo, 43° diameter.
26	20	7	Cl., Cl.-St.	.....	0	Radiant from W. Dense, contorted cloud.
26	22	6	Cl.-St.	.....	...	Gusty.
26	23	10	Cl.-St.	.....	0	
26	24	10	.....	A.-St.	...	Cloud became denser and lower.
27	1	10	.....	A.-St.	0	
27	2	10	.....	A.-St.	...	
27	3	10	.....	A.-St.	...	Strong gale.
27	5·30	...	.....	.....	L	Drift commenced.
27	6	10	.....	A.-St.	M	Hurricane.
27	7	...	.....	.....	D	Heavy blizzard.
27	9	10	.....	A.-St.	D	Heavy blizzard.
27	12	10	.....	A.-St.	D	Heavy blizzard.
27	15	10	.....	A.-St.	M	Sun gleaming.
27	17	10	.....	A.-St.	M	Gusty with lulls. Clouds of drift.
27	18	8	.....	A.-Cu., W., St.-Cu.	L	Wind falling. Sun gleaming.
27	20	8	.....	A.-Cu., W., St.-Cu.	L	Gusty. Intermittent drift.
27	21	...	.....	.....	...	Sky gleaming.
27	22	1	.....	A.-Cu.	...	A.-Cu. in N.
27	23	1	.....	A.-Cu.	...	A.-Cu. in N.
27	24	0	.....	.....	0	Gusty wind.
28	1	0	.....	St.-Cu.	L	St.-Cu. on N. horizon.
28	2	0	.....	St.-Cu.	L	St.-Cu. on N. horizon.
28	3	0	.....	St.-Cu.	L	St.-Cu. on N. horizon. Wind and drift increased.
28	5	...	.....	.....	...	Drift ceasing.
28	6	0	.....	.....	0	
28	8	0	Cl.-St.	.....	L	Cl.-St. on N. Intermittent drift.
28	10	0	Cl.-St., Cl.	.....	L	Cl.-St. in N. Intermittent drift.
28	12	5	Cl.	.....	0	Cl. in N.; contorted. Bright sunny day.
28	14	5	Cl., W.	.....	...	
28	16	5	Cl., W.	.....	...	
28	18	6	Cl., W.	.....	0	
28	20	1	Cl., Cl.-St.	.....	...	Cl. radiant from W.N.W.; Cl.-St. on N. horizon.
28	24	0	Cl.-St.	.....	0	Cloud on horizon N. to W. A little westing in wind to-day.
29	6	0	Cl.-St.	Cu.	0	Cu. on N. horizon; Cl.-St. in S.
29	8	1	.....	Cu.	0	Cu. on N. horizon.
29	10	1	.....	Cu., Fr.-Cu.	0	Cu. on N. horizon.
29	12	0	.....	Fr.-Cu.	0	Fr.-Cu. on N.E. horizon. Calm; light gusts.
29	14	0	.....	.....	0	
29	16	0	.....	Fr.-Cu.	0	Fr.-Cu. on N.E. horizon.
29	18	0	.....	.....	0	30-mile wind.
29	20	...	.....	.....	...	
29	21	...	.....	.....	...	Calming.
29	22	...	.....	.....	...	Gusts and calms; variable wind. Roaring on plateau.
29	22·45	...	.....	.....	...	S.E. wind again set in.
29	24	0	.....	.....	0	Hurricane from S. again.
30	2	0	.....	.....	0	
30	4	0	.....	.....	0	
30	6	0	.....	.....	0	
30	8	0	.....	.....	0	Clear and sunny.
30	10	0	Cl.-St.	.....	0	Cl.-St. on N. horizon.
30	11	1	Cl.-St.	.....	0	Cl.-St. rising from N.
30	12	1	Cl.-St.	.....	0	"Noah's Ark," trend E.-W.; in N. Calm. The best day since last summer.
30	13	5	Cl.-St., W.b.N.	.....	0	Cl.-St. in N., radiant E.-W. Calm.
30	16	9	Cl.-St. ..... W.b.N.	.....	0	
30	17	9	Cl.-St.	Fr., St.	...	Strong E.-W. radiant. Solar halo 47° diameter.
30	18	10	.....	A.-St.	0	"Noah's Ark" over whole sky; trend E.-W. Calm. Halo.
30	20	10	Cl.	A.-St., Fr.-Cu.	0	Cl. trend E.-W., A.-St. trend W.N.W.-E.S.E., Fr.-Cu. in N.E.
30	21	10	.....	A.-St., Fr.-Cu.	...	A.-St. denser. Gusts from E. Sledge party report steady wind on plateau above 1,000 feet all day, while calm or variable at hut.
30	21·05	...	.....	.....	...	Wind started from S.S.E.
30	22·30	...	.....	.....	...	Hurricane.
30	24	10	.....	St.-Cu.	0	Hurricane, gusty.
31	1	10	.....	St.-Cu.	...	
31	3	10	.....	Nb.	0	Snow appears to be falling in W.
31	4·25	...	.....	.....	M	
31	6	10	.....	Nb.	M	Blizzard.
31	10	10	.....	Nb.	D	Heavy blizzard.
31	12	10	.....	Nb.	D	Wind gusty.
31	15	10	.....	Nb.	D	Heavy blizzard.
31	18	10	.....	Nb.	D	Heavy blizzard.
31	21	10	.....	Nb.	D	Heavy blizzard.
31	24	10	.....	Nb.	D	Gusty wind and drift.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
NOVEMBER, 1912.						
1	3	10	.....	Nb.	M	Wind more gusty, drift moderating.
1	6	10	.....	Nb.	M	Gusts, less drift.
1	7	...	.....	.....	L	
1	10	10	.....	Nb.	L	
1	12	10	.....	Nb.	L	Sun gleaming.
1	14	10	.....	Nb.	S	Snowing to W.
1	15	10	.....	Nb.	L	Snowing to W.
1	18	10	.....	Nb.	M	
1	20	10	.....	Nb.	M	
1	24	10	.....	Nb.	L	Wind moderating.
2	3	10	.....	Nb.	L	
2	6	10	.....	Nb.	L	
2	8	10	.....	Nb.	L	
2	10	9	.....	Nb., St.-Cu., S.E.	M	Sunshine through breaks in cloud.
2	12	5	.....	A.-Cu., S.E.	M	Drift moderating. Sunny.
2	18	5	.....	Nb., Cu.....	L	
2	21	10	.....	Nb.	L	
2	23	10	.....	Nb.	L	
2	24	10	.....	Nb.	0	Breaks in S.
3	2	10	.....	Nb.	0	
3	4	0	.....	St.	L	St. on N. horizon.
3	6	0	Cl.	St.	S	Cl. in W. St. on N. horizon.
3	8	1	Cl.	St.	0	Cloud on N. horizon.
3	10	1	Cl.	St.-Cu.	0	Cloud on N. horizon.
3	11	1	Cl., W.	St.-Cu.	0	Bright sunshine.
3	12	1	Cl.	St.-Cu.	0	Cloud in N.
3	14	1	Cl.	St.-Cu.	0	Cloud in N.
3	16	0	.....	St.-Cu.	0	St.-Cu. on N. horizon.
3	18	0	.....	St.-Cu.	0	St.-Cu. on N. horizon.
3	20	0	.....	St.-Cu.	0	St.-Cu. on N. horizon.
3	22	1	Cl.-Cu.	St.-Cu., Fr.-Cu.	0	Cl.-Cu. in W.
3	23	2	.....	Cu.-Nb.	L	Cu.-Nb. rising from N.W.
3	24	9	.....	Cu.-Nb.	L	Cu.-Nb. rising from N.W. Wind rising after a day of about 25 m.p.h.
4	3	10	.....	Cu.-Nb.	L	
4	4	10	.....	Cu.-Nb, N.W.	...	
4	6	10	.....	Cu.-Nb.	L	Clear on N.W. horizon.
4	7	...	.....	.....	0	
4	8	10	.....	Cu.-Nb.	...	
4	10	10	.....	Cu.-Nb.	0	Wind dropping.
4	12	10	.....	Cu.-Nb.	0	
4	14	10	.....	Nb.	0	Snow falling, "sago," with also 6-rayed crystal up to ¼-inch diameter.
4	16	10	.....	Nb.	...	Snow falling, light wind.
4	18	10	.....	Nb.	...	Snowfall continues.
4	20	10	.....	Nb.	...	Snowfall continues.
4	22	10	.....	Nb.	...	Snowfall continues. Variable winds up to 10 m.p.h.
4	23	10	.....	Nb.	...	Snowfall continues. Variable winds up to 10 m.p.h.
4	24	10	.....	Nb.	L	Clearer to S. Wind returning to S.S.E. Comparatively calm day with snowfall.
5	2	10	.....	Nb.	M	Wind increasing.
5	6	4	.....	St.-Cu.	L	Sunshine.
5	10	10	.....	St.-Cu.	M	
5	12	10	.....	St.-Cu.	L	Wind and drift. Moderating.
5	14	0	Cl.-St.	.....	...	Cl.-St. on N. horizon.
5	15	2	.....	A.-St.	...	A.-St. forming in N. sky.
5	16	10	.....	Nb.	...	
5	18	8	.....	Nb., Cu.....	L	Nb. in N. sky. Cu. in S.
5	24	1	.....	St.	M	St. in N. Hurricane blowing again.
6	6	4	.....	A.-St.	M	Drift noted to reach a height of 60 feet.
6	10	0	.....	Fr.-Cu.	M	Fr.-Cu. in W. Sunshine through drift Hurricane.
6	12	0	.....	Fr.-Cu.,St.-Cu	M	Cloud in N. Sunshine.
6	15	0	.....	.....		
6	17·10	...	.....	.....	M	"Condensation cloud" forming and re-evaporating rapidly.
6	17·30	...	.....	.....	...	This phenomenon ceased.
6	18	0	.....	St.-Cu.	...	Cloud on N. horizon.
6	20	0	.....	.....	L	
6	22	0	.....	.....	0	Wind gusty, moderating.
6	24	0	.....	.....	L	Blizzard all day, moderated by midnight.
7	3	0	.....	Cu.	L	Cu. on N.E. horizon.
NOVEMBER, 1912—(*continued*).						
7	6	0	.....	Cu.	L	Intermittent drift. Cu. on N. horizon.
7	10	0	.....	.....	0	
7	12	0	.....	.....	0	
7	14	0	.....	.....	L	
7	15	0	.....	Fr.-Cu., Cu.	L	Cloud on N. horizon. Bright and sunny.
7	18	0	.....	Cu.	L	Cloud on N. horizon. Bright and sunny.
7	20	0	.....	.....	L	Wind about 40, but reported much stronger with more drift 3½ miles S.
7	24	0	.....	.....	M	Great gusts of drift. Comparatively fine day, with wind 40-50.
8	3	0	.....	.....	L	
8	6	0	.....	.....	L	
8	10	0	.....	Fr.-Cu.	0	Cloud on N. horizon. Gusty, moderate wind.
8	12	0	.....	Fr.-Cu., Cu.	0	Cloud on N. horizon. Gusty, moderate wind.
8	14	0	.....	Cu.	0	Cloud on N. horizon.
8	16	0	.....	Cu.	0	Cloud on N. horizon. Very light breeze.
8	18	0	.....	Cu.	0	Cloud on N. horizon.
8	20	0	.....	Cu.	0	Cloud on N. horizon. Wind rising.
8	24	1	Cl.	.....	L	Strong gale again. Cl. trend E.-W.
9	1	...	.....	.....	L	Drift increasing.
9	3	...	.....	.....	L	
9	5	1	Cl.	.....	M	Cl. in W. Drift intermittent.
9	6	5	Cl.	.....	M	Cl. over whole sky. Drift intermittent.
9	10	5	Cl.	.....	L	Cl. radiant N.W.-S.E.
9	11	...	.....	.....	...	Wind moderating. Solar halo.
9	12	0	.....	.....	L	Sky hazy.
9	16	5	Cl.-St.	.....	0	Cl.-St. radiant, trend N.-S. Also E.-W. striations in upper regions.
9	18	1	Cl.-St.	.....	0	Cl.-St. in N. to N.W.
9	20	3	Cl.	St.-Cu.	...	Cl. in W., trend N.W.-S.E. St.-Cu. on N.W. horizon.
9	21	5	Cl.	St.-Cu.	...	Cl. in W., trend N.W.-S.E. St.-Cu. on N.W. horizon.
9	22	5	Cl.	St.-Cu.	...	Cl. in W., trend N.W.-S.E. St.-Cu. on N.W. horizon.
9	23	5	Cl.	St.-Cu.	...	Cl. in W., trend N.W.-S.E. St.-Cu. on N.W. horizon.
9	24	5	Cl.	St.-Cu.	0	Cl. in W., trend N.W.-S.E. Clear N.W. to N. Cloudy day with 50-mile wind.
10	1	5	Cl.-St.	.....	...	Clear to S. Wind moderating.
10	3	4	Cl.	.....	...	
10	4	3	Cl., Cl.-St. ...	.....	...	
10	5	1	Cl.	St.	...	St. on N. horizon. Cl. in Z.
10	6	1	Cl.	St.	0	St. on N. horizon. Cl. from Z. to N.W.
10	7	0	.....	St.	...	St. on horizon N. to N.E.
10	10	0	.....	St.	...	St. on horizon N. to N.E.
10	11	...	.....	.....	...	Calms and gusts.
10	12	0	Cl.-St.	.....	0	Fresh wind only.
10	16	0	.....	Cu.	...	Cu. on N. horizon.
10	18	0	Cl.-St.	.....	...	Cl.-St. in N.
10	20	...	.....	.....	...	Dead calm.
10	21	0	.....	.....	...	Calm, N. airs.
10	24	0	.....	.....	0	Gale again blowing. Sunny, calm day.
11	2	0	Cl.	.....	...	Cl. in N.W.
11	4	2	Cl.	.....	...	Cl. radiant from N.W.
11	6	5	Cl.-Cu.	.....	0	Cl.-Cu. trend N.W.-S.E., over whole sky.
11	8	8	.....	A.-St.	...	Cloud dense and lower.
11	10	10	.....	Nb.	0	
11	12	10	.....	Nb.	0	
11	14	10	.....	Nb.	...	Snow falling to W.
11	14·55	10	.....	Nb.	...	Light snowfall commenced.
11	16	10	.....	Nb.	M	
11	18	10	.....	Nb.	D	Blizzard.
11	20	10	.....	Nb.	D	Blizzard.
11	24	10	.....	Nb.	D	Blizzard. Clearing in S.
12	2	...	.....	.....	M	Sky obscured, but clearing.
12	4	...	.....	.....	M	Drift moderating. Sky appears overcast.
12	6	...	.....	.....	L	Sky appears overcast.
12	8	0	.....	St.	0	St. on N.E. horizon.
12	10	8	.....	Nb., A.-St....	0	Nb. in N., A.-St. in S. Solar halo.
12	12	10	.....	Nb.	0	
12	14	10	.....	Nb.	...	
12	16	10	.....	Nb.	...	
12	18	10	.....	Nb.	0	

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
NOVEMBER, 1912—(*continued*).						
12	20	10	.....	Nb.	0	Snow falling on W. Cape.
12	22	10	.....	Nb.	M	
12	24	10	.....	Nb.	M	Gusty wind. Blizzard.
13	3	10	.....	Nb.	M	
13	6	5	.....	Nb., Fr.-Cu.	L	Nb. in N., Fr.-Cu. over rest of sky. Dense clouds of drift. Wind falling since midnight.
13	8	10	.....	Nb.	L	
13	10	10	.....	Nb.	L	
13	12	10	.....	Nb.	0	Light winds.
13	13	...	.....	.....	...	Northerly breezes.
13	14.30	5	Cl.	.....	0	Scattered Cl. Calm and sunny.
13	18	0	.....	.....	0	Calm.
13	20	7	Cl.	.....	0	Thin haze of cloud.
13	21	7	Cl.	.....	...	Cl. trend N.W.-S.E.
13	23	...	.....	.....	L	Wind rising.
13	24	10	.....	Nb.	L	Gale again blowing.
14	2	...	.....	.....	M	Sky obscured.
14	4	...	.....	.....	D	Sky obscured.
14	6	5	Cl.	.....	M	
14	12	4	Cl., N.W. ...	.....	L	Cl. in N. Intermittent drift.
14	16	4	Cl., N.W. ...	.....	...	Radiant N.W.-S.E.
14	18	4	Cl., N.W. ...	.....	0	Radiant N.W.-S.E.
14	20	4	Cl.	St.	...	Very marked radiant N.W.-S.E. St. on N. horizon.
14	22	5	Cl.	A.-St.	...	Cl. in S. A.-St. in N.
14	24	10	.....	A.-St., St. ...	L	Wind in terrific gusts and lulls, with intermittent drift.
15	2	8	.....	A.-St.	...	Trend of cloud N.W.-S.E.
15	4	6	Cl.	.....	...	Cl. over whole sky.
15	6	6	Cl.	.....	0	Cl. over whole sky.
15	8	5	Cl.	.....	...	Cl., trend N.—S.
15	10	5	Cl.	.....	...	Radiant from N.
15	12	5	Cl.	.....	0	Radiant from N.
15	14	2	Cl.	.....	...	Cl. in N. only.
15	16	1	Cl.	.....	...	Cl. in N. only.
15	18	0	.....	.....	0	
15	20	0	.....	.....	0	
15	22	0	.....	.....		
15	24	0	.....	Cu.	0	Cu. on N. horizon. Hurricane all day. Sunny afternoon.
16	3	0	.....	.....	...	
16	6	0	.....	Cu.	0	Cu. on N. horizon.
16	8	0	.....	.....	...	
16	10	0	.....	.....	0	Calm.
16	12	1	Cl.	.....	0	Cl. in N. S. wind.
16	14	1	Cl., Cl.-Cu....	.....	0	Cl. radiant from N.N.W. Cl.-Cu. in N.E. Calm.
16	16	1	Cl.	.....	...	Cl. in N.N.E.
16	18	4	Cl.	St.	0	St. on N. horizon. Cl. scattered over sky. Calm. Solar corona.
16	20	4	Cl.	.....	0	
16	22	5	Cl.	Cu.-Nb.	...	Cu.-Nb. rising in N. Cl. scattered.
16	24	10	.....	Nb.	0	Calm. Very dark night. A calm afternoon.
17	2	10	.....	Nb.	...	
17	4	10	.....	Nb.	...	Snowing at sea.
17	6	10	.....	Nb.	0	Light snowfall.
17	8	10	.....	Nb.	0	Snowfall.
17	10	10	.....	Nb.	0	Snowfall ceased.
17	12	10	.....	Nb.	0	Light wind.
17	14	10	.....	Nb.	...	
17	16	6	.....	Fr.-Cu.	...	Light E. wind. Snowing to W.
17	18	6	.....	Fr.-Cu., N.W., Nb.	0	Nb. to N.E.
17	20	6	.....	Fr.-Cu., N.W., Nb.	...	Nb. to N.E.
17	22	10	.....	Nb.	...	
17	24	10	.....	Nb., St.-Cu.	0	Light winds only all day.
18	2	10	.....	.....	...	
18	4	10	.....	.....	...	
18	6	4	.....	St.-Cu., Fr.-Cu.	0	Bright sunshine.
18	8	0	Cl.	.....	...	Cl. in N.E.
18	10	0	.....	A.-Cu.	0	A.-Cu. in N.
18	12	0	Cl.-St.	.....	0	Calm, N. airs, sunny. Cl.-St. in N.
18	14	9	.....	Cu., Nb.....	...	Nb. on N. horizon. N.W. breeze, variable.
NOVEMBER, 1912—(*continued*).						
18	16	10	.....	Cu.	...	N. breezes.
18	18	8	Cl.-Cu.	.....	0	Dead calm.
18	20	5	Cl.-St.	.....	...	Radiant from N.W.
18	22	...	.....	.....	...	Wind rising.
18	23	4	.....	A.-Cu., St....	...	St. on N. horizon. A.-Cu. in S.
18	24	9	.....	A.-Cu., Cu...	0	Cu. on N. horizon. Southerly breezes. A calm day, dull.
19	3	3	Cl.-St.	.....	...	
19	6	2	Cl.-St.	.....	0	Calms and gusts.
19	8	...	.....	.....	...	Solar halo.
19	10	1	Cl.	Cu.	...	Cu. in N. Cl. in Z.
19	12	5	Cl.	.....	0	Cl. over whole sky.
19	14	0	.....	.....	...	
19	16	0	Cl.	.....	...	
19	18	0	.....	.....	0	
19	22	0	.....	.....	...	
19	24	0	.....	.....	0	A calm day, sunny.
20	2	0	.....	.....	0	
20	4	0	.....	.....	0	
20	6	0	.....	.....	0	
20	8	0	.....	.....	0	
20	10	2	.....	A.-St., W. ...	0	
20	12	1	.....	St.	0	Wind risen to 40 m.p.h.
20	14	0	.....	St.	0	Light wind, S. to W., veering.
20	16	1	.....	Cu., St.	0	Cloud on N. horizon.
20	18	0	.....	Cu.	0	Cloud on N. horizon.
20	20	0	Cl.-St.	.....	0	Cloud on N. horizon.
20	22	1	Cl.-St.	.....	0	Cloud on N. horizon.
20	24	4	.....	St.-Cu.	0	St.-Cu. rising from N. Wind rising since 2 p.m., now 50 m.p.h. Sunny day.
21	2	7	.....	A.-Cu., W., St.-Cu.	...	
21	4	1	Cl.	St.-Cu.	...	
21	6	1	.....	St.-Cu.	0	St.-Cu. on N. horizon.
21	8	1	.....	A.-Cu., St.-Cu.	...	Cloud in N.
21	10	0	.....	.....	...	
21	12	0	.....	.....	...	Clear, sunny weather.
21	14	0	.....	.....	...	
21	16	0	.....	.....	...	
21	18	0	Cl.	.....	0	
21	20	0	.....	.....	0	
21	22	0	.....	.....	0	
21	24	0	.....	.....	0	Comparatively calm day. Wind rising at night.
22	2	0	.....	.....	...	
22	4	0	.....	Cu.	0	Cu. on N. horizon.
22	6	1	.....	Cu., St.	0	Cloud to N.
22	8	0	.....	.....	...	
22	10	0	.....	Cu.	...	Cu. in S.W. Calm. Puffs from N.E.
22	12	0	.....	A.-Cu., N.	0	Calm. Breezes from E.N.E. Sunny.
22	14	0	Cl.	.....	...	Cl. forming in z.
22	16	5	Cl.	.....	...	
22	18	0	Cl.-Cu.	.....	0	Calm afternoon. Wind now rising.
22	19	0	Cl.-Cu.	.....	...	
22	22	0	.....	.....	...	
22	24	0	.....	.....	0	Strong gale.
23	2	0	.....	.....	...	
23	4	0	Cl.	.....	...	Cl. in S.W.
23	6	0	.....	.....	0	
23	8	0	.....	.....	...	
23	10	0	.....	Cu.	...	Cu. on N. horizon.
23	12	0	.....	.....	0	Hurricane.
23	14·30	0	.....	Cu.	0	Wind moderating.
23	16	0	.....	.....	...	Perfectly clear.
23	18	0	Cl.-St.	.....	0	Cl.-St. in S.
23	19·45	5	Cl., Cl.-Cu.	A.-Cu., E. ...	...	Cl. in N., trend E.W. Cl.-Cu. in S. A.-Cu. in Z.
23	20·15	8	.....	A.-Cu.	...	Wind falling.
23	20·50	...	.....	.....	...	Calm. N. breezes.
23	22	7	Cl.	A.-Cu., St., Cu.	...	Cl. radiant in W., A.-Cu. over most of sky, St. and Cu. on N. horizon. Gale from S.E.
23	24	4	.....	A.-Cu., Cu.	0	Blowing a gale.
24	2	7	.....	St.-Cu., E.b.S., St.	...	St. in N. on horizon.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
NOVEMBER, 1912—(*continued*).						
24	6	7	.....	A.-Cu., St.-Cu.	0	Gusty wind. St.-Cu. in N.
24	8	6	.....	A.-Cu., St.-Cu.	...	A.-Cu. over whole sky.
24	10	9	.....	A.-St.	...	
24	12	10	.....	A.-St.	0	Striations E.-W. Sun gleaming. Solar halo.
24	14	5	Cl.	.....	0	Sunshine.
24	16	1	Cl.	.....	...	
24	18	5	Cl.	St.	0	St. band in W. horizon.
24	20	1	Cl.	.....	...	
24	24	9	.....	A.-St., Cu....	0	A.-St. over most of sky, E.-W trend. Gale.
25	2	8	.....	A.-St.	...	Cloud trend E.-W.
25	4	6	.....	A.-Cu., Nb.	...	Nb. on N. horizon.
25	6	6	.....	A.-Cu.	0	
25	8	7	.....	A.-Cu., St.	...	St. on N. horizon.
25	10	7	.....	A.-Cu., N.W.	0	
25	12	7	.....	A.-Cu.	0	Wind falling.
25	14	7	.....	A.-Cu., Nb.	...	Nb. in N.
25	16	8	.....	A.-Cu.	0	Calm.
25	18	10	.....	A.-St.	0	Calm. Foggy at sea.
25	20·40	...	.....	.....	...	Wind rising, gusty.
25	22	8	.....	A.-Cu.	...	Wind dropped again to 10 miles per hour.
25	24	10	.....	A.-St.	...	Light winds.
26	2	7	.....	Nb., A.-St.	0	Nb. in N., A.-St. in S. with E.-W. trend.
26	4	10	.....	Nb.	...	
26	6	10	.....	Nb.	0	
26	8	7	.....	A.-Cu., N.W.	...	
26	10	7	.....	A.-Cu., N.W.	0	Wind falling.
26	12	10	.....	Nb.	0	Calm.
26	14	10	.....	Nb.	...	Calm. S. airs. Ice breaking out of Boat Harbour.
26	16	8	.....	Nb., Cu.....	...	Nb. to N., Cu. to S. Northerly breezes.
26	18	5	Cl.	A.-Cu., N....	0	A.-Cu. in N., Cl. in S. Northerly breezes.
26	20	7	.....	A.-Cu.	...	
26	22	5	Cl.	Fr.-Cu.	...	Fr.-Cu. on N. horizon. Cl. radiating from W.N.W.
26	24	1	Cl.-St.	Cu.	0	Cloud on N. horizon. Calm.
27	2	0	.....	.....	...	Cloud bank on N. horizon.
27	4	0	.....	.....	0	
27	6	0	.....	.....	0	
27	8	0	.....	.....	...	
27	10	0	Cl.-St.	.....	...	Cl.-St. low in N.
27	12	0	Cl.	.....	0	Strong wind. Bright sun. Sky an intense blue.
27	14	0	.....	.....	...	
27	16	0	.....	.....	...	
27	18	0	Cl.-St.	.....	0	Cl.-St. in N.
27	20	1	Cl.	.....	...	
27	22	0	.....	.....	...	Hazy to N.
27	24	1	.....	St.	0	St. to S. Clear day, strong gale.
28	2	10	.....	A.-St.	...	
28	4	10	.....	A.-St., St. ...	...	St. on N. horizon.
28	6	5	.....	A.-St.	...	Clear in S.
28	8	10	.....	Nb.	...	
28	10	10	.....	Nb.	L	Drift commenced.
28	12	10	.....	Nb.	M	
28	14	10	.....	Nb.	M	Wind fell to 20 miles per hour. Snow falling.
28	16	10	.....	Nb.	...	Snow falling.
28	18	10	.....	Nb.	L	
28	20	10	.....	Nb.	L	Drift ceasing.
28	22	10	.....	Nb.	L	"Whalebacks" in N. Gusty wind.
28	23	10	.....	Nb.	0	Drift ceased.
28	24	10	.....	Nb., W.N.W.	0	Gusty wind, 30 miles per hour.
29	2	8	.....	A.-Cu., Nb.	0	A.-Cu. to S.
29	4	10	.....	A.-St.	...	Lightly overcast.
29	6	0	.....	.....	0	Cloud bank on N. horizon.
29	8	0	.....	.....	...	
29	10	0	Cl.-St.	.....	0	Cl.-St. on N. horizon.
29	12	1	Cl.-St.	.....	0	Cl.-St. on N. horizon. Bright sunshine, gale.
29	14	5	Cl.,E. Cl.-St.	.....	0	Cl. radiant E.-W. Cl.-St. on N. horizon.
NOVEMBER, 1912—(*continued*).						
29	16	2	Cl., Cl.-St.	.....	0	Cl. in S., Cl.-St. in N.
29	18	0	.....	.....	0	
29	21	0	.....	.....	...	Cloud bank on N. horizon.
29	24	1	Cl.-Cu.	St.-Cu.	0	Cloud bank on N. horizon. Cl.-Cu. in E. Hurricane.
30	3·30	0	Cl.	.....	...	Cl. low in N.
30	4	1	Cl.	.....	...	Cl. extending.
30	6	4	Cl.-St.	.....	...	Cl.-St. trend N.W.-S.E. Clear to S.
30	8	0	.....	.....	...	
30	10	0	Cl.-St.	.....	0	Cl.-St. on N. horizon. Bright sunshine.
30	12	2	Cl., W.	.....	0	
30	14	0	Cl.-St.	.....	0	Cl.-St. on N. horizon only.
30	16	2	Cl.-St.	.....	...	Radiant W.b.N.-E.b.S.
30	18	10	Cl.-St.	.....	...	Radiant W.b.N.-E.b.S.
30	20	10	Cl.-St.	.....	...	Radiant W.b.N.-E.b.S.
30	22	10	.....	A.-St.	...	Cloud denser and lower.
30	24	10	.....	A.-St.	...	Hurricane. Bright weather, strong winds.
DECEMBER, 1912.						
1	2	10	.....	Nb.	...	
1	4	10	.....	Nb.	...	
1	6	8	.....	A.-Cu., Nb.	0	Nb. to N.
1	8	10	.....	Nb.	...	
1	10	10	.....	A.-St., Nb.	0	A.-St. veil in S.
1	12	10	.....	A.-St., Nb.	0	Sun gleaming.
1	14	10	.....	A.-St.	...	Radiant W.N.W.-E.S.E. Dense in N.
1	16	10	.....	A.-St.	...	Radiant W.N.W.-E.S.E.
1	18	6	Cl.-Cu., N., Cl.-St.	.....	0	
1	20	7	Cl.-Cu.	A.-Cu., St.-Cu.	...	St.-Cu. on N. horizon. A.-Cu. radiant W.N.W.-E.S.E.
1	22	8	Cl.-Cu. ...	A.-Cu.	...	A.-Cu. over most of sky. Cl.-Cu. on S. horizon.
1	24	8	Cl.-St.	A.-Cu.	0	Cl.-St. on N. horizon. Dull day with strong wind and no drift.
2	2	10	.....	A.-St.	...	
2	4	2	.....	A.-Cu., N.W., St.	...	St. on N. horizon.
2	6	2	Cl.-Cu.	St.	0	Cl.-Cu. trend E.-W.
2	8	5	Cl.-Cu.	.....	...	Cl.-Cu. over whole sky.
2	10	8	.....	A.-Cu., S.W.	...	Sun gleaming.
2	12	4	.....	A.-Cu., S.W.	0	A.-Cu. evaporating in Z. Bright sun. Wind falling.
2	13	...	.....	.....	...	Almost calm. Light E. and N.E. airs
2	14	1	.....	A.-Cu.	0	A.-Cu. on N. horizon. Northerly breezes.
2	16	1	Cl.	A.-Cu.	...	Cl. in S.E. Calm. Northerly airs.
2	18	1	Cl., Cl.-St.	A.-Cu.	0	Cl. and Cl.-St. on S. horizon. A.-Cu. on N. horizon. Calm northerly airs. Bright sunshine. Sea swell from N., unusual.
2	20	0	.....	.....	...	Northerly airs.
2	22	0	Cl.	.....	...	Cl. in W.
2	24	0	.....	.....	0	Varying breezes at hut, often different from direction on hill where anemograph is. Calm afternoon.
3	2	0	.....	.....	...	Wind gusty from S.
3	4	0	.....	.....	...	Strong southerly.
3	6	0	.....	.....	0	
3	8	0	.....	.....	0	Bright sunshine.
3	10	0	.....	Cu., Fr.-Cu.	...	Cu. on N. horizon. Fr.-Cu. in S.W.
3	12	1	Cl.	.....	0	Bright and sunny, almost calm.
3	14	0	.....	.....	...	Calm, airs from S. to S.S.W.
3	16	0	.....	.....	...	Calm. W. breezes.
3	18	0	.....	.....	...	Calm. S. to S.W. breezes.
3	20	0	.....	.....	...	Sunshine. Light southerly wind.
3	22	0	.....	.....	...	Steady southerly, increasing.
3	24	0	.....	.....	0	Strong S. wind. A practically calm day.
4	4	0	.....	Fr.-Cu. ...	...	Fr.-Cu. on N. horizon.
4	6	0	.....	Fr.-Cu.	0	Fr.-Cu. on N. horizon.
4	8	0	.....	.....	...	Wind falling.
4	10	1	.....	Fr.-Cu.	...	Fr.-Cu. on N. horizon.
4	12	1	.....	Fr.-Cu.	0	Fr.-Cu. on N. horizon. Calm, airs S.E. to E.S.E.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift. Snow.	Remarks.
DECEMBER, 1912—(*continued*).						
4	14	1	.....	Fr.-Cu.	...	Fr.-Cu. on N. horizon. Calm. E. breezes.
4	16	0	.....	Cu.	...	Calm. Light N. breezes.
4	18	0	.....	Fr.-Cu.	0	Cloud on N. horizon. Occasional N. breezes.
4	20	0	.....	Fr.-Cu.	0	Calm.
4	22	1	.....	Cu.	0	Cu. round horizon. Breezes S. to S.S.W.
4	23·20	...	.....	.....	...	Wind freshening from S.S.E.
4	24	5	.....	Cu., W.	0	Strong southerly wind. Another fine, sunny day.
5	2	1	.....	St.-Cu.	...	St.-Cu. on N. horizon. Light southerly wind.
5	4	1	.....	Cu.	...	Cu. on N. horizon. Northerly breezes.
5	6	0	.....	.....	0	Wind returned to S.
5	8	0	.....	Fr.-Cu.	...	Cloud in N.W.
5	10	0	.....	Fr.-Cu.	...	Cloud in N.W.
5	12	0	.....	Fr.-Cu.	0	Cloud in N.W.
5	14	0	.....	Cu.	...	Cu. in N.E.
5	16	1	Cl.	.....	...	Cl. in S.W.
5	18	1	.....	Cu., Fr.-Cu.	0	Cloud on N. horizon.
5	20	3	.....	Cu., S.E., Fr.-Cu.	...	Light N.N.E. wind. Heavy N. swell breaking out ice in Boat Harbour.
5	22	1	.....	Cu., Fr.-Cu.	...	
5	24	1	.....	Cu., Fr.-Cu.	0	Cloud on N. horizon. Breezes S.W. to S.S.W. Ice all gone from Boat Harbour. Another good day.
6	2	1	.....	Fr.-Cu.	...	Cloud on N. horizon. Wind risen to 45 miles per hour.
6	4	1	.....	Fr.-Cu.	...	Cloud on N. horizon.
6	6	1	.....	Fr.-Cu.	0	Cloud on N. horizon.
6	8	5	.....	Cu.-Nb., E.	...	Cloud in N. sky.
6	9·15	...	.....	.....	...	Light snowfall for a few minutes.
6	10	2	Cl.	Cu.-Nb.	...	Cl. near S. horizon. Cu.-Nb. round N. horizon.
6	12	6	.....	Cu.-Nb., Fr.-Cu.	...	Sun leaming.
6	14	9	.....	Cu.-Nb., E.	...	Cloud moving rapidly from E.
6	16	10	.....	Cu.-Nb.	...	
6	17·05	...	.....	.....	...	Light snowfall commenced.
6	18	10	.....	Nb.	M	Snow falling. Wind gusty.
6	20	10	.....	Nb.	M	
6	20·25	...	.....	.....	L	Wind gusty, drift intermittant.
6	22	10	.....	Nb.	M	
6	24	10	.....	Nb.	M	Blizzard all the evening.
7	2	10	.....	Nb.	M	Snow probably falling.
7	4	10	.....	Nb.	M	Snow probably falling.
7	6	10	.....	Nb.	D	Wind gusty.
7	8	10	.....	Nb.	M	Blizzard abating.
7	10	10	.....	Nb.	L	
7	11·15	...	.....	.....	0	Drift ceased.
7	11·30	...	.....	.....	L	Drift started again.
7	12	10	.....	Nb.	M	
7	14	10	.....	Nb.	0	
7	16	10	.....	Nb.	0	
7	18	10	.....	Nb.	0	
7	20	9	.....	Nb.	...	Clear to S.E.
7	20·45	10	.....	Nb.	L	Snow falling.
7	22	10	.....	Nb.	...	Snowing lightly.
7	24	10	.....	Nb.	0	Very light snowfall, light wind.
8	2	10	.....	A.-St., Fr.-Cu.	...	A.-St. trend N.E.-S.W. Scud in N. Wind light.
8	4	10	.....	A.-St., Nb.	...	Nb. on N. horizon. Almost calm.
8	6	9	.....	Nb.	0	Clear in S. horizon.
8	8	10	.....	Nb.	0	
8	9·35	...	.....	.....	...	Heavy fall of "sago" snow commenced.
8	10	10	.....	Nb.	L	Light snowfall. Gusty wind veering E.-S.
8	10·20	...	.....	.....	...	Snowfall ceased.
8	12	10	.....	Nb.	0	Almost calm.
8	14	10	.....	Nb.	0	
8	16	10	.....	Nb.	0	
8	18	10	.....	Nb., E.	...	Light snowfall commenced.
8	18·45	...	.....	.....	...	Snowfall ceased.
8	20	10	.....	Nb.	...	Wind E., light.
8	20·45	...	.....	.....	...	Wind returned to S.S.E.
DECEMBER, 1912—(*continued*).						
8	22	10	.....	Nb., E.	L	Light snowfall. Gusty wind rising.
8	24	10	.....	Nb.	L	Strong wind. Dull day, with snow and light winds.
9	2	10	.....	Nb.	L	Wind rising.
9	4	10	.....	Nb.	M	
9	6	10	.....	Nb.	L	
9	8	10	.....	Nb.	L	
9	10	10	.....	Nb.	0	
9	12	10	.....	Nb., E.	0	
9	14	10	.....	Nb.	0	Snowfall for ½ hour.
9	16	10	.....	Nb.	...	Wind again rising.
9	16·30	...	.....	.....	...	Few minutes of light snowfall.
9	18	10	.....	Nb.	0	Clearing in N.E.
9	19·30	...	.....	.....	...	
9	20	7	.....	A.-Cu., E.; Nb.	0	
9	22	2	Cl.	Nb.	...	Nb. round horizon; Cl. in zenith.
9	24	5	Cl.-St.	.....	0	Cl.-St. bands trend E.-W. Strong wind.
10	2	7	Cl.	A.-Cu., Cu.	...	Cl. trend E.-W. A.-Cu. and Cu. on horizon.
10	4	6	.....	A.-Cu., Cu.	...	Sky covered A.-Cu. Cu. on N. horizon.
10	6	2	.....	A.-Cu., Cu.	0	
10	8	5	Cl.	A.-Cu., Cu.	...	Scattered Cl. over sky. A.-Cu. in N.W. Cu. on N. horizon. Su. shine.
10	10	4	Cl.	A.-Cu., Cu.	...	Cl. clearing.
10	12	6	Cl.	St.-Cu.	0	Cl. trend N.W.-S.E. St.-Cu. on N. horizon.
10	14	5	Cl., W.; Cl.-St.	A.-Cu.	...	A.-Cu. on N. horizon. Solar halo.
10	16	5	Cl., W.; Cl.-St.	A.-Cu.	...	A.-Cu. on N. horizon.
10	18	3	Cl.-St., Cl.	St.-Cu.	0	St.-Cu. on N. horizon.
10	20	4	Cl., E.	St.-Cu., E.	...	St.-Cu. on N. horizon.
10	22	3	Cl., E.	St.-Cu.	...	St.-Cu. on N. horizon.
10	24	5	Cl., Cl.-St.	Cu.	0	Clear day, with strong winds.
11	2	2	Cl.	A.-St.	...	A.-St. in N.
11	4	3	Cl.	Cu.	...	Wind falling. Sunshine.
11	6	3	Cl.	Cu.	0	Cu. on N. horizon.
11	8	3	Cl.	Cu.	...	Cu. on N. horizon. Wind veering E., N.E.-E.S.E.
11	10	5	Cl.-Cu., Cl.	Cu.	...	Cu. on N. horizon. Wind rising again.
11	12	3	Cl.-Cu., Cl.	Cu.	0	Cu. on N. horizon. Cl. and Cl.-Cu. in S. only. Bright sun.
11	14	0	Cl.	A.-Cu.	...	Almost clear.
11	14·30	...	.....	.....	...	Calm. Light E. airs.
11	16	1	.....	A.-Cu.	...	A.-Cu. on N. horizon. Calm. Breezes W.N.W. to N.W.
11	18	0	.....	A.-Cu.	0	Calm. Airs W. to N.W.
11	20	0	.....	A.-Cu.	...	A.-Cu. on N. horizon.
11	20·45	...	.....	.....	...	Light breezes N. to E.
11	21·15	...	.....	.....	...	Wind freshening from S.E.
11	22	0	.....	A.-Cu.	...	A.-Cu. on N. horizon.
11	23·20	...	.....	.....	...	Strong S. by E. wind set in.
11	24	0	.....	Cu.	0	Cu. on N. horizon. Strong gale.
12	2	0	.....	.....	...	
12	4	1	.....	A.-Cu.	...	A.-Cu. trend N.W.-S.E. across Z.
12	6	1	Cl., Cl.-St.	St.-Cu.	0	Cloud on N. horizon.
12	8	3	.....	A.-Cu., St.-Cu.	...	Cloud on N. horizon.
12	8·30	7	.....	A.-Cu., E.	...	
12	10	9	.....	A.-Cu., E. ...	...	Light Southerly wind.
12	12	9	.....	A.-Cu., E. ...	0	Calm. Breezes N.W.
12	13·10	3	.....	A.-Cu.	...	A.-Cu. in N., clearing.
12	14	3	.....	A.-Cu.	...	
12	16	4	Cl., N.	A.-Cu.	...	Breezes N.N.E. Cl. trend N.-S. Sun gleaming.
12	18	6	Cl., N.	A.-St., St.-Cu.	0	Almost calm. N. airs.
12	20	7	Cl., E.	A.-St., A.-Cu.	...	Cl. radiant E.-W., dense. A.-St. and A.-Cu. in N. Breezes S.E. to E.S.E. Solar halo.
12	20·30	...	.....	.....	...	S.S.E. wind again started.
12	21	9	.....	A.-Cu., N.	...	A.-Cu. moving rapidly.
12	22	10	.....	A.-Cu., Cu.	...	Cu. on N. horizon.
12	24	10	.....	A.-Cu.	0	
13	2	10	.....	Nb.	...	
13	4	10	.....	Nb.	...	

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date.		Cloud.			Drift Snow.	Remarks.
Day.	Hour.	Amount.	Type and Movement. Upper.	Type and Movement. Lower.		
DECEMBER, 1912—(*continued*).						
13	5·30	...	.....	.....	...	Snowfall commenced.
13	6	10	.....	Nb.	...	Heavy snowfall.
13	8	10	.....	Nb.	...	Heavy snowfall.
13	10	10	.....	Nb.	D	Heavy snowfall.
13	12	10	.....	Nb.	M	Snowfall ceased.
13	14	10	.....	Nb.	M	
13	16	10	.....	Nb.	M	
13	18	10	.....	Nb.	L	
13	20	10	.....	Nb.	L	
13	21·30	10	Cl.-St.	Nb., S.E. ...	L	Cl.-St. in W. No snow falling.
13	22	10	.....	Nb., S.E. ...	0	Drift ceased.
13	23·30	...	.....	.....	L	
13	24	6	.....	A.-Cu., Cu.	L	Blizzard, with 50-mile wind to-day, now moderating.
14	2	1	Cl.	.....	M	
14	4	1	Cl.	Fr.-Cu.	M	Cloud in N.
14	8	0	Cl.	Cu.	L	Cu. on N. horizon. Gusty wind.
14	10	0	Cl.	Cu.	0	Calm. Breezes N.E. to S.E.
14	12	0	Cl.	Cu.	0	Cu. on N. horizon, Cl. on S. Calm. Breezes N.W.
14	14	0	.....	Cu.	...	Cu. on N. horizon. Calm. Airs N.W.
14	16	3	.....	Fr.-Cu., S.E.	...	Cloud in S., evaporates as it reaches Z. Calm, N.W. airs.
14	18	3	.....	Fr.-Cu., S.E.	0	Calm, N.W. breezes.
14	20	0	.....	Fr.-Cu.	...	Calm.
14	22	0	.....	Cu.	...	Cu. on N. horizon. Calm. E. airs.
14	24	0	.....	Cu.	0	Cu. on N. horizon. Light S. wind.
15	2	1	Cl.	Cu.	...	Cu. on N. horizon. Cl. in S.
15	4	0	.....	Cu.	...	Cu. on N. horizon.
15	6	1	Cl.-St.	Cu.	0	Cu. on N. horizon. Cl.-St. in W.
15	8	1	Cl.	Cu.	...	Cu. on N. horizon. Light southerly.
15	10	1	.....	St.-Cu.	...	St.-Cu. on N. horizon. Calm. Airs from E. to S.E.
15	12	1	.....	St.-Cu.	0	St.-Cu. on N. horizon. Light S. wind. Bright sunny day.
15	14	0	.....	St.-Cu.	...	St.-Cu. on N. horizon. Calm. Occasional N. airs.
15	16	0	.....	St.-Cu.	...	St.-Cu. on N. horizon. Calm.
15	18	0	.....	St.-Cu	0	St.-Cu. on N. horizon. Calm. Occasional airs E. to E.N.E.
15	20	0	.....	St.-Cu.	0	St.-Cu. on N. horizon. Calm. Occasional airs E. to E.N.E.
15	22	0	.....	St.-Cu.	...	St.-Cu. on N. horizon. Light S. wind again.
15	24	0	.....	St.-Cu.	0	St.-Cu. on N. horizon. Light S. wind.
16	2	0	.....	.....	...	Cloud bank on N. horizon. S. wind rising.
16	4	0	.....	.....	...	Cloud bank on N. horizon. S. wind rising.
16	6	0	.....	.....	0	Perfectly clear.
16	8	0	.....	.....	...	Light, gusty S. wind.
16	10	0	.....	.....	...	Airs from S.E. to E.
16	12	1	.....	Cu.	0	Cu. on N. horizon. Calm. E. airs.
16	14	1	Cl.-Cu.	Fr.-Cu.	...	
16	14·25	2	Cl.-Cu.	.....	...	Cl.-Cu. trend N.W.-S.E., extending.
16	15·25	...	.....	.....	...	Cl.-Cu. rapidly evaporating in Z.
16	16	0	.....	Fr.-Cu.	...	Fr.-Cu. on N. horizon. Calm. Occasional N. breezes.
16	18	0	.....	Fr.-Cu.	0	Fr.-Cu. on N. horizon. Calm. Occasional N. breezes. Sunshine.
16	20	1	.....	Fr.-Cu.	...	Calm. Occasional E.S.E. airs.
16	22	0	.....	Cu.	...	Cu. on N. horizon.
16	24	1	Cl.	Cu., Fr.-Cu.	0	Cu. on N. horizon. Fine calm day.
17	2	1	.....	Cu., Fr.-Cu.	...	Cu. on N. horizon. S. wind.
17	4	1	Cl.	Cu.	...	Cu. on N. horizon.
17	6	1	.....	Fr.-Cu., E.; Cu.	0	Cu. on N horizon. Fr.-Cu. scattered over sky.
17	8	1	.....	Fr.-Cu., E.; Cu.	...	
17	10	1	Cl.	Fr.-Cu.	...	
17	12	1	Cl.	Fr.-Cu., Cu.	...	Fr.-Cu. and Cu. on N. horizon. Cl. in S. Light southerly wind.
17	14	1	Cl.	Fr.-Cu.	...	Light southerly wind.
17	16	1	Cl.	St.-Cu.	...	
17	18	0	.....	St.-Cu.	...	St.-Cu. on N. horizon. Calm.
DECEMBER, 1912—(*continued*).						
17	20	0	.....	St.-Cu.	...	St.-Cu. on N. horizon. Calm.
17	22	0	.....	St.-Cu.	...	St.-Cu. on N. horizon. Calm. Breezes S.S.W.
17	22·15	...	.....	.....	...	S. wind rising.
17	24	0	Cl.	St.-Cu.	0	St.-Cu. on N. horizon. Wind rising, gale.
18	2	1	Cl.	St.-Cu.	...	
18	4	0	.....	St.-Cu.	...	St.-Cu. on N. horizon.
18	6	0	.....	.....	0	Cloud bank on N. horizon.
18	8	0	.....	.....	...	
18	10	0	.....	.....	...	Wind falling again.
18	12	0	.....	St.-Cu., Fr.-Cu.	0	Cloud on N. horizon. Light S. wind.
18	14	1	.....	Fr.-Cu.	...	Cloud in N. and N.W. Light wind, veering S. to E.
18	16	1	.....	Fr.-Cu.	...	Light E. wind.
18	18	1	.....	Fr.-Cu.	0	Cloud in N. horizon.
18	20	0	.....	Fr.-Cu.	...	
18	22	0	.....	Fr.-Cu.	...	Wind again S., about 25 m.p.h.
18	24	0	.....	Fr.-Cu.	0	A fine, sunny, and calm day.
19	2	0	.....	.....	...	Perfectly clear. Strong S. wind.
19	4	0	.....	.....	...	
19	6	0	.....	.....	0	
19	8	0	.....	Cu.	...	Patches Cu. on N. horizon.
19	10	0	.....	Fr.-Cu.	...	Fr.-Cu. over sea to N. Strong S. wind.
19	12	0	.....	Fr.-Cu.	0	Fr.-Cu. over sea to N. Wind abating.
19	14	0	.....	Fr.-Cu.	...	Fr.-Cu. over sea to N.
19	16	0	.....	Fr.-Cu.	...	Fr.-Cu. almost gone. Calm, breezes E.N.E.
19	18	0	.....	.....	0	Perfectly clear. Light S. airs.
19	20	0	.....	.....	...	
19	22	0	.....	.....	...	
19	24	0	.....	.....	0	Cloud bank on N. horizon. Strong S. breeze again.
20	2	0	.....	.....	...	
20	4	0	.....	.....	...	
20	6	0	.....	Fr.-Cu.	...	Fr.-Cu. on N. horizon.
20	8	0	.....	Fr.-Cu.	...	Fr.-Cu. on N. horizon.
20	10	1	.....	Cu.	...	Cu. on N. horizon. S. wind 25 m.p.h.
20	12	1	.....	Cu.	0	Cu. on N. horizon. Calm. S.E. airs.
20	14	1	.....	Cu.	...	Cu. on N. horizon. Airs E.S.E. to E.
20	16	1	.....	A.-Cu., S.E.; Cu., Fr.-Cu.	...	Cu. on N. horizon. A.-Cu. in S.E.
20	18	1	.....	Cu., Fr.-Cu.	0	Almost calm. Airs from E.
20	20	0	.....	Cu.	...	Cu. on N. horizon. Airs from E.
20	21·15	...	.....	.....	...	Wind freshening from S.
20	22	0	.....	Cu.	...	Wind 10-15 m.p.h. S. to E.
20	24	0	.....	Cu.	0	Strong wind. Clear day. Calm, with night winds.
21	2	0	.....	Cu.	...	Cu. on N. horizon.
21	4	0	.....	Cu.	...	Cu. on N. horizon.
21	6	0	.....	Cu.	0	Cu. on N. horizon.
21	8	0	.....	Cu.	...	Cu. on N. horizon.
21	10	0	.....	Cu.	...	Cu. on N. horizon.
21	12	0	.....	Cu.	0	Cu. on N. horizon.
21	14	1	.....	A.-St., A.-Cu., Cu.	...	Cloud on N. horizon. Steady S. wind.
21	16	5	.....	A.-Cu., St.-Cu.	...	St.-Cu. on N. horizon. A.-Cu. appearing across sky from S.E.
21	18	8	Cl.-St.	A.-Cu., S.E.; St.-Cu.	0	A.-Cu. over most of sky.
21	20	9	.....	A.-St., A.-Cu., St.-Cu.	...	A.-St. over most of sky.
21	22	10	.....	A.-St., A.-Cu.	...	
21	24	0	.....	A.-Cu., N. St.-Cu.	0	St.-Cu. on N. horizon. A.-Cu. over whole sky.
22	2	10	.....	Nb.	...	
22	4	10	.....	Nb.	...	
22	6	10	.....	Nb.	0	Snowfall appears imminent.
22	8	10	.....	Nb.	...	
22	0	10	.....	Nb.	...	
22	12	10	.....	Nb.	0	
22	14	10	.....	Nb.	...	
22	16	9	.....	Nb., Fr.-Cu., S.S.E.	...	Clearing in E.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
DECEMBER, 1912—(*continued*).						
22	18	10	.....	Nb.	0	
22	20	9	.....	Nb., S.S.E.	...	
22	22	8	.....	A.-Cu., S.S.E., Nb.	...	
22	24	5	.....	A.-Cu., Cu., Fr.-Cu.	0	Cu. and Fr.-Cu. on N. horizon.
23	2	5	.....	A.-Cu., St.-Cu.	...	
23	4	5	.....	A.-Cu., St.-Cu.	...	
23	6	5	.....	A.-Cu.	0	
23	8	5	.....	A.-Cu., St.-Cu.	...	St.-Cu. on N. horizon.
23	10	5	.....	A.-Cu., St.-Cu.	...	St.-Cu. on N. horizon.
23	12	7	.....	A.-Cu., St.-Cu.	0	St.-Cu. on N. horizon. Sun gleaming.
23	14	9	.....	A.-Cu., St.-Cu.	...	St.-Cu. on N. horizon. Sun gleaming.
23	16	10	.....	St.-Cu., E.	...	Sun gleaming.
23	18	10	.....	Nb.	0	
23	20	10	.....	Nb.	...	Wind more easterly.
23	22	10	.....	Nb.	...	
23	24	10	.....	Nb.	0	Dull day with 40–50 m. wind.
24	2	10	.....	Nb.	...	
24	4	10	.....	Nb., E.	...	
24	6	10	.....	Nb.	0	
24	8	10	.....	Nb.	...	
24	10	10	.....	Nb.	...	
24	12	10	.....	Nb.	0	Wind falling, veering S.S.E.–S.S.W.
24	14	8	.....	Nb.	...	Clearing in S.E.
24	16	10	.....	Nb.	...	Again completely overcast.
24	18	10	.....	Nb.	0	Few minutes snowfall. Calm. N.W. airs.
24	20	7	.....	A.-Cu., N.W. Nb.	...	Nb. on N. and S. horizon. Airs E.
24	22	7	.....	A.-Cu., N.W. Nb.	...	Nb. on N. horizon. Airs S.E.
24	24	6	Ci.	Nb.	0	Nb. in N. Ci. trend E.-W. Light S. wind.
25	2	6	Ci.	Nb.	0	Nb. in N. Ci. trend E.-W. Light S. wind.
25	4	10	.....	Nb.	...	
25	6	10	.....	Nb.	...	Light S. breeze.
25	8	9	.....	A.-Cu., Fr.-Cu.	...	Wind freshening from S.
25	10	10	.....	Nb.	...	
25	12	9	.....	Nb.	0	Clearing in N.W.
25	13	...	.....	Nb., S.W. ...	...	Clearing.
25	14	1	.....	St.-Cu.	...	St.-Cu. in N.E.
25	16	0	.....	St.-Cu.	...	Cloud bank on N. horizon. Wind falling.
25	18	0	.....	.....	0	Cloud bank on N. horizon. Calm.
25	20	0	.....	.....	...	Cloud bank on N. horizon. Calm.
25	22	0	.....	St.-Cu.	...	Cloud bank on N. horizon. Calm. E.S.E. airs.
25	24	1	Ci.	St.-Cu.	0	Cloud bank on N. horizon. Calm. Airs W.
26	2	0	.....	.....	...	Strong southerly wind set in.
26	4	5	Ci., Ci.-St., S.	.....	...	Ci. trend N.-S., travel from N.
26	6	5	Ci., Ci.-St. ...	A.-Cu.	0	Ci. radiant N.-S. A.-Cu. in S.
26	8	4	Ci., Ci.-St. ...	.....	...	Ci.-St. in N. on horizon. Ci. radiant from N. Steady S. wind.
26	10	7	Ci., Ci.-St. N.W.	.....	...	Radiant now N.W.-S.E. Ci.-St. on N. horizon. Solar halo with bright prismatic colours.
26	12	9	.....	A.-St.	0	Sun gleaming. Solar halo.
26	14	10	.....	A.-St., N.W.	...	
26	16	10	.....	A.-St.	...	Sun gleaming. Solar halo. Gusty wind, S.S.E. to S.E.
26	18	8	Ci., N.W. ...	A.-St.	0	Ci. trend N.W.-S.E. over most of sky. A.-St. low in N. Halo.
26	20	8	Ci., N.W. ...	A.-St.	...	Ci. trend N.W.-S.E. over most of sky. A.-St. low in N. Halo.
26	22	6	Ci., N.	A.-St.	...	A.-St. on N. horizon. Scattered Ci.
26	24	1	Ci.	St.-Cu.	0	St.-Cu. on N. horizon. Ci. disappearing. Strong gale again.
27	2	9	Ci.-St.	.....	...	
27	4	9	Ci., Ci.-St.	.....	...	
27	6	1	Ci., N.W. ...	.....	0	
27	8	1	Ci., N.W. ...	.....	...	
27	10	2	Ci., N.W. ...	.....	...	Ci. very contorted. Travel rapid from N.W. Steady wind.
27	12	3	Ci.	A.-Cu.	0	A.-Cu. in S.E.
27	14	3	Ci., Ci.-St.	.....	...	
27	16	3	Ci., Ci.-St.	.....	...	Wind very gusty.
27	18	2	Ci.; Ci.-St., N.W.	.....	0	Ci. in N., rapid movement. Wind very gusty. 2°-3° fall in temp. in gusts, rise in calms.
27	20	2	Ci.; Ci.-St., N.W.	.....	...	Still gusty.
27	22	5	Ci.	.....	...	Ci. over whole sky.
27	24	5	Ci.	.....	0	Ci. trend N.W.-S.E. Violent gusts with rise and fall of temp. of 2-3°.
28	2	7	Ci.	.....	...	Trend N.W.-S.E. Light wind in gusts, veering N.-E.-S.
28	4	7	Ci.-S.	Cu.	...	Cu. on N. horizon.
28	6	1	Ci.-S.	.....	0	Strong steady southerly again.
28	8	9	Ci.-S.	.....	...	
28	10	9	Ci.-St., E. ...	Cu.	...	Cu. on N. horizon.
28	12	9	Ci.,-St., E....	Cu.	0	Cu. on N. horizon.
28	14	9	Ci.-St.	.....	...	
28	16	9	Ci.-St.	.....	...	
28	18	10	.....	A.-St., E., Cu.	0	Cu. on N. horizon.
28	20	10	.....	A.-St.	...	
28	22	10	.....	A.-St.	...	
28	24	10	.....	A.-St.	0	Cloudy day with 40 m.p.h. wind.
29	2	10	.....	A.-St., Cu.	...	Cu. on N. horizon. A.-St. with N.W.-S.E. trend.
29	4	10	.....	A.-St., Cu.	...	Cu. on N. horizon. A.-St. with N.W.-S.E. trend.
29	6	10	.....	A.-St., Cu.	0	Cu. on N. horizon. A.-St. with N.W. S.E. trend.
29	8	9	.....	A.-St.	...	
29	9·30	...	.....	.....	...	Wind suddenly ceased.
29	10	9	Ci., Ci.-St.	Fr.-Cu.....	...	Fr.-Cu. low in N. Ci. radiant N.N.E.r S.S.W. Light airs E.-E.N.E. Sola. halo.
29	12	4	Ci.-St., N.E.	.....	0	Cloud trend now N.E.-S.W.
29	14	4	Ci.-St., Ci.	.....	...	Trend N.E.-S.W. Wind fallen to 15-20 m.p.h.
29	16	4	Ci., Ci.-St.	.....	...	Ci.-St. on N. horizon: Ci. scattered, trend N.E.-S.W. Solar halo, about 40° diam.
29	18	3	Ci., Ci.-St.	.....	0	Ci.-St. on N. horizon. Ci. scattered. Parhelion.
29	20	3	Ci., Ci.-St., Ci.-Cu.	.....	...	Ci. radiant from N. Calm.
29	22	5	Ci., Ci.-St., Ci.-Cu.	.....	...	Ci. in N., changing to Ci.-Cu. in S Light wind S.E.-S.S.E.
29	24	6	Ci.-St.	.....	0	Radiant N.-S. Ci.-Cu. disappeared. Strong wind. Calm afternoon, night wind.
30	2	9	Ci.-St.	.....	...	
30	4	8	Ci.-St.	.....	...	Fine bands N.-S.
30	6	8	Ci.	.....	0	Fine bands N.-S.
30	8	4	Ci.	.....	...	Cloud in N. only.
30	10	4	Ci.	.....	...	Cloud in N. only. Almost calm.
30	12	5	Ci.-St., Ci., Ci.-Cu., N.	.....	0	Ci.-St. on N. horizon. Radiant Ci. from N. Ci.-Cu. in Z. Light N. airs. Halo.
30	14	5	Ci.-St., Ci., Ci.-Cu., N.	.....	...	Ci.-St. on N. horizon. Radiant Ci. from N. Ci.-Cu. in Z. Light N. airs. Halo.
30	18	5	Ci., N.	St.-Cu.	0	Ci. trend N.-S. over whole sky. St.-Cu. on N. horizon. Calm. Airs from N.N.W.
30	20	6	Ci.-Cu.	St.-Cu.	...	Ci.-Cu. trend N.E.-S.W. St.-Cu. low in N.
30	2		Ci.-St.	.....	...	Bands Ci.-St. N.E.-S.W. over whole sky. Calm.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
DECEMBER, 1912—(*continued*).						
30	24	8	Cl.-Cu., Cl.-St., E.N.E.	.....	0	Light breezes. Calm. Sunny day.
31	2	8	Cl.-Cu., Cl.-St., E.N.E.	Cu.	...	Cu. on N. horizon.
31	4	9	.....	A.-St., Cu.	...	Cu. on N. horizon.
31	6	7	.....	A.-Cu., Cu.	0	
31	8	4	.....	A.-Cu., E.; Cu.	...	
31	10	9	.....	A.-Cu., N.E. Cu.	...	
31	12	4	.....	A.-Cu. E; St.-Cu.	0	St.-Cu. on N. horizon. S. sky clear. Gusty wind. Intermittent sunshine.
31	14	2	Cl.	A.-Cu., St.-Cu.	...	Cl. in W. Radiant. A.-Cu. and St.-Cu. in N.
31	16	6	Cl.	A.-Cu. E.; Fr.-Cu.	...	Cl. in W. Radiant. Fr.-Cu in S. A.-Cu. over most of sky. Light S.E.-S.S.E. wind.
31	18	9	.....	Cu., E.	0	
31	20	9	.....	Cu., E.	...	
31	22	10	.....	Cu., E.	...	
31	24	10	.....	Cu., E.	0	Cloudy, day with 15 mile wind. Good weather.
JANUARY, 1913.						
1	2	10	.....	Cu.-Nb.	...	
1	4	10	.....	Cu.-Nb.	...	
1	6	10	.....	Cu.-Nb.	0	
1	8	10	.....	Nb.	...	
1	10	10	.....	Nb.	...	
1	11·50	...	.....	Nb.	...	Few snowflakes fell.
1	12	10	.....	Nb.	0	Very heavily overcast.
1	14	10	.....	Nb.	...	
1	16	10	.....	Nb.	...	
1	18	10	.....	Nb.	0	
1	20	10	.....	Nb.	...	
1	22	10	.....	Nb.	...	
1	24	10	.....	Nb.	0	Becoming lighter to S. Dull day with 30 m. wind.
2	2	10	.....	Nb.	...	Evenly overcast.
2	4	10	.....	Nb.	...	
2	6	10	.....	Nb.	0	
2	8	10	.....	Nb.	...	
2	10	10	.....	Nb.	...	
2	12	10	.....	Nb.	0	
2	14	10	.....	Nb.	...	
2	16	10	.....	Nb.	...	
2	18	10	.....	Nb., S.E. ...	0	
2	20	10	.....	Nb., S.E. ...	...	
2	22	10	.....	Nb., S.E. ...	...	Wind rising.
2	24	10	.....	Nb.	0	Clearing in S.E. Densely overcast all day, with 30 mile wind.
3	2	9	.....	Nb.	...	Clear in S.
3	4	9	.....	Nb.	...	Clear in E. Occasional snowflakes. Heavier fall to E. and W. Wind falling.
3	4·30	...	.....	.....	...	Snow still falling.
3	6	10	.....	Nb., S.E. ...	0	
3	8	10	.....	Nb., S.E. ...	...	
3	10	9	.....	Nb.	...	Clear to E. and S.E. Occasional sunshine.
3	12	9	.....	Nb., Cu.-Nb.	0	Clear to E. and S.E. Occasional sunshine.
3	14	9	.....	Nb.	...	Clear to E. and S.E. Occasional sunshine.
3	16	9	.....	Nb.	...	Clear to E. and S.E. Occasional sunshine.
3	18	9	.....	Nb.	0	Clear to E. and S.E. Occasional sunshine.
3	20	9	.....	Nb.	...	Clear to E. and S.E. Wind falling.
3	22	9	.....	Nb.	...	Clear to E. and S.E. Wind about 15 m.p.h.
3	24	7	Cl.	Nb., Fr.-Cu., A.-Cu., S.E.	0	Nb. on N. horizon. A.-Cu. in Z. Cl. to S.E. Curious purple glow in sky.
4	2	7	Cl.	Nb.	...	Nb. to N., Cl. to S.
4	8	9	.....	Cu.	...	

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
JANUARY, 1913—(*continued*).						
4	10	9	.....	Cu.-Nb., E.	...	
4	12	8	.....	Cu.-Nb.	0	
4	14	8	.....	Cu.-Nb., E.	...	
4	16	2	.....	Cu.-Nb.	...	Cu.-Nb. in N. sky only.
4	18	3	.....	A.-Cu., Cu.-Nb.	0	
4	20	1	.....	A.-Cu., Cu.-Nb.	...	Cu.-Nb. on N. horizon.
4	22	2	.....	A.-Cu., N.; Cu.-Nb.	...	Cu.-Nb. on N. horizon. A.-Cu. increasing.
4	24	2	Cl.	Cu.	0	Bank Cu. on N. horizon. Cl. in S. Cloudy weather, moderate winds.
5	2	7	.....	A.-Cu., E. ...	...	
5	4	10	.....	Cu.-Nb.	...	
5	6	10	.....	Cu.-Nb.	...	
5	8	10	.....	Cu.-Nb.	...	
5	10	10	.....	Cu.-Nb.	...	
5	12	10	.....	Cu.-Nb.	0	
5	14	10	.....	Cu.-Nb.	...	
5	16	10	.....	Cu.-Nb.	...	
5	18	10	.....	Cu.-Nb.	0	
5	20	9	.....	Cu.-Nb.	...	Break in S.
5	22	9	.....	Cu.-Nb., S.S.E.	...	
5	24	9	.....	Cu.-Nb., S.S.E.	0	Overcast dull day, moderate winds.
6	2	8	Cl.	Cu.-Nb.	...	Cl. radiant from S.S.W. Cu.-Nb. in N.
6	4	5	Cl.	.....	...	Cl. trend N.E.-S.W. Cloud bank on N. horizon.
6	6	3	Cl.	St.	0	Cl. trend N.-S. St. on N. horizon.
6	8	3	Cl.	St.	...	Cl. trend N.-S. St. on N. horizon.
6	10	6	Cl.	Cu.-Nb., S.E.	...	Cl. trend N.-S. on horizon and E. Cu.-Nb. in N. sky. N. horizon clear.
6	12	8	.....	Cu., S.E. ...	0	Clear on N. horizon.
6	12·30	3	Cl., N.	Cu., Fr.-Cu., S.	...	Cl. radiant N.-S. Fr.-Cu. moving rapidly.
6	14	2	Cl.	Cu.	...	Cl. radiant N.-S. Cu. in N.E. Fr.- u; cleared.
6	14·35	...	.....	.....	...	Calm. Breezes N b. E.
6	16	9	.....	Cu.-Nb., S.E.	...	Occasional snowflakes.
6	17·10	...	.....	.....	...	Continuous light snowfall, flakes $\frac{3}{8}$ in. diameter.
6	18	10	.....	Nb.	0	Snow still falling. Feathery crystals $\frac{3}{8}$ in. diameter. Calm. W.N.W. airs.
6	19	...	.....	.....	...	Snowfall ceased.
6	20	10	.....	Nb., S.E. ...	...	Calm. Light W.S.W. airs.
6	22	10	.....	Nb.	...	Light S. airs.
6	24	7	.....	A.-Cu.-Nb., Fr.-Cu.	0	A.-Cu. radiant from S. Calm. S. airs. Calm dark afternoon.
7	2	10	.....	Nb., E.; Cu.-Nb., A.-Cu.	...	Cu.-Nb. on N. horizon. Sky mainly covered N. S. airs.
7	4	10	.....	Nb., E; Cu.-Nb.	...	Cu.-Nb. on N. horizon. Sky mainly covered N. S. airs.
7	6	10	.....	Nb., St. ...	0	
7	8	8	Cl.-Cu., E.	Cu., E.; Nb.; St.	...	Nb. to W. and S. St. on N. horizon.
7	10	10	.....	Nb., S.E. ...	...	
7	12	10	.....	Nb.; Cu.-Nb.	0	Heavy Cu.-Nb. on N. horizon.
7	14	10	.....	Nb.	...	
7	16	10	.....	Nb.	...	
7	17·30	...	.....	Nb.	...	Very light snowfall for few minutes.
7	18	10	.....	Nb., S.E. ...	0	
7	20	10	.....	Nb.	...	
7	22	10	.....	Nb.	...	
7	24	10	.....	Nb.	0	Comparatively calm day.
8	2	10	.....	Nb.	...	
8	4	10	.....	Nb.	...	
8	6	10	.....	Nb., Fr.-Cu.	0	
8	8	10	.....	Nb.	...	
8	10	10	.....	Nb.	...	
8	12	10	.....	Nb., St.-Cu.	0	
8	14	10	.....	Nb., St.-Cu.	...	St.-Cu. in N. and N.E.
8	16	10	.....	Nb., St.-Cu.	...	

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
JANUARY, 1913—(*continued*).						
8	18	10	.....	A.-St., Cu.-Nb.	0	Cu.-Nb. in N. sky. Sun gleaming.
8	20	10	.....	A.-St., Cu.-Nb.	...	
8	22	10	.....	Nb., Cu.-Nb., Fr.-St.	...	
8	24	10	.....	Nb.	0	Heavily overcast, with rising winds all day.
9	2	10	.....	Nb., Fr.-St.	...	
9	4	10	.....	Nb.	...	
9	6	10	.....	Nb., Cu.-Nb.	0	
9	8	10	.....	Nb., Cu.-Nb.	...	
9	10	10	.....	Nb.	...	
9	12	10	.....	Nb., Cu.-Nb.	0	Cu.-Nb. on N. horizon.
9	14	10	.....	Nb.	...	Wind increasing.
9	16	9	.....	Nb., S.E. ...	...	Clear to E.
9	18	9	.....	Nb., S.E. ...	0	Clear to E.
9	20	9	.....	Nb., S.E. ...	...	Clear E. and S. on horizon.
9	22	9	Ci.	Nb., S.E. ...	...	Steady wind about 50 m.p.h.
9	24	9	.....	Nb., S.E. ...	0	Cloud moving rapidly.
10	1·30	8	.....	A.-Cu., Nb.	...	Sky clearing.
10	2	7	.....	A.-Cu., Nb., S.E.	...	Nb. on N. horizon only. All cloud moving from S.E.
10	4	7	Ci.	Nb.	...	Nb. in N. Ci. radiant in S.
10	6	5	Ci., S.	Nb., Cu.....	0	Nb. and Cu. on N. horizon. Ci. in "Noah's Ark" over whole sky.
10	8	4	Ci.	Cu.-Nb.	...	Cu.-Nb. in N. Ci. trend N.-S.
10	10	7	Ci.	Nb.; Fr.-St., S.E.	...	
10	12	8	Ci.	Cu.-Nb.	0	Sky almost overcast Cu.-Nb.
10	14	9	.....	Cu.-Nb., S.E.	...	Sunshine.
10	16	8	.....	Nb.	...	
10	18	8	.....	Cu., S.E. ...	0	
10	20	1	.....	Cu.	...	Cu. in W. and N.
10	22	0	.....	St.-Cu.	...	St.-Cu. on N.W. horizon.
10	24	0	.....	St.-Cu.	0	Cloud on N. horizon.
11	2	0	.....	.....	...	Cloud on N.E. horizon.
11	4	0	.....	.....	...	Cloud on N.E. horizon.
11	6	0	.....	.....	0	Cloud on N.E. horizon.
11	8	0	.....	.....	...	Light southerly wind only.
11	10	0	.....	Cu., Fr.-Cu.	...	Fr.-Cu. in S.W., Cu. on N. horizon. Airs E. to E.N.E. Calm.
11	12	3	.....	Fr.-Cu., S.E.; Cu.	0	Cu. on N. horizon. Fr.-Cu. in S. moving rapidly. Calm. Occasional N. airs.
11	14	6	.....	Cu., Fr.-Cu.	...	Calm. Airs from W.N.W.
11	16	5	.....	Cu.; Fr.-Cu., S.E.	...	Calm. Airs from W.N.W.
11	18	0	.....	.....	0	Calm. Perfectly clear.
11	19	...	.....	.....	...	Southern sledging party returns.
11	20	0	.....	.....	...	Calm.
11	22	0	.....	.....	...	Calm.
11	24	0	.....	.....	0	Calm. E. airs. A calm day.
12	2	0	.....	.....	...	Calm. Cloud on N. horizon.
12	4	0	.....	.....	...	Cloud in N.W. horizon. Wind risen to about 20 m.p.h.
12	6	1	.....	Cu., St.	0	Cu. in W. on horizon, St. in N. Wind rising.
12	8	1	.....	Cu., S.E. ...	...	Cu. on horizon. Wind 35 m.p.h. from S.E.
12	10	1	.....	Cu., Fr.-Cu.	...	Cloud on N. horizon.
12	12	8	.....	Cu.-Nb., S.E.	0	Wind light, veering N.-E.-S.
12	14	10	.....	Cu.-Nb.; S.E.	...	
12	14·30	...	.....	.....	...	Light snowfall for few minutes.
12	15·30	10	.....	Cu.-Nb., S.E.	...	Gusty wind veering S. to E.
12	16	...	.....	.....	...	Light wind, E.N.E. to N.E.
12	18	10	.....	Cu.-Nb.	0	Heavily overcast.
12	20	9	.....	Cu.-Nb., Fr.-Cu.	...	Clear on S. horizon.
12	22	7	.....	Cu.-Nb., S.E.	...	Clear in S.
12	24	10	.....	Cu.-Nb., S.E.	0	Comparatively calm day. Sunshine in morning.
13	2	8	Ci.	Cu.-Nb., S.E.	...	Light S.E. breeze.
13	4	5	.....	Cu.	...	S. sky clear.
13	6	9	.....	Nb., E.S.E.	0	
13	8	9	.....	Cu.-Nb.	...	
13	10	9	.....	Cu.-Nb., S.E.	...	25 mile wind.
13	12	9	.....	Cu.-Nb.	0	
13	12·40	...	.....	.....	...	Wind E.N.E. to N.E.
13	14	9	.....	Cu.-Nb.	...	Clear to S.E. Light E. wind.
13	16	9	.....	Cu.-Nb.	...	Clear to S.E. Light E. wind.
13	16·35	...	.....	.....	...	Occasional flakes of snow.
13	18	10	.....	Nb.	0	Light E. breezes. Few snowflakes falling; heavy to W.
13	20	10	.....	Nb.	...	Light snowfall.
13	22	9	.....	Cu.-Nb., E.	...	Light E. wind. Clearing in S.
13	24	2	Ci.-St.	Cu.-Nb.	0	Cu.-Nb. on N.W. horizon. Ci.-St. in S.E.
14	2	0	.....	.....	...	
14	4	0	Ci.-St.	.....	...	
14	6	1	Ci.-St.	St.-Cu.	0	St.-Cu. on N. horizon. Ci.-St. in W.
14	8	1	.....	.....	...	
14	10	1	Ci.-St.	St.-Cu.	...	St.-Cu. on N. horizon. Ci.-St. in E.
14	12	1	Ci.-St.	St.-Cu.	0	St.-Cu. on N. horizon. Ci.-St. in E. Sunny and clear, with 40 m.p.h. wind.
14	14	1	Ci.-St.	St.-Cu.	...	St.-Cu. on N. horizon. Ci.-St. in E.
14	16	1	Ci.-St.	St.-Cu.	...	St.-Cu. on N. horizon. Ci.-St. in E.
14	18	1	Ci.-Cu.	St.-Cu.	0	St.-Cu. on N. horizon. Ci.-Cu. in N.E.
14	20	1	Ci.-Cu., S.E.	St.-Cu.	...	St.-Cu. on N. horizon. Ci.-Cu. trend N.W.-S.E.
14	22	1	Ci.-Cu.	.....	...	
14	24	1	Ci.-St.	.....	0	Ci.-St. low in E. Clear and sunny day, with strong winds.
15	2	1	Ci.-St.	.....	...	
15	4	1	Ci.-St.	.....	...	
15	6	1	Ci.	Cu.	0	Cu. on N. horizon.
15	8	3	.....	Cu., S.E. ...	...	Cu. on N. horizon and to S. Calm.
15	8·30	...	.....	.....	...	Wind rising again.
15	10	3	.....	Cu., S.E.	...	Wind about 45 m.p.h.
15	12	0	.....	Cu., S.E. ...	0	
15	14	9	.....	Cu., S.E. ...	...	
15	16	9	.....	Cu., S.E. ...	...	Wind 15 m.p.h., veering S.S.E. to S.E.
15	18	10	.....	Cu.	0	
15	20	10	.....	Cu., Cu.-Nb.	...	
15	22	10	.....	Cu.-Nb., S.E.	...	
15	24	8	.....	Cu.-Nb.	0	Clearing in S. Cloudy day, wind moderate.
16	2	9	.....	Cu.-Nb., S.E.	...	Wind about 35 m.p.h.
16	4	9	.....	Cu.-Nb., S.E.	...	
16	6	9	.....	Cu.-Nb., Fr.-Cu.	0	Scud in N.
16	8	9	.....	Nb., Cu.-Nb.	...	
16	10	5	.....	A.-Cu.; Fr.-Cu., S.S.E.	...	
16	12	5	Ci., S.S.E.	Cu., Fr.-Cu.	0	Cu. and Fr.-Cu. on N. horizon. Rest of sky covered contorted Ci. Solar halo, about 15° diameter.
16	14	5	Ci.; Ci.-St., S.S.E.	Cu., Fr.-Cu.	...	Halo persists.
16	16	8	.....	Cu.-Nb.	...	Clear along N. and S. horizon. Eastern coastal party returns.
16	18	9	.....	Cu.-Nb.; Nb., S.S.E.	0	
16	20	10	.....	Cu.-Nb.	...	
16	22	10	.....	Cu.-Nb.	...	
16	24	10	.....	Cu.-Nb.	0	Dull day, comparatively calm.
17	2	10	.....	Nb.	...	
17	4	10	.....	Nb., Fr.-Cu.	...	Fr.-Cu., on N. horizon.
17	6	10	.....	Nb., Fr.-Cu.	0	Fr.-Cu., on N. horizon.
17	8	10	.....	Nb., Cu.-Nb.	...	
17	10	10	.....	Nb., Cu.-Nb.	...	
17	12	10	.....	Nb., Cu.....	0	Cu. on N. horizon.
17	14	10	.....	Nb.; Cu., St.	...	Cu. and St. on N. horizon. Wind about 20 m.p.h.
17	16	9	.....	Cu., S.S.E.	...	
17	18	9	.....	Cu.	0	Clearing in S.E.
17	20	9	.....	Cu.	...	
17	22	8	.....	Cu.-Nb., Cu.	...	Wind about 20 m.p.h.
17	24	9	.....	Cu.-Nb.	0	
18	1	...	.....	.....	...	Western sledging party returns.
18	2	9	.....	Cu.-Nb.	...	
18	4	10	.....	Cu.-Nb.	...	
18	6	10	.....	Cu.-Nb.	0	

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
JANUARY, 1913—(*continued*).						
18	8	9	.....	Cu.-Nb.	...	Clear in S. Wind about 40 m.p.h.
18	10	8	.....	A.-Cu.	...	Wind abating. Cloud breaking up to A.-Cu.
18	12	5	.....	A.-Cu., E.	0	
18	14	5	.....	A.-Cu., E. ...	...	
18	16	5	.....	A.-Cu., E. ...	...	
18	18	4	.....	A.-Cu.	0	Calm.
18	24	8	.....	A.-Cu.	0	Light breezes.
19	2	5	.....	A.-Cu., Nb.	...	Nb. in N.
19	4	1	.....	St.-Cu.	...	St.-Cu. on N. horizon. Bright sun, 35 m.p.h. wind.
19	6	1	.....	St.-Cu.	0	St.-Cu. on N. horizon.
19	8	1	.....	St.-Cu.	...	
19	10	1	.....	St.-Cu.	...	
19	12	1	.....	St.-Cu.	0	St.-Cu. on N. horizon. Calm, clear, sunny.
19	14	1	.....	St.-Cu.	...	St.-Cu. on N. horizon.
19	16	1	.....	St.-Cu.	...	St.-Cu. on N. horizon.
19	18	0	.....	Cu.	0	Little Cu. on N. horizon. Calm.
19	22	...	.....	.....	...	Wind rising.
19	24	0	.....	.....	0	Fresh S. wind.
20	2	0	.....	.....	...	
20	4	0	.....	.....	...	
20	6	0	.....	St.	0	St. on N. horizon.
20	8	0	.....	Fr.-Cu., S.E. A.-St.	...	A.-St. on N. horizon. Fr.-Cu. in S.E.
20	10	5	.....	A.-Cu., E. ...	...	S.E. breezes, 10 m.p.h.
20	12	10	.....	A.-St., Cu.-Nb.	0	Cu.-Nb. in N. Calm.
20	14	10	.....	A.-St., Cu.-Nb.	...	Cu.-Nb. in N. Calm.
20	16	10	.....	A.-St., Cu.Nb.	...	Cu.-Nb. in N. Calm.
20	18	10	.....	A.-St., Cu.-Nb.	0	Calm.
20	20	10	.....	A.-St., Cu.-Nb.	...	Calm.
20	22	10	.....	A.-St., Cu.-Nb.	...	Calm.
20	24	10	.....	St.-Cu.	0	S. breezes.
21	2	10	.....	St.-Cu., Cu.-Nb.	...	S. breezes.
21	4	10	.....	St.-Cu., A.-St.	...	
21	6	10	.....	A.-St., St.-Cu.	0	St.-Cu on N. horizon.
21	8	10	.....	A.-St.	...	
21	10	9	.....	A.-St.	...	Clear in S.
21	12	9	.....	A.-St.	0	Calm.
21	18	10	.....	Nb.	0	Calm.
21	24	10	.....	Nb.	0	Southerly breezes. Calm, cloudy day.
22	2	10	.....	Nb., S.E. ...	...	
22	4	10	.....	Cu.-Nb.	...	Probably snowing to S.
22	10	10	.....	Cu.-Nb.	...	
22	12	10	.....	Cu.-Nb.	0	
22	14	10	.....	Cu.-Nb.	...	
22	16	10	.....	Cu.-Nb.	...	Few snowflakes have fallen during afternoon.
22	18	10	.....	Cu.-Nb.	0	
22	20	10	.....	Cu.-Nb.	0	
22	22	10	.....	Cu.-Nb.	...	
22	24	10	.....	Nb.	0	No snow or drift. Calm, dull day.
23	2	10	.....	Nb.	...	Snow appears to be falling out at sea.
23	4	10	.....	Nb.	...	Wind rising since midnight.
23	6	10	.....	A.-St., Nb.	0	Nb. to N. Sun gleaming.
23	8	8	.....	A.-Cu., Cu.-Nb.	...	Cu.-Nb. in N. A-Cu. over rest of sky.
23	13	8	Ci.	St.-Cu.	...	St.-Cu. in N. Ci. radiant E.-W.
23	18	8	Ci.-Cu.	St.-Cu.	0	St.-Cu. in N.
23	22	10	.....	St.-Cu.	...	Wind 30 m.p.h.
23	24	9	.....	St.-Cu., Nb.	0	Nb. low in N. Dull day, with 20-30 m.p.h. wind.
24	2	10	.....	St.-Cu.	...	Calm.
24	4	10	.....	St.-Cu.	...	Trend N.N.E.-S.S.W. Light wind, 10 m.p.h.
JANUARY, 1913—(*continued*).						
24	8	10	.....	.....	...	
24	10	10	.....	St.-Cu.	...	Evenly overcast.
24	12	8	.....	A.-Cu	0	
24	14	9	.....	A.-Cu., St.-Cu.	...	St.-Cu. in N., A..Cu. in S.
24	16	9	.....	A.-Cu., St.-Cu.	...	St.-Cu. in N.. A.-Cu. in S.
24	18	10	.....	St.-Cu	0	
24	20	10	.....	St.-Cu.	...	
24	22	10	.....	St.-Cu.	...	
24	24	7	.....	St.-Cu.; A.-Cu., S.E.	0	St.-Cu. in N., A.-Cu. to S. Wind increasing all day, from 20 to 50 m.p.h.
25	2	2	.....	St.-Cu.	...	Cloud on N. and S. horizons.
25	4	1	.....	St.-Cu.	...	Cloud on N. and S. horizons.
25	6	3	Ci.	St.	0	St. on N. horizon. Ci. trend N.-S.
25	8	1	Ci.-St.	.....	...	Ci.-St. in W. Wind risen to 60 m.p.h.
25	10	8	Ci.-St., Ci.-Cu.	.....	...	Sky covered with thin veil of cloud.
25	12	10	.....	A.-St.	0	Faint radiation from N.
25	14	10	.....	A.-St.	...	Trend N.N.W.-S.S.E. Wind moderating
25	16	10	.....	A.-St.	...	Banded cloud. Wind fallen to 20 m.p.h.
25	17	...	.....	.....	...	Hurricane started again.
25	18	10	.....	Nb.	0	
25	20	10	.....	A.-St., Fr.-Cu.	...	Hurricane.
25	22	10	.....	A.-St., Fr.-Cu.	...	Hurricane.
25	24	9	.....	St.-Cu.	...	Heavy cloud, trend N.E.-S.W. Dull day, strong winds.
26	2	9	.....	A.-Cu., Nb.	...	A.-Cu. in S. Very light snowfall.
26	4	9	.....	St.-Cu., Nb.	0	St.-Cu. in E. Snowfall ceased. Wind increasing.
26	53·0	...	.....	.....	L	Wind 50 m.p.h. with strong gusts. Drift in clouds.
26	6	8	.....	Nb., Cu.....	L	Drift in gusts, wind falling.
26	8	10	.....	Nb.	0	Variable wind. Strong gusts from N.W.
26	10	10	.....	Nb.	...	Light fall of "tapioca" snow.
26	12	8	.....	A.-Cu., St.-Cu., Nb.	0	Nb. to N. Snow ceased. Snowing at sea.
26	16	6	.....	St.-Cu., S.E.	...	Cloud to N. and E. Weather moderating.
26	18	5	Ci.-Cu.	St.-Cu.	0	Ci.-Cu. trend N.E.-S.W. St.-Cu. on N. horizon.
26	20	10	.....	Nb.	...	
26	22	9	.....	Nb.	...	Clear on S. horizon. Steady S. wind.
26	24	10	.....	Nb.	0	Dull day with light winds and light snowfalls.
27	2	5	.....	A.-Cu., Nb.	...	Dense Nb. to N. A.-Cu. over rest of sky. Wind falling.
27	4	10	.....	Nb., S.	...	Cloud moving rapidly. Breezes N.N.E.
27	6	10	.....	Nb.	0	S. wind set in again.
27	8	10	.....	Nb.	...	Wind fell and changed to N.E. again.
27	10	10	.....	Nb.	...	Gusts of wind from all points of compass.
27	11·30	...	.....	.....	...	Light snowfall.
27	12	10	.....	Nb., S.E. ...	0	Snow ceased. Drift seen to E. Hurricane from S. again.
27	14	10	.....	Nb., S.E. ...	...	
27	16	10	.....	Nb., S.E. ...	...	Very gusty wind. Light "tapioca" snowfall.
27	18	10	.....	Nb., S.E. ...	0	
27	22	9	.....	Nb., E.S.E.	...	
27	24	8	.....	Cu.-Nb., S.E.	0	Calm. Breezes from all points.
28	2	7	Ci.	Nb.	...	Ci. visible in W.
28	4	9	.....	Cu.-Nb., S.E.	...	Cu.-Nb. travelling rapidly from S.E. Calm.
28	6	10	.....	Cu.-Nb., S.E.	0	S. breezes.
28	10	9	.....	St.-Cu.	...	
28	12	8	Ci.-Cu.	A.-Cu., Fr.-Cu.	0	A.-Cu. over most of sky. S.E. breezes.
28	14	...	.....	.....	...	Sky clearing. Breezes from N.
28	18	3	.....	A.-Cu.	0	A.-Cu. in N. Airs from E.S.E.
28	20	4	Ci. Cu.	A.-Cu.	...	A.-Cu. in N., Ci-Cu. in S.
28	22	3	.....	St.-Cu., A.-Cu.	...	Cloud in N. sky. Light breezes.
28	24	3	.....	St.-Cu., A.-Cu.	0	Light breezes. Dull, calm day, variable winds.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date.		Cloud.			Drift Snow.	Remarks.
Day.	Hour.	Amount.	Type and Movement. Upper.	Type and Movement. Lower.		
JANUARY, 1913—(*continued*).						
29	2	7	.....	A.-Cu., St.-Cu., S.E.	...	
29	4	5	.....	A.-Cu., St.-Cu.	...	Wind risen to 35 m.p.h.
29	6	6	.....	A.-Cu., St.-Cu.	0	A.-Cu. in radiant E.W. St.-Cu. in N.
29	10	1	Ci.	.....	...	Ci. trend E.-W. Strong S.S.E. gale.
29	12	2	Ci.	.....	0	Bands Ci. cross sky E.-W.
29	14	0	.....	.....	...	Hurricane.
29	16	0	.....	.....	...	Hurricane.
29	18	0	.....	Fr.-Cu.	0	Fr.-Cu. in E.
29	20	0	.....	.....	...	
29	22	0	.....	.....	...	
29	24	8	.....	A.-Cu.	0	Clear, sunny day with strong winds.
30	2	10	.....	A.-Cu.	...	
30	4	9	.....	St.-Cu., E.	...	
30	6	9	.....	St.-Cu., E.	0	Steady. 40-mile wind all night.
30	8	9	.....	St.-Cu., E.	...	
30	10	10	.....	A.-St., St.-Cu.	...	St.-Cu. to N., A.-St. to S.
30	12	10	.....	A.-St., St.-Cu.	0	St.-Cu. to N., A.-St. to S.
30	14	10	.....	A.-St., St.-Cu.	...	
30	16	10	.....	A.-St., St.-Cu.	...	Wind moderating slightly.
30	18	10	.....	St.-Cu.	0	Wind moderating.
30	20	6	.....	St.-Cu.	...	Wind about 15 m.p.h. Cloud in N. sky only.
30	22	8	.....	A.-Cu., Nb.	...	A.-Cu. to S. Wind again 40 m.p.h.
30	24	8	.....	A.-Cu., Nb.	0	A.-Cu. to S. Wind again 40 m.p.h. Cloudy day, wind averaging about 40 m.p.h.
31	2	8	.....	Cu., St.-Cu.	...	Heavy bank St.-Cu. in N.
31	4	8	.....	Cu., St.-Cu.	...	St.-Cu. rising.
31	6	8	.....	A.-Cu., N.N.E., Cu.	0	
31	8	7	.....	A.-Cu., N.N.E., Cu.	...	
31	10	8	Ci.-Cu.	A.-St., Cu.	...	Cu. to N. over sea. A.-St. over most of sky. Ci.-Cu. in W.
31	12	3	Ci.-Cu., Ci.	.....	0	Ci. trend E.-W.
31	16	2	Ci.	.....	...	Ci. trend S.E.-N.W. Heavy sea, Spray over islands.
31	18	2	Ci.	.....	0	Ci. trend N.E.-S.W., in N. to E.
31	20	3	Ci.-St., Ci.	.....	...	Dense Ci.-St. in N.E. Ci. scattered over sky.
31	22	4	Ci, Ci.-St. ..s	.....	...	Ci.-St. in N.E. Scattered Ci.
31	24	8	Ci.-St.	.....	0	Low, dense Ci.-St. over whole sky. Sunshine in afternoon. Strong wind all day.
FEBRUARY, 1913.						
1	2	9	.....	A.-St.	...	Steady wind.
1	4	8	.....	A.-St., St.-Cu.	...	St.-Cu. in N. A.-St. in S., trend N.W.-S.E.
1	6	10	.....	A.-St., St.-Cu.	...	St.-Cu. in N.
1	8	8	.....	A.-St.	...	Trend of cloud E.-W. Wind gusty, moderating.
1	12	5	Ci.-St.	Fr.-Cu.	0	Ci.-St. in S., trend E.-W. Fr.-Cu. in N.
1	14	5	Ci.-St.	Fr.-Cu.	...	Ci.-St. in S., trend E.-W. Fr. Cu. in N.
1	16	4	.....	Fr.-Cu.	...	Fr.-Cu. over whole sky. Wind 50 m.p.h. all afternoon.
1	18	5	.....	Fr.-Cu.	0	Fr.-Cu. over whole sky. Wind 50 m.p.h. all afternoon.
1	20	5	.....	A.-Cu., Fr.-Cu.	...	
1	21	5	.....	A.-Cu., E., Fr.-Cu., E.	...	Very rough sea. Spray covering islands.
1	22	5	.....	A.-Cu., E. Fr.-Cu., E.	...	
1	24	9	.....	Cu., Fr.-Cu., E.	0	Cloud moving rapidly from E. Drift snow to S.W.
2	2	9	.....	Fr.-Cu., E.	...	Drift seen on plateau.
2	4	10	.....	Nb.	L	Drift commenced.
2	6	10	.....	Nb.	M	First drift of the year.
2	10	10	.....	Nb.	M	
2	12	10	.....	Nb.	M	First blizzard of the year.
2	14	10	.....	Nb.	M	Blizzard. Drift more gusty.
2	16	10	.....	Nb.	0	Drift ceased. Few snowflakes falling.
2	18	10	.....	Nb.	0	
2	20	10	.....	Nb.	0	
2	22	10	.....	Nb.	0	
2	24	10	.....	Nb.	0	Strong, steady gale.
3	2	10	.....	Nb.	0	
3	4	10	.....	Nb.	0	
3	6	10	.....	Nb.	0	
3	7	...	.....	.....	L	
3	8	10	.....	Nb.	L	
3	10	10	.....	Nb.	M	
3	12	10	.....	Nb.	L	"Tapioca" snowfall.
3	14	10	.....	Nb.	0	
3	16	10	.....	Nb.	0	
3	20	10	.....	Nb.	0	
3	22	10	.....	Nb.	L	
3	24	10	.....	Nb.	0	Overcast day, gale, but little drift.
4	2	10	.....	Nb.	0	
4	4	10	.....	Nb.	0	
4	6	10	.....	Nb.	0	Clearer to E.
4	8	10	.....	Nb.	0	Wind risen to 70 m.p.h.
4	10	9	.....	Nb.	L	Heavy spray and sea smoke.
4	12	9	.....	Nb.	0	Tremendous sea running.
4	14	10	.....	A.-St., Fr.-Cu.	0	Fr.-Cu. to N.
4	16	10	.....	A.-St., Fr.-Cu.	0	
4	18	10	.....	A.-St., Fr.-Cu.	0	
4	20	9	.....	A.-St., Nb.	0	Steady 60-mile wind, Nb. in N.
4	22	9	.....	A.-Cu., S., Nb.	0	
4	24	8	.....	A.-Cu., Nb.	0	Heavy Nb. in N. A.-Cu. to S. Dull day with hurricane.
5	2	8	.....	A.-Cu., Nb.	0	
5	4	8	.....	A.-Cu., Nb.	0	A.-Cu. in Z.
5	6	10	.....	Nb., Fr.-Cu.	0	
5	8	10	.....	Nb., Fr.-Cu.	0	
5	10	10	.....	Nb.	0	
5	12	10	.....	Nb.	0	Sun gleaming
5	14	10	.....	Nb.	0	
5	16	9	.....	Nb.	0	Clearer to S. Wind falling, about 50 m.p.h.
5	18	8	Ci.	Cu., Nb.....	0	Nb. on N. horizon. Cu. over rest of sky.
5	20	6	Ci.	Cu., Nb.....	0	Nb. on N. horizon. Cu. over rest of sky. Ci. trend N.S.
5	22	7	.....	Cu., Nb.....	0	Nb. on N. horizon. Cu. over rest of sky.
5	24	8	.....	Nb.	0	Overcast day, with hurricane.
6	2	9	.....	Nb.	0	Clear in S.
6	4	9	.....	Cu.-Nb.	0	Wind risen to 70 m.p.h.
6	6	6	Ci.	A.-Cu., St.-Cu.	L	Ci. trend N.-S., A.-Cu. to S., St.-Cu. on N. horizon.
6	8	1	Ci.-Cu.	.....	0	Ci.-Cu. in E.
6	10	1	Ci.-Cu.	.....	0	Ci.-Cu. in E.
6	12	0	.....	.....	0	Perfectly clear.
6	14	4	.....	Fr.-Cu., E.	0	Two distinct levels of cloud.
6	16	5	.....	Fr.-Cu., E.	0	
6	18	7	.....	Nb., E.N.E.	0	
6	22	10	.....	Nb.	0	
6	24	9	.....	Nb., Fr.-Cu.	0	Cloudy day, with hurricane.
7	2	9	.....	Cu.-Nb.	0	Hurricane.
7	4	9	.....	Cu.-Nb.	0	Hurricane.
7	6	6	.....	A.-Cu., E., St.-Cu., Cu.	0	St.-Cu. and Cu. low in N.
7	8	5	.....	A.-Cu., E., St.-Cu. Cu.	0	
7	10	1	Ci.-St.	.....	0	Ci.-St. on N. horizon.
7	12	0	Ci.-St.	.....	0	Ci. St. on N. horizon. Continuous hurricane.
7	14	0	Ci.-St.	.....	0	Ci.-St. on N. horizon.
7	16	0	.....	.....	0	Wind more gusty.
7	18	1	Ci.-St.	.....	0	
7	20	1	Ci.	.....	0	Ci. scattered in S.
7	22	2	Ci.	.....	0	Ci. increasing. Violent gusts of wind no lulls.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift/Snow.	Remarks.
FEBRUARY, 1913—(*continued.*)						
7	24	2	Cl., Cl.-St. ...	.....	0	Tremendous gusts.
8	2	2	Cl., Cl.-St. ...	.....	...	
8	4	4	Cl.-St.	.....	...	Cl.-St. over N. sky.
8	6	1	Cl.-St.	.....	...	Bank Cl.-St. in N. Wind gusty, moderating.
8	10	0	.....	Fr.-Cu., E.	...	Calm, airs S.S.E. Sunny. Beautiful morning.
8	12	0	.....	Fr.-Cu., S.E.	...	Light winds.
8	13	5	.....	A.-Cu., S.E.	...	
8	13·30	9	.....	Nb.	...	N. breeze. Few snowflakes falling.
8	18	10	.....	Nb.	...	Calm.
8	20	10	.....	Nb.	...	Calm.
8	22	10	.....	Nb., E.	...	S.E. breeze.
8	24	10	.....	Nb.	...	Fresh S. wind.
9	...	...	.....	.....	...	Overcast Nb. all day, moving from S.E., 40-mile wind. Only general notes for 9th, 10th, and 11th, made later, as land party was expecting to embark.
10	...	...	.....	.....	...	Overcast Nb. all day, moving from S.E. Wind 40 m.p.h. in morning, calmed down to 20 m.p.h. in afternoon.
11	...	...	.....	.....	...	Heavily overcast Nb. all day, with prominent whalebacks. Cloud travel from S.E. Wind, 40 m.p.h.
12	12	9	Cl., Cl.-St....	Cu.	0	Cu. on N. horizon. Ci. trend N.E.-S.W. Sunshine.
12	17	8	.....	A.-Cu., S.E.	0	N. breezes.
12	18	5	Cl.	A.-Cu.	0	N. airs. A.-Cu. in E., Cl. in W.
12	20	2	Cl.	Cu.-St.	0	Cu. and St. on N. horizon. Cl. in Z., trend N.-S. S. wind sprang up.
12	24	5	Cl.	.....	0	Ci. over whole sky, trend N.-S. S. gale.
13	12	0	Cl.-St.	.....	0	Cl.-St. in N.W. Gale.
13	18	0	.....	.....	0	Hurricane. Perfectly clear.
14	12	0	.....	Cu.	0	Patches Cu. over sea to N. Wind moderating, heavy gusts, very gusty during night.
14	16	1	.....	Cu.	0	Cu. on horizon to N.E.
14	18	1	.....	Cu.	0	Cu. on N. horizon.
14	24	9	.....	St.-Cu., S.E.	0	Light S. winds. Sunny day, wind moderating all day.
15	11	9	.....	Nb.	0	High, light cloud.
15	12	10	.....	Nb.	0	Occasional calms.
15	18	6	.....	A.-Cu.	0	Clear in S. Steady gale.
15	24	1	.....	St.	0	St. on N. horizon. Dull day, with moderate winds.
16	12	0	Cl-St.	.....	0	Cl.-St. on horizon in N.N.W.
16	18	0	Cl.-St.	.....	0	Cl.-St. on horizon in N.N.W. Clear all afternoon.
16	22	2	Cl.-St.	.....	0	Cl.-St. rising and now denser. Sunny day with gale.
17	4	...	.....	.....	L	Very light drift commenced.
17	11	1	Cl., Cl.-Cu.	.....	...	Cloud on N. horizon.
17	12	1	Cl., Cl.-St. ...	.....	L	Cloud rising in N. Sunshine.
17	18	9	Cl.	A.-St., S.S.E.	0	A.-St. over most of sky. Cl. trend N.E.-S.W.
17	21	10	.....	Nb.	...	Snowing out to sea.
17	23	10	.....	Nb.	...	Strong gale all day. Clear in morning.
18	3	...	.....	.....	L	Light drift of fine particles commenced.
18	7	...	.....	.....	...	Anemometer came to grief. Out of action till April.
18	12	10	.....	Nb.	0	Cloud trend N.E.-S.W. Drift just ceased.
18	17.15	10	.....	Nb.	D	Heavy drift and snowfall. "Tapioca" snow.
18	18	10	.....	Nb.	D	Heavy snowfall. Overcast Nb. all afternoon.
18	21·45		.....	.....	0	Drift ceased.
18	22	6	.....	A.-Cu., Nb.	0	Clear to S.
19	12	10	.....	St.-Cu.	0	Cloud trend N.W.-S.E.
19	18	10	.....	Nb., S.E. ...	0	
19	21	10	.....	Nb., S.E. ...	0	
19	24	9	.....	Nb.	0	Trend N.E.-S.W. Wind averaged 30 m.p.h. during afternoon, with no drift.
20	12	7	Cl.	A.-Cu., S. ...	0	A.Cu. to S. Cl. trend N.E.-S.W. in N.
20	18	5	Cl.	.....	0	Wind gusty. Cl. radiant E.N.E.-W.S.W. over whole sky.
FEBRUARY, 1913—(*continued.*)						
20	15	...	.....	.....	0	Cl. fading.
20	16	2	.....	Fr.Cu.	0	
20	18	1	Cl.-St.	A.-Cu.	0	Cl.-St. on N. horizon. A.Cu. in N.W.
20	21	0	.....	.....	0	Calm. Fine moonlight night.
20	24	0	.....	.....	0	Calm. Fine moonlight night.
21	8	10	.....	Nb.	...	Calm. Snowfall commenced. 6-rayed crystals to ¼ inch diameter.
21	11·15	...	.....	.....	0	Snowfall ceased. Wind 30 m.p.h.
21	12	10	.....	Nb., S.E. ...	0	
21	15	10	.....	A.-St., Nb.	0	Nb. to N. and N.W.
21	16·30	10	.....	Nb.	...	Light snowfall commenced.
21	18	10	.....	Nb.	L	Light snowfall.
21	21	10	.....	Nb.	...	Snowfall ceased. Comparatively calm, cloudy day, with little snow.
22	12	9	.....	A.-Cu., Nb.	L	Nb. to N, A.-Cu. to S. Drift in clouds. Gale.
22	15	9	.....	Nb.	...	Clear on E. horizon.
22	18	9	.....	Nb.	0	Trend lines N.W.-S.E. Appears to be snowing at sea.
22	21	10	.....	Nb.	0	
22	24	10	.....	Nb.	0	Clearing. Wind moderating during evening.
23	4	10	.....	Nb.	...	Calm.
23	9	10	.....	Nb.	...	Calm. Light fall of "sago" snow for few minutes.
23	11·30	...	.....	.....	...	Light snowfall started again.
23	12	10	.....	Nb.	0	Calm. E. airs. Few flakes snow still falling.
23	18	10	.....	Nb.	0	Light snowfall all afternoon. Land enveloped in fog. Breezes from N.
23	24	10	.....	Nb.	0	Calm. No snowfall.
24	12	10	.....	Nb.	...	Easterly wind, 20 m.p.h.
24	14·30	...	.....	.....	...	Light snowfall, with E. wind.
24	18	10	.....	Nb.	D	Dense snowfall and drift. Wind 30 m.p.h., E.
24	21	10	.....	Nb.	L	Wind 40 m.p.h., the strongest so far experienced from E. or any direction other than S. to S.S.E.
24	24	10	.....	Nb.	L	Very light drift and E. wind of 45 m.p.h. An easterly blizzard during the afternoon, the first recorded.
25	12	10	.....	Nb.	D	Dense drift all night. Blizzard from E. of 70 m.p.h.
25	18	10	.....	Nb.	D	Snow appears to be falling. Wind moderated during afternoon.
25	21	10	.....	Nb.	D	Wind fallen to 40 m.p.h.
25	24	10	.....	Nb.	D	Snow still falling. Wind 30 m.p.h., south of east.
26	12	10	.....	Nb.	D	Blizzard continues. Now S.S.E. again.
26	13	...	.....	.....	D	Weather moderating.
26	16	10	.....	Nb.	L	Nb. clearing. Wind moderated to 20 m.p.h.
26	17	5	Cl., E.S.E....	A.-Cu., S.; Nb.	L	Nb. on N. horizon: A.-Cu. over most of sky.
26	18	8	Cl., E.S.E....	Nb.	L	Nb. to N.E. Cl. denser, over whole sky.
26	22	10	.....	.....	0	Wind fallen. Breezes from N.E. Dull day, with weather moderating during afternoon.
27	12	10	.....	Nb.	0	Light S.E. wind.
27	12·15	...	.....	.....	...	Light "sago" snowfall commenced, becoming heavy with drift.
27	15	10	.....	Nb.	L	Wind risen to 30 m.p.h. from S.
27	18	10	.....	Nb.	L	
27	21	1	.....	Nb.	L	Nb. on N. horizon. Wind 30-40 m.p.h. during afternoon: Light blizzard.
28	12	0	Cl.	.....	L	Little Cl. in N.W.
28	15	0	Cl.	.....	M	Little Ci. in N.W. - Drift low.
28	18	1	Cl.	.....	M	Ci. in S.W., trend E.-W.
28	24	1	.....	.....	...	Wind 40 m.p.h. all day, now rising. Light blizzard.
MARCH, 1913.						
1	6	...	.....	.....	M	Gusty wind, strong.
1	12	10	.....	Nb.	M	Sun gleaming. Heavy blizzard.
1	18	10	.....	A.-St., Fr.-Cu.	M	Fr.-Cu. in N. Sun gleaming. Occasional lulls.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date.		Cloud.			Drift Snow.	Remarks.
Day.	Hour.	Amount.	Type and Movement. Upper.	Lower.		
MARCH, 1913—(*continued*).						
1	24	10	.....	A.-St.	M	Heavy blizzard all day.
2	6	10	.....	A.-St.	L	Wind moderating.
2	10	10	.....	A.-St.	0	Sun gleaming. Lightly overcast.
2	12	10	.....	A.-St.	0	Sun gleaming. S.E. breeze.
2	18	10	.....	A.-St.	0	Almost calm.
2	21	7	.....	A.-Cu.	0	Calm. Clearing.
2	24	5	.....	A.-Cu.	0	Clear to S. Calm, dull day.
3	1·30	...	.....	.....	L	Drift commenced.
3	12	10	.....	Nb.	D	Heavy blizzard, worst experienced so far this year.
3	18	5	Cl., Cl.-Cu.	Nb.	D	Heavy blizzard. Cl. and Cl.-Cu. to W. Nb. in N.E.
3	21	...	.....	.....	M	Hurricane.
3	24	...	.....	.....	M	Hurricane.
4	3	...	.....	.....	M	Hurricane.
4	4	...	.....	.....	...	Wind more gusty.
4	6	...	.....	.....	M	
4	9	...	.....	.....	M	
4	12	10	.....	Nb.	D	Heavy blizzard. Sun gleaming.
4	18	...	.....	.....	D	Sky obscured.
4	21	...	.....	.....	D	Very heavy drift.
4	24	...	.....	.....	D	Very heavy drift. Blizzard all day.
5	3	...	.....	.....	D	Very heavy drift. Violent gusts of wind.
5	6	...	.....	.....	D	Sky obscured.
5	8	10	.....	Nb.	D	Drift slightly moderated.
5	9	10	.....	Nb.	D	Sun gleaming.
5	12	5	Cl.	.....	D	Drift heavy, but less than yesterday. Sun gleaming.
5	16	1	Cl.	.....	M	Cl. in N.E. very disturbed.
5	18	...	.....	.....	M	Sky obscured.
5	21	...	.....	.....	M	
5	24	0	.....	.....	L	Drift moderated, but wind rose during day.
6	3	0	.....	.....	M	Violent gusts in wind.
6	6	0	.....	.....	L	
6	12	0	.....	.....	L	Occasional gusts of drift. Wind falling.
6	15	0	.....	.....	0	Drift ceased. Wind 20 m.p.h.
6	16	1	Cl.	.....	0	Cl. on S. horizon.
6	17	5	Cl., S.	.....	0	
6	18	7	.....	St.-Cu.	0	Clear on N. horizon.
6	22	...	.....	.....	0	Calm.
6	23	5	.....	St.-Cu.	0	Clear to S. Breezes from N.
6	24	5	.....	St.-Cu.	0	Clear to S.. S.E. wind, occasional calms.
7	1	0	.....	.....	...	Gusty wind, with calms.
7	3	0	.....	.....	...	Steady S. wind of 40 m.p.h.
7	5	0	.....	.....	...	
7	6	1	.....	St., St.-Cu., A.-Cu.	0	St. on N. horizon.
7	7.30	5	Cl.	A.-Cu., St., St.-Cu.	...	St. on. N. horizon. St.-Cu. to N.E.
7	9	5	Cl.	A.-Cu.	...	Cl. trend N.E.-S.W.
7	12	9	.....	A.-Cu., S.E.	0	Light wind.
7	15	10	.....	A.-St., Nb.	...	
7	18	10	.....	A.-St.	0	Calm.
7	21	10	.....	.....	...	Calm.
7	24	10	.....	.....	0	Calm. Calm afternoon, heavily overcast.
8	2	10	.....	.....	0	Occasional gusts from E.
8	4	10	.....	.....	0	Gusty wind, E.
8	5	10	.....	Nb.	0	Light E. wind.
8	6	10	.....	Nb.	0	E. breezes.
8	9	10	.....	Nb.	0	
8	12	10	.....	Nb.	0	Wind freshening, E.S.E.
8	15	10	.....	Nb.	0	Snowing out to sea.
8	15·45	...	.....	.....	...	Snowfall commenced.
8	18	10	.....	Nb.	0	Light fall "tapioca" snow. Strong S.S.E. wind.
8	22	10	.....	Nb.	0	Calm.
8	23	...	.....	.....	...	S. wind rising.
8	24	10	.....	Nb.	0	Wind 30 m.p.h. S. Moderate winds to calm, densely overcast all day, with little snow.
9	2	...	.....	.....	L	
9	7	0	.....	.....	L	
9	11	0	.....	.....	0	Drift ceased.
9	12	1	Cl.-Cu.	.....	0	Cloud in N.W. Hurricane.
9	15	0	.....	.....	0	
9	18	0	.....	.....	0	
9	21	0	.....	.....	0	
9	24	0	.....	.....	0	Clear, sunny day, with S. hurricane.
10	2	0	.....	.....	0	
10	4	0	.....	.....	0	
10	6	0	.....	.....	L	Cloud bank on N. horizon.
10	9	...	.....	.....	L	
10	11	4	Cl.-St.	.....	L	Cl.-St. trend, W. by N.-E. by S. Gusty wind.
10	12	2	Cl.-St., W. by N.	.....	0	Drift ceased.
10	13	1	Cl.-St.	.....	0	Cloud on N. horizon only.
10	15	5	Cl., W. by N.	Cu..	0	Cu. on N. horizon. Cl. over most of sky.
10	16	9	Cl.	A.-St.	S	A.-St. to N. of Z., Cl. to S. Intermittent drift.
10	17	9	.....	A.-St.	0	
10	18	9	.....	A.-St.	0	Clear on S. horizon.
10	20	9	.....	A.-St.	L	Clear on S. horizon. Steady wind.
10	21	10	.....	A.-St.	L	
10	24	10	.....	A.-St.	L	Drift slightly increased. Hurricane all day, clear in morning, becoming overcast in afternoon.
11	2	...	.....	.....	M	
11	3	10	.....	.....	M	
11	6	10	.....	.....	M	
11	9	10	.....	.....	M	
11	12	10	.....	.....	M	
11	15	1	Cl.-Cu.	.....	0	Cl.-Cu on N. horizon.
11	18	0	.....	.....	L	Cloud on N. horizon. Occasional gusts of drift during afternoon.
11	22	0	.....	.....	L	Cloud on N. horizon.
11	23	0	.....	.....	0	Cloud on N. horizon.
11	24	0	.....	.....	0	Cleared during afternoon, and wind moderated somewhat.
12	2	...	.....	.....	M	Gusty wind.
12	4	0	.....	.....	L	
12	6	0	.....	.....	0	
12	12	5	Ci., Cl.-Cu; W.	.....	0	Cloud trend E.-W., rapid motion from W.
12	16	10	.....	A.-St.	L	
12	18	10	.....	.....	L	
12	21	10	.....	.....	...	
12	23·30	...	.....	.....	M	
12	24	10	.....	Nb. (?)	D	Sunny morning with moderate wind; day closing with heavy blizzard.
13	3	...	.....	.....	M	Hurricane.
13	5	...	.....	.....	M	Hurricane.
13	6	...	.....	.....	D	
13	8	...	.....	.....	D	
13	12	10	.....	Nb. (?)	D	Very heavy drift; the densest experienced so far this year.
13	15	10	.....	Nb. (?)	D	Heavy blizzard.
13	18	10	.....	Nb. (?)	D	Heavy blizzard.
13	24	...	.....	.....	D	Heavy blizzard. Heavy blizzard all day.
14	2	...	.....	.....	D	Heavy blizzard.
14	4	...	.....	.....	D	Heavy blizzard.
14	6	...	.....	.....	D	Heavy blizzard.
14	9	...	.....	.....	D	Heavy blizzard.
14	12	...	.....	.....	D	Heavy blizzard.
14	16	10	.....	Nb.	D	Drift slightly moderated. Ragged Nb. seen in Z
14	18	9	.....	A.-Cu.	M	
14	21	8	.....	A.-Cu.	M	
14	24	...	.....	.....	M	Blizzard all day; moderating.
15	2	10	.....	Nb.	...	"Sago" snow falling.
15	4	...	.....	.....	L	
15	8	...	.....	.....	L	
15	12	10	.....	Nb.	D	Dense drift of newly fallen flakes.
15	15	10	.....	Nb.	D	Dense drift of newly-fallen flakes. Wind moderating.
15	18	...	.....	.....	D	Wind about 30 m.p.h.
15	22	...	.....	.....	M	

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
MARCH, 1913—(*continued*).						
15	24	...	.....	.....	M	Moderate blizzard all day.
16	4	0	.....	.....	L	Cloud bank on N.E. horizon.
16	6	0	.....	.....	M	
16	7	1	Ci.-St.	Cu.	L	Cloud on N.E. horizon. Lulls in wind, and clouds of drift.
16	9	0	.....	.....	M	
16	10	1	Ci.-St.	.....	M	Ci.-St. in N.W. Heavy gusts of wind and lulls.
16	12	2	Ci.-St.	.....	M	Ci.-St. in N., trend W. by N.-E. by S, Gusty.
16	15	0	.....	.....	M	Gusty wind and drift.
16	18	0	.....	.....	M	Drift in gusts.
16	24	...	.....	.....	M	Clear, sunny day, with 45 m.p.h. gusty wind and drift in clouds.
17	3	...	.....	.....	M	
17	6	...	.....	.....	M	Sky obscured.
17	9	...	.....	.....	M	Sky obscured. Sun gleaming.
17	12	0	.....	.....	D	Terrific blizzard. Sun gleaming and sky appears clear.
17	15	...	.....	.....	D	Blizzard.
17	17	9	.....	A.-St; Nb.,	M	Dense Nb. in W. to N.W. Occasional lulls.
17	18	8	.....	A.-Cu., W.; St.-Cu.	D	St.-Cu. on N. horizon. Occasional lulls.
17	21	...	.....	.....	M	Heavy cloud to N.W.
17	24	...	.....	.....	M	Wind steadier. Blizzard all day. Gusty.
18	3	...	.....	.....	D	
18	6	...	.....	.....	D	Steady wind.
18	10	...	.....	.....	D	Wind moderating since 3 a.m.
18	12	10	.....	A.-St.	L	Sun gleaming. Wind falling.
18	15	...	.....	.....	D	Sky obscured. Occasional lulls.
18	18	10	.....	A.-St.	M	Occasional lulls.
18	21	...	.....	.....	M	Sky appears clear. Stars visible in zenith.
18	24	...	.....	.....	M	Sky appears clear. Blizzard all day. Wind moderated at noon, but rose again in evening.
19	3	...	.....	.....	M	Clear in zenith.
19	6	10	.....	Nb.	M	Gusts of dense drift at intervals.
19	9	...	.....	.....	M	Wind very gusty.
19	12	2	Ci., Ci.-St.	.....	L	Cloud trend N.W.-S.E. Lulls. Sunshine. Wind 35 m.p.h.
19	15	3	Ci., Ci.-Cu.	.....	...	Cloud trend N.W.-S.E.
19	17	7	Ci.-Cu., W.N.W.	.....	L	Ci.-Cu. over whole sky. Radiating from W.N.W.
19	18	5	Ci.-Cu.	St.	L	Ci.-Cu. fading. St. appearing in N.W.
19	22	1	.....	.....	...	Cloud bank on N. horizon.
19	24	1	.....	.....	L	Cloud bank on N. horizon. Blizzard much moderated to-day.
20	3	0	.....	.....	L	
20	6	1	.....	A.-St.	L	A.-St. in N.
20	8	5	.....	A.-Cu., A.-St.	S	Cloud trend N.W.-S.E.
20	10	7	.....	A.-Cu., W.N.W.	L	Occasional gusts of drift and calms. Wind 25 m.p.h.
20	12	7	.....	A.-Cu., W.N.W.	L	Gusty. Occasional light drift.
20	15	0	.....	Cu.	S	Cu. on N. horizon.
20	18	10	.....	St.-Cu., E.N.E.	S	Cloud moving rapidly from E.N.E.
20	21	1	.....	.....	L	Cloud on N. horizon. Continuous drift.
20	22	1	.....	.....	L	Cloud on N. horizon. Continuous drift.
20	24	1	.....	.....	M	Cloud on N. horizon. Comparatively calm day, with light drift only.
21	4	0	.....	.....	M	
21	8	0	.....	.....	...	
21	10	0	.....	.....	M	
21	12	0	.....	.....	M	Blizzard, with terrific gusts. Bright sunshine through drift.
21	18	2	Ci.-Cu.	St.-Cu.	M	St.-Cu. on N. horizon; Ci.-Cu. trend W. by N. to E. by S. Occasional lulls.
21	21	5	Ci.-St.	.....	...	Ci.-St. bars trend E. by S. to W. by N. Wind gusty.
21	24	4	Ci.-St.	.....	M	Gusty wind. Blizzard all day.
22	3	5	Ci.-St.	.....	M	Radiant R.-W. Occasional lulls.
MARCH, 1913—(*continued*).						
22	6	2	Ci.-St.	.....	M	Ci.-St. in N. only. Gusty wind.
22	9	0	.....	.....	M	Continuous drift. Sunshine.
22	12	1	Ci.-St.	.....	M	Ci.-St. on S. horizon. Fierce gusts. Drift intermittent.
22	15	2	Ci.-St.	.....	L	Ci.-St. on N. horizon. Drift intermittant Bright sunshine.
22	18	3	Ci.-St.	.....	S	Ci.-St. in N. trend E.-W.
22	21	3	Ci.-St.	.....	L	Ci.-St. in N. trend E.-W.
22	24	...	.....	.....	M	Sky obscured. Moderate winds rising at night, with little drift during day.
23	3	...	.....	.....	D	Sky obscured.
23	6	...	.....	.....	D	Sky obscured.
23	9	...	.....	.....	D	Sky obscured.
23	12	10	.....	Nb.	D	Heavy blizzard.
23	15	...	.....	.....	D	Heavy blizzard.
23	18	10	.....	Nb.	M	
23	21	10	.....	Nb.	D	
23	24	...	.....	.....	D	Sky obscured. Blizzard all day.
24	3	...	.....	.....	D	Sky obscured.
24	6	...	.....	.....	D	Sky obscured.
24	12	10	.....	Nb.	D	Very fine particles of drift.
24	15	...	.....	.....	D	Very heavy blizzard. Wind 90 m.p.h.
24	18	10	.....	Nb.	D	Blizzard continues unabated.
24	19	10	.....	Nb.	D	
24	19·45	...	.....	.....	...	Sudden calm. Snow falling.
24	21	...	.....	.....	D	Wind rose duddenly again to 60 m.p.h. Calm and gusty from 19·45—21 h.
24	24	...	.....	.....	D	Sky obscured. Blizzard all day.
25	6	10	.....	Nb.	D	Dense drift in gusts. Snw falling, wind gusty; almost calm ato intervals
25	6·30	...	.....	.....	...	Wind rising.
25	9	...	.....	.....	D	Snow still falling; apparently hurricane
25	12	10	.....	Nb.	D	Heavy blizzard, with hurricane.
25	18	10	.....	Nb.	M	Blizzard dying down.
25	21	10	.....	Nb.	L	
25	24	6	.....	Nb.	0	Cloud in N. only. Drift ceased and wind abated from 80 to 40 m.p.h. in after. in afternoon.
26	2	10	.....	.....	...	
26	4	10	.....	A.-St., St. ...	S	Bank St. in N. Rest of sky overcast St.
26	5·15	5	.....	A.-St., St. ...	L	Clear in S.
26	6	5	.....	A.-Cu., St. ..	L	Clear in S.
26	7·30	7	.....	.....	...	Cloud extending.
26	8	8	.....	.....	...	
26	10	8	Ci.	Nb.	S	Ci. in S. Dense Nb. in N.
26	12	8	Ci.	Nb.	0	Ci. in S. Dense Nb. in N.
26	15	5	.....	A.-Cu.	M	
26	18	5	.....	St.-Cu.	M	
26	21	10	.....	St.-Cu.	L	
26	24	10	.....	.....	L	Dull day, with moderate winds and light drift.
27	3	10	.....	.....	L	
27	6	10	.....	.....	L	
27	9	10	.....	.....	L	
27	12	10	.....	Nb., S.E. ...	M	
27	15	10	.....	Nb.	M	Drift increasing, wind rising. Cloud very dense.
27	18	10	.....	Nb.	M	Snow falling.
27	21	10	.....	Nb.	M	Steady wind.
27	24	...	.....	.....	M	Sky obscured. Blizzard all day.; steadily increasing.
28	3	10	.....	.....	D	
28	6	10	.....	.....	D	
28	9	10	.....	.....	D	Snow probably falling. Steady wind.
28	12	10	.....	Nb.	M	Sun gleaming.
28	15	10	.....	Nb.	D	
28	18	10	.....	Nb.	D	
28	21	...	.....	.....	D	
28	23	10	.....	A.-St.	M	Moon gleaming.
28	24	10	.....	.....	M	Heavy blizzard all day. 80 m.p.h. wind and dense drift.
29	3	5	.....	A.-Cu.	M	
29	6	1	.....	.....	M	Cloud bank on N. horizon.
29	9	4	.....	A.-Cu.	L	Bright sunshine.
29	12	3	Ci.	A.-Cu., E. ...	S	Faint Ci., trend E.-W. A.-Cu. moving rapidly.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date.		Cloud.			Drift Snow.	Remarks.
Day.	Hour.	Amount.	Type and Movement. Upper.	Type and Movement. Lower.		
MARCH, 1913—(*continued*).						
29	15	5	Ci.	A.-Cu.	L	Faint Ci. trend E.-W. Drift increasing.
29	18	9	.....	St.-Cu.	M	
29	21	10	.....	.....	D	
29	24	...	.....	.....	D	Blizzard abated in morning, heavy in evening.
30	3	...	.....	.....	M	Sky obscured.
30	6	...	.....	.....	M	Appears clear. Heavy gusts of wind.
30	12	10	.....	Nb.	D	
30	15	10	.....	.....	D	
30	18	10	.....	.....	D	Very dense drift.
30	21	10	.....	.....	D	
30	24	...	.....	.....	D	Terrific blizzard.
31	3	...	.....	.....	D	Terrific blizzard.
31	6	...	.....	.....	D	Terrific blizzard.
31	9	10	.....	.....	D	Wind abated to 80 m.p.h.
31	12	...	.....	.....	D	Sky obscured. Very dense drift.
31	15	...	.....	.....	D	Sky obscured. Sun gleaming.
31	18	10	.....	Nb.	D	
31	21	...	.....	.....	M	Sky appears clear.
31	24	...	.....	.....	D	Heavy blizzard all day.
APRIL, 1913.						
1	3	...	.....	.....	D	
1	6	10	.....	Nb.	D	
1	9	10	.....	Nb., St. ...	M	Drift moderated considerably.
1	12	4	.....	A.-Cu., S. by E.	L	
1	15	1	Ci.	Cu.	S	Ci. in S.W. Cu. on N. horizon.
1	18	1	.....	.....	L	Cloud bank on N.W. horizon.
1	21	0	.....	.....	L	Bright stars.
1	24	0	.....	.....	L	Hurricane all day, but drift much moderated.
2	1	...	.....	.....	...	Wind very gusty.
2	3	0	.....	.....	L	
2	6	0	.....	.....	L	Wind gusty. Occasional dead calms.
2	8	...	.....	.....	M	Drift increasing.
2	9	...	.....	.....	M	
2	12	1	Ci.	.....	M	Gauzy cloud in zenith, trend W.S.W.-E.N.E.
2	13	...	.....	.....	...	Anemometer again working.
2	14·30	1	Ci.	St.-Cu.	S	
2	15	1	Ci.	St.-Cu.	...	St.-Cu. bank on N. horizon. Ci. trend E.-W.
2	18	1	Ci.	St.-Cu.	0	St.-Cu. bank on N. horizon. Ci. in N.W. only.
2	21	...	.....	.....	L	
2	24	0	.....	.....	L	Clear day, with 50 m.p.h. wind and some drift.
3	1	0	.....	.....	L	Cloud on N. horizon.
3	2	0	.....	.....	L	Cloud on N. horizon.
3	3	0	.....	.....	L	Cloud on N. horizon. Wind fell to 40 m.p.h.
3	4	0	.....	.....	L	Wind again rose to 50 m.p.h.
3	5	0	.....	.....	L	
3	6	1	Ci.	St.-Cu.	L	St.-Cu. on N. horizon. Ci. trend N.N.W.,-S.S.E.; scattered.
3	7	5	Ci.	St.-Cu.	L	Ci. spreading, web over whole sky.
3	8	5	Ci.	.....	L	Ci. spreading, trend E.-W.
3	9	2	Ci.	.....	...	Ci. clearing.
3	12	2	Ci.-Cu.	St.-Cu.	L	Ci.-Cu. trend E.-W. S. sky clear.
3	14·30	5	.....	A.-Cu., St.	M	S. sky clear.
3	15	8	.....	A.-Cu., St.	...	A.-Cu., dense, now covers whole sky.
3	18	8	.....	A.-Cu.	L	
3	21	1	.....	.....	L	Cloud bank on N. horizon.
3	23	0	.....	.....	L	Bright stars.
3	24	0	.....	.....	L	Gale all day, with light drift. Some sunshine.
4	3	0	.....	.....	S.	Cloud bank on N. horizon.
4	6	0	.....	.....	S.	
4	9	6	.....	A.-Cu., St.	...	A.-Cu. over whole sky except N. horizon, where bank St.
4	12	0	.....	.....	L.	Gusty wind, with drift in gusts.
4	15	0	.....	.....	S.	Wind rising
4	18	0	.....	.....	S.	Cloud bank on N. horizon.
4	20	0	.....	.....	S.	Cloud bank on N. horizon.
APRIL, 1913—(*continued*).						
4	24	0	.....	.....	S.	Cloud bank on N. horizon. Clear sunny day, with gale.
5	3	0	.....	.....	L.	Gusty wind.
5	6	0	.....	.....	M.	
5	9	10	.....	A.-St	...	
5	12	10	.....	Nb.	L.	Light high drift. Probably snowing to S.
5	15	10	.....	Nb.	M.	Drift increasing.
5	18	10	.....	Nb.	D.	Steady wind.
5	20	10	.....	Nb.	D.	Blizzard increasing.
5	23	...	.....	.....	D.	Heavy blizzard.
5	24	...	.....	.....	D.	Everything obscured by heavy blizzard.
6	3	...	.....	.....	D.	Everything obscured by heavy blizzard.
6	6	...	.....	.....	D.	Very severe blizzard continues.
6	7	...	.....	.....	D.	Wind moderating.
6	9	...	.....	.....	D.	Wind abated to 70 m.p.h.
6	12	10	.....	Nb.	D.	Evidently snow falling—soft large drift. Much new snow deposited round hut.
6	15	...	.....	.....	...	Blizzard continues.
6	18	10	.....	Nb.	D.	Blizzard continues. Wind moderating.
6	21	10	.....	Nb.	D.	Blizzard moderating.
6	23	...	.....	.....	...	Calms at intervals.
6	24	...	.....	.....	M.	Wind fallen to 40 m.p.h.
7	2	...	.....	.....	D.	Sky obscured.
7	4	...	.....	.....	D.	Sky obscured.
7	6	10	.....	St.-Cu.	M.	Wind 50 m.p.h.
7	7	...	.....	.....	D.	Wind rising again.
7	9	...	.....	.....	D.	Sky and everything obscured by drift.
7	12	...	.....	.....	D.	Sky and everything obscured by drift. Very severe blizzard.
7	15	...	.....	.....	D.	Sky and everything obscured by drift.
7	18	...	.....	.....	D.	Sky and everything obscured by drift.
7	24	...	.....	.....	D.	Heavy blizzard all day.
8	2	...	.....	.....	D.	Blizzard continues.
8	4	...	.....	.....	...	Wind fell to moderate breeze and became more E.
8	6	10	.....	Nb.	0	Wind E., light snowfall.
8	7·30	10	.....	Nb.	0	Snowing heavily. Flakes ½-inch diam
8	9	10	.....	Nb.	0	Snowfall ceased.
8	9·30	10	.....	Nb., N.E. ...	0	A foot of snow covers everything.
8	12	10	.....	Nb.	0	Light E. winds.
8	15	10	.....	Nb.	0	
8	15·30	...	.....	.....	L.	S.E. wind sprang up with light drift.
8	18	10	.....	Nb.	S.	
8	24	...	.....	.....	D.	Everything obscured by dense drift. Gale.
9	3	...	.....	.....	D.	Everything obscured by dense drift. Very heavy blizzard.
9	6	...	.....	.....	D.	Appears clear. Stars in zenith. Heavy blizzrd continues.
9	9	...	.....	A.-Cu.	D.	Sun. gleaming. A.-Cu. in zenith; Heavy blizzard continues.
9	12	3	Ci., Ci.-St.	.....	M.	Cloud in N. Terrific gusts and occasional lulls., Blizzard moderating. Sunshine.
9	15	4	Ci., Ci.-St.	.....	M.	Cloud trend N.–S. Wind moderating. Gusts and lulls.
9	18	1	.....	St.	M.	St. round horizon. Occasional lulls.
9	21	0	.....	.....	M.	Appears clear.
9	24	0	.....	.....	L.	Gusty wind, with drift in gusts.
10	2	0	.....	.....	M.	Very gusty wind, light drift only in lulls.
10	3	0	.....	.....	M.	Very gusty wind, light drift only in lulls.
10	4	0	.....	.....	M.	Wind moderating. Lulls. Cloud bank on N. horizon.
10	5	...	.....	.....	L.	Wind moderating. Gusts and calms.
10	6	0	.....	.....	L.	Cloud on N. horizon. Gusts and calms.
10	9	1	.....	St.	L.	St. on N. horizon. Gusts and calms.
10	12	1	Ci.-Cu.	Cu.	L.	Cu. on N. horizon. Ci.-Cu. mainly N.W. Wind gusty, veering E.-S. Drift intermittent. Sunshine.
10	15	1	Ci.-St.	Cu.	L.	Cloud on N. horizon. Wind and drift in gusts.
10	18	1	Ci.	Cu.	L.	Cu. on N. horizon. Ci. in E. Wind rising with continuous drift.
10	21	0	.....	.....	L.	

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
APRIL, 1913—(*continued*).						
10	24	0	.....	.....	L.	Much more moderate weather, with sunshine.
11	3	0	.....	.....	L.	Wind risen to 50 m.p.h.
11	6	0	.....	.....	L.	Gusty. Frequent calms.
11	9	0	.....	.....	L.	Cloud on N. horizon.
11	12	0	Ci.	.....	S.	Ci. on N. horizon. Steady wind. Sunshine.
11	15	0	.....	.....	M.	Drift and wind increased.
11	18	0	.....	.....	M.	
11	24	3	.....	.....	L.	Cloud bank in N. Clear day, with wind much increased.
12	1·30	0	.....	.....		
12	3	0	.....	.....	M.	
12	6	4	.....	St.-Cu., Fr.-Cu.	M.	Cloud in N.
12	7·30	8	.....	Cu., Fr.-Cu.	M.	
12	9	8	.....	Cu., Fr.-Cu.	M.	
12	12	1	Ci.-Cu.	.....	M.	Ci-Cu. round horizon.
12	15	7	.....	A.-Cu., E. ...	M.	
12	18	8	.....	A.-Cu., E. ...	M.	
12	21	10	.....	.....	M.	
12	24	10	.....	.....	M.	Moderate blizzard all day.
13	3	10	.....	.....	M.	
13	5	10	.....	.....	M.	Appears overcast. Wind slightly moderated.
13	6	10	.....	St.-Cu.	L.	Occasional lulls for a few seconds.
13	7·30	10	.....	St.-Cu.	L.	Wind moderated to 55 m.p.h.
13	9	10	.....	St.-Cu.	L.	
13	12	9	.....	St.-Cu.	L.	Clear in S. Cloud motionless.
13	15	10	.....	Nb.	L.	
13	18	10	.....	Nb.	M.	
13	21	8	.....	.....	M.	Few stars visible in zenith.
13	24	10	.....	.....	M.	Gusty wind. No stars. Overcast day, with hurricane and light drift.
14	3	...	.....	.....	...	Wind risen to 85 m.p.h.
14	6	...	.....	.....	M.	Clear in zenith.
14	9	0	.....	.....	M.	
14	12	0	.....	.....	M.	
14	15	...	.....	.....	M.	Steady wind of 90 m.p.h.
14	18	0	.....	.....	M.	
14	24	0	.....	.....	M.	Terrific wind and moderate drift all day
15	6	0	.....	.....	L.	
15	8	0	.....	.....	L.	
15	9	0	.....	.....	M.	
15	12	0	.....	Fr.-Cu.	L.	Little Fr.-Cu. in N. Sunshine.
15	15	0	.....	.....	L.	Wind moderated to 40 m.p.h.
15	18	0	.....	.....	S.	Wind much moderated.
15	21	0	.....	.....	0	Drift ceased.
15	24	1	.....	.....	L.	Intermittent drift. Sunny day, wind moderating, little drift.
16	2	...	.....	.....	L.	Gusty wind, intermittent drift.
16	3	0	.....	.....	L.	Gusty wind, intermittent drift.
16	4	...	.....	.....	...	Wind increasing.
16	5	...	.....	.....	...	Wind increasing.
16	6	0	.....	.....	L.	Cloud bank on N. horizon. Wind 50 m.p.h.
16	9	0	.....	.....	L.	Cloud bank on N. horizon. Wind 50 m.p.h.
16	12	0	.....	.....	S.	
16	15	0	.....	.....	S.	
16	18	0	.....	.....	S.	
16	20	0	.....	.....	M.	Drift obscures horizon.
16	24	0	.....	.....	M.	Clear sunny day, with 50-mile wind and little drift.
17	6	0	.....	.....	S.	Cloud bank on N. horizon.
17	9	2	Ci.	.....	M.	Scattered Ci. in N.
17	11	7	Ci.	.....	M.	Ci. radiant. E.-W., gauzy.
17	12	10	Ci.-St.	.....	M.	Sun gleaming. Ci.-St. changing to A-St.
17	15	10	.....	A.-St.	M	Wind has risen, and drift increases.
17	18	10	.....	A.-St.	D.	Wind still rising. Now 60 m.p.h.
17	21	10	.....	Nb.	M.	Steady wind.
17	24	10	.....	.....	M.	Cloudy day, moderate blizzard.
18	2	...	.....	.....	...	Wind moderating.
18	3	...	.....	.....	M.	Sky obscured. Drift slightly moderated.
18	4·45	...	.....	.....	...	Stars visible.
18	5·15	...	.....	.....	...	Momentarily calm.
APRIL, 1913—(*continued*).						
18	6	...	.....	.....	M.	Clear in zenith. Wind 50 m.p.h..
18	9	2	Ci.-St.	.....	M.	Cloud on N. horizon.
18	12	10	.....	A.-St.	M.	Sun gleaming.
18	15	10	.....	A.-St.	M.	
18	18	9	.....	A.-St.	M.	Cloud trend N.–S. 60 mile wind.
18	20	0	.....	.....	L.	
18	21	0	.....	.....	L.	Low drift. Whirlwinds from all quarters.
18	21·25	...	.....	.....	...	Steady S. wind again.
18	24	0	.....	.....	L.	Steady 60 mile S. wind. Dull day, with 60-mile wind, occasional calms, some drift.
19	3	0	.....	.....	L.	
19	4	0	.....	.....	L.	
19	5	0	.....	.....	L.	Gusty wind.
19	6	0	.....	.....	M.	Gusty wind.
19	7·30	10	Ci.-St.	.....	L.	Wind very gusty. Lulls of 15 seconds duration.
19	9	10	Ci.-St.	.....	L.	Wind very gusty. Lulls of 15 seconds duration.
19	12	8	Ci.-St.....	.....	L.	Cloud radiant W.N.W.-E.S.E. Sunshine.
19	15	5	Ci.; Ci.–St., W.N.W.	.....	M.	Cloud radiating and travelling from W.N.W.
19	16	1	Ci.	.....	...	Ci. on N. horizon only.
19	18	...	.....	.....	M.	Sky obscured.
19	21	0	.....	.....	M.	Bright moon.
19	22	0	.....	Fr.-Cu.	M.	Fr.-Cu. (condensation cloud) in N.
19	23	...	.....	.....	0	Calm.
19	24	0	.....	.....	0	Calm. Gusts from N.W. Moderate blizzard all day, with sudden calm at 11 p.m.
20	3	0	.....	.....	0	Calm. Gusts from all directions. Wind roaring to S.
20	6	0	.....	.....	0	Occasional gusts from S.
20	8·45	...	.....	.....	0	Gusts from all directions.
20	9·10	0	.....	St., S.....	0	Condensation cloud. Fog over sea. Brash ice in bay. Whirlwinds and puffs.
20	10·45	...	.....	.....	D.	Wind rose from S.S.W.
20	11·30	0	.....	.....	...	Fog in N. Appears clear.
20	12	...	.....	.....	D.	Sky obscured. Heavy blizzard set in.
20	15	...	.....	.....	D.	Terrific blizzard.
20	15·50	10	.....	Nb.	...	Sudden calm. Breezes N.N.E. Snow falling.
20	18	10	.....	Nb.	...	Breezes veering S. to W. Snowfall. Gusty.
20	21	10	.....	Nb.	...	Wind steadier, but light.
20	24	...	.....	.....	D.	Severe gusts from S.
21	3	...	.....	.....	D.	Hurricane. Sky obscured, moon gleaming. Probably clear.
21	6	1	.....	.....	D.	Cloud in N.E. Blizzard continues.
21	9	4	Ci.; Ci.-St.	St.	L.	St. on N. horizon. Ci. radiant W. by N-E. by S. Hurricane.
21	12	0	.....	.....	L.	Bright sunshine.
21	15	0	.....	.....	L.	Bright sunshine. Cloud bank on N. horizon.
21	18	1	.....	.....	L.	Cloud on N. horizon. Moon and stars visible.
21	21	1	Ci.-St.	.....	L.	Ci.-St. trend E.-W.
24	24	3	.....	A.-St.	M.	Lunar halo about 47° diameter. Clear day, with hurricane and light drift.
22	1	1	.....	A.-St.	M.	A.-St. in N. Driftless. Lunar halo approximately 45° diameter.
22	1·30	...	.....	.....	...	Almost calm for a moment. Gusts.
22	2	5	.....	A.-St.	...	Wind 70 m.p.h.
22	3	5	.....	A.-St.	...	
22	4	7	.....	A.-St.	M.	Drift denser. Cloud trend E.-W.
22	5	8	.....	A.-St.	...	Cloud denser.
22	6	10	.....	A.-St.	M.	
22	7	10	.....	A.-St.	M.	
22	9	10	.....	Nb.	D.	Apparently snowing.
22	12	10	.....	Nb.	M.	Light cloud with convergence to N.N.W.
22	15	10	.....	Nb.	M.	Drift increased since noon.
22	18	1	Ci.-St.	.....	L.	Cloud in N.W.
22	20	5	Ci.-St.	.....	...	Ci.-St. haze in N. sky. Stars in Z.
22	21·30	10	.....	A.-St.	L	Misty cloud.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
APRIL, 1913—(*continued*).						
22	24	10	.....	A.-St.	L	Very light drift. Lunar halo. Occasional lulls.
23	2	10	.....	A.-St.	L	Very light drift. Lunar halo.
23	3	10	.....	A.-St.	L	Wind falling.
23	4	1	Ci. St.	.....	L	Cloud on N. horizon. Bright moon.
23	6	1	Ci.-St.	.....	0	Cloud to N.W. Calm with gusts.
23	9	10	.....	Nb.	L	Calms and gusts.
23	12	10	.....	Nb.	M	Heavy snow fall; large drifting flakes.
23	15	10	.....	Nb.	M	Heavy snowfall. Fine fern-like crystals.
23	18	10	.....	Nb.	M	Heavy snowfall. Wind 30-40 during afternoon.
23	24	6	.....	Nb., N.E.	M	Cloud breaking up.
24	2	...	.....	.....	M	Appears overcast.
24	4	...	.....	.....	M	Appears overcast.
24	5	0	.....	.....	M	Appears clear. Bright moon and stars.
24	6	0	.....	.....	M	Appears clear. Bright moon and stars.
24	7	0	.....	St.	M	Wind becoming gusty. Cloud on N. horizon.
24	9	0	.....	.....	M	Gusty.
24	12	0	.....	.....	M	Wind 50 m.p.h.
24	15	1	Ci.-St.	St.	M	Cloud on N. horizon. Drift lighter.
24	18	1	Ci.-St.	St.	L	Ci.-St. trend E.-W. Wind falling.
24	20	0	.....	.....	...	Cloud on N. horizon.
24	21	0	.....	A.-St.	L	Cloud on N. horizon. Almost calm at intervals. Intermittent drift. Bright moon and stars.
24	22	1	.....	A.-St.	...	A.-St. increasing.
24	23	5	.....	A.-St.	...	Radiant from W.
24	24	8	.....	A.-St.	L	Gusty day, with some sunshine and decreasing drift.
25	2·30	9	.....	A.-St.	0	Lunar halo approx. 40° diam.
25	4	5	.....	A.-St.	0	Clearing in W. Cloud trend E.-W. Intervals of calm.
25	6	5	.....	A.-St.	0	Clearing in W.
25	7	6	.....	A.-St., St. ...	L	A.-St. trend E.-W. St. on N. horizon.
25	8	5	.....	A.-St.	L	
25	9	4	.....	A.-St., W., St.	L	Clearing from W. Cloud moving rapidly from W. St. in N.E. on horizon.
25	10·30	...	.....	.....	L	Gusty, calms, airs from S.E. Gusts of drift from S.
25	12	1	Ci.	Cu.	0	Calm. Breezes from S. Cloud on N. horizon.
25	16	2	Ci.	Cu.	0	Cu. on N. horizon. Ci. extending, radiant from W. Calms.
25	18	2	Ci.	.....	S	Ci. radiant from W. S. breezes. Intermittent surface drift during afternoon.
25	21	...	Ci.-St.	.....	...	Faint haze in sky. Lunar halo, faint.
25	22	...	.....	.....	...	Halo much brighter.
25	24	4	Ci.-St.	.....	...	Radiant from W.N.W. Lunar halo 44° 22′ diam. Almost calm day, with little sunshine.
26	3	8	.....	A.-St.	...	
26	4.30	...	.....	.....	...	Wind rising.
26	6	10	.....	A.-St.	M	Wind 40 m.p.h. Moon gleaming.
26	9	...	.....	.....	D	Sky obscured.
26	12	10	.....	Nb.	D	Heavy snowfall and very dense drift.
26	15	...	.....	.....	D	Heavy snowfall and very dense drift. Wind 35 m.p.h.
26	18	...	.....	.....	D	Clear in Z. Horizon obscured.
26	21	10	.....	.....	D	
26	24	10	.....	.....	M	Very dense drift to-day, with wind 30-40 m.p.h.
27	3	10	.....	A.-St.	D	Misty cloud. Moon gleaming.
27	4	10	.....	A.-St.	D	
27	6	10	.....	A.-St.	D	Moon gleaming. Lightly overcast.
27	9	10	.....	A.-St.	D	
27	12	10	.....	Nb.	D	
27	15	10	.....	Nb.	D	
27	18	8	.....	Nb.	D	Clearing in N.
27	20	...	.....	.....	D	Sky obscured.
27	23	...	.....	.....	D	Clear in Z.
27	24	3	.....	St.	M	St. in N. sky. Heavy blizzard all day.
APRIL, 1913—(*continued*).						
28	3	10	.....	Nb., N.W.	M	Moon and stars visible.
28	4	10	.....	Nb., N.W.	M	
28	5	10	.....	Nb., N.W.	M	
28	6	10	.....	A.-St.	M	Moon and stars visible.
28	7	10	.....	A.-St.	M	
28	8	10	.....	A.-St.	M	
28	9	10	.....	A.-St.	M	Radiant N.W., S.E.
28	12	8	.....	A.-St.	M	Radiant in N.W.
28	15	10	.....	A.-St.	D	
28	18	10	.....	A.-St.	L	Strong St. Elmo's Fire.
28	21	...	.....	.....	M	Sky obscured.
28	24	10	.....	.....	D	Appears overcast. Moderate blizzard all day. Wind 30-40 m.p.h.
29	3	10	.....	.....	D	
29	6	10	.....	St., St.-Cu...	D	
29	7	5	.....	.....	M	
29	9	3	.....	St., St.-Cu...	L	Cloud in N. sky.
29	12	0	.....	St.	L	Low cloud bank on N. horizon.
29	15	0	.....	.....	M	Gusty wind and drift.
29	18	0	.....	.....	M	Low cloud bank on N. horizon.
29	21	0	.....	.....	...	
29	24	0	.....	.....	M	Moderate blizzard, with 50-mile wind all day. Little sunshine.
30	3	0	.....	.....	M	Gusty wind, 50 m.p.h.
30	5	...	.....	.....	L	Wind falling. Lunar halo. Sky hazy.
30	6	...	.....	.....	L	Gusty, intervals of calm. Sky hazy.
30	7	...	.....	.....	M	Wind freshening. Drift denser.
30	9	10	.....	A.-St.	M	
30	11·30	...	.....	.....	M	Wind rose to 80 m.p.h.
30	12	10	.....	Nb.	M	Heavy blizzard.
30	15	10	.....	Nb.	M	
30	18	10	.....	Nb.	M	
30	24	...	.....	.....	D	Everything obscured by dense drift. Blizzard increased during day.
MAY, 1913.						
1	3	...	.....	.....	M	Clearing sky.
1	4·45	0	.....	.....	L	Bright stars and moon.
1	6	0	.....	.....	S	Gusty wind.
1	7	0	.....	.....	S	Cloud bank on N. horizon.
1	8	0	.....	.....	S	Cloud bank on N. horizon.
1	9	0	.....	.....	0	Cloud bank on N. horizon.
1	12	1	Ci., Ci.-St. ..	St.-Cu.	S	Ci. in S.E., Ci.-St. in N.W., St.-Cu. on N. horizon. Bright sunshine.
1	15	1	Ci.-St.	.....	S	Ci.-St. in N.W. Sunshine.
1	18	1	Ci.-St.	.....	S	Ci.-St. in N.W. Bright starlight. Intermittent surface drift.
1	24	0	.....	.....	0	Clear day, wind much moderated. Sunshine.
2	1·30	...	.....	.....	...	N. sky becoming hazy.
2	2·30	10	.....	.....	L	Sky lightly overcast, faint stars.
2	3	10	.....	.....	0	Dead calm. Heavily overcast. No snow.
2	5	10	.....	.....	S	Wind 30 m.p.h.
2	6	10	.....	.....	...	Wind 30 m.p.h. Heavily overcast.
2	7	...	.....	.....	...	Wind rises to 55 m.p.h.
2	8	...	.....	.....	D	Wind 60 m.p.h.
2	9	...	.....	.....	D	Wind 60 m.p.h.
2	12	10	.....	.....	D	Appears overcast. Sun gleaming.
2	14	9	.....	A.-Cu., W....	M	
2	18	0	.....	.....	M	Horizon obscured.
2	21	...	.....	.....	D	Sky obscured.
2	24	...	.....	.....	M	Sky hazy. Very gusty wind. Moderate blizzard since 8 a.m.
3	3	0	.....	.....	M	Appears clear.
3	5	2	.....	.....	M	Cloud round horizon.
3	6	0	.....	.....	M	Steady wind of 75 m.p.h.
3	7·15	...	.....	.....	...	Fall in wind. Few minutes' calm.
3	8	10	.....	A.-St.	L	Wind 30 m.p.h.
3	9	10	.....	Nb.	L	Calms and gusts.
3	12	10	.....	Nb.	L	Wind 40 m.p.h.
3	15	10	.....	Nb.	M	Densely overcast. Snow falling.
3	18	10	.....	Nb.	D	Dense drift and snowfall. Wind 30 m.p.h.
3	21	10	.....	Nb.	D	Snowing.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
MAY, 1913—(*continued.*)						
3	24	10	.....	Nb.	D	Dense snowfall. 40-mile wind. Heavy snowfall all afternoon with drift.
4	3	10	.....	.....	M	Appears overcast. Snowing.
4	4	10	.....	.....	M	Appears overcast. Snowing.
4	6	10	.....	.....	D	Appears overcast.
4	7	10	.....	.....	D	Appears overcast.
4	8	10	.....	.....	D	Appears overcast.
4	9	10	.....	Nb.	D	
4	12	10	.....	Nb.	D	Very dense drift.
4	15	10	.....	Nb.	D	
4	18	10	.....	Nb.	D	
4	21	...	.....	.....	D	Sky obscured.
4	24	10	.....	.....	D	Appears overcast. Heavy blizzard all day. 70-mile wind.
5	3	...	.....	.....	D	Sky obscured. Wind inclined to be gusty.
5	6	10	.....	Nb.	D	Snowfall. Wind rising.
5	9	...	.....	.....	D	Sky obscured. Wind moderated somewhat.
5	12	9	.....	St.-Cu., W.S.W.	M	Gusty wind, clouds of drift.
5	15	10	.....	Nb.	L	Very dark evening.
5	18	2	.....	St.-Cu.	L	Cloud in N. only.
5	21	1	.....	.....	L	Cloud round N. horizon.
5	24	1	.....	.....	L	Cloud round N. horizon. Blizzard moderated during day.
6	12·45	...	.....	.....	...	Cloud spreading over whole sky.
6	1·15	8	.....	.....	L	
6	3	10	.....	.....	L	Very light drift.
6	5	...	.....	.....	...	Almost dead calm for short intervals.
6	6	10	.....	.....	L	Very light drift.
6	9	10	.....	A.-St., Cu.-Nb.	L	Cu.-Nb. low in N.
6	10	...	.....	.....	D	Apparently snowing. Wind has risen.
6	12	10	.....	Nb.	M	Gusty wind, S.E., more easterly than usual. Dense drift in gusts.
6	15	...	.....	.....	D	Sky obscured.
6	18	...	.....	.....	D	Dense drift obscures everything.
6	21	10	.....	Nb.	D	Drift moderated somewhat.
6	24	10	.....	Nb.	D	Heavy blizzard again set in.
7	4	...	.....	.....	M	Few stars visible in Z.
7	5	...	.....	.....	M	Few stars visible in Z.
7	6	10	.....	.....	D	Apparently overcast. No stars visible.
7	7	10	.....	A.-St.	M	
7	9	10	.....	A.-St.	L	
7	12	9	.....	Nb.	M	No obvious motion in cloud. Gusty wind. Drift dense in clouds.
7	15	10	.....	Nb.	D	
7	18	10	.....	Nb.	D	
7	21	10	.....	Nb.	M	
7	24	10	.....	.....	M	Blizzard all day, moderating towards midnight.
8	3	10	.....	.....	L	
8	6	10	.....	.....	M	
8	9	10	.....	.....	M	
8	12	10	.....	Nb.	M	Heavy snowfall. Wind 30 m.p.h.
8	15	8	.....	A.-Cu., Nb.	0	Nb. breaking up. Upper A.-Cu. radiating from W.S.W. Almost calm. Light snowfall.
8	18	9	.....	Nb.	L	Light snowfall. S. breezes.
8	21	10	.....	Nb.	L	Occasional clams. Drift at intervals.
8	24	10	.....	Nb.	0	Comparatively calm. Overcast day with snowfall.
9	3	10	.....	Nb.	0	Light snowfall.
9	6	10	.....	Nb.	L	Light snowfall and drift.
9	9	10	.....	Nb.	M	Wind rising.
9	12	5	Cl.	.....	M	Gusty wind. Cloud trend N.N.W.-S.S.E.
9	15	1	Cl.-St.	St.	M	Cloud on N. horizon. Sun gleaming.
9	18	1	.....	.....	M	Cloud on N. horizon. Bright stars.
9	24	0	.....	.....	L	Gale set in again to-day, with light drift.
10	3	0	.....	.....	L	Hazy round horizon.
10	6	2	.....	A.-St.	L	Cloud in N.
10	8	10	.....	A.-St., Fr.-Cu.	S	Fr.-Cu. on N. horizon. Calm to light airs.
10	9	9	.....	A.-St., Fr.-Cu.	S	Fr.-Cu. on N. horizon. Calm to light airs. Clearing in N.E.
MAY, 1913—(*continued.*)						
10	12	8	Cl.-Cu.	A.-St., W. ...	L	Cl.-Cu. trend N.W., S.E. over whole sky. A.-St. in N. moving rapidly from W. Wind freshening.
10	13	7	.....	A.-Cu.	L	Cl.-Cu obscured. A.-Cu. radiant from W.
10	16	10	.....	A.-St.	...	
10	18	10	.....	A.-St.	M	Wind risen to 50 m.p.h;
10	20	10	.....	A.-St.	M	
10	21	...	.....	A.-St.	D	Appears overcast.
10	22	0	.....	.....	...	Horizon obscured.
10	24	0	.....	.....	M	Horizon obscured. Calm in morning; Blizzard in afternoon.
11	2	...	.....	.....	D	Everything obscured.
11	3	...	.....	.....	D	Everything obscured.
11	4	...	.....	.....	D	Everything obscured.
11	6	...	.....	.....	D	Everything obscured. Wind suddenly risen to 85 m.p.h.
11	9	...	.....	.....	D	Everything obscured. Wind slightly moderated.
11	12	10	.....	.....	D	Very dense drift. Terrific blizzard.
11	15	...	.....	.....	D	Wind slightly moderated.
11	18	0	.....	.....	M	Wind abated, occasional lulls.
11	19·35	0	.....	.....	M	Wind 25 m.p.h., occasional calms.
11	21	0	.....	.....	M	Wind 25 m.p.h., occasional calms.
11	24	0	.....	.....	M	Horizon obscured, wind increasing. Blizzard all day.
12	3	0	.....	.....	M	Wind increasing.
12	6	0	.....	.....	M	Horizon obscured.
12	7·30	1	.....	Cu.	...	Cu. in N.
12	9	10	.....	St.-Cu.	M	
12	12	10	.....	Nb.	M	Hurricane.
12	15	10	.....	Nb.	D	
12	18	0	.....	.....	D	Horizon obscured. Bright stars.
12	21	...	.....	.....	D	
12	24	...	.....	.....	D	Sky obscured. Heavy blizzard.
13	3	3	.....	.....	D	Sky obscured. Heavy blizzard.
13	6	...	.....	.....	D	Sky obscured. Heavy blizzard.
13	9	...	.....	.....	D	Sky obscured. Heavy blizzard.
13	11	3	.....	A.-Cu.	...	
13	12	2	.....	St.-Cu.	D	A.-Cu. disappeared. St.-Cu. on N. horizon. Sun gleaming. Terrific gusts.
13	13	...	.....	.....	D	Sun obscured.
13	15	...	.....	.....	M	Appears overcast.
13	18	...	.....	.....	M	Sky obscured.
13	24	...	.....	.....	M	Sky obscured. Blizzard all day.
14	3	...	.....	.....	M	Sky obscured.
14	6	...	.....	.....	M	Sky obscured.
14	9	10	.....	St.-Cu.	M	
14	12	8	.....	St.-Cu.	M	Occasional glimpses of sun. Hurricane.
14	15	2	.....	St.-Cu., N.E.	M	Clearing rapidly. Cloud in N.
14	18	1	.....	Fr.-Cu.	M	Cloud on N. horizon. Bright moon.
14	21	1	.....	Fr.-Cu.	M	Cloud on N. horizon.
14	21·30	1	.....	Fr.-Cu.	...	Cloud on N. horizon.
14	24	10	.....	.....	M	Blizzard and hurricane all day.
15	1	10	.....	.....	M	Wind and drift steady.
15	2	10	.....	.....	M	Wind and drift steady.
15	4	10	.....	.....	M	Heavily overcast. Very dark night.
15	5	10	.....	.....	M	Heavily overcast.
15	6	10	.....	.....	M	Heavily overcast.
15	8	10	.....	A.-St., St.-Cu.	D	St. Cu. in N.
15	9	10	.....	A.-St., St.-Cu.	D	St.-Cu. in N.
15	12	10	.....	A.-St., St.-Cu.	M	St.-Cu. on N. horizon.
15	15	10	.....	A.-St.	M	
15	18	10	.....	A.-St.	M	
15	21	10	.....	A.-St.	M	Wind more gusty.
15	24	10	.....	.....	M	Blizzard all day.
16	3	10	.....	.....	M	Steady hurricane.
16	6	...	.....	.....	M	Clear in Z.
16	9	...	.....	.....	D	Appears overcast.
16	12	10	.....	Nb.	D	Heavily overcast. Wind more easterly with new fallen snow;
16	15	10	.....	Nb.	D	
16	18	10	.....	.....	D	

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
MAY, 1913—(*continued*).						
16	21	10	.....	.....	D	
16	24	10	.....	.....	D	Heavy blizzard all day.
17	3	...	.....	.....	D	Appears overcast. St. Elmo's Fire.
17	6	...	.....	.....	D	Sky obscured.
17	9	...	.....	.....	D	Sky obscured. Very dense drift.
17	12	8	.....	A.-Cu., S.E.	L	Terrific hurricane.
17	18	...	.....	.....	L	Clear in Z. Horizon hazy. Bright moon and stars.
17	21	...	.....	A.-St.	M	Clear in Z. A.-St. to N. Hurricane.
17	24	7	.....	A.-Cu., S.E.	L	Lunar corona. Terrific hurricane all day.
18	4	10	.....	.....	M	
18	6	10	.....	.....	M	
18	9	10	.....	St.-Cu.	M	
18	12	10	.....	Nb.	M	Terrific wind continues.
18	15	9	.....	Nb.	L	Cloud breaking in N.
18	18	10	.....	.....	...	
18	21	10	.....	.....	M	Wind moderating, gusty.
18	24	10	.....	.....	M	Gusty wind of 70 m.p.h. Terrific blizzard all day.
19	3	10	.....	.....	M	
19	5	10	.....	.....	M	
19	6	10	.....	St.	M	
19	7	10	.....	St.	L	
19	9	10	.....	St., St.-Cu.	L	
19	12	10	.....	Nb.	L	Wind fallen to 50 m.p.h.
19	14	10	.....	Nb.	0	Drift ceased.
19	15	9	.....	Nb.	0	Wind S.E., unusual with no drift.
19	18	10	.....	Nb.	S	
19	21	10	.....	St.-Cu., N....	...	
19	24	10	.....	Nb.	M	Snowing. Blizzard much moderated to-day.
20	3	10	.....	Nb.	M	Snowing.
20	6	10	.....	Nb.	M	Snowing.
20	9	10	.....	Nb.	M	Snowing.
20	12	9	.....	St.-Cu., N.W. Nb.	L	Nb. over sea to N.
20	15	9	.....	St.-Cu., N.W. Nb.	L	Nb. over sea to N.
20	18	9	.....	St.-Cu.	M	
20	21	9	.....	A.-Cu., Nb.	M	Nb. over sea to N.
20	24	10	.....	St.-Cu.	L	Moderate blizzard all day.
21	3	1	.....	Cu.	L	Cu. on N. horizon. Bright moonlight.
21	5·30	...	.....	.....	...	Lulls in wind.
21	6	0	.....	.....	M	Appears clear.
21	9	0	.....	St.-Cu.	L	St.-Cu. on N. horizon.
21	12	1	.....	St.-Cu.	L	Sunshine. Gusty wind S.E., whirlwinds. Clouds of drift in gusts.
21	15	1	.....	St.-Cu.	L	Cloud on N. horizon. Gusty wind. First sunshine since May 1st.
21	18	1	.....	St.-Cu.	L	Cloud on W. horizon. Wind 70 m.p.h. Bright moon.
21	21	...	.....	.....	M	Clear in Z., hazy round horizon.
21	24	...	.....	.....	M	Clear in Z., hazy round horizon. Blizzard all day.
22	3	0	.....	.....	M	Gusty wind. Horizon hazy. Moonlight.
22	6	0	.....	.....	M	Horizon hazy. Wind increased. Moonlight.
22	9	0	.....	.....	M	Horizon hazy. Wind increased.
22	12	0	.....	.....	L	Cloud bank on N. horizon. Terrific hurricane, sun gleaming.
22	15	0	.....	.....	L	Cloud bank on N. horizon. Terrific hurricane, sun gleaming.
22	18	0	.....	.....	L	Cloud bank on N. horizon. Terrific wind.
22	20	...	.....	.....	...	Terrific gusts to 200 m.p.h.
22	21	0	.....	.....	M	Horizon obscured. Heavy gusts continue.
22	24	0	.....	.....	M	Horizon obscured. Terrific gusts.
23	3	0	.....	.....	M	Horizon obscured. Terrific gusts.
23	6	0	.....	.....	L	Gusts moderating, wind falling.
23	9	0	Ci.-St.	.....	S	Ci.-St. on N. horizon. Wind falling.
23	12	3	Ci.-St.	.....	L	Cloud radiant from N.W. Gusty with calms and clouds of drift.
23	15	5	Ci.-St.	.....	L	Cloud radiant N.W.-S.E. Wind rising, gusty, clouds of drift.
MAY, 1913—(*continued*).						
23	18	2	Ci.-St.	Fr.-Cu.	L	Cloud radiant in N.W. Fr.-Cu. in N.W. Drift in gusts. Wind 25 m.p.h.
23	19·30	1	Ci.-St.	.....	0	Ci.-St. in N. and E.
23	21	0	Ci.-St.	.....	0	
23	24	0	.....	Cu.	0	Cu. on N.E. horizon. Wind 10 m.p.h. Comparatively calm day.
24	3	0	.....	St.-Cu.	...	St.-Cu. on N. horizon.
24	6	0	.....	St.-Cu.	0	St.-Cu. on N.E. horizon. Drift overhead at intervals, wind 15 m.p.h.
24	7·30	...	.....	.....	S	Surface drift in gusts.
24	9	0	.....	St.-Cu.	...	Cloud on horizon.
24	12	0	Ci.-St.	St.-Cu.	0	Cloud on N. horizon. Calms and gusts, sunshine.
24	16	1	Ci.	.....	0	Cloud radiant beginning from W.b.N.
24	18	1	Ci.	.....	L	Wind rising during afternoon.
24	18·30	...	.....	.....	M	Wind 50 m.p.h.
24	24	0	.....	.....	M	Appears clear. Calm morning, blizzard in afternoon.
25	3	...	.....	.....	M	Clear overhead.
25	4	...	.....	.....	M	Clear overhead.
25	5	...	.....	.....	M	Clear overhead. Drift moderated, wind more gusty.
25	6	...	.....	.....	L	Clear overhead. Severe gusts, hurricane.
25	8	0	.....	.....	L	Wind moderating.
25	9	0	.....	St.	L	St. on N. horizon. Gusty with lulls.
25	12	1	Ci.-St.	.....	S	Ci.-St. in S.W.
25	15	1	Ci.-St.	Fr.-Cu.	S	Ci.-St. in W., Fr.-Cu. on N.W. horizon.
25	16·30	1	Ci.	.....	...	Ci. in N.W.
25	18	0	.....	.....	S	Horizon hazy.
25	21	4	Ci-St.	.....	L	Ci.-St. radiant N.-S.
25	23	1	Ci.	.....	...	Ci. in S.
25	24	1	Ci.	.....	0	Ci. trend N.-S. Light southerly winds since noon.
26	3	0	.....	.....	0	
26	4	0	.....	.....	0	
26	4·45	...	.....	.....	0	Sudden drop in wind to 15 m.p.h.
26	5·30	...	.....	.....	...	Breezes from all directions. No roaring on plateau.
26	6	0	.....	.....	0	Gusts from all directions.
26	7	...	.....	.....	0	Gusts more violent.
26	8	10	.....	A.-St.	0	Light cloud. Wind steady south 25 m.p.h.
26	9	10	.....	A.-St.	0	Striations E.-W.
26	10	10	.....	A.-St.	0	Calm. Airs from S.
26	12	10	.....	A.-St.	0	Densily overcast. Calm.
26	15	10	.....	A.-St.	0	Densily overcast. Calm.
26	17·50	...	.....	.....	...	Light snowfall commenced.
26	18	10	.....	Nb.	0	Snow falling. N. breezes.
26	21	10	.....	Nb.	0	Calm. Snowing lightly.
26	24	10	.....	Nb.	L	Snowing, platy crystals. Wind rising, a calm day.
27	3	10	.....	Nb.	M	Snowing.
27	6	5	.....	.....	D	Wind 45 m.p.h.
27	8	1	.....	St.	...	St. low in N.
27	9	0	.....	St.	0	St. low in N. Drift ceased.
27	10	...	.....	.....	...	Calm. Snow crystals in air.
27	11	1	.....	St.-Cu.	0	Cloud on S.E. horizon. Snow in air. Whirlwinds and gusts from N., E., S. Clouds of drift overhead.
27	11·40	...	.....	.....	D	Wind came down from S. with very dense drift.
27	12	...	.....	.....	D	Sky obscured.
27	15	...	.....	.....	D	Everything obscured by dense drift.
27	18	0	.....	.....	M	Appears clear.
27	21	0	.....	.....	M	Appears clear. Horizon obscured.
27	24	0	.....	.....	M	Appears clear. Horizon obscured. Calm morning, blizzard in afternoon.
28	3	...	.....	.....	M	Clear in Z. Horizon hazy. Strong gusts.
28	6	...	.....	.....	M	Clear in Z. Horizon hazy.
28	9	0	.....	.....	L	Horizon hazy.
28	12	10	.....	.....	M	Appears overcast.
28	15	...	.....	.....	D	Everything obscured by dense drift.
28	18	10	.....	.....	D	
28	21	10	.....	.....	D	
28	24	10	.....	.....	D	Heavy blizzard all day.
29	3	...	.....	.....	M	Some stars visible.
29	5	0	.....	.....	L	Bright moonlight.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
MAY, 1913—(*continued*).						
29	6	0	.....	.....	L	
29	9	0	.....	.....	L	Violent gusts of wind.
29	12	0	.....	Fr.-St., St.-Cu.	L	Cloud on W. horizon. Gusty wind much moderated, drift in gusts.
29	15	1	Cl.	Fr.-Cu.	S	Fr.-Cu. over sea to N. Cl. radiant from W.b.S. Occasional calms.
29	18	1	.....	St.	L	St. on N. horizon. Gusty wind, 20 m.p.h.
29	21	1	.....	.....	L	Cloud on horizon.
29	22	...	.....	.....	M	Wind increasing.
29	24	0	.....	.....	L	Clear, comparatively calm day.
30	3	1	.....	.....	L	Cloud on N. horizon.
30	6	1	.....	.....	L	Cloud on N. horizon. Gusty.
30	7	1	.....	.....	L	Cloud on N. horizon. Gusts less frequent.
30	9	1	Cl.-St.	.....	L	Cloud on N. horizon. Gusty.
30	11	2	Cl., Cl.-St.	.....	L	Cloud trend E.-W. Wind increasing all morning "Condensation cloud."
30	12	3	.....	Fr.-St., A.-St.	L	Cl. has changed to A.-St. Wind 80 m.p.h.
30	15	3	.....	A.-St.	M	A.-St. shows radiation E.-W.
30	18	2	.....	A.-St.	L	Bars A.-St. in N. sky.
30	21	...	.....	.....	M	
30	24	1	.....	.....	L	Hazy in N. Hurricane with light drift most of the day.
31	1	...	.....	.....	...	Gusty wind.
31	3	...	.....	.....	L	
31	6	0	.....	.....	L	Cloud bank on N. horizon. Wind fallen to 40 m.p.h.
31	7	...	.....	.....	L	Intermittent drift.
31	9	0	.....	St.	S	St. on horizon, N.
31	12	1	Cl.-St.	Fr.-Cu.	S	Cloud on N. horizon. Gusty wind, sunshine.
31	18	0	.....	.....	L	Bright stars.
31	21	0	.....	.....	M	
31	24	0	.....	.....	M	Wind increasing all day. Blizzard at night.
JUNE, 1913.						
1	3	0	.....	.....	M	
1	6	0	.....	.....	M	
1	8	1	.....	St.	...	St. on N. horizon.
1	11	2	.....	St.	...	St. in E.N.E. spreading rapidly.
1	12	10	.....	St.-Cu., E.N.E.	L	Wind rising.
1	15	10	.....	Nb.	M	
1	18	10	.....	Nb.	M	
1	24	...	.....	.....	M	Appears clear. Blizzard all day.
2	1	1	.....	St.	L	St. on N. horizon.
2	2	1	.....	St.	L	St. on N. horizon.
2	3	1	.....	St.	L	St. on N. horizon.
2	3·30	2	.....	St.	L	St. on N. horizon.
2	4	10	.....	.....	...	Completely overcast.
2	6	10	.....	.....	L	Steady 70-mile wind.
2	7	0	.....	St.-Cu.	L	
2	9	10	.....	St.-Cu.	M	
2	12	10	.....	.....	D	Dense drift obscures everything.
2	15	...	.....	.....	D	Dense drift obscures everything. Probably overcast.
2	18	2	.....	.....	M	Cloud bank on N. horizon.
2	21	1	.....	.....	M	Cloud bank on N. horizon.
2	24	1	.....	.....	M	Horizon obscured. Heavy blizzard all day.
3	3	...	.....	.....	M	Appears clear.
3	6	0	.....	.....	M	
3	8	1	.....	St.	M	St. on N. horizon.
3	9	1	.....	St.	M	
3	12	1	.....	St.	L	St. in N. to N.E. Terrific hurricane all morning.
3	15	1	.....	St.	L	St. in N. to N.E. Hurricane.
3	18	0	.....	.....	L	Cloud bank on N. horizon.
3	21	0	.....	.....	L	
3	24	2	.....	St.	L	Cloud bank on N. horizon. Terrific wind all day, light drift.
JUNE, 1913—(*continued*).						
4	3	2	.....	.....	0	
4	5·30	...	.....	.....	M	Moderate drift commenced.
4	6	0	.....	.....	M	Horizon obscured.
4	9	10	.....	St.-Cu.	L	
4	12	10	.....	St.-Cu.	L	Very light drift.
4	15	10	.....	St.-Cu.	0	Wind moderating.
4	18	10	.....	St.-Cu.	0	
4	21	10	.....	St.-Cu.	0	
4	24	10	.....	St.-Cu.	0	Wind 40 m.p.h. Wind has moderated and drift ceased to-day.
5	2	5	.....	.....	0	
5	3	2	.....	St.	0	St. on N. horizon.
5	6	2	.....	St.	0	St. on N. horizon. Hazy overhead.
5	7·30	...	.....	St.-Cu.	0	St.-Cu. in N. Haze thickening.
5	9	7	.....	St.-Cu.	L	Very light drift.
5	12	1	.....	St.-Cu.	...	Cloud disappearing. Round horizon only.
5	15	0	.....	St.-Cu.	L	Bank on N. horizon.
5	18	0	.....	.....	L	Cloud bank on N. horizon.
5	21	1	.....	.....	L	Cloud bank on N. horizon.
5	24	0	.....	.....	L	Moderate wind and very light drift. all day.
6	3	0	.....	.....	L	
6	6	0	.....	.....	L	
6	7	...	.....	.....	M	Drift increased.
6	8	1	.....	St.	L	St. on N. horizon.
6	9	2	.....	Cu., St.	L	Cloud on N. horizon.
6	12	10	.....	A.-St., Fr.-Cu.	S	Fr.-Cu. on N. horizon.
6	15	7	.....	A.-St.	0	Wind has fallen somewhat.
6	18	5	.....	A.-St., St. ...	S	A.-St. to S., St. to N. on horizon.
6	21	2	.....	A.-St.	L	A.-St. in N.E. Gusty wind.
6	22	...	.....	.....	0	Northerly breezes. Comparatively calm.
6	23	...	.....	.....	0	E. gusts. Wind roaring to S.
6	23·10	...	.....	.....	0	Wind returning to S.
6	24	...	.....	.....	0	Sky hazy. Calm. Wind roaring to S. Comparatively calm afternoon.
7	1	0	.....	.....	0	Appears clear. Gusts from all directions, S., E., N.
7	1·40	1	.....	.....	L	Cloud bank on N. horizon. Steady S. wind set in.
7	6	3	.....	.....	0	Cloud bank on N. horizon. Hurricane.
7	9	1	.....	St.	0	St. on N. horizon. Wind fallen. Gusts from S. Wind roaring to S., and high drift to W.
7	10	...	.....	.....	...	E. breezes. Wind roaring to S. Condensation cloud.
7	11·50	...	.....	.....	...	Wind returned to S.
7	12	1	Cl.-W.	St.-Cu.	0	Cl. radiating from W., rapid motion. St.-Cu. on N. horizon.
7	12·30	0	.....	.....	...	Cl. cleared.
7	15	0	.....	.....	0	Sea smoke. Hurricane.
7	18	0	.....	.....	0	
7	18·30	...	.....	.....	L	
7	21	0	.....	.....	M	Gusty wind.
7	23	...	.....	.....	...	Wind very gusty.
7	24	0	.....	.....	L	Horizon hazy. Hurricane all afternoon
8	3	0	.....	.....	L	Steady wind.
8	4	0	.....	.....	L	Terrific gusts.
8	5·30	1	.....	.....	...	Cloud banks on N. horizon. Wireless mast came down.
8	6	1	.....	.....	...	Cloud bank on N.E. horizon. Steady wind.
8	8	0	.....	.....	L	
8	9	0	.....	.....	L	
8	12	1	.....	.....	L	Cloud bank on N. horizon.
8	15	6	.....	A.-Cu., W., Fr.-Cu.	...	Clear to S. Fr.-Cu. on N. horizon.
8	18	9	.....	A.-Cu.	L	New fallen snow drifting. Wind has been falling all day, now 20 m.p.h.
8	19·30	8	.....	.....	...	
8	21	10	.....	A.-St.	0	
8	22	8	.....	.....	...	
8	23	5	.....	.....	...	
8	24	1	.....	.....	...	Comparatively calm afternoon.
9	1	0	.....	.....	0	Gusty wind. Cloud bank on N. horizon.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift/Snow.	Remarks.
JUNE, 1913—(*continued*).						
9	3	0	.....	.....	0	Steady wind. Cloud bank on N. horizon.
9	6	0	.....	.....	0	Hurricane. N. horizon hazy.
9	8·30	...	.....	.....	L	
9	9	1	Cl.-St.	.....	L	Cl.-St. on N. horizon.
9	12	1	Cl.-St.	.....	L	Cl.-St. in N.W.
9	16·45	1	.....	.....	...	Cloud on N. horizon.
9	17·15	10	.....	A.-St.	...	
9	18	10	.....	A.-St.	0	
9	21	10	.....	A.-St.	0	
9	22·45	1	.....	.....	...	Cloud on N. horizon.
9	24	3	.....	A.-St.	0	A.-St. in N. Gale all day, with light drift.
10	2	...	.....	.....	...	Veering wind and calms.
10	3	10	.....	A.-St.	0	Gusty wind. Gauzy cloud.
10	6	10	.....	A.-St.	0	Cloud becoming denser.
10	7	...	.....	.....	...	Snow falling. Very fine crystals.
10	9	10	.....	Nb.	...	Snowing heavily.
10	12	10	.....	Nb.	D	Snow falling and dense drift. Heavy sea smoke.
10	15	10	.....	Nb.	D	Heavy snowfall.
10	18	10	.....	Nb.	D	Drift of new-fallen snow.
10	21	10	.....	Nb.	M	
10	24	10	.....	Nb.	M	Probably still snowing. Heavy precipitation with gale to-day.
11	1·30	...	.....	.....	L	Sky hazy.
11	3	...	.....	.....	L	Sky hazy. Very light drift.
11	4	...	.....	.....	...	Sky clearing.
11	5	1	.....	.....	...	Cloud on N. horizon.
11	6	0	.....	.....	0	Wind has fallen during night to 15 m.p.h.
11	8	1	Cl.-St.	.....	0	Cl.-St. on N. horizon.
11	9	1	Cl.-St.	.....	0	Cl.-St. on N. horizon. Almost calm.
11	12	2	Cl.	.....	L	Cl. radiant W.S.W., E.N.E. Gusts and whirlies from S.E. Clear, calm intervals.
11	15	0	Cl.	.....	S	Gusty, with calms. Faint Cl. near N. horizon. Prismatic sunset.
11	18	0	.....	.....	0	Calms.
11	19	1	.....	Fr.-Cu.	...	Fr.-Cu. on N. horizon.
11	21	1	.....	.....	...	
11	24	2	.....	St.	L	Bank St. in N.E. Comparatively calm, clear day.
12	3	2	.....	.....	L	
12	4	0	.....	.....	...	
12	6	0	.....	.....	L	Light, intermittent drift.
12	7·30	1	.....	St.	L	St. in N.E.
12	9	1	.....	St.	L	St. in N.E.
12	12	1	Cl.-St.	St., Fr.-St.	L	Cloud on N. horizon. Gusty.
12	15	1	.....	St.	L	St. on N. horizon. Gusty. Drift in gusts.
12	16	2	.....	A.-St.	...	A.-St. in N.
12	16·35	1	.....	A.-St.	...	A.-St. receding.
12	17·30	...	.....	.....	L	Drift becoming continuous.
12	18	0	.....	.....	L	
12	21	1	.....	St.-Cu.	L	St.-Cu. on N. horizon.
12	21·35	3	.....	A.-Cu.	...	A.-Cu. in N.
12	22	7	.....	A.-Cu., Cu.	...	Clear to S.
12	23	5	.....	A.-Cu.	...	
12	23·30	4	.....	.....	...	
12	24	2	.....	A.-St., Cu.	L	Cloud retreated to N. horizon. Wind, 30-50 all day.
13	3	0	.....	.....	L	
13	6	0	.....	.....	L	
13	9	0	.....	Fr.-Cu.	L	Patches Fr.-Cu. in N.
13	12	1	.....	Fr.-St.	L	Fr.-St. forming over sea.
13	15	5	.....	St.-Cu.	D	Wind has risen. St.-Cu. in N. sky.
13	18	10	.....	.....	D	Appears overcast. No stars.
13	21	10	.....	.....	D	Moon gleaming. Snow appears to be falling.
13	24	10	.....	.....	L	Moderate blizzard all day.
14	1·30	...	.....	.....	0	Dead calm. Light snow falling.
14	2	10	.....	Nb.	D	Wind, 30 m.p.h.
14	3	10	.....	Nb.	D	
14	6	10	.....	Nb.	D	Wind, 60 m.p.h.
14	9	...	.....	.....	D	Dense drift obscures everything.
14	12	1	.....	.....	D	Cloud bank on N. horizon.
JUNE, 1913—(*continued*).						
14	15	2	.....	Fr.-Cu., St.-Cu.	M	Cloud on N. horizon. Steady wind, 75 m.p.h.
14	16·30	2	.....	Cu.-Nb.	...	
14	18	2	.....	St.	M	St. mainly in N.E.
14	21	1	.....	.....	M	Low cloud bank in N.
14	24	0	.....	.....	L	Low cloud bank in N. Blizzard all day.
15	3	0	.....	St.	L	St. on N. horizon.
15	6	0	.....	St.	L	St. on N. horizon.
15	9	1	.....	St.	L	St. on N. horizon.
15	12	1	.....	St.-Cu.	M	Gusty wind, with terrific gusts. High clouds of drift.
15	15	0	.....	.....	M	Horizon obscured.
15	17	...	.....	.....	L	
15	18	0	.....	.....	L	
15	21	0	.....	.....	L	
15	24	0	.....	Cu.	L	Cu. on N. horizon. Clear day, with 60-80 mile wind, and little drift.
16	3	0	.....	.....	L	Bright moon. Wind moderating.
16	6	0	.....	.....	L	
16	9	0	Cl.	.....	0	Cl. on N. horizon.
16	12	1	Cl., Cl.-St. ...	.....	L	Cloud in S. sky, radiant from S.W. Gusts of drift. N horizon clear. Sunshine. Sun never clear of horizon.
16	15	2	Cl.	A.-Cu., E., Cu.	0	Cu. on N. horizon. Cl. in S.W.
16	16·30	10	.....	A.-St.	L	
16	18	7	.....	A.-Cu., S.E.	L	
16	19	10	.....	.....	...	
16	20	10	.....	St.-Cu.	L	Very light drift.
16	21	10	.....	.....	...	
16	22	10	.....	.....	0	
16	23	10	.....	.....	0	
16	24	10	.....	.....	L	Wind 45 m.p.h. at noon rose to 80 by midnight.
17	1	10	.....	St.-Cu.	...	
17	3	10	.....	St.-Cu.	L	
17	6	10	.....	A.-Cu., St.-Cu.	L	
17	8	9	.....	St.-Cu.	...	
17	9	6	.....	A.-Cu.	L	
17	10	4	Cl.	A.-Cu.	...	Cl. in N., trend E.-W.
17	12	5	Cl.-Cu., E.	.....	0	
17	14	1	Cl.-St.	Cu.	L	Cu. on N. horizon; Cl.-St. in N.W.
17	15	1	.....	.....	L	Cloud bank on N. horizon.
17	18	1	Cl.-St.	.....	0	Cloud bank on N. horizon. Cl.-St. in N.W.
17	21	1	Cl.-St.	.....	0	Cl.-St. round N. horizon. Bright moonlight.
17	22	1	Cl.-St.	.....	...	Cl.-St. radiant from N.
17	23	2	Cl.-St.	.....	...	Radiant N.-S.
17	24	3	Cl.-St.	.....	L	Gale all day, with little drift.
18	1	6	.....	A.-St.	...	Lunar halo about 40° diameter.
18	1·40	10	.....	A.-St.	L	
18	3	8	.....	A.-St.	...	Wind moderating. Strong halo.
18	4	3	.....	A.-St.	L	Cloud in N. only.
18	5	3	.....	A.-St.	0	
18	6	2	Cl.-St.	St.	L	St. low in N.; Cl.-St. scattered.
18	7	2	Cl.-Cu., Cl.-St.	.....	L	
18	8	4	Cl.-Cu.	A.-St.	...	A.-St. in N.; Cl.-Cu. to S.
18	9	3	Cl.-Cu., Cl.-St.	.....	S	Cloud round horizon.
18	12	4	Cl.	.....	0	Cl. trend N.-S. Cloud bank over sea to N.
18	15	4	Cl.-Cu.	St.	0	Cl.-Cu. trend N.W.-S.E.; St. on N. horizon.
18	18	3	Cl.-Cu.	.....	0	
18	19·30	6	Cl.-Cu.	St.	...	St. low in N.
18	21	9	Cl.-Cu.	A.-St., Fr.-Cu.	0	Lunar corona, radius of inner ring, red, 2° 16′, outer red ring, 3° 50′.
18	22	...	.....	.....	...	Inner red ring 1° 55′.
18	23	...	.....	.....	...	Inner red ring 2° 28′, outer, 5° 18′.
18	24	1	Cl.	St.	0	Cl. in N.; St. over sea. Moderate gales to-day, very little drift.
19	1	1	.....	.....	0	Cloud bank on N. horizon.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
JUNE, 1913—(*continued*).						
19	2	1	Cl.	.....	0	Cloud bank on N. horizon. Cl. forming in N.
19	3	1	Cl.	.....	0	Cloud bank on N. horizon.
19	5	2	Cl.	.....	0	Cl. spreading in N.
19	6	1	Cl.-St.	.....	0	Sky hazy with Cl.-St.
19	8	1	.....	St.	0	St. in N.
19	9	0	.....	.....	...	
19	12	4	Cl.-St.	A.-Cu., St.	0	St. on N. horizon. Cl. t. in N.W. A.-Cu. to E.
19	15	1	Cl.-St.	St.	0	A.-Cu. disappeared.
19	17	0	.....	.....	...	
19	18	0	.....	.....	0	Bright moonlight.
19	21	0	.....	.....	0	Faint lunar corona.
19	24	0	.....	.....	0	Faint lunar corona, radius 4° 5'. Clear day, with gale.
20	3	0	.....	.....	0	Very clear night, with bright moon.
20	6	1	Cl.-St.	.....	0	Cloud in N.E.
20	11	1	Cl.-St.	.....	0	Cloud round horizon.
20	12	1	Cl.-St., Cl.-Cu.	.....	0	Cl.-Cu. trend N.-S.
20	15	1	Cl.-St.	.....	...	
20	16·45	1	Cl.-Cu.	.....	...	
20	18	0	Cl.	.....	0	Bright moon.
20	19·30	...	Cl.	.....	...	Gauzy Cl. Lunar corona.
20	21	3	Cl.-St.	.....		
20	22	...	Cl.-St.	.....	...	Almost calm. Cloud in N. sky.
20	23	2	Cl.-St., W.	.....	...	No halo or corona, though moon behind cloud.
20	24	3	Cl.-St.	.....	0	Wind again risen. Clear, driftless day, with strong gales.
21	1	3	Cl.-St.	.....	...	Cl.-St. all round horizon.
21	2	4	Cl.-St.	.....	...	
21	3	2	.....	A.-Cu.	0	Cloud round horizon.
21	5	7	.....	A.-Cu., W....	...	
21	6	8	.....	A.-Cu., W....	0	
21	7	8	.....	A.-Cu.	...	
21	8	9	.....	A.-St.	...	
21	9	9	.....	A.-St.	0	
21	11	10	.....	A.-St.	...	
21	12	10	.....	A.-St.	0	"Whalebacks" in W. Dense cloud.
21	13·50	3	Cl.	A.-Cu.	...	A.-Cu. in W.; Cl. in N. with E.-W. trend.
21	15	1	Cl.	St.	0	St. on N. horizon. Cl. in W., radiating from W.
21	15·40	1	.....	.....	...	Cloud on horizon N.E. and W.S.W.
21	17	...	Cl.	.....	...	Cl. to S.E. Lunar corona.
21	18	1	Cl.-St.	.....	0	Cl.-St. in N.W.
21	20	4	Cl.-St.	.....	...	N. sky hazy.
21	21	10	.....	A. St.	0	
21	24	10	.....	A.-St.	0	Driftless day with strong gale.
22	3	10	.....	Nb.	...	Light snow falling.
22	6	10	.....	Nb.	M	
22	9	10	.....	Nb.	M	
22	12	10	.....	Nb.	D	Heavy snowfall and drift. Mid-winter's day, very dark.
22	15	10	.....	Nb.	D	Heavy snowfall and drift.
22	18	10	.....	Nb.	D	Heavy snowfall and drift.
22	21	...	.....	.....	D	Sky obscured. Snow crystals ¼ in. diameter, hexagonal stars.
22	24	10	.....	Nb.	D	Dense drift and snowfall 40-50 m. wind with snow and drift all day.
23	3	10	.....	Nb.	D	Snow falling. Moon gleaming.
23	4	10	.....	Nb.	D	Cloud thinner. Double lunar corona.
23	5	10	.....	.....	D	Heavily overcast again.
23	6	10	.....	Nb.	D	
23	8	...	.....	.....	M	
23	9	10	.....	Nb.	M	
23	12	10	.....	Nb.	M	Soft, new snow.
23	14	...	.....	A.-Cu., W.; Nb.	...	Nb. in N.
23	15	5	.....	A.-St., Nb.	M	Clear to S. A.-St. radiant from W.
23	18	2	.....	.....	M	Cloud round horizon.
23	21	4	Cl.-Cu.	.....	L	Cl.-Cu. trend E.-W.
23	24	4	.....	A.-Cu., A.-St.	D	Sky clear. Moderate blizzard all day.
24	1	4	.....	A.-Cu.	D	Cloud in N.
24	2·30	3	.....	A.-Cu.	...	Cloud in N.
24	3	3	.....	A.-Cu., W....	M	
JUNE, 1913—(*continued*).						
24	5	2	.....	A.-Cu.	...	
24	6	1	.....	A.-Cu.	D	
24	7	1	.....	.....	...	
24	8	1	.....	.....	...	
24	9	1	.....	A.-St.	M	A.-St. in N.
24	12	1	.....	A.-St., St. ...	M	Cloud in N.
24	15	0	.....	.....	M	Horizon hazy.
24	16	0	.....	.....	M	
24	17	0	.....	.....	M	
24	18	0	.....	.....	M	Horizon hazy.
24	20	7	.....	.....	...	Clear on S. horizon.
24	21	8	.....	A.-Cu.	D	Few stars visible.
24	22	10	.....	.....	L	Occasional lulls since 9 p.m.
24	24	10	.....	.....	0	Wind 25 m.p.h. Blizzard dying down towards midnight.
25	2	10	.....	Nb.	0	Calm. Very light snowfall.
25	3	10	.....	Nb.	0	Calm. Very light snowfall. Crystals ¼ in. diameter.
25	3·20	...	.....	.....	...	S. wind came down again.
25	6	10	.....	Nb.	...	Snow falling. Wind 20 m.p.h.
25	8	10	.....	St.-Cu. ...	...	Cloud breaking.
25	9	1	.....	.....	...	Cloud on N. horizon.
25	12	5	Cl.-Cu., W.	St.	0	Dense St. over sea. Cl.-Cu. over rest sky, trend W.-E. Almost calm; Gusts from all directions, mainly N.
25	14	2	Cl.-Cu.	St.	0	Cl.-Cu. in W. only; St. in N.W. Calm. Clouds of drift on plateau.
25	15	2	Cl.-Cu.	A.-St.	L	Drift in gusts.
25	15·30	...	.....	.....	...	Fog has come up from E., with shower of snow crystals.
25	17·30	0	.....	.....	M	S. wind again of 50 m.p.h. Horizon obscured.
25	18	0	.....	.....	M	Cloud bank on N. horizon. Strong St. Elmo's fire.
25	19	0	.....	.....	M	Fog over sea.
25	20	0	.....	.....	M	
25	21	0	.....	.....	L	Very light drift. Gusts from W.
25	22	0	.....	.....	L	
25	22·30	...	.....	.....	0	Light N. breeze. Foggy.
25	24	0	.....	.....	0	Fog. Lunar corona without colour. Calm, W. breezes. Comparatively calm day.
26	1	0	.....	.....	0	Gusts from W.
26	1·30	...	.....	.....	L	Wind returned S b.E.
26	2	2	Cl.-St.	.....	L	Cl.-St. in N. Gusty S. wind, white lunar corona.
26	2·30	2	Cl.-St.	.....	...	
26	3	2	Cl.-St.	.....	L	Cl.-St. in N. sky.
26	3·30	10	.....	A.-St.	0	Occasional calms, E. wind, light snow in air.
26	4	10	.....	A.-St.	...	S. wind again.
26	4·30	...	.....	.....	0	E. gusts. No snow or drift.
26	5	10	.....	A.-St.	0	Thin haze of cloud. N. breezes.
26	6	5	Cl.-St.	.....	0	Wind again S. Cl.-St. radiant from W.
26	8	1	Cl.-St.	.....	L	Cl.-St. in N.
26	9	0	.....	.....	M	Wind S.W. Horizon obscured.
26	12	2	Cl.-Cu.	St.-Cu.	L	Bank St.-Cu. on N. horizon. Cl.-Cu. in N. Calms and gusts. Wind veering S.S.E.-S.S.W.
26	13	4	Cl.-St.	St.-Cu.	L	Cl.-St., trend W.S.W.-E.N.E. St.-Cu. over sea. Snow falling in N.W. Intermittent drift in gusts.
26	15	4	Cl.-St.	St.-Cu., ... Fr.-Cu.	0	Calm, airs from S.
26	16	5	Cl.-St.	A.-Cu., St.-Cu.	...	
26	17	2	.....	.....	...	Cloud on N. horizon. Snow particles falling from clear sky.
26	18	0	.....	.....	...	Calm.
26	21	0	.....	.....	L	Appears clear.
26	24	10	.....	Nb.	0	Little snow falling. Gusts from S. Comparatively calm day.
27	1	...	.....	.....	...	Airs from N.E.
27	1·30	...	.....	.....	...	Gusts from E. Light snowfall.
27	2	9	.....	A.-Cu.	0	Airs from E.
27	3	8	.....	A.-Cu.	0	Airs from S.
27	4	1	.....	.....	...	Cloud bank on N. horizon. Calm.
27	5	1	.....	.....	...	

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
JUNE, 1913—(*continued*).						
27	6	2	.....	A.-Cu., St....	0	Dense bank St. on N. horizon, A.-Cu. above. E. breezes.
27	7	4	.....	A.-Cu.	...	A.-Cu. in N. Calm, N.E airs.
27	8	3	.....	A.-Cu.	...	E. airs. A.-Cu. radiating from E.
27	8·30	...	.....	.....	S	Light S. wind commenced.
27	9	5	.....	A.-Cu.	L	A.-Cu. over whole sky.
27	12	10	.....	Nb.	M	Wind 50 m.p.h.
27	14	10	.....	Nb.	...	Snowing out to sea. Wind varying S.-E.
27	15	10	.....	Nb.	0	No snow or drift. Light S. wind.
27	16	10	.....	Nb.	0	Calm.
27	17	10	.....	Nb.	0	Calm.
27	17·45	...	.....	.....	...	Large snowflakes falling, ¼ in. diam.
27	18	10	.....	Nb.	L	Snow falling, wind rising.
27	21	10	.....	Nb.	...	Snowing heavily.
27	22	10	.....	Nb.	...	Light snowfall.
27	23	10	.....	Nb.	...	Moderate snowfall.
27	24	10	.....	Nb.	M	Light snowfall. Wind 50 m.p.h; Calm morning, blizzard at night.
28	3	10	.....	Nb.	L	Snow falling.
28	6	10	.....	Nb.	M	
28	9	10	.....	Nb.	L	Snowfall ceased.
28	12	10	.....	Nb.	M	Snowing heavily.
28	15	10	.....	Nb.	D	
28	18	10	.....	Nb.	D	Dense drift obscures everything.
28	21	10	.....	.....	D	Steady gale.
28	22·30	...	.....	.....	...	Wind gusty.
28	24	10	.....	.....	D	Steady wind. Blizzard all day.
29	3	10	.....	.....	D	Wind slightly moderated.
29	4	...	.....	.....	D	Wind and drift moderating.
29	6	10	.....	.....	L	Few stars visible.
29	7	...	.....	.....	L	Very light drift.
29	7·40	...	.....	.....	...	Frequent lulls in wind.
29	9	10	.....	Nb.	...	Wind fallen to 10 m.p.h.
29	10	10	.....	Nb.	...	Light snow falling.
29	11	10	.....	Nb.	...	Light snowfall.
29	12	9	.....	A.-St., Nb.	...	Nb. on N. horizon. A.-St. shows radiation from N.E. Calm, S. breezes.
29	14	5	.....	A.-St., Cu.	L	Very light drift.
29	15	4	.....	A.-St., Cu.	...	A.-St. radiant from N.E. b.N. Cu. in N.W.
29	17	3	.....	.....	L	Wind west of S.
29	18	1	.....	.....	0	Hazy round horizon. Calm, S. breezes.
29	21	1	.....	A.-St.	...	Cloud in N.
29	22	...	.....	.....	L	Wind rising
29	24	1	.....	.....	L	Another calm day.
30	1	...	.....	.....	...	Wind increasing;
30	2	0	.....	.....	L	Wind 45 m.p.h.
30	3	...	.....	.....	L	Very gusty wind.
30	6	0	.....	.....	L	Occasional lulls.
30	9	0	.....	.....	M	
30	12	0	.....	.....	L	Dense drift in clouds.
30	15	0	.....	.....	D	Dense drift obscures everything. Appears clear.
30	18	0	.....	.....	M	
30	21	...	.....	.....	D	Sky obscured.
30	24	0	.....	.....	M	Blizzard increasing all day.
JULY, 1913.						
1	1	0	.....	.....	0	N. airs. Bright starlight.
1	1·20	...	.....	.....	...	W. airs.
1	2	...	.....	.....	...	Whirlwinds from all directions;
1	2.40	...	.....	.....	...	Light S. wind.
1	3	0	.....	.....	0	Light S. wind.
1	6	0	.....	.....	L	
1	9	1	Cl.	.....	L	Cl. in N.
1	11	9	Cl.-Cu.	A.-St.	0	Calm. Airs from S.
1	12	10	.....	A.-St.	0	Calm. Airs from S. Heavily overcast.
1	14	...	.....	.....	M	Gusts followed by steady S. wind.
1	15	10	.....	Nb.	M	Wind and drift increasing.
1	18	10	.....	.....	M	
1	21	10	.....	.....	D	
1	21·30	...	.....	.....	...	Wind very gusty till 22·30.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower	Drift Snow.	Remarks.
JULY, 1913.—(*continued*).						
1	24	10	.....	.....	D	Sky obscured. Hurricane. Calm morning, blizzard in afternoon.
2	1	10	.....	.....	...	
2	3	10	.....	.....	L	Very dark night.
2	6	10	.....	.....	M	Steady hurricane.
2	9	10	.....	.....	M	
2	12	10	.....	.....	D	Sky obscured, nature of cloud impossible to determine.
2	15	...	.....	.....	D	Sky obscured.
2	18	...	.....	.....	D	Sky obscured, probably overcast.
2	21	...	.....	.....	D	Sky obscured.
2	24	...	.....	.....	D	Sky obscured. Heavy blizzard all day.
3	3	...	.....	.....	M	Sky obscured, wind rather gusty.
3	3·35	...	.....	.....	M	Clear in zenith, horizon obscured.
3	5	...	.....	.....	M	Drift decreasing.
3	6	0	.....	.....	L	Horizon obscured.
3	9	4	.....	S.-Cu.	L	
3	12	3	.....	A.-St., St.-Cu.	M	
3	15	2	.....	A.-St., St.-Cu.	L	A.-St. becoming denser radiant from N.E. St.-Cu. round N. horizon.
3	18	1	.....	St.-Cu.	L	St.-Cu. on N. horizon.
3	21	0	.....	.....	M	
3	24	0	.....	.....	M	Moderate blizzard all day, moderating at night.
4	3	0	.....	.....	M	
4	6	0	.....	.....	L	Occasional lulls.
4	9	1	.....	St.-Cu.	L	St.-Cu. on N. horizon.
4	12	1	.....	St.-Cu.	M	St.-Cu. N. to N.E.
4	15	0	.....	St.-Cu.	L	St.-Cu. in N.E.
4	18	0	.....	.....	L	Cloud bank on N.E. horizon. Gusty wind.
4	21	0	.....	.....	M	
4	24	0	.....	.....	L	Light blizzard all day.
5	3	0	.....	.....	L	Gusty wind.
5	6	1	.....	.....	L	Cloud on N. horizon. Severe gusts in wind.
5	7	1	.....	.....	...	Cloud bank rising.
5	9	2	.....	St.-Cu.	L	St.-Cu. in N. Sky hazy all over.
5	12	10	.....	A.-St.	L	Dense cloud. Hurricane.
5	15	10	.....	Nb.	M	Terrific wind.
5	18	10	.....	Nb.	L	Terrific wind all afternoon.
5	21	10	.....	Nb.	M	
5	24	10	.....	Nb.	M	Cloud lighter. To-day wind has been exceptionally furious.
6	1	0	.....	.....	...	N. horizon obscured.
6	3	0	.....	.....	M	N. horizon obscured.
6	6	0	.....	.....	M	N. horizon obscured.
6	7	0	.....	.....	...	
6	7·30	...	.....	.....	...	Wind in terrific gusts.
6	8	...	.....	.....	...	Occasional lulls; wind abating.
6	9	0	.....	A.-Cu.	M	A.-Cu. in N. Heavy gusts; wind 75 m.p.h.
6	12	3	Cl.	.....	L	Cl. radiant from N.E. Wind 90 m.p.h.
6	15	0	.....	Fr.-Cu.	L	Fr.-Cu. on N. horizon.
6	18	0	.....	.....	M	
6	21	0	.....	.....	M	
6	23	...	.....	.....	L	Gusty wind.
6	24	0	.....	.....	L	Very light drift. Many meteors. Clear day with hurricane and light drift.
7	3	0	.....	.....	0	
7	5	...	.....	.....	L	
7	6	0	.....	.....	L	Gusty wind.
7	9	0	.....	.....	L	
7	12	1	.....	Fr.-Cu., St.-Cu.	L	Fr.-Cu. on N. horizon. St.-Cu. on horizon, N.E.
7	15	1	.....	Fr.-Cu., St.-Cu.	...	
7	18	0	.....	.....	L	
7	20·45	...	.....	.....	...	Several terrific gusts of wind.
7	21	0	.....	.....	0	
7	24	0	.....	.....	L	Clear day, with hurricane.
8	3	0	.....	.....	0	
8	5·30	...	.....	.....	L	Drift increasing.
8	6	0	.....	.....	M	Horizon obscured.
8	7	0	.....	.....	...	
8	8	0	.....	.....	L	
8	9	0	.....	.....	L	Heavy sea smoke.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
JULY, 1913.—(*continued*).						
8	12	0	.....	Fr.-Cu.	L	Cloud on N. horizon just obscures sun.
8	15	1	.....	Fr.-Cu.	L	Fr.-Cu. on N. horizon.
8	18	0	.....	Fr.-Cu	0	Fr.-Cu. on N. horizon. Bright star light.
8	21	0	.....	.....	0	
8	24	0	.....	.....	0	Frequent meteors. Clear weather with hurricane all day.
9	3	0	.....	.....	0	N. horizon hazy.
9	6	0	.....	.....	0	N. horizon hazy. Wind gusty.
9	8	3	.....	A.-St.	...	A.-St. in N., radiating from E.N.E.
9	9	10	.....	A.-St.	0	Radiation from E.N.E.
9	12	10	.....	A.-St.	0	A.-St. denser. Snow appears to be falling to N.W. Gusty wind, occasional lulls.
9	15	10	.....	A.-St.	0	Gusty wind.
9	18	10	.....	A.-St.	0	Sky clearing.
9	19	4	.....	A.-St.	...	A.-St. in N. only.
9	21	2	.....	A.-St.	0	A.-St. in N. only.
9	22	1	.....	A.-St.	...	A.-St. in N. only.
9	24	0	.....	.....	0	Cloud bank on N. horizon. Clear driftless day with hurricane.
10	3	0	.....	.....	0	
10	6	0	.....	.....	0	
10	7	0	.....	Fr.-Cu.	...	Fr.-Cu. in N.E.
10	9	2	Cl.	Fr.-Cu.	S	Fr.-Cu. in N.E. Scattered Cl. over whole sky.
10	12	3	Cl., N.W. ...	Fr.-Cu., Cu.	0	Fr.-Cu. in N.E. Cl. radiant N.W.-S.E. Gusty wind veering S.S.E.-S.b.W.
10	14	1	.....	Cu.	0	Cl. cleared. Cu. in N.E. Gusty wind dense drift to W.
10	15	1	Cl.	Cu.	0	Cu. to N. and N.E. Gusty wind.
10	18	1	Cl.	Cu.	0	Cu. to N. Cl. in S.W.
10	21	0	.....	.....	0	Bright moon.
10	22	...	.....	.....	L	
10	24	0	.....	.....	L	Cloud bank on N. horizon. Clear day. Wind moderated to 50 m.p.h.
11	3	0	.....	.....	0	Gusty wind.
11	4	...	.....	.....	...	Wind rising.
11	5	2	.....	.....	...	N. sky hazy.
11	6	10	.....	A.-St	L	
11	9	10	.....	A.-St.	L	Dense cloud. Terrific hurricane.
11	12	10	.....	A.-St.	L	Dense cloud. Record low barometer. Barograph pen below rim of drum.
11	15	10	.....	A.-St.	L	Lowest reading of barometer, 27·794".
11	17	...	.....	.....	...	Lowest reading of barometer, 27·794"
11	18	10	.....	A.-St.	M	Wind moderating, bar. rising.
11	20	10	.....	Nb.	D	Apparently snowing.
11	21	10	.....	Nb.	...	
11	22	10	.....	Nb.	...	
11	23	10	.....	Nb.	...	
11	24	9	.....	Nb.	...	Very little light snow. Bar. rising rapidly. Wind falling.
12	1	2	.....	.....	0	Cloud round horizon. No snow.
12	2	0	.....	.....	0	Light southerly wind.
12	3	0	.....	.....	0	Almost calm. Airs from S.
12	6	0	.....	.....	0	Almost calm. N. airs.
12	6·40	...	.....	.....	0	Whole sky hazy. N. breezes.
12	7·25	10	.....	.....	...	Filmy cloud over whole sky.
12	8	5	Cl.-Cu.	.....	0	Clear in N. Breezes N.E. to N.W.
12	9	3	Cl., Cl.-St.	.....	0	N. airs. Cl. trend E.-W.
12	12	2	.....	St.-Cu., S.E.	0	Cloud round horizon, S.E., E., N.W., moving rapidly. Calm.
12	14	1	Cl.	St.-Cu.	0	Cloud in N. Calm. S.E. airs.
12	15	2	Cl.	Cu.	L	Cloud in N. S. wind rising again.
12	18	2	Cl.-St.	Cu.	M	Cloud in N. Wind 30 m.p.h.
12	19·30	5	.....	A.-Cu.	M	A.-Cu. radiating from W.b.N.
12	20	8	.....	St.-Cu., W.b.N.	M	
12	21	10	.....	Nb.	M	Appears to be snowing.
12	24	10	.....	Nb.	M	Snow falling. Blizzard again set in
13	1	10	.....	Nb.	D	
13	3	10	.....	Nb.	D	
13	6	10	.....	.....	M	Stars vis. in Z.
13	8	...	.....	.....	...	Appears to be clearing.
13	9	7	.....	.....	L	Clear in N.W.
13	12	8	.....	St.-Cu., N....	L	Clear to W.
13	14·30	7	.....	St.-Cu.	0	Clear to W. Cloud trend N.-S.
13	18	5	.....	A.-Cu.	L	A.-Cu. radiant from N.b.W.
JULY, 1913—(*continued*).						
13	19·40	5	.....	A.-Cu., Cu.	...	A.-Cu. radiant from N.b.W. Cu. on N. horizon.
13	20·30	6	.....	A.-Cu.	L	
13	21	7	.....	A.-Cu.	L	A.-Cu. trend N.b.W.-S.b.E. Cu. on N. horizon.
13	21·30	8	.....	.....	...	
13	22	9	.....	.....	...	
13	24	10	.....	A.-St., A.-Cu.	L	40 m. wind with light drift all day.
14	1	10	.....	A.-St.	M	
14	2	10	.....	Nb.	L	Gusty. Frequent calms. Light snowfall.
14	3	10	.....	Nb.	M	Gusty. Heavy snowfall.
14	4	10	.....	Nb.	...	
14	5	10	.....	Nb.	...	
14	6	10	.....	Nb.	L	Snow appears to have ceased.
14	9	10	.....	Nb.	M	Snowfall. Gusty, occasional calms.
14	12	10	.....	A.-St.	L	Light snowfall, large flakes ¼" diam.
14	15	10	.....	Nb.	M	S.E. wind.
14	18	10	.....	Nb.	M	Wind S. Moon gleaming.
14	21	10	.....	Nb.	M	Wind again more easterly.
14	24	10	.....	Nb.	D	Probably s owing. Moderate blizzard all day.
15	3	10	.....	.....	D	
15	6	10	.....	.....	D	Probably snowing.
15	9	10	.....	.....	D	
15	12	10	.....	Nb.	D	Very dense drift.
15	15	10	.....	Nb.	D	Very dense drift.
15	18	10	.....	Nb.	D	
15	21	10	.....	.....	D	
15	24	10	.....	Nb.	D	Probably snowing. Heavy blizzard all day.
16	3	...	.....	.....	D	Sky obscured, probably overcast.
16	6	...	.....	.....	D	Sky obscured, probably overcast
16	9	...	.....	.....	D	Sky obscured, probably overcast.
16	12	7	.....	A.-Cu., S.E.	M	Drift diminishing.
16	15	4	.....	A.-Cu.	M	
16	18	6	Cl.	.....	L	Wind moderating. Lunar halo 47° 46' diam.
16	20·05	...	.....	.....	0	Sudden drop in wind, almost calm; Puffs E. to S.
16	21	8	Cl.	.....	0	Calm, S.E. gusts.
16	22	8	Cl., Cl.-St.	.....	0	Wind returning S.
16	24	8	Cl., Cl.-St.	.....	L	Gusty wind, 40 m.p.h. Lunar halo. Hurricane till 6 p.m. Calmer night.
17	1	...	.....	.....	...	Lunar halo.
17	2·30	...	.....	.....	...	Halo gone, coloured corona appeared.
17	3	7	Cl., Cl.-St. ..	.....	...	Corona still visible.
17	4·15	2	Cl.-St.	.....	...	Corona still visible. Cloud in N.
17	5	1	Cl.-St.	.....	...	Corona very faint. Cloud on N. horizon; Bright moon.
17	6	0	.....	.....	0	Corona brighter.
17	7·15	...	.....	.....	...	Corona very faint. Dawn;
17	8·30	...	.....	.....	...	Wind fell to 25 m.p.h.
17	9	0	.....	St.-Cu.	0	St.-Cu. on N. horizon.
17	12	0	.....	.....	0	Cloud bank on N. horizon. Sunshine.
17	15	0	.....	.....	0	Cloud bank on N. horizon. Sunhine.
17	17	1	Cl.	.....	0	Cl. on horizon, E. to N. Bright moon.
17	18	1	Cl.	St.-Cu.	0	St.-Cu. on N. horizon.
17	18·30	...	.....	.....	L	
17	21	1	.....	A.-Cu.	0	A.-Cu. in E.
17	22	1	.....	A.-Cu.	0	A.-Cu. in E.
17	23	1	.....	A.-Cu.	0	Large lunar corona.
17	24	3	Cl.-St.	A.-Cu.	L	Cl.-St. in N; trend E.-W. A.-Cu. round N. horizon. Corona gone. Comparatively fine day.
18	1·20	7	Cl.-St.	St.-Cu.	L	St.-Cu. round horizon. Cl.-St. trend N.W.-S.E. over whole sky.
18	2·30	4	Cl.-St.	.....	...	St.-Cu. cleared. Cl.-St. in N. only Coloured corona 7° diam.
18	3·20	...	.....	.....	...	Hazy to N. Air full of fine snow particles. Corona gone, halo appears, 54° diam.
18	4·20	...	.....	.....	...	Whole sky hazy. Air charged fine snow particles. Halo.
18	6	...	.....	.....	S	Sky hazy. Snow particles clearing Wind 30 m.p.h.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
JULY, 1913—(*continued*).						
18	7	...	.....	.....	...	Foggy drift again obscures sky. Gusty wind. Halo.
18	8	...	.....	.....	M	Sky obscured.
18	9	...	.....	.....	D	Sky obscured. Wind rising.
18	12	10	.....	Nb.	M	Wind 75 m.p.h.
18	15	10	.....	Nb.	D	Wind steadily rising all day.
18	16	...	.....	.....	...	Probably snowing.
18	18	10	.....	Nb.	D	Snowing.
18	21	10	.....	Nb.	D	Snowing.
18	24	10	.....	Nb.....	D	Snowing. Blizzard increasing all day.
19	3	10	.....	.....	D	
19	6	10	.....	.....	D	
19	9	10	.....	.....	D	
19	12	10	.....	Nb.	D	Heavy snowfall. Gusty wind.
19	12·05	...	.....	.....	...	Heavy snowfall. Frequent lulls and strong gusts.
19	15	10	.....	Nb.	L	Wind steadier.
19	18	10	.....	Nb.	L	
19	21	10	.....	Nb.	0	Very light snow falling.
19	22	10	.....	.....	L	Very light snow falling.
19	24	10	.....	Nb.	L	Very light snow falling. Very heavy blizzard up to noon, then much moderated.
20	3	10	.....	Nb.	...	Densely overcast. Snowing lightly.
20	6	10	.....	Nb.	...	Heavy snowfall. Wind fallen to 25 m.p.h.
20	9	10	.....	Nb.	...	Light snowfall.
20	12	10	.....	Nb.....	...	Light snowfall. S.E. breeze and calms.
20	13	...	.....	.....	...	Wind started to rise.
20	15	10	.....	Nb.	L	Snowfall. Wind 35 m.p.h.
20	18	1	.....	.....	M	Cloud bank on N. horizon.
20	21	1	.....	.....	M	Cloud bank on N. horizon. Moonlight.
20	23	...	.....	.....	D	Sky hazy.
20	24	3	.....	A.-Cu.	D	Cloud in N.E. Snow all day, with moderate winds.
21	3	3	.....	A.-St.	M	Cloud in N.E.
21	4	3	.....	A.-St.	...	A.-St. in N., trend E.-W. Moonlight.
21	6	3	.....	A.-St.	M	A.-St. in N. sky.
21	9	4	.....	A.-St.	M	A.-St. in N. trend E.-W. Hazy to S.
21	12	10	.....	Nb.	M	Hurricane.
21	15	10	.....	Nb.	D	Heavy blizzard.
21	18	10	.....	Nb.	D	Heavy blizzard. Probably snowing. Hurricane, with gusts. Several lulls in afternoon.
21	21	10	.....	Nb.	D	Heavy blizzard. Steady wind.
21	24	10	.....	Nb.	D	Heavy blizzard. Evidently snowing. Heavy blizzard all day.
22	1	10	.....	A.-St., Nb.	D	Clearer in zenith and to S.W.
22	2	10	.....	A.-St., Nb.	D	
22	3	10	.....	A.-St.	M	
22	4	10	.....	.....	...	
22	5	10	.....	.....	...	
22	6	10	.....	A.-St.	M	
22	9	10	.....	A.-St.	M	
22	12	10	.....	Nb.	M	
22	15	...	.....	.....	D	Sky mainly obscured. "Whalebacks" in S.
22	18	9	.....	St.-Cu.	M	Occasional lulls in wind.
22	20	3	.....	A.-Cu.	...	A.-Cu. in N.
22	20·20	1	.....	.....	...	Cloud bank on N. horizon.
22	24	0	.....	.....	L	Moonlight. Blizzard moderated to-day.
23	2	1	.....	...	...	Cloud bank on N. horizon.
23	3	4	.....	St.-Cu.	M	St.-Cu. in N.
23	4·30	2	.....	St.-Cu.	...	St.-Cu. in N.; clearing. Occasional lulls.
23	5	2	.....	A.-St.	L	A.-St. on N. horizon.
23	6	1	.....	.....	...	A.-St. on N. horizon. Bright moonlight.
23	7	1	Ci.-St.	.....	...	Ci.-St. in N., trend E.-W.
23	9	2	Ci.-St.	.....	L	Ci.-St. in N., trend E.-W. Drift in gusts.
23	12	10	.....	Nb.	D	Heavy blizzard again.
23	15	...	.....	.....	D	Sky obscured. Heavy blizzard. Appears clear.
23	18	0	.....	.....	D	Horizon obscured.
23	21	0	.....	.....	D	
23	24	0	.....	.....	D	Sky obscured, probably clear. Blizzard all day; very heavy afternoon.
24	3	...	.....	.....	D	Sky obscured, probably clear.
24	4	...	.....	.....	...	Occasional lulls.
24	5	...	.....	.....	...	Occasional lulls.
24	6	...	.....	.....	D	Gusty wind. Sky obscured.
24	9	...	.....	.....	D	Gusty wind. Sky obscured.
24	12	1	.....	.....	D	Heavy cloud bank on N. horizon. Occasional lulls, with light drift. Wind 80 m.p.h.
24	15	1	.....	.....	D	Cloud bank on N. horizon. Steady wind.
24	18	0	.....	.....	D	Appears clear.
24	21	0	.....	.....	D	Appears clear.
24	22	...	.....	.....	...	Very gusty wind.
24	23	...	.....	.....	...	Very gusty wind.
24	24	0	.....	.....	M	Heavy blizzard all day.
25	1	0	.....	.....	L	Bright moonlight.
25	3	0	.....	.....	L	Haze in N.
25	6	0	.....	.....	M	
25	8	1	.....	.....	...	Cloud bank on N. horizon.
25	9	1	Ci.-St.	.....	...	Cloud bank on N. horizon, with Ci.-St above.
25	12	1	Ci.	.....	M	Cloud bank on N. horizon, with Ci. in N.W. Sunshine.
25	15	0	Ci.	.....	L	Ci. in N.W.
25	18	0	.....	.....	L	Bright starlight.
25	21	...	.....	.....	D	Sky obscured.
25	24	...	.....	.....	D	Sky obscured. Blizzard all day.
26	3	1	Ci., E.	.....	L	
26	4·30	2	Ci.	.....	...	Ci. extending, now occupies most of N. sky.
26	5	3	Ci.	.....	L	Ci. scattered over whole sky.
26	6	3	Ci.	.....	L	Ci. denser in W., clear to S.
26	9	4	.....	A.-Cu.	M	Cloud denser and lower.
26	11	...	.....	.....	L	
26	12	1	.....	A.-Cu.	S	A.-Cu. on N. horizon.
26	15	0	.....	A.-Cu.	S.	
26	18	0	.....	.....	S	Hazy to N.
26	19·45	...	.....	.....	...	Very gusty wind. Lulls.
26	21	0	.....	.....	S	
26	24	0	.....	.....	0	Hurricane all day, with clear skies and little drift.
27	3	0	.....	.....	0	Gusty wind.
27	4	0	.....	.....	...	Heavy gusts and lulls.
27	6	0	.....	.....	0	Gusty wind.
27	7	0	.....	.....	...	Gusty wind.
27	8	0	.....	.....	...	Wind again in steady gale.
27	9	0	.....	.....	0	
27	12	0	.....	.....	0	Sunshine.
27	15	0	.....	.....	0	
27	18	0	.....	.....	0	
27	21	0	.....	.....	0	
27	24	0	.....	.....	0	Gusty. Occasional calms. Clear. driftless day, with wind 50-70 m.p.h.
28	1·45	...	.....	.....	...	Wind dropping.
28	2	0	.....	.....	...	Wind fallen to 20 m.p.h.
28	3	0	.....	.....	0	Calm. Occasional S. puffs.
28	4·25	...	.....	.....	...	Wind risen to 45 m.p.h.
28	6	0	.....	.....	0	Wind 30 S.S.E.
28	7	...	.....	.....	0	Calm. Occasional gusts.
28	9	0	.....	.....	0	Cloud bank on N. horizon.
28	12	0	.....	.....	0	Gusty wind. Best day since mid-winter.
28	15	1	Ci.-St.	.....	0	Ci.-St. in N.W. Beautiful sunset colours.
28	18	0	Ci.-St.	.....	0	Ci.-St. in N.W. Beautiful sunset colours.
28	21	0	.....	.....	0	
28	24	0	.....	.....	S	Wind risen to 60 m.p.h.
29	3	0	.....	.....	0	
29	6	0	.....	.....	0	Wind gusty.
29	7·30	...	.....	.....	...	Occasional lulls.
29	9	1	Ci.-St.	.....	0	Ci.-St. on N. horizon. Wind gusty. Sunrise as seen from hut, 9·10 a.m.
29	12	1	Ci.-St.	.....	0	Ci.-St. in N. and W. Gusty, with occasional lulls.
29	15	1	Ci.-St.	.....	0	Ci.-St. in N.; becoming denser. Steady wind.
29	18	1	Ci.-St.	.....	0	Ci.-St. in N. becoming denser. Steady wind.
29	21	0	.....	.....	0	
29	24	0	.....	.....	0	Clear day, with 50-70 m.p.h. wind.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
JULY, 1913—(*continued*).						
30	3	0	.....	.....	0	
30	6	0	.....	.....	0	
30	7	0	.....	St.	0	St. on N.E. horizon.
30	9	1	.....	St.	0	St. on N. horizon.
30	12	1	Ci.	St.	0	Cloud on N. horizon. Gusty wind.
30	15	1	Ci.	St.	0	Cloud on N. horizon. Gusty wind.
30	18	0	.....	.....	0	Hazy on sea horizon.
30	21	0	.....	.....	0	Gusty.
30	24	0	.....	.....	0	Gusty. Another clear day, with 50-70 m.p.h. wind.
31	3	...	.....	.....	0	Hazy in N.
31	6	1	Ci.	.....	0	Ci. in N.
31	9	1	Ci.	.....	0	Ci. in N.
31	10	...	.....	.....	...	Sunshine.
31	12	1	Ci.-St.; Ci., W.	.....	0	Ci.-St. round N. horizon. Ci. in zenith, moving from W.
31	15	1	Ci.	.....	0	Ci. on N. horizon only.
31	18	1	Ci.-St.	.....	0	Haze of Ci.-St. on N. horizon.
31	21	1	Ci.-St.	.....	0	Haze of Ci.-St. on N. horizon.
31	24	1	Ci.-St.	.....	0	Haze of Ci.-St.on N. horizon. Hurricane all day, with clear sky and no drift.
AUGUST, 1913.						
1	3	0	.....	.....	0	
1	4	1	.....	St.	...	St. on N. horizon.
1	6	1	.....	St.	0	St. on N. horizon.
1	9	1	Ci.-St.	St.	0	Cloud on N. horizon.
1	12	1	Ci.-St.	St.	0	Cloud on N. horizon.
1	15	1	.....	A.-Cu., St. ..	0	Cloud on N. horizon.
1	18	1	.....	.....	0	Sea horizon hazy.
1	21	1	.....	.....	0	Cloud on N. horizon.
1	24	1	.....	.....	0	Cloud on N. horizon. Clear, driftless day, with hurricane.
2	3	5	.....	.....	0	N. sky lightly overcast.
2	6	7	.....	A.-Cu.	0	Clear to E. and S.
2	7	7	.....	A.-Cu.	0	Clear to E. and S.
2	8	7	.....	A.-Cu.	...	
2	9	9	.....	A.-Cu.	0	
2	12	10	.....	Nb.	M	Snow falling.
2	15	10	.....	A.-St.	L	
2	15·45	...	.....	.....	0	Drift ceased.
2	18	10	.....	A.-St.	0	
2	19·30	...	.....	.....	L	
2	20·30	...	.....	.....	...	Stars visible in zenith.
2	21	10	.....	A.-St.	0	
2	24	10	.....	A.-St.	0	Overcast day, with some snow and usual gale.
3	3	10	.....	A.-St.	0	
3	5	...	.....	.....	L	Drift commenced.
3	6	10	.....	.....	M	
3	9	10	.....	Nb., A.-St.	L	
3	9·30	...	.....	.....	D	
3	11	5	.....	A.-Cu., Nb.	0	Nb. to N., A.-Cu. to S.
3	11·45	...	.....	.....	D	Dense drift came down again.
3	12	...	.....	.....	D	Dense drift of soft new snow. Sky obscured.
3	15	...	.....	.....	D	Sky obscured.
3	18	...	.....	.....	D	Everything obscured by drift.
3	21	...	.....	.....	D	Everything obscured by drift. Apparently snowing.
3	24	10	.....	.....	L	Wind has been moderating since 9 p.m. Now 30 m.p.h. Blizzard nearly all day.
4	1	...	.....	.....	D	Wind rising. Very dense drift of new snow.
4	3	...	.....	.....	D	Sky obscured.
4	6	...	.....	.....	D	Sky obscured.
4	8	...	.....	.....	D	Sky obscured.
4	9	10	.....	.....	D	
4	12	10	.....	.....	D	Probably overcast Nb.
4	15	...	.....	.....	D	Everything obscured by very dense drift.
4	18	10	.....	.....	D	Wind falling; gusty. Drift moderating.
4	21	10	.....	.....	M	
4	24	10	.....	.....	M	Heavy blizzard all day.
5	2	...	.....	.....	L	
5	3	10	.....	.....	L	Wind abating.
5	5	10	.....	Nb.	...	Calm; gusts N.E. to E.; light snowfall.
5	6	10	.....	Nb.	...	Light snowfall. N.E. breeze.
AUGUST, 1913—(*continued*).						
5	9	10	.....	Nb.	...	Heavy fall of "sago" snow.
5	11	...	.....	.....	...	Snowfall ceased.
5	11·55	...	.....	.....	...	Light snowfall started again.
5	12	10	.....	Nb.	0	Calm. Airs N.N.E. Light fall of "sago" snow.
5	14	...	.....	.....	...	Snowfall heavier, large flakes.
5	15	10	.....	Nb.	0	Calm. Heavy snowfall, large flakes. Hut covered to depth of 1 foot. Heaviest fall experienced in a calm.
5	17	9	.....	Nb.	0	Snowfall ceased. Clearing in N.
5	18	3	.....	A.-Cu., St.	0	Cloud in S. and W. Wind returned S.
5	18·40	...	.....	A.-Cu.	...	
5	19·20	10	.....	.....	...	
5	20	10	.....	Nb.	...	Light fall of "sago" snow.
5	21	10	.....	Nb.	...	Light snowfall.
5	22	10	.....	Nb.	...	
5	23	8	.....	Nb.	...	Clear to E. E. breezes. Very light snowfall.
5	24	7	.....	.....	L	Light snowfall and drift. Almost calm day, with heavy snowfall.
6	1	3	.....	.....	...	Cloud low in N.
6	2	2	.....	.....	...	Cloud low in N. S. breeze.
6	3	9	.....	.....	...	Clear in zenith. Calm
6	4	10	.....	.....	...	Lightly overcast. Calm.
6	5	10	.....	Nb.	...	Light fall of snow spicules. Calm.
6	6	10	.....	Nb.	0	Snowfall heavier.
6	7	10	.....	Nb.	...	Snowing.
6	8	10	.....	Nb.	...	Snowing.
6	9	10	.....	Nb.	...	Almost calm. Snow ceased.
6	10	10	.....	Nb.	...	Light S.E. breeze. Heavy snowfall, crystals ¼" diameter and flakes.
6	11	10	.....	Nb.	...	Calm. Light snowfall.
6	12	10	.....	Nb.	0	Calm. Light snowfall.
6	15	10	.....	Nb.	0	Light snowfall.
6	17·40	...	.....	.....	...	
6	18	0	.....	.....	0	No snow or drift. Calm. Calm overcast day, with snow.
6	20	...	.....	.....	...	Almost calm.
6	21	0	.....	.....	...	Light S. breeze.
6	21·30	...	.....	.....	L	
6	23	...	.....	.....	M	Wind rising.
6	24	0	.....	.....	M	Wind 45 m.p.h. again.
7	1	0	.....	.....	M	Wind rising. Horizon obscured.
7	3	0	.....	.....	M	Horizon obscured.
7	4	...	.....	.....	M	Sky mainly obscured. Stars in zenith.
7	6	...	.....	.....	D	Clear in zenith. Horizon obscured. Wind 80 m.p.h.
7	9	0	.....	.....	M	
7	12	0	.....	.....	D	Cloud bank on N. horizon. Gusty wind, 60 m.p.h. Sun gleaming through Drift.
7	15	0	.....	.....	D	Heavy gusts of wind.
7	18	0	.....	.....	D	Moon gleaming.
7	21	0	.....	.....	D	
7	24	0	.....	.....	D	Appears clear. Heavy blizzard, with clear sky all day.
8	3	0	.....	.....	D	
8	6	0	.....	.....	M	Hazy to N. Wind gusty.
8	7	...	.....	.....	...	Cloud bank on N. horizon.
8	9	0	.....	.....	M	
8	12	0	.....	.....	M	Gusty, occasional lulls. Drift in clouds. Sunshine through drift.
8	15	0	.....	.....	M	Drift in clouds.
8	18	0	.....	.....	M	
8	21	0	.....	.....	D	
8	24	0	.....	.....	M	Horizon obscured. Moderate blizzard all day, with clear sky.
9	1	0	.....	.....	M	Horizon obscured. Moderate blizzard all day, with clear sky.
9	2·30	0	.....	.....	...	Wind gusty, with lulls.
9	3	0	.....	.....	S	Long lulls in wind. Wind veering S. to S.E.
9	4	0	.....	.....	0	Puffs of wind from S.E
9	5	0	.....	.....	...	
9	6	...	.....	.....	0	Whole sky hazy.
9	7	10	.....	A.-St.	L	
9	8	10	.....	A.-St.	...	Wind more easterly.
9	9	10	.....	A.-St.	L	Heavy S. gusts, with light drift.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
AUGUST, 1913—(*continued*).						
9	12	10	.....	A.-St.	M	
9	14	...	.....	.....	D	Dense drift obscures everything.
9	15	...	.....	.....	D	Dense drift obscures everything. Very dense drift of new snow.
9	18	10	.....	Nb.	D	
9	21	10	.....	Nb.	D	
9	24	10	.....	Nb.	D	Blizzard abated in morning, but came on in afternoon, with dense new snow.
10	3	10	.....	Nb.	D	Snow probably falling.
10	4	...	.....	.....	L	Wind falling.
10	5	...	.....	.....	...	Wind again steady.
10	6	10	.....	.....	M	
10	9	10	.....	.....	D	
10	12	10	.....	Nb.	M	
10	15	10	.....	Nb.	D	
10	18	7	.....	A.-Cu., N.N.W.	D	
10	21	...	.....	.....	M	Appears overcast.
10	24	10	.....	.....	M	Appears overcast. Blizzard all day with gale and dense drift.
11	1	...	.....	.....	M	Sky obscured.
11	2	1	Ci.-St.	.....	...	Ci.-St. in W.
11	3	1	Ci.-St.	.....	M	Ci.-St. in W.
11	4	...	.....	.....	L	
11	5	...	.....	.....	M	
11	6	0	.....	.....	L	Horizon obscured.
11	7	0	.....	.....	M	Horizon obscured.
11	8	0	.....	.....	M	Horizon obscured.
11	9	0	.....	.....	M	Horizon obscured.
11	12	0	.....	.....	M	Sun gleaming through drift.
11	17·15	0	.....	.....	M	Wind dropped, roaring to W. Hazy to N.
11	17·30	10	.....	Nb.	0	Almost calm. Light snowfall.
11	18	10	.....	Nb.	0	Almost calm. Light snowfall, moon gleaming.
11	19·20	...	.....	.....	0	N. breezes. Light snowfall.
11	19·55	...	.....	.....	0	Snowfall ceased.
11	21	8	Ci.-St.	A.-St.	0	Cloud radiant from N.E. b. N. Almost calm. Partial large lunar halo.
11	22	10	.....	A.-St.	0	Dense A.-St. Calm.
11	23	10	.....	Nb.	0	Calm. Moderate snowfall.
11	23·30	...	.....	.....	L	S. breeze of 15-20 m.p.h.
11	24	10	.....	Nb.	M	Moderate drift and snowfall. Wind 40 m.p.h. S. Blizzard all morning. Calm afternoon with snowfall.
12	2·30	10	.....	Nb.	...	Dead calm. Light snowfall.
12	3	10	.....	Nb.	...	Calm. Snow ceased.
12	4·30	...	.....	.....	...	Occasional N. breezes.
12	6	10	.....	Nb.	M	Wind risen to 40 m.p.h.
12	8	...	.....	.....	L	
12	9	10	.....	Nb.	0	Wind falling.
12	12	10	.....	Nb.	0	Wind 10 m.p.h.
12	15	10	.....	A.-St.	0	Calm.
12	15·15	...	.....	.....	S	Gusts from S.
12	18	5	.....	A.-St.	L	Wind 40 m.p.h.
12	18·25	...	.....	.....	...	Lunar halo about 46° diameter.
12	20	10	.....	A.-St.	...	
12	21	10	.....	A.-St.	L	
12	24	10	.....	A.-St.	M	Calm morning. Light blizzard in afternoon.
13	1	10	.....	A.-St.	L	Lunar halo about 46° diameter.
13	3	10	.....	A.-St.	L	Faint halo.
13	4	...	.....	.....	...	Wind increasing.
13	6	10	.....	A.-St.	L	
13	8	10	.....	A.-St	...	
13	9	8	.....	A.-St.	...	Clearing in E., strong striation W. by N.-E. by S.
13	11	2	.....	A.-St.	...	Cloud bank on N. horizon. A.-St. now trend N.N.W. S.S.E.
13	12	1	.....	A.-St.	L	A. St. on N. horizon only.
13	13	0	.....	.....	...	Cloud bank on N. horizon.
13	14	0	.....	Fr.-Cu.	...	Cloud on N. horizon. Heavy bank with Fr.-Cu. above.
13	15	0	.....	.....	L	Cloud on N. horizon.
13	18	0	.....	.....	L	Hazy band on N. horizon.
13	20	...	.....	.....	D	Sky obscured.
13	21	...	.....	.....	D	Appears clear.
AUGUST, 1913—(*continued*).						
13	24	...	.....	.....	D	Appears clear. Light blizzard in morning developed into very heavy one by midnight.
14	1	...	.....	.....	M	Cloud on N. horizon.
14	3	...	.....	.....	M	Hazy to N.
14	6	3	.....	A.-St.	M	A.-St. in N.
14	7	3	.....	A.-St.	M	A.-St. in N.
14	8	1	Ci.	.....	L	Ci. in N.
14	9	1	Ci.	.....	L	Ci. in N.
14	12	6	Ci.	.....	L	Ci. over whole sky, radiant E.-W. with furious N.N.W.-S.S.E.
14	13	...	.....	.....	...	Wind falling.
14	15	8	Ci.	.....	0	Almost calm. Breezes E. to N.E.
14	16	2	Ci.	Fr.-Cu., St.-Cu.	0	Fr.-Cu. in N.E., St-Cu. on E. horizon
14	17·30	6	.....	St.-Cu.	0	St.-Cu. in E. sky.
14	18	9	.....	A.-Cu., S.E.	0	Dense A.-Cu. Calm. Airs from N.N.E.
14	19	7	Ci.	A.-Cu.	...	Ci. to W., A.-Cu. to E.
14	20	...	.....	.....	...	Clearing.
14	21	1	.....	St.-Cu.	0	St.-Cu. on N. horizon. Light S. airs.
14	22·30	1	Ci., W.	St.-Cu.	0	St.-Cu. on N. horizon. Ci. in N., trend N.S., moving rapidly from W.
14	24	2	Ci., W.	St.-Cu.	0	St.-Cu. on N. horizon. Ci. trend E.-W. Blizzard in morning, calm in afternoon
15	1	3	Ci., W.	St.-Cu.	...	
15	2	1	.....	.....	0	Almost calm. Large lunar halo.
15	3	1	Ci.-St.	.....	0	Calm. Large halo and faint double corona.
15	4	1	Ci.St.	Cu.	0	Halo approximately 45° 30′ diameter.
15	4·45	...	.....	.....	0	Southerly breeze rising.
15	5	1	Ci.	St.-Cu.	0	St.-Cu. in N. Ci. in W.
15	5·35	...	.....	.....	0	Wind fell again.
15	6	2	Ci.	St.-Cu.	0	Ci. becoming denser. Almost calm.
15	6·30	...	.....	.....	L	Wind began again, 30 m.p.h.
15	8	3	Ci.-Cu., Ci....	Fr.-Cu.	0	Fr.-Cu. in N.E. Ci.-Cu. trend E.-W. over whole sky. Light E.N.E. breeze.
15	9	7	Ci.-Cu., Ci....	Fr. Cu.	0	Fr.-Cu. in N.E. Sky almost covered with veil of cloud. Light breezes.
15	12	10	.....	A.-St., A.-Cu.	M	Dense A.-St. S. wind of 50 m.p.h. suddenly rose.
15	15	9	.....	A.-St.	M	A.-St. in web-like structure. Wind 75 m.p.h.
15	18	10	.....	A.-St.	M	Moon gleaming.
15	21	10	.....	A.-St.	D	
15	24	10	.....	St.-Cu.	D	Calm, clear morning. Heavy blizzard in evening.
16	3	10	.....	.....	D	
16	6	10	.....	.....	D	
16	9	10	.....	.....	D	
16	12	10	.....	Nb.	D	Wind 100 m.p.h.
16	15	10	.....	.....	D	
16	18	10	.....	.....	D	Wind falling, about 85 m.p.h.
16	21	...	.....	.....	D	Sky obscured.
16	24	...	.....	.....	D	Sky obscured. Very heavy blizzard all day.
17	3	...	.....	.....	D	Sky obscured. Wind very gusty, moderating.
17	6	...	.....	.....	D	Sky obscured.
17	8	...	.....	.....	M	
17	9	10	.....	.....	M	
17	10	10	.....	Nb.	D	Dense new drift. Snow falling
17	12	10	.....	Nb.	D	Dense drift of falling snow.
17	15	10	.....	Nb.	M	Snowfall ceased. Occasional lulls.
17	18	10	.....	Nb.	L	
17	21	10	.....	.....	D	
17	24	10	.....	.....	D	Heavy blizzard all day.
18	3	10	.....	.....	D	
18	6	10	.....	.....	D	
18	8	...	.....	.....	M	
18	9	10	.....	.....	M	Wind falling.
18	12	10	.....	Nb.	L	"Whalebacks" in N. Wind 50 m.p.h.
18	15	8	.....	A.-Cu.	M	Clearing.
18	18	10	.....	.....	D	Heavily overcast.
18	21	10	.....	.....	D	
18	24	10	.....	.....	D	Heavy blizzard all day.
19	3	10	.....	.....	M	Probably overcast A.-St. Wind gusty.
19	5	10	.....	.....	L	Wind falling.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
AUGUST, 1913—(*continued*).						
19	6	10	.....	.....	M	Appears overcast. Moon gleaming.
19	8	6	Cl.	St.-Cu.	L	Cl. trend E.-W. St.-Cu. on N. horizon.
19	9	6	Cl.	St.-Cu.	L	Cl. trend E.-W. St.-Cu. on N. horizon.
19	10	6	Cl.	St.-Cu.	L	Cl. trend E.-W. St.-Cu. on N. horizon.
19	11	3	Cl., W.N.W.	St.	L	Cl. clearing. St. on N. horizon.
19	12	2	Cl., Cl.-St....	St.	L	Cl. and Cl.-St. scattered. St. on N. horizon. Gusty with calms.
19	13	2	.....	.....	...	
19	14	9	.....	A.-St.	S	Cl. changing to A.-St.
19	15	10	.....	A.-St., Fr.-Cu.	0	Fr.-Cu. in E. and N.E.
19	16	10	.....	A.-St.	...	
19	17	10	.....	A.-St.	...	
19	18	10	.....	A.-St.	0	Light S. breezes.
19	19	8	.....	A.-St.	...	Clearing in Z.
19	19·30	4	.....	.....	...	
19	20·15	10	.....	.....	...	
19	21	10	.....	A.-St.	0	Light southerly breeze.
19	24	10	.....	A.-St.	0	Calm. Heavily overcast. Blizzard in morning. Calm and overcast in afternoon.
20	1	10	.....	Nb.	0	Light S. airs.
20	2	10	.....	Nb.	0	Light snowfall.
20	3	10	.....	Nb.	0	Light snowfall.
20	4	10	.....	Nb.	0	Light snowfall.
20	5	10	.....	Nb.	0	Light snowfall. Calm, light S. airs.
20	6	10	.....	Nb.	0	Moderate snowfall, six-rayed crystals. E. gusts, S. airs.
20	7	10	.....	Nb.	0	Light snowfall.
20	8	10	.....	Nb.	0	Moderate snowfall.
20	9	10	.....	Nb.	0	Heavy snowfall, large crystals. S.W. breezes.
20	10	10	.....	Nb.	0	Moderate snowfall.
20	11	10	.....	Nb.	0	Moderate snowfall.
20	12	10	.....	Nb.	0	Calms and breezes. Moderate snowfall, large flocculent flakes, unusual.
20	13	10	.....	Nb.	0	
20	14	10	.....	Nb.	0	
20	15	10	.....	Nb.	0	Very light snowfall.
20	16	10	.....	Nb.	0	
20	17	10	.....	Nb.	0	
20	18	10	.....	Nb.	L	
20	19	10	.....	Nb.	0	
20	20	10	.....	Nb.	0	No snow.
20	21	10	.....	Nb.	0	Cloud lighter. Stars in Z.
20	22	10	.....	Nb.	0	Clearing in E. N.E. breezes.
20	23	10	.....	.....	L	S. wind.
20	24	10	.....	.....	M	S. wind rising. Almost calm day with snowfall.
21	3	10	.....	.....	M	
21	6	10	.....	A.-St.	D	
21	9	10	.....	A.-St.	M	
21	11	10	.....	A.-St.	L	
21	12	10	.....	A.-St.	M	Drift in gusts. Wind 40 m.p.h. Sun gleaming.
21	15	8	.....	A.-Cu., W....	M	
21	16	6	.....	.....	...	
21	17·30	3	.....	A.-Cu.	...	
21	18	1	.....	.....	L	Cloud round horizon only.
21	21	1	.....	.....	L	Cloud round horizon only.
21	22	1	.....	.....	L	Cloud round horizon only.
21	23·30	8	.....	.....	...	
21	24	10	.....	A.-St., A.-Cu.	M	Moderate blizzard all day.
22	2	...	.....	.....	...	Cloud breaking.
22	3	4	.....	A.-Cu.	M	
22	4	0	.....	.....	M	Drift heavy in gusts. N. horizon obscured.
22	4·30	2	.....	.....	...	Cloud on N. horizon.
22	5	...	.....	.....	...	Becoming overcast.
22	6	10	.....	.....	D	Appears overcast.
22	7	3	.....	St.-Cu.	...	St.-Cu. in N.
22	8	2	.....	St.-Cu.	...	St.-Cu. in N.
22	9	10	.....	A.-St.	M	
22	10	10	.....	A.-St.	M	
22	11	10	.....	A.-St.	M	
22	12	10	.....	A.-St.	M	Heavily overcast.
22	14	...	.....	.....	D	
22	15	...	.....	.....	D	Very dense drift obscures everything.
22	18	...	.....	.....	D	Very dense drift obscures everything.
22	24	...	.....	.....	D	Very dense drift obscures everything. Heavy blizzard all day.
23	3	...	.....	.....	D	Dense drift obscures sky. Wind falling.
23	5	...	.....	.....	...	Gusty wind, marked lulls.
23	6	...	.....	.....	D	Sky obscured. Very gusty wind.
23	7	...	.....	.....	D	Sky obscured. Very gusty wind.
23	8·30	...	.....	St.-Cu.	M	Clear in Z. St.-Cu. in N.
23	11	9	.....	St.-Cu.	...	
23	12	9	.....	St.-Cu., W.	M	
23	15	9	.....	St.-Cu.	D	
23	18	0	.....	.....	M	Horizon obscured.
23	21	0	.....	.....	M	Horizon obscured.
23	24	0	.....	.....	D	Appears clear. Blizzard all day.
24	3	...	.....	.....	M	Clear in Z. Horizon obscured.
24	6	10	.....	.....	L	
24	6·30	...	.....	.....	...	Wind falling.
24	7·30	...	.....	.....	...	Calm with gusts.
24	9	10	.....	A.-St.	...	Wind 25 m.p.h.
24	12	10	.....	A.-St.	L	Wind 40 m.p.h.
24	14	10	.....	Nb	0	Calm. Light snowfall.
24	15	10	.....	Nb	0	Light snowfall. Southerly airs.
24	18	10	.....	Nb	0	Very light snowfall. Southerly breezes.
24	21	10	.....	Nb	M	Snow falling, wind rising, 30 m.p.h.
24	24	10	.....	Nb.	M	Snow falling. Comparatively calm, overcast day, with snow.
25	1	10	.....	Nb	M	Snow falling.
25	3	10	.....	Nb.	M	Very dark night.
25	4	...	.....	.....	M	Wind increasing.
25	6	10	.....	Nb.	M	Snow probably falling.
25	8	10	.....	Nb.	M	Heavy snowfall, crystals ¼″ diameter.
25	9	10	.....	Nb.	M	
25	10	10	.....	Nb.	M	Gusty wind.
25	11	10	.....	Nb.	L	
25	12	10	.....	Nb.	S	Calms and gusts.
25	13	10	.....	Nb., St.-Cu.	S	St.-Cu. to N.W.
25	14	3	.....	A.-Cu., W. by S., St.-Cu.	S	St.-Cu. on N. horizon. A.-Cu scattered, moving rapidly. Gusty wind.
25	14·30	2	.....	A.-Cu., St.-Cu.	L	Cloud in N. only. Wind rising.
25	16	4	.....	A.-Cu., W., St.-Cu.	M	Gale from S.
25	17	3	.....	A.-Cu., St.-Cu.	L	
25	18	0	.....	.....	M	
25	21	2	.....	A.-St., St.-Cu.	L	Faint A.-St. St.-Cu. in N.
25	24	0	.....	.....	L	Snowfall in morning, blizzard at night.
26	1	0	.....	.....	L	Horizon obscured.
26	2	0	.....	.....	L	Gusty.
26	3	...	.....	.....	0	Comparatively calm. S. breezes.
26	4	0	.....	.....	L	Horizon obscured. Strong gusts.
26	5	0	.....	.....	L	Horizon obscured. Strong gusts.
26	6	0	.....	.....	L	Hazy horizon. Gusty rising wind.
26	7	10	.....	Nb.	L	Light cloud. Lulls and gusts.
26	8	10	.....	Nb.; Fr.-Cu., S.	L	Light variable wind and light snowfall.
26	9	10	.....	Nb.	L	Variable gusts. Sun gleaming.
26	12	0	.....	.....	L	Gusty S. wind, with calms. High clouds of drift. Sunshine.
26	15	0	.....	.....	M	Gusty. Sun gleaming.
26	18	0	.....	.....	L	Wind steadier.
26	21	0	.....	.....	L	
26	24	0	.....	.....	M	Calm morning, blizzard at night.
27	1	0	.....	.....	M	
27	3	0	.....	.....	M	
27	6	0	.....	.....	M	
27	7	1	.....	Cu.	M	Cu. on N.E. horizon.
27	8	3	.....	St., Cu.	M	St. on N. horizon. Cu. in N.
27	9	1	.....	St., Cu.	L	Cloud low in N. Sunshine.
27	10	0	.....	.....	M	
27	12	0	.....	.....	M	
27	15	0	.....	.....	M	Sunny day, marred by drift.
27	16·20	...	.....	.....	...	Sunset at hut.
27	18	0	.....	.....	L	
27	21	0	.....	.....	L	Wind falling.
27	23	...	.....	.....	0	Calm.
27	24	0	.....	.....	0	Wind 15 m.p.h. Steady 40-mile wind with drift most of day.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
AUGUST, 1913—(*continued*).						
28	2.30	...	.....	.....	0	Calm. From 1 to 2·30 a.m. wind 40 m.p.h.
28	5.30	...	.....	.....	L	Wind rising.
28	6	1	.....	St.	L	St. low in N.
28	8	1	Cl.-St.	St.	...	St. low in N. Cl.-St. in Z.
28	9	10	.....	A.-St.	L	A.-St. trend N.W.-S.E.
28	11	10	.....	A.-St.	M	
28	12	10	.....	A.-St.	D	Quick rise in wind to hurricane.
28	15	10	.....	.....	D	Blizzard obscures everything.
28	18	10	.....	.....	D	Blizzard obscures everything.
28	24	10	.....	.....	D	Blizzard obscures everything. Heavy blizzard all afternoon.
29	3	...	.....	.....	D	Blizzard obscures everything.
29	6	...	.....	.....	D	Blizzard obscures everything.
29	8	...	.....	A.-Cu	D	A.-Cu. visible in Z.
29	9	...	.....	A.-Cu.	...	A.-Cu. visible in Z.
29	12	10	.....	A.-St	M	Wind and drift decreasing. Sun gleaming.
29	13	7	.....	St.-Cu.; S. ...	...	
29	15	9	.....	Nb.	L	
29	18	7	.....	A.-Cu.St.-Cu.	M	A.-Cu. in W., St.-Cu. in E.
29	20	0	.....	.....	L	
29	21	0	.....	.....	L	
29	24	0	.....	.....	L	Blizzard much decreased during day.
30	3	0	.....	.....	L	Wind 50 m.p.h.
30	6	0	.....	St.	L	St. on N.E. horizon.
30	9	0	.....	.....	L	
30	12	0	.....	.....	L	Drift decreasing. Sunshine.
30	15	0	.....	.....	L	
30	18	0	.....	.....	L	
30	21	0	.....	.....	M	
30	24	0	.....	.....	M	Wind about 45 m.p.h. all day, with light drift. Clear and sunny.
31	1	0	.....	.....	L	
31	3	0	.....	.....	L	
31	3.30	...	.....	.....	L	Gusty.
31	4	0	.....	.....	M	Steady wind, drift in clouds.
31	6	0	.....	.....	L	Gusty wind and drift.
31	9	0	.....	.....	S	Gusty. Sunshine.
31	9.15	....	.....	.....	...	Calm. S. airs.
31	11	0	.....	St.-Cu.	S	Calm. S. gusts with surface drift.
31	12	0	.....	St.-Cu.	0	St.-Cu. on horizon N.E. to N. Calm. S. airs.
31	15	0	.....	.....	S	Gusty S. wind, 30 m.p.h.
31	16.25	...	.....	.....	...	Sunset at hut.
31	18	0	.....	St.-Cu.	S	St.-Cu. on N. horizon. S. wind, 30 m.p.h.
31	24	0	.....	.....	L	Clear, sunny day, with calms and light S. winds.
SEPTEMBER, 1913.						
1	1	0	.....	.....	L	
1	3	0	.....	.....	L	Wind dropped to 10 m.p.h.
1	4	0	.....	.....	L	Wind risen to 30 m.p.h.
1	5	0	.....	.....	0	Calm. N. airs.
1	6	0	Cl.-St.	.....	L	Cl.-St. on N. horizon. Gusty; calms.
1	7	0	Cl.-St.	.....	L	Cl.-St. on N. horizon. Gusty, calms.
1	8	0	Cl.-St.	St.-Cu.	L	Cl.-St. on N. horizon. St.-Cu. on E.N.E. horizon.
1	9	0	Cl.-St.	.....	L	Cl.-St. in N. Drift in clouds.
1	12	0	.....	.....	S	Gusty wind. Clouds of drift.
1	12.30	0	.....	.....	...	Almost calm. N.N.E. breezes, whirlwinds.
1	13	...	.....	.....	...	S. breezes, gusts of drift.
1	15	1	Cl.	.....	M	Cl. in N. Strong S. wind, 60 m.p.h. rose.
1	18	1	Cl.	.....	M	Cl. in N.E. Wind gusty, 60 m.p.h
1	21	0	.....	.....	M	
1	24	10	.....	A.-St.	D	Appears overcast A.-St.; wind risen. Calm morning with sunshine, overcast at night with blizzard.
2	3	...	.....	.....	D	Blizzard. Sky obscured.
2	6	10	.....	Nb.	D	Blizzard. Sky obscured.
2	9	10	.....	Nb.	D	Blizzard. Sky obscured.
2	12	10	.....	Nb.	M	Blizzard. Wind 90 m.p.h. all morning.
2	15	10	.....	.....	M	
2	16	8	.....	A.-Cu.	...	
SEPTEMBER, 1913—(*continued*).						
2	18	10	.....	A.-St.	M	Wind moderated to gale.
2	21	10	.....	.....	M	
2	24	10	.....	.....	M	Heavy blizzard all day.
3	3	10	.....	.....	M	Blizzard.
3	6	10	.....	.....	M	Blizzard.
3	9	10	.....	.....	M	Blizzard.
3	12	10	.....	A.-St.	L	A.-St. much contorted.
3	15	10	.....	A.-St.	L	A.-St. much contorted. Wind falling.
3	18	10	.....	A.St.	L	Cloud less dense. Few stars. Wind 40 m.p.h.
3	21	10	.....	A.-St.	...	
3	24	10	.....	A.-St.	M	Moderate blizzard all day.
4	3	10	.....	A.-St.	L	
4	6	10	.....	A.-St.	L	
4	8	10	.....	A.-St.	L	
4	9	10	.....	A.-St.	L	
4	12	10	.....	A.-St.	L	Dense cloud. Wind 30 m.p.h.
4	15	10	.....	A.-St.	L	Clearing in N. Wind 25 m.p.h.
4	18	10	.....	Nb.	L	Light snowfall. Wind 30 m.p.h.
4	21	10	.....	Nb.	L	
4	24	10	.....	Nb.	L	Overcast day with light drift and wind 25-50 m.p.h.
5	3	10	.....	Nb.	M	
5	6	10	.....	Nb.	L	
5	9	10	.....	Nb.	M	
5	12	10	.....	Nb.	M	Cloud lighter.
5	15	10	.....	Nb.	M	Light cloud.
5	18	10	.....	A.-St.	D	
5	21	10	.....	A.-St.	D	
5	24	0	.....	.....	M	Horizon obscured. Blizzard all day.
6	1	0	.....	.....	L	
6	3	0	.....	.....	M	
6	6	1	.....	St.-Cu.	M	St.-Cu. in E.
6	8	10	.....	St.-Cu.	M	
6	9	10	.....	St.-Cu.	...	
6	12	10	.....	St.-Cu., E....	M	St. Cu. moving rapidly from E. Sun gleaming.
6	15	10	.....	A.-St.	L	
6	17	10	.....	A.-St.,A.-Cu.	M	
6	18	9	.....	A.-St.; A.-Cu., E.	M	
6	20	8	.....	A.-Cu.	...	
6	21	9	.....	A.-Cu.	M	
6	24	8	.....	A.-Cu, A.-St.	M	Moderate blizzard all day.
7	1	7	.....	A.-Cu.	M	
7	3	7	.....	A.-Cu.	M	
7	6	6	.....	A.-St.	M	
7	8	8	.....	A.-St.	L	Weak sunshine.
7	9	8	.....	A.-St.	...	Thin cloud.
7	12	8	.....	A.-St.	M	Thin veil of cloud. Sun gleaming.
7	15	8	Cl.-St.	A.-St.	S	Cl.-St. in N. Sun gleaming.
7	18	2	Cl.-St.	.....	M	Cl.-St. in N.
7	20	4	.....	A.-St.	M	A.-St. in N. Clear to S.
7	21	3	.....	A.-St.	M	A.-St. in N.
7	24	6	.....	A.-St.	M	Moderate blizzard all day.
8	3	3	.....	A.-St.	M	
8	4	3	.....	A.-St.	L	A.-St. low in N.
8	6	3	.....	A.-St.	M	
8	7	4	.....	A.-St.	M	
8	8	4	.....	A.-St.	M	Sun gleaming.
8	9	5	.....	A.-St.	M	
8	12	0	.....	.....	S	Sunshine.
8	15	0	.....	.....	S	Lower N. sky obscured. Sunny day, with strong glare of sunlight on drift.
8	18	1	Cl.	.....	L	Cl. on W. horizon. Gusty wind, clouds of drift.
8	21	4	Cl.-St.	.....	L	
8	24	4	Cl.-St.	.....	L	Blizzard much moderated to-day.
9	2	1	Cl.-St.	.....	...	Cl.-St. on W. horizon.
9	3	6	Cl.-St.	.....	L	Cloud trend N.-S. Lunar halo.
9	4	1	Cl.-St.	.....	...	Cl.-St. in N. only. Gusty, wind falling.
9	6	5	Cl.-St.	.....	L	Cl.-St. radiant N.-S. Occasional lulls.
9	8	8	Cl-St.	.....	...	Cl.-St. denser.
9	9	...	.....	.....	...	Wind falling, 25 m.p.h.
9	12	2	Cl., N.N.W.	.....	S	Gusty wind, 25 m.p.h. Cl. scattered over whole sky.
9	15	1	Cl.	.....	0	Cl. in E.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
SEPTEMBER, 1913—(*continued*).						
9	18	1	Cl.	.....	S	Cl. in E., trend N.N.W.-S.S.E. S.E. breezes, almost calm.
9	21	0	.....	.....	0	Light wind, S.S.E.
9	23.30	...	.....	.....	...	Wind increasing.
9	24	0	.....	.....	S	Occasional calms, wind 20 m.p.h., S.S.E. Comparatively calm day with some sunshine.
10	1	0	.....	.....	S	
10	3	0	.....	.....	S	Heavy surface drift.
10	4	0	Cl.-St.	.....	...	Cl.-St. radiating from N.W.
10	5	7	Cl., Cl.-St.	.....	...	
10	6	8	Cl.	.....	S	Cloud trend N.W.-S.E.
10	7	6	Cl.	.....	L	Gusty wind. Clear to S. and S.W.
10	8	6	Cl.	.....	...	
10	9	5	Cl., N.	St.	S	St. on N. horizon.
10	12	7	Cl., N.	St., Cu.	S	St. round horizon N.W., N., to S.E. Cl. scattered, trend E.-W. and N.-S. Light S. wind.
10	15	4	...	A.-Cu., St.-Cu.	S	St.-Cu. on N. horizon.
10	18	5	.....	A.-Cu., St.-Cu.	L	St.-Cu. N. to W. on horizon. A.-Cu. in E. Lunar corona.
10	21	2	.....	A.-Cu.	M	A.-Cu. in N. Wind risen to 55 m.p.h.
10	23	...	.....	.....	D	Sky hazy.
10	24	...	.....	.....	D	Sky obscured. Calm morning with some sunshine. Blizzard at night.
11	2	10	.....	.....	M	Appears overcast A.-St.
11	3	10	.....	.....	M	Appears overcast A.-St. Wind 70 m.p.h.
11	6	10	.....	.....	...	Appears overcast A.-St.
11	9	...	.....	.....	M	
11	12	1	Cl.	.....	M	Cl. in W., with N.-S. trend. Sunshine.
11	15	0	.....	.....	M	Drift decreasing, wind 60 m.p.h. Sea frozen to horizon. Exceptionally cold—all: clf-recording instruments outside the hut stopped. First sign of sea freezing noted on 7th Sept.
11	18	0	.....	.....	M	Wind 60 m.p.h.
11	20	...	.....	.....	...	
11	24	0	.....	.....	M	Clear sky, with blizzard and 60-mile wind all day.
12	2	0	.....	.....	...	
12	3	0	.....	.....	L	
12	6	0	.....	St.-Cu.	M	St.-Cu. on N. horizon.
12	7	0	.....	St.-Cu.	L	St.-Cu. on N. horizon. Wind falling, now 50 m.p.h.
12	11	3	.....	St.	L	Wind falling gusts and lulls. St. in N.
12	12	3	.....	St.	L	Heavy gusts and lulls. St. in N. Wind 35 m.p.h.
12	14	4	.....	St., S.E. ...	L	Almost calm. Gusts from all directions and whirlwind.
12	15	5	.....	A.-St.	M	A.-St. radiant N.E.-S.W. Sun gleaming. Wind returned S., gusty with lulls.
12	17	1	.....	Cu.	M	Heavy gusts and lulls. Cu. on S. horizon. Sky hazy.
12	18	1	.....	Cu.	M	Gale of 60 m.p.h. with gusts. Lunar corona.
12	21	0	.....	.....	M	Sky hazy. Hurricane.
12	22	0	.....	.....	M	Sky hazy. Hurricane. Lunar halo.
12	24	1	Cl.-St.	.....	M	Wind fallen to 55 m.p.h. Hazy day with hurricane, lull in early afternoon.
13	1	5	.....	A.-St.	L	Thin veil of cloud over sky.
13	2	10	.....	A.-St.	L	Moon gleaming. Wind falling, 30 m.p.h.
13	3	10	.....	A.-St.	L	Moon gleaming.
13	4	10	.....	Nb.	L	Light snowfall. Wind 25 m.p.h.
13	5	10	.....	Nb.	L	Light snowfall.
13	6	10	.....	Nb.	L	Light snowfall.
13	7	10	.....	Nb.	L	S. wind of 5-10 m.p.h.
13	8	10	.....	Nb.	0	S. wind of 5-10 m.p.h.
13	9	10	.....	Nb.	0	Calm. Very light snowfall.
13	11	10	.....	Nb.	L	Moderate snowfall.
13	12	10	.....	Nb.	L	Moderate snowfall. Wind 15 m.p.h.
13	15	10	.....	Nb.	L	Light snowfall.
13	18	10	.....	Nb.	M	Wind risen to 80 m.p.h. Snow probably still falling.
SEPTEMBER, 1913—(*continued*).						
13	21	10	.....	Nb.	M	
13	24	10	.....	Nb.	D	Heavy snowfall. Wind 35 m.p.h. Snowing all day with light winds.
14	3	10	.....	Nb.	D	Heavy snowfall.
14	6	10	.....	Nb.	D	Dense blizzard all night.
14	9	10	.....	Nb.	D	
14	12	10	.....	Nb.	M	Moderate snowfall.
14	15	10	.....	Nb.	M	Snow still falling. Ice holds to horizon.
14	18	10	.....	Nb.	M	Snow still falling.
14	21	10	.....	Nb.	M	
14	24	10	.....	Nb.	M	Blizzard all day. Snowflakes $\frac{1}{10}$" diameter. Wind moderate.
15	3	10	.....	Nb.	M	Wind moderating.
15	6	10	.....	Nb.	L	Snow falling.
15	8	10	.....	Nb.	L	Snowfall continues.
15	9	10	.....	Nb.	L	Snowfall continues.
15	12	10	.....	Nb.	0	Heavy snowfall, E. breezes.
15	15	10	.....	Nb.	0	Light snowfall. Calm. N. breezes.
15	17	10	.....	Nb.	0	Snowfall continues.
15	18	9	.....	Nb.	0	Light snowfall, N. breezes. Sky clearing in N.W.
15	19	8	Cl.	Nb., Cu.....	0	Light snowfall.
15	20	7	Cl.	Nb., Cu.....	0	Light snowfall.
15	21	10	.....	Nb., St.-Cu.	0	Light snowfall, E. breezes.
15	22	5	.....	St.-Cu.	...	Snowfall ceased.
15	23	4	Cl.-St.	St.-Cu., St...	0	3 moon-dogs visible.
15	24	8	Cl.-Cu.	St.	L	Cl.-Cu. forming rapidly. St. on N. horizon. Light S. breeze. One moon-dog. Total eclipse of moon between 11 and 12 p.m. Calm day with snowfall all day.
16	1	9	Cl.-Cu.	.....	0	Light S. breeze.
16	2	0	.....	.....	0	
16	2.30	...	.....	.....	...	Dead calm
16	3	...	.....	.....	...	Gusts from all directions, W. frequent.
16	3·30	...	.....	.....	...	S. wind sprang up again.
16	4	0	Cl.-Cu.	St.	M	Cl.-Cu. in N.W. St. in N.
16	4·25	...	.....	.....	...	Wind again falling.
16	6	1	.....	St.	0	Calm. St. on N. horizon.
16	8	10	.....	A.-St., Cu., W.N.W.	0	Light E.S.E. breeze.
16	9	10	.....	A.-St., Cu. ..		
16	10	10	.....	A.-St., Cu., W.N.W.	0	N. breeze. Sea still frozen.
16	12	7	.....	A.-Cu., N.W.	0	Almost calm.
16	13	1	.....	St.-Cu., N.W.	0	Calm and sunny.
16	15	3	Cl.	St.-Cu.	0	Calm. Cl. trend E.-W. over whole sky. St.-Cu. on N.E. horizon.
16	16	...	.....	.....	...	S.E. breeze commenced.
16	18	7	Cl.	St.-Cu.	0	Light S.S.E. wind.
16	19	10	Cl.	.....	...	Cl. now dense.
16	21	10	Cl.-St.	.....	0	Calm.
16	24	10	.....	A.-St.	0	Calm day with some sunshine.
17	1	10	.....	.....	...	
17	3	10	.....	.....	L	Wind 20 m.p.h.
17	4	10	.....	.....	L	
17	5	10	.....	.....	M	Wind gradually rising since midnight.
17	6	10	.....	Nb.	D	Heavy blizzard. Wind 60 m.p.h.
17	7	...	.....	.....	D	
17	9	10	.....	Nb.	D	Heavy blizzard.
17	12	10	.....	Nb	D	Wind gusty. Snow falling.
17	15	10	.....	.....	D	Heavy blizzard obscures everything.
17	18	10	.....	.....	D	Heavy blizzard obscures everything.
17	23	...	.....	.....	D	Heavy blizzard obscures everything.
17	24	5	.....	A.-St.	M	Clearing, moonlight. Cloud shows trend N.E.-S.W. Heavy blizzard since 6 a.m.
18	1	6	.....	A.-St.	M	Drift and wind decreasing.
18	2	5	.....	A.-Cu., N.N.E., St.-Cu.	L	St.-Cu. on N. horizon. Bright moon.
18	2·30	1	.....	A.-St., St.-Cu.	L	
18	3	0	.....	.....	...	
18	4	0	.....	.....	...	
18	5	0	Cl.	.....	L	Cl. on horizon N. to E.
18	6	2	Cl.	.....	S	All sea ice gone out.
18	8	7	Cl.	.....	S	Cl. trend E.-W. over whole sky.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date.		Cloud.			Drift Snow.	Remarks.
Day.	Hour.	Amount.	Type and Movement. Upper.	Lower.		
SEPTEMBER, 1913—(*continued*).						
18	9	7	Ci.	.....	L	Steady drift.
18	9·30	10	.....	A.-St.	L	
18	11	10	.....	A.-St.	L	Sun gleaming. Halo.
18	12	9	.....	A.-St.	L	Sun gleaming. Halo.
18	14	10	.....	A.-St.	L	Sun gleaming.
18	15	10	.....	A.-St.	L	Sun gleaming.
18	18	10	.....	A.-St.	M	
18	21	10	.....	Nb.	D	Snow falling. Heavy blizzard.
18	23	9	.....	Nb.	...	Clearing in S.
18	24	3	.....	St.-Cu.	D	St.-Cu. in N. Wind rose to 70 m.p.h. in afternoon with heavy blizzard.
19	1	3	.....	St.-Cu.	L	Gusty wind. Cloud in N.
19	2	3	.....	St.-Cu.	L	Gusty wind. Cloud in N.
19	3	6	Ci.	St.-Cu.	L	Gusty wind.
19	5	9	Ci.	St.-Cu.	L	Gusty wind. St.-Cu. in N. Ci. extending;
19	6	7	Ci., Ci.-St. ...	St.-Cu.	L	Gusty.
19	7	7	Ci.	.....	S	Calms. Wind dying. Sun gleaming.
19	8	...	.....	.....	0	Calm.
19	9	4	Ci.	.....	0	Ci. trend N.E.-S.W. over whole sky; N.E. airs, sunny.
19	10	4	Ci., Ci.-St. ...	.....	0	N.N.W. breezes.
19	12	3	Ci., N.	.....	0	Ice blown into Bay by N. winds.
19	15	1	.....	Cu., N.W. ...	0	N.W. wind. Cloud moving rapidly.
19	18	1	.....	Cu., N.W. ...	0	Southerly breezes.
19	20	1	.....	St.	0	St. on N. horizon. N.W. breeze.
19	21	0	.....	Cu.	0	Cu. low in N. Southerly breeze.
19	23	0	.....	Cu.	0	Cu. low in N. Southerly breeze.
19	24	1	.....	Cu.	0	Sky becoming hazy. Southerly breeze; Calm sunny day.
20	1	10	.....	A.-St.	0	Calm.
20	3	10	.....	Nb.	0	Calm. Light snowfall.
20	5	10	.....	Nb.	0	Calm. Light snowfall.
20	6	10	.....	Nb.	0	Calm. Light snowfall.
20	8	10	.....	Nb.	0	Calm. N. airs.
20	9	10	.....	Nb.	L	S. wind commenced.
20	12	10	.....	Nb.	M	Blizzard. Probably snowing. Bay ice blown out.
20	15	10	.....	Nb.	M	Moderate blizzard.
20	16	10	.....	Nb	...	Gusts from E. "Sago" snow fell in large balls for a short time.
20	17	10	.....	Nb.	...	Snow and drift from N.E.
20	18	10	.....	Nb.	0	Snow falling. N.N.E. wind.
20	20	10	.....	Nb.	...	Snow ceased. N. wind.
20	21	10	.....	Nb.	0	Snow ceased. Light N. wind.
20	22·30	5	.....	Nb.	0	No snow. Almost calm. Clear in N.W.
20	23	1	.....	St.	0	N.W. breeze.
20	24	1	.....	St.	0	Calm day, with a few hours' blizzard at midday.
21	1	10	.....	A.-St.	0	Calm. A.-St. spread rapidly from N.E.
21	1·30	5	.....	A.-St.	0	Clear in S.
21	2	9	.....	A.-St.	...	S. wind.
21	3	10	.....	A.-St.	L	S. wind rising.
21	4	10	.....	Nb.	...	
21	5	...	.....	.....	...	Calm.
21	6	10	.....	Nb.	L	
21	8	10	.....	Nb.	L	S. wind rising.
21	9	10	.....	A.-St.	L	
21	11	7	Ci.	A.-Cu.	...	Ci. trend E.-W.
21	12	7	.....	A.-Cu.	M	Wind 45 m.p.h.
21	15	5	.....	A.-St.	M	Glare of sunlight on drift obscures clouds.
21	18	10	.....	A.-St.	0	Calm. S.E. airs. Dense cloud.
21	21	10	.....	Nb.	0	Snowfall commenced. S.E. breezes.
21	22	10	.....	Nb.	0	Snowfall. N. airs.
21	23	...	.....	.....	0	Calm. Light snowfall.
21	24	10	.....	Nb.	0	Light snowfall. Comparatively calm day, with snowfall.
22	1	10	.....	Nb.	0	Snowfall ceased. E. airs.
22	2	10	.....	Nb.	0	S. airs.
22	3	10	.....	Nb.	0	Airs from E.S.E.
22	4	10	.....	Nb.	0	Light S. wind.
22	6	10	.....	A.-St.	0	S. airs.
22	7	9	.....	A.-St.	...	Clearer in S.W.
22	8	9	.....	A.-St.	0	Calm. Sun gleaming.
22	9	8	.....	St.-Cu.	0	
22	10	...	.....	.....	...	Gusty wind. Large solar halo, reddish;
22	12	5	Ci., E.N.E.	A.-St.	S	Gauzy Ci. over whole sky. Dense A.-St. in N. Calm afternoon, but wind and drift at 1,000 ft. level.
22	18	10	Ci.-St.	A.-St.	L	A.-St. in lower N. S.S.E. gusty wind rose but soon fell again.
22	21	1	.....	A.-St.	...	A.-St. on N. horizon. Calm.
22	22	0	.....	.....	...	
22	24	0	.....	.....	0	Calm. Calm day with some sunshine.
23	3	0	.....	.....	0	Airs from S.
23	6	0	.....	.....	0	Airs from S.E. Cloud bank on N. horizon.
23	7	0	.....	.....	0	Sky hazy. Calm.
23	8	9	.....	A.-St.	0	E airs.
23	11	10	.....	A.-St., Cu.	0	Calm. Cu on N. horizon.
23	12	10	.....	A.-St., Cu.	0	Calm. Cu. on N. horizon.
23	15	8	.....	A.-Cu.	0	Calm. Sunshine.
23	18	8	Ci.	St.-Cu., S.E.	0	Ci. in S. and W., N.-S. trend. Airs from W.S.W.
23	21	0	.....	.....	0	S. airs. Cloud bank on N. horizon.
23	22	0	.....	.....	0	Calm. S. airs.
23	24	0	.....	.....	0	Calm. Calm day with some sunshine.
24	2	0	.....	.....	0	Calm.
24	3	5	Ci.	.....	0	Hazy sky. S. breeze rising.
24	4	9	.....	St.-Cu.	...	Clear in N. horizon.
24	5	9	.....	St.-Cu.	L	Clear in N. horizon.
24	6	2	.....	St.-Cu.	M	Wind 40 m.p.h.
24	7	1	.....	A.-Cu.	M	
24	9	0	.....	.....	M	Sunshine.
24	12	1	Ci.-St.	A.-Cu.	M	Cloud in N.
24	14	3	Ci.	.....	M	
24	15	1	.....	.....	M	Cloud in horizon. Whole sky hazy.
24	17·55	...	.....	.....	...	Wind dropped.
24	18	0	Ci.-St.	.....	0	Variable winds S.E.-S.W. Drift clouds rising from plateau.
24	19	...	.....	.....	D	Blizzard from south again.
24	20	0	.....	.....	D	
24	21	0	.....	.....	D	Blizzard.
24	24	0	.....	.....	0	Blizzard ceased just before midnight. Variable breezes. Wind roaring on plateau to S.
25	1	0	.....	.....	M	Southerly blizzard again.
25	2	0	.....	.....	M	
25	3	0	.....	.....	M	
25	6	0	.....	.....	L	Cloud bank on N. horizon.
25	8	1	Ci.-St.	.....	L	Ci.-St. in N.
25	10	5	Ci.-St.	.....	L	Gusty wind. Ci.-St. over whole sky.
25	12	7	Ci.-St.	.....	0	Calm. S.E. airs. Sun gleaming. Cloud shows E.-W. trend.
25	15	7	Ci.-St.	.....	0	Calm; S. airs. Sun gleaming.
25	18	9	Ci.-St.	Fr.-Cu., N.	0	Calm; S. airs. Cloud rapidly becoming denser.
25	20	7	Ci.-St.	.....	L	Light S. wind.
25	21	9	Ci.-St.	A.-St. ...	L	
25	22	9	Ci.-St.	.....	...	Ci.-St. haze on whole sky.
25	24	9	Ci.-St.	.....	0	Blizzard in early morning, calm afternoon.
26	2	10	.....	A.-St.	0	
26	3	10	.....	A.-St.	0	S. wind rising.
26	4	10	.....	A.-St.	...	Wind 50 m.p.h.
26	6	10	.....	Nb.	D	Snow falling. Blizzard.
26	7	10	.....	Nb.	D	Snow falling. Blizzard.
26	8	10	.....	Nb.	D	Snow falling. Blizzard.
26	9	10	.....	Nb.	D	Snow falling. Blizzard.
26	12	10	.....	Nb.	M	Blizzard.
26	15	10	.....	Nb.	M	Blizzard.
26	18	10	.....	Nb.	D	Everything obscured by dense drift.
26	21	10	.....	Nb.	D	Everything obscured by dense drift. Probably snowing. Wind increasing.
26	23	...	.....	.....	D	Terrific wind, 95 m.p.h.
27	2	10	.....	Nb.	D	Very heavy blizzard.
27	4	10	.....	Nb.	D	Very heavy blizzard.
27	6	10	.....	Nb.	D	Very heavy blizzard.
27	9	10	.....	Nb.	D	
27	12	10	.....	Nb.	D	Exceptionally heavy blizzard.
27	15	10	.....	Nb.	D	Terrific blizzard. Snow still falling;
27	18	10	.....	Nb.	D	Terrific blizzard.
27	21	...	.....	.....	D	Terrific blizzard.
						Blizzard obscures everything;

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
SEPTEMBER, 1913—(*continued*).						
27	24	10	.....	Nb.	D	Wind becoming gusty. Exceptional blizzard to-day.
28	2	...	.....	.....	D	Heavy blizzard. Wind becoming gusty.
28	4	...	.....	.....	D	Heavy blizzard.
28	6	10	.....	Nb.	D	Drift obscures sky.
28	8	...	.....	.....	M	Wind falling.
28	9	10	.....	Nb.	0	Calm.
28	10	10	.....	Nb.	0	Light snowfall. S.E. airs.
28	11	10	.....	Nb.	0	Light snowfall.
28	12	10	.....	Nb., S.E. ...	0	S.E. airs freshening. Anemograph destroyed in blizzard, the strongest recorded wind from S.E. Many new snow ramps formed.
28	14	10	.....	Nb.	0	N. breezes.
28	15	...	.....	.....	...	Gusts from E.
28	16	10	.....	Nb.	...	
28	17	9	.....	St.-Cu., S.E.		
28	18	10	.....	St.-Cu., A.-St.	0	
28	19	9	.....	A.-Cu., A.-St.	...	A.-Cu. in N.
28	20	8	.....	A.-Cu., A.-St.	...	Clear to S.
28	21	8	.....	St.-Cu., A.-St.	0	St.-Cu. in N.
28	22	8	.....	St.-Cu. A.-St.	...	
28	23	5	.....	A.-St.	...	
28	24	2	.....	A.-St.	0	Light S.S.E. breeze. Calm overcast day.
29	1	0	.....	.....	0	Sky hazy. Airs from S.
29	2	...	.....	.....	...	Calm. N airs.
29	3	0	.....	.....	0	Hazy sky. S. wind rising.
29	4	1	Ci.-St.	.....	...	Ci.-St. in S.E.
29	5	...	.....	.....	L	
29	6	1	Ci.-St.	.....	L	
29	7	0	Ci.	.....	...	
29	8	2	Ci.	.....	...	
29	11	3	Ci.	St.-Cu.	0	St.-Cu. on N. horizon. Ci. radiant from S.S.E.
29	12	6	Ci.	St.-Cu., N.W.	0	Light S.E. wind.
29	14	8	.....	St.-Cu.	...	Clear in S.E.
29	15	10	.....	St.-Cu.	...	
29	16	10	.....	St.-Cu.	...	
29	17	10	.....	St.-Cu.	...	
29	18	10	.....	St.-Cu.	0	Wind 25 m.p.h. S.S.E.
29	19	10	.....	St.-Cu.	...	
29	20	7	.....	St.-Cu.	...	
29	21	7	.....	A.-Cu.	...	
29	22	3	.....	A.-Cu.	...	A.-Cu. in N. sky.
29	23	2	.....	A.-Cu.	...	
29	24	0	.....	.....	0	Comparatively calm day with some sunshine.
30	1	0	.....	.....	...	
30	2	0	.....	.....	...	Cloud bank on N. horizon
30	3	1	.....	St., A.-Cu.	...	St. in N.W., A.-Cu. in S.E.
30	4	9	.....	A.-Cu.	...	Almost calm.
30	5	10	.....	A.-St.	...	Calm. S.E. airs.
30	6	10	.....	A.-St.	...	Calm. S.E. airs.
30	7	9	.....	St.-Cu., E.S.E.	...	Cloud movement rapid.
30	9	7	.....	A.-Cu., St.-Cu.	...	A.-Cu. merges into St.-Cu. in N. S.S.E. breezes.
30	10	0	.....	St.-Cu.	S	St.-Cu. on N. horizon. Gusty wind, 40 m.p.h.
30	12	0	.....	St.-Cu.	S	St.-Cu. on N. horizon. Gusty wind, 40 m.p.h.
30	13	0	.....	.....	L	Steady wind 50 m.p.h.
30	14	0	.....	.....	L	
30	15	0	Ci.	St.	L	Ci. in S.E. St. on N. horizon
30	16	2	Ci., E.S.E	St.	S	Ci. in S.E. St. on N. horizon. Wind fallen to breeze.
30	17	3	Ci.-Cu.	St.-Cu.	0	Ci.-Cu. in E. St.-Cu in N.W. Calm S. airs.
30	18	9	.....	A.-Cu.	0	Calm. N. horizon clear.
30	19	...	.....	.....	...	N. airs.
SEPTEMBER, 1913—(*continued*).						
30	20	10	.....	A.-St., A.-Cu.	...	
30	21	10	.....	A.-St., A.-Cu.	...	Variable breezes.
30	22	5	.....	A.-Cu.	...	Calm.
30	23	9	.....	A.-Cu.	...	Calm.
30	24	4	.....	A.-Cu.	0	Calm E. airs. Calm afternoon.
OCTOBER, 1913.						
1	1	9	.....	A.-Cu.	0	Light S. breeze.
1	2	...	.....	.....	L	
1	3	5	.....	A.-Cu.	L	
1	4	4	.....	St.-Cu.	L	St.-Cu. round horizon.
1	6	5	Ci.	.....	M	
1	7	7	Ci.-St.	.....	...	
1	8	7	Ci.-St.	.....	M	
1	11	1	Ci.	.....	M	
1	12	1	Ci.	.....	S	Sun gleaming through drift all day. Wind risen to 65 m.p.h. since mdt.
1	14	0	.....	.....	M	
1	16	1	Ci.	.....	M	
1	18	3	.....	A.-Cu., A.-St.	S	
1	21	3	.....	A.-Cu.	D	
1	24	...	.....	.....	D	Sky obscured by drift. Wind 75. Blizzard all afternoon.
2	6	0	.....	.....	D	Sky obscured all night.
2	12	0	.....	.....	D	Sun gleaming. New snow ramps rapidly ablating away.
2	15	0	.....	.....	D	
2	18	1	Ci., W.	Fr.-Cu.	M	Ci. in N. Fr.-Cu. on N. horison.
2	19·15	2	Ci.-St., Ci.	Fr.-Cu., S.	0	S. wind suddenly ceased. Gusts from all directions. Condensation cloud forming and re-evaporating over coast.
2	20	2	Ci., Ci.-St.	Fr.-Cu.	...	Ci. in N., Ci.-St. on N. horizon. Gusty at hut, Sth. wind heard on plateau to S.
2	21	2	.....	St.	0	St. in N.
2	23	2	Ci.	St.	M	St. low in N. Ci. to S. S. wind rose.
2	24	2	Ci.	St.	D	St. low in N. Ci. to S. Wind 65 m.p.h. Blizzard with calm period 7-11 p.m.
3	1	...	.....	.....	M	
3	3	2	.....	.....	M	
3	4	1	Ci.-St.	.....	D	Ci.-St. in N.
3	5	3	Ci.-St.	.....	M	Ci.-St. trend E.-W.
3	6	3	Ci., Ci.-St.	.....	M	Cloud trend E.-W. Wind 75 m.p.h. all night.
3	7	4	Ci., Ci.-St.	.....	...	
3	7·30	4	Ci., Ci.-St.	.....	...	Wind has become gusty, 50 m.p.h.
3	8	...	.....	.....	...	Occasional lulls.
3	11	1	Ci.	.....	S	Wind 45 m.p.h. Ci. in S.E.
3	12	1	Ci.	.....	0	Wind falling. Sunshine.
3	15	0	.....	.....	S	
3	16	1	Ci.	Cu.	S	Ci. trend N.E.-S.W. Cu. on N.E. horizon.
3	18	1	Ci.	Cu.	S	Gusty wind.
3	19	0	.....	.....	...	
3	21	0	.....	.....	0	
3	23	0	.....	.....	L	
3	24	0	.....	.....	L	Clear day with 30-50 m. wind and light drift.
4	1	0	.....	.....	L	Drift in gusts. Wind very gusty.
4	2	0	.....	.....	...	
4	3	0	.....	.....	M	
4	4	...	.....	.....	M	
4	5	...	.....	.....	D	
4	6	0	.....	.....	D	Sky only visible in zenith.
4	11	...	.....	.....	M	Drift is exceptionally high.
4	12	0	.....	.....	M	Sun gleaming through drift.
4	15	0	.....	.....	M	Wind abating somewhat.
4	17·30	...	.....	.....	0	Almost calm. S.W. breezes.
4	18	0	.....	.....	0	Clouds of drift overhead. N. breezes.
4	20·10	...	.....	.....	M	S. wind rose again.
4	21	0	.....	.....	M	
4	22	0	.....	.....	D	

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
OCTOBER, 1913—(*continued*).						
4	23	0	.....	.....	D	
4	24	0	.....	.....	M	Blizzard all day except calm period 5·30 p.m.-8·10 p.m.
5	3	0	.....	.....	M	
5	6	...	.....	.....	D	Sky obscured. Prob. clear.
5	9	...	.....	.....	M	Sky obscured.
5	11	...	.....	.....	D	Sky obscured.
5	12	...	.....	.....	D	Sky obscured. Sun gleaming through drift all day.
5	15	...	.....	.....	D	Sky obscured.
5	18	...	.....	A.-Cu.	D	
5	21	...	.....	.....	D	Sky obscured.
5	24	...	.....	.....	D	Sky obscured. Stars visible. Heavy blizzard all day.
6	3	...	.....	.....	D	Sky obscured.
6	6	...	.....	.....	D	Heavy blizzard all night.
6	9	...	.....	.....	D	Probably clear. Wind falling. Sun gleaming.
6	11	2	.....	Cu.	M	Cu. on N. horizon.
6	11·20	...	.....	.....	...	Wind dropped N. airs.
6	11·30	4	.....	Fr.-Cu., S.	...	"Condensation" cloud.
6	12	0	Cl.-St.	Fr.-Cu.	0	Calm. Sunshine. Cl.-St. in W.N.W.
6	13	2	.....	Fr.-Cu.	0	Fr.-Cu., "condensation" cloud, again forming in Z. and moving N. rapidly.
6	14	1	Cl.-St.	Fr.-Cu., S.	0	Calm. N. airs.
6	17·30	...	.....	.....	M	Wind again from S.
6	18	0	.....	Fr.-Cu., S.	M	
6	19	...	.....	.....	D	S. hurricane again.
6	20	...	.....	.....	D	
6	21	...	.....	.....	D	Sky probably clear, obscured.
6	24	...	.....	.....	D	Sky probably clear, obscured. Severe blizzard. Blizzard all day with calm period 11·20 a.m.-5·30 p.m.
7	1	...	.....	.....	D	Sky obscured.
7	3	...	.....	.....	D	Sky obscured.
7	6	0	.....	.....	M	Sun gleaming.
7	8	0	.....	.....	M	Sunshine.
7	11	...	.....	.....	D	Sky obscured.
7	12	...	.....	.....	D	Probably clear. Drift moderating.
7	14	...	.....	.....	...	Wind moderated for a short time but soon increased again.
7	15	...	.....	.....	D	Sun obscured. Appears overcast. Hurricane.
7	18	...	.....	.....	D	Appears overcast.
7	21	...	.....	.....	D	Heavy blizzard. Appears overcast.
7	24	...	.....	.....	D	Heavy blizzard. Appears overcast. Blizzard all day.
8	6	...	.....	.....	D	Terrific blizzard all night. Sky appears clear.
8	11	0	.....	.....	M	Blizzard moderating.
8	12	0	.....	.....	L	Sunshine through drift.
8	15	0	.....	.....	M	Sunshine.
8	18	0	.....	Cu.	L	Cu. on N. horizon. Gusty wind
8	19	0	.....	.....	M	
8	20	0	.....	.....	...	
8	21	0	.....	.....	M	
8	22	0	.....	.....	M	
8	24	0	.....	.....	M	Blizzard moderated to-day.
9	1	0	.....	.....	M	Gusty wind with lulls.
9	2	0	.....	.....	L	
9	3	1	.....	St.	L	St. on N. horizon.
9	4	1	Cl.-St.	St.-Cu.	L	Cl.-St. in N. St.-Cu. in N.E.
9	6	5	Cl.-St.	St.	L	St. low in N. Cl.-St. trend N.W.-S.E. in "Noah's Ark" over whole sky. Sunshine.
9	7	8	Cl.-St.	.....	...	Cl.-St. denser.
9	8	5	Cl.-St.	.....	L	Wind fallen to 30 m.p.h.
9	11	10	.....	A.-St.	M	Gusty drift. Wind risen to 65 m.p.h.
9	12	10	.....	A.-St.	M	Sun gleaming. Gusts with lulls.
9	15	10	.....	A.-St.	M	Steady 60 mile wind.
9	18	1	Cl., N.N.E.	A.-St.	M	Cl. in W. A.-St. on N. horizon. Wind 75 m.p.h.
9	19	2	Cl.	A.-St.	...	Cl. extending.
9	21	...	.....	.....	M	Steady 75 mile wind.
9	24	0	.....	.....	L	Gusty wind. Moderate blizzard all day.
10	1	0	.....	.....	L	
10	3	0	.....	.....	L	
OCTOBER, 1913—(*continued*).						
10	5	0	.....	St.	L	St. on N. horizon. Wind falling.
10	6	1	.....	St.-Cu., Fr.-Cu.	S	St.-Cu. in N.W. Fr.-Cu. in N.E. Wind 45 m.p.h.
10	8	0	.....	.....	S	
10	11	0	Cl.-St.	Fr.-Cu.	S	Cloud on N. horizon. Wind fallen to 25 m.p.h.
10	12	0	.....	.....	0	Sunny. Wind 15 m.p.h.
10	12·15	...	.....	.....	...	Almost calm. S. breezes.
10	15	0	.....	.....	...	Almost calm. S.E. airs all afternoon.
10	18	0	.....	.....	0	Breeze freshening from S.
10	21	0	.....	.....	S	Gusts from S.
10	24	0	.....	Cu.	L	Cu. on N. horizon. Wind risen to 40 m.p.h. Sunshine all day, with only moderate winds, calm around midday.
11	3	0	.....	.....	L	Wind 50 m.p.h.
11	6	0	.....	.....	0	Wind 15 m.p.h.
11	10	1	Cl.	St.-Cu.	0	Light wind. Cl. in N., St.-Cu. on N. horizon.
11	11	2	Cl.	Cu.	0	Calm. Cl., trend E.-W., forming over whole sky. Cu. on N. horizon.
11	12	2	Cl.	Cu.	0	Breezes. Cl., trend E.-W., forming over whole sky. Cu. on N. horizon.
11	14	3	Cl.	Cu.	...	Calm. E. airs. Cl. trend E.W., over whole sky.
11	16	3	Cl.	Cu.	0	Cl. trend W.b.N.-E.b.S. Cu. on N. horizon. Calm and sunny.
11	17·30	...	.....	.....	...	S. breeze rising.
11	18	4	Cl.-St. Cl.-Cu.	Fr.-Cu.	0	Fr.-Cu. on N. horizon. Cl.-St. trend W.N.W.-E.S.E. Cl.-Cu. in S.W. S. breeze.
11	19	3	Cl.-St., ... Cl.-Cu.	Fr.-Cu.	...	
11	20	1	.....	Cu.	0	Cu. on N. horizon.
11	21	0	.....	Cu.	S	Wind 25 m.p.h.
11	24	0	.....	.....	L	Wind 50 m.p.h. Calm day, gale towards midnight.
12	1	0	.....	.....	S	
12	2	0	.....	.....	S	
12	3	0	.....	.....	L	Wind 50 m.p.h.
12	5·30	...	.....	.....	...	Calms and gusts.
12	6	0	.....	St.	L	St. on N. horizon. Gusty.
12	8	0	.....	.....	L	
12	10	1	Cl.-St.	St.	L	Cl.-St. trend E.-W. St. on N. horizon
12	11	2	Cl.-St.	St.	L	Cl.-St. trend E.-W. St. on N. horizon variable gusts.
12	12	3	Cl.-St.	.....	L	Calm S.W. airs. Cl.-St. in N. sky.
12	13	4	Cl.	St.	0	Cl. radiant E.-W. over whole sky. St. on N. horizon. Calm.
12	14	4	Cl.	St.	0	Cl. radiant E.-W. over whole sky. St. on N. horizon. Calm, W.S.W. airs.
12	15	2	Cl.	Cu.	0	Cu. on N. horizon. Cl. in N., clear in S. Calm, W.S.W. airs.
12	16	...	.....	.....	...	Calm.
12	17	...	.....	.....	S	S. wind rising.
12	18	1	Cl.	St.-Cu.	S	St.-Cu. on N. horizon. Cl. in N.W. Wind 20 m.p.h.
12	19	1	Cl.	St.-Cu.	L	St.-Cu. on N. horizon. Cl. in N.W.
12	20	0	.....	Cu.	M	Cu. on N. horizon. Wind 50 m.p.h.
12	21	...	.....	Cu.	M	Cu. on N. horizon.
12	22	...	.....	Cu.	M	Cu. on N. horizon.
12	23	...	.....	Cu.	M	Cu. on N. horizon.
12	24	...	.....	Cu.	M	Cu. on N. horizon. Wind 75 m.p.h. Calm around noon, blizzard at night.
13	1	0	.....	St.-Cu.	L	St.-Cu. on N. horizon.
13	2	...	.....	.....	...	Gusty wind.
13	3	...	.....	.....	L	Terrific gusts and lulls.
13	5	1	Cl.	St.-Cu.	L	Cloud on N. horizon. Gusts and lulls.
13	6	1	Cl.	St.-Cu.	L	Cloud on N. horizon. Gusts and lulls. Sunshine.
13	7	4	Cl.-St.	St.-Cu.	L	St.-Cu. on N. horizon. Cl.-St. scattered over whole sky. Gusts and lulls.
13	8	7	Cl.-St.	St.-Cu.	...	St.-Cu. on N. horizon. Cl.-St. denser.
13	10	10	Cl.-St.	.....	L	Dense Cl.-St. over whole sky.
13	11	10	Cl.-St.	.....	...	Cl.-St. trend N.W.-S.E.
13	12	10	Cl.-St.	.....	L	Wind very gusty.
13	14	10	Cl.-St.	.....	...	Wind falling.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date.		Cloud.			Drift Snow.	Remarks.
Day.	Hour	Amount.	Type and Movement. Upper.	Lower.		
OCTOBER, 1913—(*continued*).						
13	15	8	Cl., N.W. ...	St.	...	Cl. moving rapidly from N.W. St. on N. horizon.
13	16	5	Cl.	.....	...	Cl. clearing. Trend W.N.W.-E.S.E.
13	18	3	.....	A.-Cu., W. by N., Fr.-Cu.	0	A.-Cu. radiant W. by N.-E. by S., rapid travel. Fr.-Cu. on N. horizon. Wind 25 m.p.h.
13	19	5	.....	A.-Cu.	S	
13	20	9	.....	A.-Cu., Fr.-Cu.	S	A.-Cu. trend E.-W. Fr.-Cu. on N. horizon.
13	21	6	.....	A.-Cu., W.N.W.	S	A.-Cu. trend W.N.W.-E.S.E.
13	22	6	.....	A.-Cu., W.N.W.	0	
13	23	5	.....	A.-Cu., W.N.W., St.	L	St. on N. horizon.
13	24	0	.....	Cu.	L	Cu. on N. horizon. Wind 60 m.p.h. Strong gales at night, noticeably calmer in the middle of the day during this month.
14	3	0	.....	Cu.	M	Cu. on N. horizon.
14	4	2	Cl.-St.	.....	...	
14	5	3	Cl.-St.	.....	...	
14	6	3	Cl.-St.	.....	M	Cloud trend E.-W.
14	7	10	Cl.-St.	.....	...	
14	8	10	Cl.-St.	.....	...	
14	9	10	Cl.-St.	.....	M	Thin pall of cloud.
14	11	10	.....	A.-St.	M	Dense pall of cloud.
14	12	10	.....	A.-St.	M	Dense cloud. Wind 50 m.p.h.
14	14	10	.....	A.-St.	M	
14	15	10	.....	A.-St.	M	Sun gleaming feebly.
14	16	10	.....	A.-St.	M	Occasional lulls in wind.
14	17	10	.....	A.-St.	M	Wind increasing.
14	18	10	.....	Nb.	D	Blizzard.
14	19	10	.....	Nb.	D	Blizzard. Probably snowing.
14	20	10	.....	Nb.	D	Wind 85 m.p.h., rising.
14	24	10	.....	Nb.	D	Heavy blizzard all night.
15	6	10	.....	Nb.	D	Heavy blizzard.
15	7	...	.....	.....	...	Wind becoming gusty.
15	9	10	.....	Nb.	D	
15	12	10	.....	Nb.	M	Blizzard abating.
15	14·10	10	.....	Nb.	M	Fall in wind to 40 m.p.h. and direction S.E. Snowing.
15	15	10	.....	Nb.	...	Wind again steady, 60 m.p.h., S. b. E.
15	17	10	.....	Nb., St.	M	St. on N. horizon.
15	18	10	.....	Nb.	M	
15	21	10	.....	Nb.	M	
15	23	9	.....	Nb.	L	Breaks in cloud N. to E
15	24	9	.....	St.-Cu.	L	Moderate blizzard all day; abating.
16	1	9	.....	St.-Cu., Cu.-Nb.	M	
16	3	8	.....	St.-Cu. ...	L	
16	5	9	.....	A.-Cu.	L	
16	6	9	.....	A.-Cu.	L	
16	7	6	.....	A.-Cu.	L	
16	8	2	.....	St.	...	St. on N. horizon.
16	11	1	Cl.	A.-Cu.	S	Ci. in W. A.-Cu. on N. horizon.
16	12	1	Cl.	A.-Cu.	L	Cl. in W. A.-Cu. on N. horizon.
16	15	0	.....	A.-Cu.	L	A.-Cu. on N. horizon. Gusty, clouds of drift.
16	17	0	.....	.....	M	
16	18	0	.....	.....	L	
16	19	0	.....	.....	L	
16	20	0	.....	.....	M	Gusty wind.
16	21	0	.....	.....	M	
16	23	0	.....	.....	M	
16	24	0	.....	.....	D	Clear day with gale developing into blizzard at night.
17	2	4	.....	St.-Cu.	M	St.-Cu. in N.
17	4	4	Cl.-St.	St.	M	
17	6	8	Cl.-St.	.....	L	Lightly overcast.
17	9	8	Cl.-St.	.....	L	Lightly overcast. Cloud trend N.E.-S.W.
17	12	3	Cl., N.E. ...	A.-Cu.	L	A.-Cu. on N. horizon. Cl. trend N.E.-S.W.
17	15	3	Cl., W. b. N.	St.-Cu.	L	
17	16·30	7	Cl.	St.-Cu.	...	St.-Cu. rising from N. Cl. in S. trend. W. b. N.-E. b. S.
17	17	8	Cl.	St.-Cu.	L	Ci. covers most of sky.
OCTOBER, 1913—(*continued*).						
17	18	5	Cl., W.	St.-Cu.	L	Wind falling. St.-Cu. on N. horizon.
17	19	4	Cl.	St.-Cu.	L	
17	20	6	.....	St.-Cu., N.E.	L	
17	21	7	.....	St.-Cu., N.E.	L	
17	22	10	.....	St.-Cu.	L	
17	23	10	.....	St.-Cu.	L	
17	24	10	.....	St.-Cu.	L	Wind moderated during afternoon; Light drift all day.
18	3	10	.....	Nb.	L	
18	6	10	.....	Nb.	L	Evenly overcast.
18	8	10	.....	Nb.	...	
18	9	9	.....	Nb., St.-Cu.	L	Clearing in S.
18	10	5	.....	Nb., St.-Cu.	L	Cloud in N. Sunshine.
18	11	1	.....	St.-Cu.	S	St.-Cu. on N. hor.
18	12	3	Cl.	St.-Cu.	S	St.-Cu. on N. hor. Cl. scattered. trend E.-W.
18	13	1	Cl.	St.-Cu.	S	
18	14	7	Cl.	St.-Cu.	0	Cl. trend E.-W., extending. Calm, S. airs.
18	15	8	Cl.	St.-Cu.	S	St.-Cu. on N. hor. Wind 20 m.p.h.
18	16	8	Cl.	St.-Cu.	S	
18	17	6	Cl.	St.-Cu.	S	
18	18	2	Cl.	St.-Cu., Fr.-Cu.	S	Cl. trend, N.W.-S.E., faint. St.-Cu. and Fr.-Cu. in N.
18	19	2	Cl.	St.-Cu.	S	St.-Cu. on N. hor. Cl. trend W.N.W.-E.S.E., with upper Cl. trend N.N.E.-S.S.W. Wind and drift to S.
18	20	0	.....	St.-Cu.	L	
18	21	0	.....	St.-Cu.	L	
18	23	0	.....	.....	...	Wind gusty.
18	24	0	.....	.....	L	Calms and gusts. Columns of drift to S. Comparatively calm after noon. Wind rising at night.
19	1	0	.....	.....	L	Gusty wind.
19	3	0	.....	.....	L	Gusty wind.
19	4	5	Cl.-St.	.....	L	Cl.-St. trend E.-W.
19	6	3	Cl.-St.	.....	L	Gusty. Sunshine.
19	7	2	Cl.-St.	.....	...	Cl.-St. in N.E.
19	9	1	Cl.-St.	.....	0	
19	10	...	.....	.....	...	Wind falling, 15 m.p.h.
19	11	2	Cl.-St.	.....	...	Cl.-St. in N. Wind gusty.
19	12	1	Cl.-St.	.....	S	Cl.-St. in N. Wind gusty.
19	15	1	Cl.	.....	0	Cl. on N. hor.
19	16	1	Cl.	.....	...	Cl. trend W.N.W.-E.S.E. Wind rising.
19	17	3	Cl.-St.	.....	...	Confused cloud.
19	18	3	Cl., W.N.W.	.....	S	Cloud trend W.N.W.-E.S.E.
19	19	3	Cl., W.N.W.	.....	S	
19	20	2	Cl.	.....	...	
19	21	1	Cl.	.....	L	Cl. in S.W. Violent gusts.
19	22	1	Cl.-St.	.....	0	
19	24	1	Cl.-St.	.....	L	Clear, sunny day, with moderate winds and little drift. Calmer round midday.
20	1	2	Cl.-St.	.....	L	
20	2	3	Cl.-St.	.....	L	
20	3	4	Cl.-St.	.....	L	
20	4	4	Cl.-St.	.....	L	Gusty wind.
20	5	5	Cl.-St.	.....	...	
20	6	8	Cl.-St.	.....	L	Cl.-St. dense. N.S. trend.
20	7	8	Cl.-St.	.....	...	
20	8	7	Cl.-St.	.....	L	Cl.-St. in E.-W. lines. Gusty wind.
20	9	5	Cl.	Cu.	...	Cu. on N. hor. Cl. in N. sky.
20	11	6	Cl., N.	.....	0	Cl. over whole sky, trend N.S. Motion rapid from N.
20	12	8	.....	A.-Cu., St.-Cu., N.N.W.	0	A.-Cu. to E., St.-Cu. to W. Wind dying down.
20	14	9	.....	A.-Cu.	...	A.-Cu. becoming denser.
20	15	9	.....	A.-Cu., N.W.	0	
20	16	9	.....	A.-Cu. N.W., St.-Cu.	0	Bank St.-Cu. in N.E.
20	17	9	.....	A.-Cu., N.W. St.-Cu.	0	Bank St.-Cu. in N.E
20	18	9	.....	A.-Cu., St.-Cu.	0	Bank St.-Cu. in N.E.
20	20	9	.....	A.-Cu	L	Clear in N.W.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
OCTOBER, 1913—(*continued*).						
20	21	9	.....	A.-St.	...	
20	22	9	.....	A.-St.	L	A.-St. trend E. by N.-W. by S.
20	23	7	Ci.-St.	A.-St.	L	A.-St. trend E. by N.-W. by S. Wind rising
20	24	1	.....	A.-St.	L	Hurricane again, after comparatively calm day.
21	2	2	.....	A.-St.	...	A.-St. in N.
21	3	5	Ci.-St.	A.-St.	L	A.-St. in N. Ci.-St. in W.
21	5	4	Ci.	.....	L	Ci. trend W. by N.-E. by S. over whole sky.
21	6	0	Ci.	A.-St.	L	Somewhat gusty.
21	7	0	Ci.	A.-St.	L	
21	8	0	.....	.....	L	
21	9	1	.....	St.-Cu.	...	St.-Cu. on N.E. hor.
21	10	0	.....	Cu.	L	Cu. in N.E. Wind falling.
21	11	1	.....	St.-Cu.	S	St.-Cu. on E. hor.
21	12	1	.....	St.-Cu.	S	St.-Cu. on E. hor. Wind, 38 m.p.h.
21	14	3	.....	St.-Cu., N....	S	St.-Cu. in N. Rapid motion from N.
21	15	1	.....	St.-Cu., Fr.-Cu.	S	Cloud on N. hor.
21	16	0	.....	Fr.-Cu.	0	Fr.-Cu. on N.E. hor.
21	17	0	.....	Fr.-Cu.	0	Fr.-Cu. on N.E. hor.
21	18	0	.....	Cu.	S	Cu. low in N.
21	20	0	.....	.....	L	
21	21	0	.....	.....	L	
21	24	0	.....	.....	L	Clear, sunny day, with wind 30 m.p.h during day, 60 at night.
22	3	2	.....	A.-Cu.	S	A.-Cu. in N.
22	4	1	.....	A.-Cu., St.	L	
22	6	7	.....	A.-St.	L	A.-St. has E.-W. trend.
22	8	3	.....	A.-St.	M	
22	11	10	.....	Nb.	L	
22	12	10	.....	Nb.	M	Even pall of cloud. Wind, 50–60 m.p.h. all morning.
22	14	10	.....	Nb.	M	
22	15	10	.....	Nb.	M	
22	18	10	.....	Nb.	M	Strong blizzard.
22	20	10	.....	Nb.	M	
22	22	...	.....	.....	D	Blizzard increasing.
22	24	10	.....	Nb.	D	Everything obscured by blizzard. Some gusts of extra violence.
23	4	...	.....	.....	M	Wind 70 m.p.h.
23	6	10	.....	Nb.	M	
23	9	10	.....	Nb.	M	
23	11	10	.....	Nb.	M	Worst blizzard of the month.
23	12	9	.....	St.-Cu.	M	
23	15	9	.....	St.-Cu.	M	
23	16	9	.....	St.-Cu.	M	Wind moderated to 60 m.p.h.
23	18	8	.....	St.-Cu., S.S.E.	M	
23	19	8	.....	St.-Cu.	M	Gusty. Clearer to S. and W.
23	20	8	.....	St.-Cu.	...	
23	21	8	.....	St.-Cu.	...	
23	22	4	.....	St.-Cu.	...	St.-Cu. in N.
23	23	2	.....	St.-Cu.	...	
23	24	1	.....	St.	L	St. on N. horizon. Gusty wind. Blizzard moderated during day.
24	3	2	Ci.-St.	.....	M	Radiant from N.E.
24	4	2	Ci.-St.	.....	L	Trend N.E.-S.W. of cloud.
24	5	1	Ci.	.....	L	Ci. in E.
24	6	0	.....	.....	L	
24	8	0	Ci.	.....	L	Ci. in E.
24	9	2	Ci., N.E. ...	.....	L	Ci. in E.
24	10	5	Ci.	Fr.-Cu.	L	Ci. radiant, N.E.-S.W. in E. Fr.-Cu. on N. horizon. Sunshine.
24	11	6	Ci.	Fr.-Cu.	L	Ci. denser. Gusty wind.
24	12	6	Ci.	Fr.-Cu.	S	Ci. trend N.E.-S.W. in E. Fr.-Cu. on N. horizon. Sunshine. Solar halo.
24	14	4	Ci.	Fr.-Cu.	S	
24	15	0	.....	Fr.-Cu.	S	Ci. cleared. Wind fallen to 35 m.p.h.
24	17	0	.....	Fr.-Cu	0	Fr.-Cu. on N. horizon. Light S. breezes only.
24	18	1	.....	Fr.-Cu., St.-Cu.	0	Fr.-Cu. on N. horizon. St.-Cu. in E.
24	19	...	.....	.....	0	Calm.
24	20	5	.....	A.-Cu., St.-Cu.	0	Calm. A.-Cu. in N. St.-Cu. E. to S.
24	21	9	.....	St.-Cu., E.S.E.	...	Calm, S.E. airs.
OCTOBER, 1913—(*continued*).						
24	22	9	.....	St.-Cu.	...	
24	23	10	.....	St.-Cu., St.	...	
24	24	10	.....	St.-Cu.	...	S. breezes; clear, windy morning, becoming calm and overcast.
25	2	10	.....	Nb.	0	Very light snowfall.
25	2·30	...	.....	.....	...	Few snowflakes. Calm to E. airs.
25	3	10	.....	Nb.	0	Calm. "Sago" snowfall, light.
25	4	10	.....	Nb.	0	S.E. wind. No snow.
25	5	10	.....	Nb.	0	S. airs.
25	6	10	.....	Nb.	0	S. airs.
25	7	10	.....	Nb.	0	S. airs.
25	8	10	.....	Nb.	0	Wind 25 m.p.h.
25	9	10	.....	Nb.	0	
25	10	10	.....	Nb.	L	
25	11	10	.....	Nb.	0	
25	12	10	.....	Nb.	0	Wind 20 S.E. Snowfall out at sea.
25	15	10	.....	Nb., A.-St. ..	...	Nb. in N. Dense A.-St. in S.
25	16	10	.....	Nb.	...	Nb. even and dense.
25	17	10	.....	Nb.	...	
25	18	10	.....	Nb.	0	Cloud trend E.-W. Probably has snowed inland.
25	20	10	.....	Nb.	0	Snow falling to W. Calm.
25	21	...	.....	.....	...	Calm.
25	22	...	.....	.....	...	Wind rising.
25	23	10	.....	Nb.	...	
25	24	10	.....	Nb.	0	Wind 25 m.p.h. Calm, overcast day, with little snowfall.
26	1	10	.....	Nb.	0	
26	2	10	.....	Nb.	0	
26	3	10	.....	Nb.	0	
26	4	10	.....	Nb.	0	
26	5	10	.....	Nb.	0	
26	6	10	.....	Nb.	0	
26	7	10	.....	Nb.	0	
26	8	10	.....	Nb.	0	
26	8·05	...	.....	.....	L	Light drift commenced.
26	9	10	.....	Nb.	L	Snow probably falling.
26	10	10	.....	Nb.	0	
26	11	10	.....	Nb., S.E. ...	0	Heavy drift to E. and W.
26	12	10	.....	Nb.	0	Sun gleaming.
26	14	10	.....	St.-Cu., E.; A.-St.	0	St.-Cu. breaking up.
26	15	10	.....	Nb.	L	
26	16	10	.....	Nb.	L	Snow particles in air.
26	18	9	.....	Nb.	0	Clear in S.E.
26	19	10	.....	Nb., St.-Cu.; A.-St.	0	A.-St. to S.
26	21	10	.....	Nb., St.-Cu.	...	
26	22	10	.....	Nb., St.-Cu.	0	Gusty.
26	23	10	.....	Nb., St.-Cu.	0	
26	24	10	.....	Nb., St.-Cu.	0	Overcast day, with wind 30-50 m.p.h.
27	3	10	.....	Nb.	0	
27	4	10	.....	Nb.	L	
27	6	10	.....	Nb.	L	Snow falling to W.
27	7	...	.....	.....	L	Snowing out to sea.
27	9	10	.....	Nb.	M	Snowfall at hut.
27	11	10	.....	Nb.	L	
27	12	10	.....	Nb.	L	Snow falling. Wind 45 m.p.h.
27	15	10	.....	Nb.	M	Snow falling.
27	16	10	.....	Nb.	...	Heavy snowfall.
27	18	10	.....	Nb.	D	Everything obscured by blizzard.
27	24	10	.....	Nb.	D	Heavy blizzard since 6 p.m. Wind 65 m.p.h.
28	3	10	.....	Nb.	D	Wind increased. Heavy blizzard.
28	6	10	.....	Nb.	D	Heavy blizzard.
28	9	10	.....	Nb.	D	Blizzard continues.
28	11	10	.....	Nb.	M	Heavy snowfall.
28	12	10	.....	Nb.	M	Heavy snowfall. Wind 45 m.p.h.
28	15	10	.....	Nb.	L	Light snowfall. Blizzard abating. Wind 25 m.p.h.
28	18	10	.....	Nb.	L	Very light snowfall. Blizzard continues on highlands.
28	19	9	.....	Nb., A.-Cu., A.-St.	L	
28	20	10	.....	Nb.	...	
28	21	7	Ci.-Cu.	Nb., A.-St.	L	
28	22	4	Ci.-Cu.	Nb.	L	Ci.-Cu. to S., Nb. in N.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
OCTOBER, 1913—(*continued*).						
28	23	2	Cl.-Cu.	St.	L	Cl.-Cu. trend N.N.E.-S.S.W. St. low in N.
28	24	2	Cl.-Cu.	St.	L	Cl.-Cu. trend N.N.E.-S.S.W. St. low in N. Blizzard all day; much moderated.
29	3	1		St.-Cu.	M	St.-Cu. low in N.
29	4	0			M	
29	6	0			M	
29	9	0			M	
29	11	0			M	Clouds of drift; hundreds of feet high.
29	12	0			M	Clouds of drift. Gusty wind.
29	15	0			M	Wind risen to 75 m.p.h.; steady.
29	17	0			D	Heavy blizzard.
29	18	0			D	Heavy blizzard.
29	24	0			M	Wind increased. Heavy blizzard since 6 p.m.
30	1	0			L	
30	3	0			L	
30	5	0			L	
30	6	0			L	
30	8	1	Cl.		L	Cl. in N., trend E.-W. Wind moderating.
30	9	1	Cl.		L	Cl. in N. trend E.-W. Wind moderating.
30	11	5	Cl.-St., S.S.W.		0	
30	12	7	Cl.-St.		0	Cl.-St. over whole sky, trend E.-W. Wind gusty, 50 m.p.h.
30	13	9	Cl.-St.		0	Gusts and lulls.
30	14	9	Cl.-St.		0	
30	15	9	Cl.-St		0	Sun gleaming.
30	16	9	Cl.-St.		0	Gusty.
30	17	9	Cl.-St.		0	Gusty.
30	18	10	Cl.-St.	A.-St., St.-Cu.	0	Dense A.-St. over most of sky.
30	19	9		A.-St.	...	
30	20	7		A.-St., St.-Cu.	L	St.-Cu. on horizon, N. to W. A.-St. over rest of sky; lower trend N.E.-S.W., upper W.N.W.-E.S.E.
30	21	7		A.-St., St.-Cu.	0	A.-St. radiant from S.W.
30	22	5		A.-St., St.-Cu.	L	
30	23	5		A.-St., St.-Cu.	...	Gusty wind.
30	24	1	Cl.-St.		L	Gusty. Overcast day, with strong gale and little drift.
31	3	5	Cl., Cl.-St.		L	
31	4	9	Cl.-Cu., Cl.	St.	L	St. on N. horizon.
31	5	9	Cl.-St.	St.	0	
31	6	10	Cl.-St.	St.	0	Dense Cl.-St.
31	7	9	Cl.-St.	St.	0	Cl.-St. lighter.
31	8	10		A.-St.	0	Cl.-St. changed to A.-St.
31	11	10		A.-St.	0	Dense pall of A.-St. Very rough sea.
31	12	10		A.-St.	0	
31	14	10		A.-St.	0	
31	16	10		A.-St.	0	Wind increasing.
31	18	10		Nb., E.	0	Nb. moving rapidly from E.
31	19	10		Nb.	0	
31	20	10		Nb.	0	
31	20·40	...			L	Light drift commenced.
31	21	10		Nb.	L	
31	22	10		Nb.	0	
31	23	10		Nb.	0	
31	24	...		Nb.	0	Cloud lighter. Overcast day, with wind 60-70 m.p.h., and no drift.
NOVEMBER, 1913.						
1	1	10		Nb.	L	
1	2	10		Nb.	L	
1	3	10		Nb.	L	
1	4	10		Nb.	L	
1	5	10		Nb.	L	
1	6	10		Nb.	L	
1	7	10		Nb.	0	
1	8	10		Nb.	0	
1	10	10		Nb.	0	Wind falling.
1	11	9		Nb., A.-Cu.	...	Nb. much contorted. A.-Cu. in S.E.
1	12	10		Nb.	0	Evenly overcast. Wind 30 m.p.h.
1	13	...			...	Few crystals of snow falling.
1	15	9		A.-Cu.; E.; St.-Cu.	...	St.-Cu. on N.W. horizon. Gusty wind.
1	16	5		A.-Cu.	0	Clearing in E.
1	17	9		A.-Cu., Cu.	0	Cu. on N. horizon.
1	18	9		A.-Cu.; N.N.W.; Cu.	0	Cu. on N.W. horizon. A.-Cu. radiant from W.N.W.
1	19	10		St.-Cu.	0	St.-Cu. radiant from N.N.W.
1	20	10		St.-Cu.	0	Breezes from S.E.
1	21	10		St.-Cu.	0	Radiant appearance lost.
1	22	10		St.-Cu.	0	
1	23	10		St.-Cu.	0	
1	24	9		St.-Cu.	0	Overcast day, with moderate winds and very little drift.
2	1	9		St.-Cu.	0	
2	1·30	...			...	Wind falling.
2	2	10		Nb., Cu.-Nb.	...	
2	3	10		Nb., Cu.-Nb.	0	
2	4	10		Nb.	...	Wind rising.
2	5	10		Nb.	0	
2	6	10		Nb.	0	
2	7	10		Nb.	0	
2	8	10		Nb.	0	
2	9	10		Nb.	0	
2	11	10		Nb., E.	0	Densely overcast. Cloud moving rapidly from E.
2	12	10		Nb.	0	Wind 50 m.p.h.
2	14	10		Nb.	0	
2	15	9		Nb.	0	Heavy, stratiform cloud to N.
2	16	7		St.-Cu., E.	0	Clear to S. Cloud moving rapidly from E.
2	17	7		St.-Cu.	0	Drift to S. noticed during afternoon at higher levels, evaporating as it descended.
2	18	6		St.-Cu., E.; Fr.-Cu.	L	Cloud to N.
2	19	9		St.-Cu.	L	
2	20	9		St.-Cu., Fr.-Cu.	0	
2	22	6		St.-Cu.	0	
2	23	6		St.-Cu., E.	0	Radiant E.-W.
2	24	7		St.-Cu., E.	0	Radiant E.-W. Overcast day, with 50 m.p.h. wind and little drift.
3	1	7		St.-Cu., E.; A.-Cu., E.	0	
3	2	6		St.-Cu.; A.-Cu.	...	St.-Cu. on N. horizon.
3	3	4	Cl.-St.	St.-Cu., A.-Cu.	0	Cl.-St. in S.W. St.-Cu. on N. horizon. A.-Cu. scattered.
3	4	5		St.-Cu., A.-Cu.	0	
3	5	8	Cl.	St.-Cu.; A.-Cu., E.; A.-St., E.	0	
3	6	9		St.-Cu., A.-Cu., A.-St.	0	St.-Cu. in N.
3	7	9		St.-Cu., A.-Cu., A.-St.	0	
3	8	9		St.-Cu., A.-St.	0	Sun gleaming.
3	9	0		St.	0	St. on N.E. horizon.
3	11	0		Fr.-Cu.	0	Fr.-Cu. on E. horizon.
3	12	0	Cl.-Cu.		0	Fine day, except for steady 45 m.p.h. wind. Sunshine.
3	14	0	Cl.			Cl. in whisks in N.W. Bright and sunny.
3	15	0		Cu., Fr.-Cu.	0	Cloud on N. horizon.
3	16	0			...	Wind falling.
3	17	0		Fr.-Cu.	0	Fr.-Cu. in N.E.
3	18	0		Fr.-Cu.	0	Fr.-Cu. in N.E.
3	20	1		Cu., Fr.-Cu.	0	Cloud low in N. Gusty wind.
3	21	0		A.-St., Cu.	0	Gusty wind.
3	22	0			0	
3	23	0			L	
3	24	0		A.-St.	L	A.-St. on N. horizon.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
NOVEMBER, 1913—(*continued*).						
4	1	0	.....	.....	L	
4	3	2	.....	A.-Cu., A.-St.	L	
4	6	3	.....	A.-St., St.-Cu.	L	St.-Cu. on N. horizon. A.-St. scattered.
4	8	0	.....	A.-Cu.	...	
4	9	10	Cl.	St.-Cu.	L	
4	11	10	.....	Nb.	L	Very light snowfall.
4	12	10	.....	Nb.	...	Wind falling; odd snowflakes.
4	14	10	.....	Nb.	0	Snow ceased.
4	15	10	.....	Nb.	0	
4	16	10	.....	St.-Cu.	0	
4	17	10	.....	St.-Cu.	0	
4	18	10	.....	St.-Cu.	0	Very dense cloud.
4	20	10	.....	St.-Cu.	...	
4	21	10	.....	St.-Cu.	0	
4	22	10	.....	St.-Cu.	...	
4	24	10	.....	St.-Cu.	0	Overcast day, with gale and very little snow and drift.
5	1	10	.....	St.-Cu.	0	
5	3	10	.....	St.-Cu.	0	
5	5	10	.....	St.-Cu.	0	Wind fallen to about 35 m.p.h.
5	6	10	.....	Nb.	0	Even pall of Nb.
5	7	10	.....	Nb.	D	Heavy snowfall commenced.
5	8	10	.....	Nb.	D	
5	10	10	.....	Nb., St.-Cu., Fr.-Cu.	L	Very light snowfall.
5	11	...	.....	.....	...	Very light snowfall.
5	12	10	.....	St.-Cu., Fr.-Cu.	0	Snow ceased. Fr.-Cu. on N. horizon. Light wind of 15 m.p.h.
5	13	8	.....	St.-Cu., A.-Cu.	0	
5	14	5	.....	A.-Cu., W....	0	Calm. N.W. airs.
5	15	1	Cl.-St.	A.-Cu., St.-Cu.	0	Calm. St.-Cu. on N. horizon. Cl.-St. in W. A.-Cu. in E.
5	17	1	Cl.-St.	Cu.	0	Cu. on N. horizon. Cl.-St. in N. Pleasant afternoon.
5	18	8	Cl.-St., W. ..	Fr.-Cu.	0	Fr.-Cu. on N. horizon. Cl.-St. in N., trend E.-W. Light N. airs.
5	20	5	Cl.; Cl.-St., W. by N.	Fr.-Cu.	0	Fr.-Cu. on N. horizon. Cl. and Cl.-St. in N. and S. travel rapid from W. by N. S.E. breezes.
5	21	5	Cl., W. by N.; Cl.-St. W. by N.	Fr.-Cu.	0	
5	22	4	Cl.-St., W. ..	.....	0	Cl.-St. radiant from W.; rapid motion from W. S. breeze rising.
5	24	7	Cl.-St.	.....	0	Comparatively calm day, with some sunshine.
6	1	4	Cl.-St., W. by N.	.....	L	Light S.W. airs. Wind roaring on plateau to S.
6	2	8	Cl.-Cu., W. by N.	.....	S	
6	3	5	Cl.-Cu., W. by N.	.....	0	Airs from S.
6	4	3	.....	A.-Cu.	L	Gusty S. wind. A.-Cu. round N. horizon
6	5	6	.....	A.-Cu., W. by N.	M	Gusty and lulls. Intermittent drift.
6	6	4	.....	A.-Cu.	M	Gusts and lulls. Wind rising. Clear in W.
6	7	0	.....	St.-Cu.	L	St.-Cu. on N.E. horizon. Steady S. Wind.
6	8	0	.....	St.-Cu.	L	St.-Cu. on N.E. horizon. Steady S. wind.
6	9	0	.....	.....	L	
6	11	0	.....	.....	0	
6	12	0	.....	.....	0	
6	14	0	.....	Fr.-Cu.	0	Condensation cloud forming and swirling over coastline. Wind gradually increasing.
6	15	0	.....	.....	0	
6	16	0	.....	Fr.-Cu.	0	Condensation cloud again noted.
6	17	0	.....	.....	0	Perfectly clear sky.
6	18	0	.....	.....	0	Furious gusts from S. by W.
6	20	0	.....	.....	0	
6	2015	...	.....	.....	...	Sudden drop of wind to 15 m.p.h. S.
6	21	0	.....	.....	0	Variable gusts from 8-9 p.m.
6	22	0	.....	.....	0	S. wind again rising.
NOVEMBER, 1913—(*continued*).						
6	23	0	.....	.....	0	S. hurricane again blowing.
6	24	0	.....	.....	0	Hurricane. Clear, sunny day, with hurricane. A short calm in the evening.
7	1	0	.....	.....	0	
7	3	0	.....	.....	0	Wind falling.
7	4	1	Cl.-Cu.	A.-St.	0	Cl.-Cu. trend N.S. A.-St. trend E.-W. Variable winds between 3 and 4 a.m.
7	5	3	Cl.-Cu., Cl.-St.	.....	...	
7	6	7	Cl., W.; Cl.-Cu., W.	.....	0	Clouds show E.-W. banding.
7	7	7	Cl., W.; Cl.-Cu., W.	.....	...	
7	8	6	Cl., W.; Cl.-Cu., W.	.....	...	
7	9	6	Cl.-St.	.....	0	Calm. S. airs.
7	10	9	Cl.-St.	.....	0	Calm. Sun gleaming. Cloud trend E.-W.
7	11	6	Cl.-St., W.; Cl.-Cu., W.	.....	0	Cl.-St. in N. Cl.-Cu. in S.
7	12	5	Cl.-St., W.; Cl.-Cu., W.	.....	0	Calm, S.W. airs. Cloud movement rapid.
7	14	1	Cl.	.....	0	Cl. in N. Warm and sunny.
7	15	0	.....	.....	...	Calm. W. airs.
7	16	0	.....	.....	...	
7	17	0	.....	.....	0	
7	18	0	.....	Fr.-Cu.	0	S.W. breezes. Fr.-Cu. over sea.
7	21	0	.....	.....	0	Soon after 7 p.m. S. wind rose rapidly.
7	23	0	.....	.....	0	
7	24	0	.....	.....	0	Wind 65 m.p.h. Calm day, with sunshine. Hurricane set in again at night.
8	1	0	.....	.....	...	
8	2	0	.....	.....	L	
8	3	0	.....	.....	L	Violent hurricane again.
8	4	0	.....	.....	M	Blizzard.
8	5	0	.....	.....	M	
8	6	0	.....	.....	D	
8	7	0	.....	.....	D	
8	8	0	.....	.....	D	
8	11	0	.....	.....	M	Horizon obscured.
8	12	0	.....	.....	M	Horizon obscured. Sun gleaming through drift blizzard.
8	15	0	.....	.....	L	
8	18	0	.....	.....	M	Sunshine.
8	21	0	.....	.....	L	
8	24	0	.....	.....	L	Heavy blizzard in morning, moderate in afternoon.
9	1	0	.....	.....	L	
9	2	0	.....	.....	L	
9	3	0	.....	.....	L	
9	4	0	.....	.....	L	
9	5	0	.....	.....	L	
9	6	0	.....	.....	L	
9	7	0	.....	.....	M	
9	8	0	.....	.....	M	
9	9	0	.....	.....	L	
9	10	0	.....	.....	L	
9	11	0	.....	.....	L	
9	12	0	.....	Cu.	L	Cu. on N. horizon.
9	15	0	.....	Cu.	L	Cu. on N. horizon.
9	16	0	.....	Cu.	L	Wind moderating.
9	18	0	.....	.....	L	Perfectly clear.
9	21	0	.....	.....	0	
9	24	0	.....	.....	0	Hurricane all day, with clear sky and light drift.
10	2	0	.....	.....	0	
10	3	0	.....	.....	0	
10	4	0	.....	.....	0	
10	6	0	.....	.....	0	
10	7	0	.....	.....	0	
10	8	0	.....	.....	0	
10	9	0	.....	.....	0	
10	11	0	.....	.....	0	
10	12	0	.....	.....	0	
10	15	0	.....	.....	0	
10	16	0	.....	.....	0	
10	17	0	Cl.	.....	0	Cl. radiant from W. commencing.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
NOVEMBER, 1913—(*continued*).						
10	18	1	Cl.	.....	0	Cl. in N.W.
10	19	1	Cl., W.	.....	0	Cl. radiant from W. Rapid motion from W.
10	20	2	Cl., W.	.....	...	
10	21	2	Cl., W.	.....	...	
10	22	2	Cl.	Cu.	0	Cl. in W. Cu. on N. horizon.
10	23	4	Cl.	.....	...	Cl. in N. and S.W.
10	24	5	Cl.	.....	0	Cl. radiant W.-E. Occasional lulls. Clear sunny day, with 60 m.p.h. wind and no drift.
11	1	8	Cl.-St.	.....	...	Cl.-St. in fine lines W. by S.-E. by N. Gusty wind.
11	2	8	Cl.-St.	.....	0	Very gusty wind.
11	3	10	Cl.-St.	.....	0	Steady wind. Even pall of Cl.-St.
11	4	10	Cl.-St.	.....	...	Dense cloud.
11	6	6	Cl.-St.	.....	0	Cloud breaking. Trend E.-W.
11	7	4	Cl.-St.	.....	...	Cloud clearing.
11	8	3	Cl.	.....	0	Cl. in N.
11	9	0	.....	.....	0	
11	10	0	.....	.....	0	
11	11	0	.....	.....	0	
11	12	0	.....	.....	0	
11	13	0	.....	.....	0	
11	14	0	.....	.....	0	
11	15	0	.....	.....	0	
11	18	0	Cl.	.....	0	Cl. on N.W. horizon.
11	20	3	Cl.-St.	A.-Cu., W....	0	Cl.-St. in W. A.-Cu. in S.
11	21	3	Cl.-St.	A.-Cu.	0	Cl.-St. radiating from W.S.W. A.-Cu. in S.W.
11	22	4	Cl.-St.	.....	...	Hazy Cl.-St. over most of sky.
11	23	8	.....	A.-St.	0	
11	24	9	.....	A.-St.	0	Gusty wind. Sunny, driftless day, with hurricane all day.
12	1	10	.....	A.-St.	0	Lulls in wind.
12	2	10	.....	A.-St.	0	
12	3	10	.....	A.-St.	0	Gusty, moderating wind.
12	4	10	.....	A.-St.	0	Gusty, moderating wind.
12	5	9	.....	A.-St.	0	Breaking in W. Light wind.
12	6	6	Cl.-Cu., W..	A.-Cu.	0	Clear in N.W.
12	7	6	Cl.-Cu.	A.-Cu., St.-Cu.	0	St.-Cu. on N. horizon.
12	8	5	.....	A.-Cu., W.; St.-Cu.	0	St.-Cu. on N. horizon.
12	9	5	Cl.-Cu.	A.-Cu., W.N.W.; St.-Cu.	0	A.-Cu., with E.-W. trend. Rapid motion from W.N.W. St.-Cu. on N.W. horizon. Cl.-Cu. in N.
12	10	3	Cl.	St.-Cu., W.; Cu.	0	A.-Cu. gone. St.-Cu. rising rapidly from W. Cl. in N. Cu. on N. horizon.
12	11	10	.....	St.-Cu., W.; Cu.	0	St.-Cu. rose with wonderful rapidity. Cu. on N.E. horizon, below St.-Cu.
12	12	10	.....	St.-Cu.	0	St.-Cu. becoming an even pall. Comparatively calm.
12	13	10	.....	St.-Cu.	...	
12	15	9	.....	A.-St., St.-Cu.	...	Calm. Airs from S. by E.
12	18	4	Cl.	A.-St.	0	A.-St. in W.
12	19	...	.....	.....	...	Wind rising.
12	20	3	Cl.-St.	A.-Cu., Cu.	...	A.-Cu. and Cl.-St. in W. Cu. on N. horizon.
12	21	2	Cl.	Cu.	...	Cl. radiant from W. Cu. low, N. to N.E.
12	22	1	Cl.	Cu.	...	Cl. trend E.-W. in zenith. Cu. in N.E.
12	23	0	.....	.....	...	
12	24	0	.....	A.-Cu.	0	A.-Cu. in N.N.E. Gale. Dull day, with comparative calm till 7 p.m., when gale set in.
13	1	1	.....	A.-Cu.	...	A.-Cu. condensation cloud.
13	2	0	.....	.....	...	
13	3	0	.....	.....	...	
13	4	0	.....	.....	...	
13	5	0	.....	.....	...	
13	6	0	.....	.....	0	
13	7·15	0	.....	.....	0	Wind falling.
13	8	1	Cl.-St.	.....	...	Light gusty wind. Cl.-St. in S.W.
13	9	3	Cl.-St.	St.	...	Cl.-St., trend E.-W., over whole sky. St. in N.W.
13	10	1	Cl.-St.	.....	...	Cl.-St. almost cleared; still in S.
13	11	0	Cl.	.....	...	Cl. near N.W. horizon. Calm.
13	12	0	Cl.	.....	0	Cl. on N. horizon. Calm, airs from N.W.
NOVEMBER, 1913—(*continued*).						
13	14	0	.....	.....	...	Light N. airs.
13	15	0	Cl., Cl.-St. ..	Cu.	0	Cu. on N. horizon. Cl. and Cl.-St. N. to S.W.
13	18	1	Cl., Cl.-St. ..	Cu.	0	Cu. on N. horizon. Cl. in W. and N. Cl.-St. in N.W. on horizon.
13	20	1	Cl.-St.	.....	...	Cl.-St. radiant from W. by S. Wind rising.
13	22	2	Cl.-St.	.....	...	Cl.-St. in N. sky. Wind 30 m.p.h.
13	23	4	Cl.-St.	.....	...	Cl.-St. over whole sky, trend E.-W.
13	24	2	Cl.-St.	.....	0	Clearer in S. and W. Calm, clear day, with wind rising at night, a land breeze effect.
14	2	1	Cl.-St.	.....	...	Cl.-St. low in N. and E. Gusty wind.
14	3	0	Cl.-St.	.....	...	Cl.-St. in N.E. Gusty.
14	4	0	.....	.....	...	Gusty.
14	5	0	.....	.....	...	Steady wind.
14	6	0	.....	.....	...	Wind 60 m.p.h. S.
14	7	0	.....	.....	0	
14	8	0	.....	.....	...	
14	9	0	.....	.....	0	
14	11	0	.....	.....	...	Gusty wind.
14	12	0	.....	.....	...	Steady wind, 55 m.p.h.
14	14	0	.....	.....	...	Wind moderating.
14	18	0	.....	.....	0	Perfectly clear all day.
14	24	0	.....	.....	0	Cloudless sky. Clear day with wind 40–60 m.p.h., and 17·4 hours sunshine.
15	1	0	.....	.....	...	
15	2	0	.....	.....	0	
15	3	0	.....	.....	0	
15	4	0	Cl.-St.	.....	...	Cl.-St. low in N.E.
15	5	0	Cl.-St.	.....	0	Cl.-St. on horizon N.E.-N.W.
15	6	0	Cl.-St.	.....	0	Cl.-St. on horizon N.E.-N.W. Wind falling.
15	7	1	Cl.-St.	.....	0	Cl.-St. in E.-W. bands in N. sky. Gusty.
15	8	1	Cl.-St.	.....	0	Cl.-St. in E.-W. bands in N. sky. Gusty.
15	9	3	Cl., Cl.-St....	.....	...	Cloud radiant E.-W., "Noah's Ark."
15	11	1	Cl.-St.	.....	0	Cl.-St. in S.E. and N., trend E.-W. Wind falling.
15	12	1	Cl.-St.	.....	0	Cl.-St. in N. E.-W. trend. Gusty wind 20 m.p.h.
15	13	4	Cl.	.....	...	Cl. trend E.-W. Calm.
15	15	10	Cl.-St.	.....	...	Dense cloud. Airs from N., S., W.
15	16	10	Cl.-St.	.....	...	Breezes from S. by E.
15	18	10	Cl.-St.	A.-St	0	A.-St. on N. horizon.
15	21	10	.....	A.-St., St.-Cu.	...	St.-Cu. on N. horizon.
15	22	10	.....	A.-St., St.-Cu.	...	A.-St. radiant from W. St.-Cu. in N.
15	24	10	.....	A.-St.	0	A.-St. pall. Steady breeze. Strong falling wind and sunshine in morning, overcast and calm in evening.
16	2	10	.....	A.-St.	0	
16	3	10	.....	A.-St., St.-Cu., A.-Cu.	...	St.-Cu. on N. horizon.
16	4	10	.....	A.-St., St.-Cu., A.-Cu.	...	
16	5	10	.....	A.-St., St.-Cu., A.-Cu.	...	St.-Cu. and A.-Cu. in N.
16	6	10	.....	A.-St., A.-Cu.	0	A.-Cu. in N. Wind 20 m.p.h.
16	8	8	.....	A.-St., N.W., A.-Cu.	...	A.-St. clearing.
16	11	10	.....	A.-St., W., Fr.-Cu.	0	A.-St. dense, trend E.-W. Fr.-Cu. on N. horizon.
16	12	10	.....	A.-St., W., St.-Cu.	0	St.-Cu. bank on N. horizon. Wind 54 m.p.h.
16	15	10	.....	A.-St., St.-Cu.	...	
16	18	10	.....	A.-St., Nb.	...	A.-St. dense. Nb. to N. Wind 55 m.p.h.
16	21	10	.....	Nb.	...	
16	21·30	...	.....	.....	L	Light snowfall.
16	23	...	.....	.....	L	"Sago" snow falling.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
NOVEMBER, 1913—(*continued*).						
16	24	10	.....	.....	D	Sky obscured. Heavy blizzard. Wind has been steadily rising all day.
17	2	...	.....	.....	D	Sky obscured. Heavy blizzard.
17	4	...	.....	.....	D	Sky obscured. Heavy blizzard.
17	6	...	.....	.....	D	Sky obscured. Heavy blizzard.
17	8	...	.....	.....	D	Sky obscured. Heavy blizzard.
17	12	10	.....	Nb.	D	Sky obscured. Heavy blizzard.
17	13	10	.....	Nb.	M	
17	15	...	.....	.....	D	
17	18	10	.....	Nb.	D	Probably snowing all day.
17	20	10	.....	Nb.	D	
17	22	10	.....	Nb.	D	Gusty wind.
17	24	...	.....	.....	D	Sky obscured. Heavy blizzard all day.
18	1	...	.....	.....	D	Sky obscured.
18	4	...	.....	.....	D	Occasional lulls. Heavy blizzard, midnight to 4 a.m.
18	5	...	.....	.....	D	Sky obscured. Occasional lulls.
18	6	10	.....	Nb.	D	Gusty wind.
18	7	...	.....	.....	M	
18	8	...	.....	.....	M	
18	11	10	.....	Nb.	D	
18	12	10	.....	Nb.	M	
18	15	10	.....	Nb.	L	
18	16	10	.....	Cu.-Nb.	L	
18	18	10	.....	St.-Cu.	0	
18	21	10	.....	Cu.-Nb.	L	
18	22	10		Nb.	0	
18	23	10	.....	Nb.	0	
18	24	10	.....	Nb.	L	Heavily overcast day with hurricane, drift moderating all day.
19	1	...	.....	.....	L	Very light drift.
19	2	...	.....	.....	L	Very light drift.
19	3	4	.....	A.-Cu.	L	Very light drift.
19	4	...	.....	.....	L	Very light drift.
19	5	3	.....	A.-Cu.	L	Very light drift. A.-Cu. to N.
19	6	2	.....	A.-Cu.	L	Gusty. A.-Cu. to N.
19	7	1	.....	A.-Cu.	L	A.-Cu. on N. horizon.
19	8	1	.....	A.-Cu.	0	A.-Cu. on N. horizon.
19	9	0	.....	A.-Cu.	0	A.-Cu. on N. horizon.
19	11	0	.....	A.-Cu.	0	A.-Cu. on N. horizon.
19	12	0	.....	A.-Cu.	0	A.-Cu. on N. horizon. Hurricane. Warm and sunny in sheltered places.
19	15	0	.....	.....	...	Perfectly clear sky.
19	18	0	.....	.....	0	
19	24	0	.....	.....	0	Perfectly clear day with 17 hours sunshine and southerly hurricane.
20	1	0	.....	.....	...	
20	1 15	...	.....	.....	...	Severe gusts in wind.
20	3	0	.....	.....	0	Gusty, moderating wind.
20	4	0	.....	.....	...	Wind steadier.
20	5	0	.....	.....	...	
20	6	0	.....	St., Fr.-St.	0	Cloud on N. horizon. Gusty.
20	7	0	.....	St.	...	St. on N.E. horizon.
20	8	0	.....	St.	...	St. on N.E. horizon. Strong gusty wind.
20	10	0	.....	St.-Cu.	0	St.-Cu. on N. horizon.
20	11	0	.....	St.-Cu.	...	Cloud bank rising on N. horizon.
20	12	1	.....	St.-Cu.	0	St.-Cu. on N. horizon. Gusty wind 50 m.p.h.
20	17	1	.....	Fr.-Cu., St.-Cu.	...	Cloud on N. horizon.
20	18	1	.....	Fr.-Cu., St.-Cu.	0	Cloud on N. horizon.
20	21	1	.....	St.	0	St. on N. horizon.
20	22	1	.....	St., Fr.-St.	0	Cloud on N. horizon.
20	24	0	.....	St., Fr.-St.	0	Cloud on N. horizon. Clear driftless day with moderate winds.
21	1	1	.....	St.	...	St. on N. horizon.
21	2	1	.....	St.	...	St. on N. horizon.
21	3	1	.....	St.	...	St. on N. horizon.
21	4	1	.....	St.	...	St. on N. horizon rising.
21	5	3	.....	St.-Cu.	...	St.-Cu. in N.
21	6	8	.....	St.-Cu.	0	Clear in S.W.
21	7	10	.....	St.-Cu.	...	
21	8	10	.....	St.-Cu., Cu.-Nb.	...	Cu.-Nb. in N.
21	10	10	.....	St.-Cu., Cu.-Nb.	...	Cu.-Nb. in N.
NOVEMBER, 1913—(*continued*).						
21	12	10	.....	St.-Cu., W.N.W.	0	
21	15	10	.....	St.-Cu.	0	Dense cloud.
21	18	10	.....	St.-Cu., S.E.	0	Cloud of Nb. appearance.
21	19	10	.....	St.-Cu., S.E.	...	
21	20	10	.....	St.-Cu., Cu.-Nb.	...	Cu.-Nb. in N.
21	21	10	.....	St.-Cu., Cu.-Nb.	...	Cu.-Nb. in N.
21	22	10	.....	St.-Cu., Cu.-Nb.	...	Cu.-Nb. in N. Wind falling.
21	23	10	.....	St.-Cu., Cu.-Nb.	...	
21	24	10	.....	St. Cu., Cu.-Nb.	0	Overcast day with wind 40–60 m.p.h. and no drift.
22	2	9	.....	St.-Cu.	...	
22	3	9	.....	St.-Cu.	...	
22	5	10	.....	St.-Cu.	...	
22	6	10	.....	A.-St.	0	
22	7	10	.....	A.-St.	...	
22	10	10	.....	A.-St., St.-Cu.	...	St.-Cu. on N. horizon.
22	12	10	.....	A.-St., E.S.E., St.-Cu.	0	St.-Cu. on E.N.E. horizon. Wind 45 m.p.h.
22	14	10	.....	.....	...	Wind moderating.
22	15	9	.....	A.-St.	...	Clear on S. horizon.
22	17	9	Ci.	A.-St.	...	
22	18	9	.....	A.-Cu., A.-St.	0	
22	19	9	.....	A.-Cu., A.-St.	...	
22	20	9	.....	A.-Cu., Cu.	0	Cu. in N.
22	21	9	.....	A.-Cu., Cu.	0	Cu. in N.
22	22	10	.....	Cu.-Nb., A.-St.	0	
22	23	10	.....	Cu.-Nb., A.-St.	0	
22	24	10	.....	Cu.-Nb., A.-St.	0	Overcast, driftless day, with moderate winds.
23	1	10	.....	Nb., Cu.-Nb.	...	
23	2	9	.....	St.-Cu., A.-St.	...	Clear to E.
23	3	9	.....	St.-Cu., A.-St.	...	
23	4	10	Ci.	A.-St.	...	Ci. radiant W.S.W.-E.N.E.
23	5	10	.....	A.-St.	...	
23	6	10	.....	St.-Cu.	0	Gusty wind.
23	7	10	.....	St.-Cu.	...	
23	8	10	Ci.-St.	St.-Cu.	...	Ci.-St. in S.
23	9	10	.....	Nb.	L	Light drift commenced.
23	10	10	.....	Nb.	L	
23	11	9	Ci.	Nb.	0	Ci. visible in E. Intermittent drift heavy to E.
23	12	9	.....	Nb.	0	Clear to E. Dense drift to E.
23	14	9	.....	Nb.	0	
23	15	9	.....	Nb.	0	Clear to E. and S.E.
23	17	10	.....	Nb.	...	
23	18	9	Ci.	Nb., Fr.-St.	0	Wind gusty and veering.
23	19	10	.....	Nb.	...	
23	10	10	.....	Nb., St., Fr.-St.	0	
23	21	10	.....	Nb.; Fr.-St., S.E., St.-Cu.	...	Fr.-St. moving rapidly from S.E. St.-Cu. on N.E. horizon. Wind moderating.
23	22	8	.....	Nb., St., S.E.; A.-Cu.	...	Occasional lulls.
23	23	9	.....	Nb.	...	Clear to W. and S.
23	24	10	.....	Nb., St., St.-Cu.	0	Heavy bank St.-Cu. on N.E. horizon. Overcast day, with moderate winds and practically no drift.
24	1	10	.....	Nb., A.-St.	...	Cloud shows S.E.-N.W. trend.
24	2	10	.....	A.-St., Nb.; A.-Cu., S.E.; St.-Cu.	...	Nb. to S.

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
NOVEMBER, 1913—(*continued*).						
24	3	10	.....	A.-St., Nb.; A.-Cu., S.E.; St.-Cu.	...	Nb. to S.
24	4	10	.....	A.-St., Nb.; A.-Cu., S.E., St.-Cu.	...	Nb. to S.
24	5	9	.....	A.-Cu., E.S.E.; St.-Cu.	...	St.-Cu. on N.E. horizon.
24	5	6	Cl., E.S.E. ..	A.-Cu., St.-Cu.	0	A.-Cu. in E., St.-Cu. on N.E. horizon Cl. general.
24	7	3	Cl.	A.-St., Cu. ..	...	Wind falling.
24	8	3	Cl.	Cu., A.-Cu., E.	...	Cl. extending.
24	9	5	Cl.	Cu., A.-Cu., E.S.E.	...	A.-Cu. moving from E.S.E., with swirling motion.
24	10	4	Cl., Cl.-St. ..	A.-Cu:	...	A.-Cu. clearing. Cl. and Cl.-St. in N.
24	11	4	Cl., Cl.-St. ..	A.-Cu., E.; Cu.	...	Cu. on N.E. horizon.
24	12	3	Cl.-St.	Cu., A.-Cu...	0	Clear to S.
24	15	3	Cl.	Cu., A.-Cu., Fr.-Cu.	...	Lower cloud round N. horizon.
24	17	5	Cl.	Cu., A.-Cu., Fr.-Cu.	...	Cl. increasing.
24	18	5	Cl., N.E. ...	Fr.-Cu., Cu., A.-Cu.	0	Cl. radiant S.S.W.-N.N.E.
24	20	3	Cl.	Fr.-Cu., St.-Cu.	...	
24	21	2	.....	A.-Cu., St.-Cu., Cu. Fr.-Cu.	...	Cu. and Fr.-Cu. on N. horizon
24	22	3	.....	A.-Cu., St.-Cu., Fr.-Cu., Cu.	...	Cu. and Fr.-Cu. on N. horizon. A.-Cu and St.-Cu. in E.-W. radiant.
24	28	1	Cl.	Fr.-Cu., Cu.	...	A.-Cu. has disappeared. Cl. in W.
24	24	0	Cl.-St.....	Cu.	0	Cloud on N. horizon. Cl.-St. in S.W. Driftless day, with some sunshine and moderate winds.
25	2	7	.....	Nb., S.E.; St.-Cu.	...	
25	3	10	.....	St.-Cu.	...	Clear on N. horizon.
25	4	10	.....	A.-St.	...	
25	6	10	.....	A.-St., St.-Cu.	0	Cloud heavier to N.
25	8	10	.....	A.-St., St.-Cu.	...	
25	9	10	.....	A.-St., S.E.; St.-Cu., S.E.	...	Wind steadily falling all the morning.
25	10	10	.....	A.-st., St.-Cu.	...	
25	11	9	.....	St.-Cu.	...	Clear in S.E.
25	12	8	Cl.-St.	St.-Cu.	0	St.-Cu. on N. horizon. Cl.-St. trend S.E.-N.W.
25	14	5	Cl.-St.	Fr.-Cu., S.E.; St.-Cu.	...	St.-Cu. bank in N.E. Cl.-St. trend S.E.-N.W.
25	15	8	.....	St.-Cu., S.E.; Fr.-Cu.	...	Sky almost overcast St.-Cu.
25	16	8	.....	St.-Cu., A.-Cu., Cu.	...	St.-Cu. has been forming in N. sky all afternoon, moving from E.S.E.
25	18	8	.....	A.-Cu., S.E.; St.-Cu., S.	0	St.-Cu. in W. Calm. Light E. airs.
25	20	6	Cl-Cu	St.-Cu., A.Cu., Cu.	...	Cl.-Cu. trend N.W.-S.E. in N.E. Cu. on N. horizon. A.-Cu. in S. St.-Cu. in W. Calm.
25	21	5	Cl.-Cu., E.S.E.	St.-Cu.	...	Cl.-Cu. moving rapidly from E.S.E. St.-Cu. in N.W. Calm.
25	22	3	Cl.-Cu.	St.-Cu.	...	St. Cu. on N. horizon. Cl.-Cu. to W. Wind rising.
25	24	2	.....	St.-Cu.	0	Cloud on N. horizon. Comparatively calm. Overcast day.
26	2	7	.....	St.-Cu., S.E.	...	
26	4	9	.....	A.-Cu., S.E., Cu.	...	
26	6	7	Cl.-Cu.	St.-Cu., Cu.	0	Dominant St.-Cu. Cu. on N. horizon; S. breezes.
26	8	9	Cl.-Cu.	St.-Cu.	...	St.-Cu. over whole sky. Calm.
26	9	10	.....	St.-Cu.	...	
26	10	10	.....	St.-Cu.	...	
26	12	10	.....	A.-Cu., S.E.; St.-Cu. S.E.	0	Calm. Airs E. to S.E.
26	12·45	...	.....	.....	...	Very light snowfall.
26	14	10	.....	Nb.	...	
26	16	10	.....	Nb.	...	
26	17	10	.....	Nb.	...	Very light snowfall.
26	18	10	.....	Nb.	0	Calm. Airs E. to N.E.
26	20	10	.....	Nb.	...	
26	21	10	.....	Nb.	...	Heavy cloud on S. horizon.
26	22	10	.....	Nb.	...	Heavy cloud S. to W.
26	24	10	.....	St.-Cu., A.-St.	0	Calm, overcast day with little snow.
27	2	10	.....	St.-Cu., S.E.	...	
27	4	10	.....	St.-Cu.	...	
27	6	10	.....	St.-Cu.	0	
27	8	10	.....	St.-Cu.	...	
27	9	10	.....	Nb.	...	Snow falling to E.
27	10	10	.....	Nb.	...	Snowfall over sea to N.E.
27	11	...	.....	.....	...	Calm.
27	12	10	.....	Nb., S.E. ...	0	Calm. S.E. airs.
27	14	10	.....	Nb.	...	
27	16	10	.....	Nb., S.E. ...	...	Nb. moving from S.E. all day. Airs from N.W.
27	18	10	.....	Nb., S.	0	Calm. W. to N.W. airs. Clearing in S.W. and N.E.
27	19	7	.....	A.-Cu., Cu.	...	Cu. on N. horizon. Calm, N. airs.
27	20	4	.....	A.-Cu.	...	
27	21	...	.....	.....	...	Airs from S.
27	22	1	Cl.-Cu., Cl.-St.	.....	...	Cl.-Cu. in N.E. Cl.-St. in N.W. Cloud bank on N. horizon.
27	24	0	.....	.....	0	Cloud bank on N. horizon. Rising Wind from S. Calm overcast day, no snow or drift.
28	2	0	.....	.....	0	Cloud bank on N. horizon. Steady 40 m. wind from S. by E.
28	4	0	.....	.....	...	Cloud bank on N. horizon. Steady 40 m. wind from S. by E.
28	6	0	.....	.....	0	
28	8	0	.....	.....	0	
28	10	0	Cl.-St.	Cu.	...	Cu. and Cl.-St. on N. horizon.
28	12	0	Cl.-St.	.....	0	S. breezes. Calming down.
28	13·45	...	.....	.....	...	Wind returned to S. by E.
28	15	...	.....	.....	...	Variable airs again.
28	16	0	.....	.....	...	Calm. Variable airs.
28	18	0	.....	.....	0	Variable airs.
28	20	0	.....	.....	...	N.E. airs.
28	21·45	...	.....	.....	...	S. by E. wind started again.
28	24	0	.....	.....	0	Wind 50 m.p.h. Calm and sunny during day, 50 m. wind at night.
29	2	0	.....	.....	...	
29	4	0	.....	.....	...	Occasional lulls.
29	6	0	.....	.....	0	
29	8	0	.....	.....	...	
29	10	0	.....	.....	...	Cloud bank on N. horizon. Occasional lulls.
29	12	0	.....	.....	0	Cloud bank on N. horizon. Frequent lulls.
29	13	...	.....	.....	...	Calm. E. airs.
29	14	0	.....	Cu.	...	Cu. in N.W.
29	16	0	.....	A.-Cu.	...	A.-Cu. forming and evaporating—"condensation."
29	18	0	.....	.....	0	Perfectly clear. Calm. N. airs.
29	20	0	.....	.....	...	Calm.
29	22	0	.....	.....	...	Breeze from S. by E.
29	23	0	.....	.....	...	Wind rising.
29	24	0	.....	.....	0	Wind 25 m.p.h. Clear sunny day; calm during day, land wind at night.
30	2	0	.....	.....	...	Cloud bank on N.E. horizon.
30	4	0	.....	A.-Cu., S.E.	...	Cloud bank on N.E. horizon. A.-Cu. forming in zen., "condensation."

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
NOVEMBER, 1913—(*continued*).						
30	6	0	.....	A.-Cu., St.-Cu.	0	St.-Cu. on N.E. horizon.
30	8	0	.....	A.-Cu., St.-Cu.	...	A.-Cu. in E. St.-Cu. on N. horizon.
30	10	0	.....	Cu.	...	Cu. in S.W. Cloud bank on N. horizon. Calm, N.E. airs.
30	12	1	.....	Cu.	0	Cu. on S. horizon. Cloud bank on N. horizon. Calm, N.W. airs.
30	14	3	Cl.-St.	Cu.	...	Cu. in S. Cl.-St. in N.
30	16	3	Cl.-St.	Cu.	...	Cu. in S. Cl.-St. in N. Calm.
30	18	0	.....	Fr.-Cu.	...	Fr.-Cu. in S. Cloud bank on N. horizon. Calm.
30	20	0	.....	.....	...	Cloud bank on N. horizon. Dead calm.
30	22	0	.....	.....	...	Cloud bank on N. horizon. Dead calm.
30	23	...	.....	.....	...	S. by E. breeze rising.
30	24	0	Cl.-St.	A.-Cu.	0	A.-Cu. forming in zenith and re-evaporating. "Condensation." Wind very local—not ruffling sea. Calm, sunny day, with 18·6 hour's sunshine.
DECEMBER, 1913.						
1	2	0	Cl.-St.	.....	...	Cl.-St. in N. Wind 30 m.p.h.
1	4	1	Cl.-St.	.....	...	Cl.-St. in N. Wind 45 m.p.h.
1	6	3	Cl.-St., W.S.W.	.....	0	"Noah's Ark" sky; trend W.S.W.-E.N.E.
1	8	3	Cl.-St., W.S.W.	.....	...	Wind falling.
1	10	3	Cl.-St.	.....	...	Cl.-St. in bars, trend W.S.W.-E.N.E. Wind 15 m.p.h.
1	11·30	...	.....	.....	...	Calm.
1	12	4	Cl.-St., W.S.W.	.....	0	Cl.-St. over whole sky. N.E. breezes.
1	14	5	Cl.-St., W.S.W.	.....	...	
1	16	6	Cl., Cl.-St., Cl.-Cu., W.S.W.	.....	...	Cloud becoming denser.
1	16·30	...	.....	.....	...	Wind rising.
1	17	10	.....	A.-St.	...	
1	18	10	.....	A.-St.	0	Dense pall of cloud 15 m.p.h. S.E. wind.
1	19	10	.....	St.-Cu.	...	Cloud trend N.W.-S.E. Heavily overcast.
1	20	10	.....	St.-Cu.	...	Cloud lighter.
1	21	10	Cl.-St.	St.-Cu.	...	
1	22	10	.....	A.-St., St.-Cu.	...	St.-Cu. low in N.
1	23	10	.....	A.-St.	...	
1	24	10	.....	Nb., A.-Cu., E.S.E.	0	Nb. to N.; S. by E. wind. Comparatively calm day, with night wind. Clear in the morning, becoming overcast at night.
2	2	10	.....	Nb.	...	Appears to be snowing to W.
2	3	10	.....	Nb.	...	Snowing to W.
2	4	10	.....	Nb.	...	Even pall of cloud. Very light snowfall, heavier to W. and N.
2	5	10	.....	Nb.	...	Snowfall ceased, but continues to N.
2	6	10	.....	Nb., Fr.-St...	0	Heavy snowfall to W. Fr.-St. to N.
2	7	10	.....	Nb., Fr.-St...	...	Heavy snowfall to W. Fr.-St. to N.
2	8	10	.....	Nb.	L	Light snowfall.
2	10	10	.....	Nb.	...	
2	12	10	Cl.-St.	Nb.	L	Break to N.E., with Cl.
2	14	10	.....	Nb.	L	Break in cloud to N.E.
2	16	10	.....	Nb.	0	Very light snowfall.
2	18	10	.....	Nb.	0	Snow falling to W.
2	20	10	.....	St.-Cu.	...	Snowfall to W. ceased.
2	22	10	.....	A.-Cu., St.-Cu.	...	
2	24	10	.....	A.-Cu., W.; St.-Cu.	0	Overcast day, with steady 50 m.p.h. wind and little snowfall.
3	2	9	.....	A.-Cu., W.; St.-Cu.	...	
3	4	9	.....	A.-Cu., Nb.	...	Nb. to W.
3	6	10	.....	A.-St., St.-Cu.	0	St.-Cu. to N. and W.
3	7	10	.....	A.-St.	...	
3	8	6	Cl.	A.-St.	...	Cl. trend N.W.-S.E. A.-St. to W. and N.
3	9	3	Cl.-St.; Cl.-Cu.	.....	...	Cl.-St. to N., Cl.-Cu. to S.
3	10	1	Cl.-St.	.....	...	Cl.-St. low in N. Sunshine.
3	12	0	.....	.....	0	Wind calming down all morning.
3	14	0	.....	.....	...	Calm: N. airs.
3	17	0	.....	.....	...	
3	18	0	.....	.....	0	Breezes from N.
3	20	0	.....	.....	...	
3	22	1	Cl., Cl.-St....	.....	...	Cloud in N.
3	24	1	Cl.-St:	.....	0	Cl.-St. in zenith and to N.; trend W.N.W.-E.S.E. Gusty wind. Calm during day, land wind at night.
4	2	3	Cl., N.W.; Cl.-St., N.W.	.....	...	Cloud radiant, W.N.W.-E.S.E.; over whole sky.
4	4	3	Cl., N.W.; Cl.-St., NW.	.....	...	Cloud radiant, W.N.W.-E.S.E., over whole sky.
4	6	2	Cl.	A.-St., W.N.W.; St.	0	Cloud bank of St. on N. horizon. Gusty.
4	7	...	.....	.....	...	A.-St. rising from N.
4	8	7	.....	A.-St., N.	...	Gusty wind.
4	10	8	.....	A.-St.	...	
4	12	10	.....	A.-St.	0	Solar halo.
4	14	10	.....	A.-St.	...	Solar halo.
4	16	10	.....	A.-St., N. ...	...	
4	18	10	.....	Nb., A.-St.	0	Nb. to N.; A.-St. to S.
4	19	8	.....	A.-Cu.	...	
4	20	4	.....	A.-Cu., W.N.W.; A.-St.	...	A.-St. on N. horizon merging into A.-Cu.
4	21	7	.....	St.-Cu., N.; A.-Cu., W.N.W.	...	St.-Cu. in N., A.-Cu. in zenith and to S.
4	22	9	Cl.-St:	St.-Cu., A.-St.	...	Cl.-St. visible in S.W. Clear to S.
4	24	8	.....	St.-Cu.; A.-Cu.	0	St.-Cu. in N. A.-Cu. over most of sky. Gale all day, with a little sunshine.
5	1	7	.....	St.-Cu., A.-Cu.	...	St.-Cu. to N. A.-Cu. in zenith. Clear to S.
5	2	6	.....	A.-Cu., St.	...	St. low in N.
5	3	8	.....	A.-Cu.	...	Clear to S.
5	4	8	.....	A.-Cu:	...	Clear to S.
5	5	7	Cl.	A.-Cu.	...	Cl. in S.
5	6	8	.....	A.-Cu.	0	Dense cloud.
5	7	10	.....	A.-St., A.-Cu.	...	
5	8	10	.....	A.-St., A.-Cu.	...	
5	10	10	.....	A.-St.	...	
5	12	10	.....	A.-St., N.N.W.	0	
5	14	10	.....	A.-St.	...	
5	16	10	.....	A.-St.	...	
5	17	9	.....	A.-Cu., N.; A.-St., N.; St.	...	St. bank on N. horizon.
5	18	10	Cl.-St.	A.-Cu.	0	Cl.-St. visible in S.W.
5	20	7	Cl.	A.-Cu., S.E.	...	Cl. in W., trend N.-S.
5	22	7	Cl.	A.-Cu., S.E.	...	Cl. in W., trend N.-S.
5	23	7	.....	A.-Cu., St.-Cu.	...	St.-Cu. in N. Dense A.-Cu.
5	24	9	.....	A.-Cu., St.-Cu.	0	A.-Cu. to S., St.-Cu. to N. Dull, driftless day, with hurricane.
6	1	10	.....	A.-St.; A.-Cu.	...	
6	2	10	.....	A.-St.; St.-Cu.	...	St.-Cu. in N.E.
6	3	10	.....	A.-St., St.-Cu.	...	St.-Cu. in N.E.
6	4	10	.....	St.-Cu., S.E., A.-St.	0	
6	5	10	.....	St.-Cu.	L	
6	6	10	.....	St.-Cu., A.-St.	L	A.-St. in N.W.
6	7	10	.....	A.-St.	...	"Whalebacks" in N.
6	8	10	.....	A.-St.....	0	Even pall of clouds

Table XVI.—METEOROLOGICAL JOURNAL.

CAPE DENISON.

Date. Day.	Date. Hour.	Cloud. Amount.	Cloud. Type and Movement. Upper.	Cloud. Type and Movement. Lower.	Drift Snow.	Remarks.
DECEMBER, 1913—(*continued*).						
6	9	10	Cl.-St.	A.-St., Nb. ..	...	Nb. in N.W. Probably snowing to W.
6	10	...	.....	A.-St.	...	
6	11	10	Cl.-St.	A.-St.	...	Cl.-St. visible in E.
6	12	10	.....	A.-St., E.; Nb., E.	0	Nb. to N. and N.W. Gusty wind.
6	14	10	.....	A.-St.	...	Nb. has cleared. Gusty wind.
6	15	10	.....	A.-St.; St.-Cu., N.N.E.	...	St.-Cu. to N. Occasional lulls in wind.
6	17·30	10	.....	St.-Cu., Nb., N.	...	Dense cloud. Few flakes of snow falling.
6	18	10	.....	Nb.	L	Light snowfall.
6	19	10	.....	Nb.	L	Snowfall increasing.
6	20	10	.....	Nb.	0	Snowfall ceased.
7	21	10	.....	Nb.	0	Snow falling to N.
6	22	10	.....	Nb.	0	Cloud lighter.
6	24	10	.....	Nb.	0	Hurricane all day; overcast, little snow.
7	1	10	.....	Nb.	0	Clear on N.E. horizon.
7	2	10	.....	Nb., St.-Cu.	...	St.-Cu. in E.N.E.
7	3	10	.....	St., St.-Cu., Nb.	S	Nb. to W.
7	4	10	.....	Nb., St., St.-Cu.	0	Nb. to N.W. Clear to E.; Snow falling to W.
7	5	10	.....	St.-Cu., Nb.	...	Nb. to N.W.
7	6	10	.....	St.-Cu.	0	
7	7	10	.....	St.-Cu.	0	
7	8	10	.....	St.-Cu., Nb.	...	Cloud denser.
7	9	10	.....	Nb.	...	Snowing to N.
7	9·20	...	.....	.....	L	Very light snowfall.
7	11	...	.....	.....	0	Snow ceased. Falling to N. and W.
7	12	10	.....	Nb.	L	Drift in gusts.
7	14	10	.....	Nb.	L	Even pall of cloud.
7	16	10	.....	Nb.	L	
7	18	10	.....	Nb.	L	Very light snowfall. Large crystals.
7	19	10	.....	Nb.	L	Snow and drift increasing.
7	20	10	.....	Nb.	M	
7	22	10	.....	Nb.	L	Even pall of cloud.
7	23	10	.....	Nb.	L	
7	24	10	.....	Nb.	M	Overcast day, with hurricane. Snow in afternoon, and light blizzard at night.
8	1	10	.....	Nb.	L	
8	2	10	.....	Nb.	L	
8	3	10	.....	Nb.	S	Cloud lighter.
8	4	10	.....	St.-Cu., A.-Cu.	0	St.-Cu. to N. and S. A.-Cu. in zenith.
8	5	10	.....	St.-Cu., A.-Cu.	0	
8	6	10	.....	St.-Cu., A.-Cu.	0	Clear to N.E.
8	7	10	.....	St.-Cu., E.S.E.	0	
8	8	10	.....	St.-Cu., E.S.E.	0	
8	9	10	.....	St.-Cu.	...	
8	10	9	.....	A.-Cu.	...	
8	11	6	Cl.-St.	A.-Cu., S.E.	...	
8	12	5	Cl.-St.	A.-Cu., S.E.; St.-Cu.	0	Cl.-St. in E. and S.E. St.-Cu. to N. and N.W.
8	14	5	Cl., Cl.-St. ..	A.-St., S.E.	...	Solar halo. Cl. trend N.N.W.-S.S.E., A.-St. in zenith; moving rapidly from S.E.
8	15	10	.....	A.-St.	...	
8	16	10	.....	A.-St.	...	Sun gleaming.
8	18	10	.....	A.-St.	0	Sun gleaming.
8	20	10	.....	St., Fr.-St.	...	Scud low in N.
8	21	10	.....	St.	...	
8	22	10	.....	St., Fr.-St.	...	Stratus, trend E.-W.
8	23	10	.....	St., St.-Cu.	...	Haze of St. St.-Cu. on N. horizon.
8	24	8	.....	St.-Cu., E.,	0	Overcast day, with hurricane, but no drift.
9	1	10	.....	St., St.-Cu. ..	0	
9	2	10	.....	St., Nb. ...	0	Nb. in N.W.
9	3	10	.....	St.	...	Wind increasing.
9	5	10	.....	St.	0	
9	6	10	.....	Nb.	D	Dense drift and snowfall.
9	7	10	.....	.....	D	Sky obscured.
DECEMBER, 1913—(*continued*).						
9	8	10	.....	.....	D	Sky obscured.
9	9	...	.....	.....	M	
9	10	10	.....	Nb.	L	
9	11	...	.....	.....	M	Variable drift.
9	12	10	.....	Nb.	M	Probably snowing.
9	13	10	.....	Nb.	...	Clearing. Snowing to N.
9	14	10	.....	St.-Cu., S.E.	0	Cloud trend E.-W. Motion from S.E.
9	16	10	.....	St.-Cu.	...	
9	17	10	.....	St.-Cu., Nb.	...	Gusty. Snow falling to N.
9	18	10	.....	St., Nb. ...	...	Dense Nb. in N. Snowing to W. and N.
9	18·15	10	.....	Nb.	L	Snowfall commenced.
9	20	10	.....	Nb.	M	Snow falling.
9	21·30	...	.....	.....	...	Snow ceased.
9	22	10	.....	St.-Cu.	L	
9	24	10	.....	St.-Cu., Nb.	0	Nb. to W. Overcast day; blizzard in morning, lighter in afternoon.
10	2	10	.....	St.	0	
10	4	10	.....	St., Nb. ...	0	Nb. to N.W. Snowfall to W.
10	5	10	.....	St., St.-Cu., Nb.	...	Nb. to N.W. Snow ceased in W.
10	6	10	.....	St.-Cu., E.; Nb.	0	Nb. on N. horizon.
10	7	10	.....	St.-Cu.	...	Nb. has cleared.
10	8	10	.....	St.-Cu.	0	
10	9	10	.....	St.-Cu.	0	
10	10	10	.....	St.-Cu., Nb.	...	Nb. in N.
10	11	10	Cl.-St.	St.-Cu., Nb.	...	Nb. in N.W. Snowing to W. Cl.-St. seen to S.E.
10	12	10	.....	St.-Cu., E.; A.-Cu., E.	0	Nb. clearing in W., where snowfall has ceased.
10	14	10	.....	St.-Cu.	...	Dense cloud N. to N.W.
10	16	10	.....	St.-Cu.	...	
10	18	10	.....	St.-Cu.	0	
10	20	10	.....	St.-Cu., Nb., E.	...	Nb. round N. horizon.
10	22	10	.....	St.-Cu.	...	
10	24	10	.....	St.-Cu.	0	Cloud dense to W. Dull day, with 50 m.p.h. wind, and no drift.
11	2	10	.....	Nb.	...	Little snow falling.
11	4	10	.....	Nb.	...	No snow.
11	5	10	.....	Nb.	...	
11	6	10	.....	Nb.	0	Snowing to W.
11	8	10	.....	Nb.	...	Snowing to W.
11	10	10	.....	Nb.	...	
11	12	10	.....	Nb., St. ...	0	Bank St.-Cu. on N. horizon.
11	14	10	.....	St., Nb. ...	...	
11	16	10	.....	St., Nb. ...	...	
11	18	10	.....	St.-Cu.	0	Cloud dense to N.
11	20	10	.....	St.-Cu.	...	
11	22	10	.....	St., Nb.; St.-Cu.	...	Nb. to W. St.-Cu. in N.E.
11	24	10	.....	St.-Cu., Nb.	0	Nb. to W. Overcast day, with wind 40-50 m.p.h., and no drift.
12	2	10	.....	St.-Cu. ...	...	
12	3	10	.....	St.-Cu.	...	Dense cloud to N.
12	4	10	.....	St.-Cu.	...	
12	5	10	.....	A-St., St.-Cu.	...	St.-Cu. low in N.
12	6	10	.....	St.-Cu., S.E.; A.-St., Nb.	0	Nb. low in N.
12	8	10	.....	St.-Cu., St., Nb.		
12	9	10	.....	St.-Cu., St., Nb.	...	Cloud lighter.
12	10	10	.....	St.-Cu., A.-St., Nb.	...	Nb. clearing in N. A.-St. shows trend N.W.-S.E.
12	11	10	.....	A.-St., St.-Cu.		
12	12	5	.....	A.-St., St.-Cu.	0	Gusty wind.
12	14	3	.....	A.-Cu., A.-St., St.-Cu.	...	A.-Cu. to S., A.-St. in zenith, and to N St.-Cu. in N.E. Occasional lulls.
12	15	2	.....	A.-Cu., A.-St., St.-Cu.	...	Wind falling.

Table XVI.—METEOROLOGICAL JOURNAL. Table XVI.

CAPE DENISON.

Date. Day.	Hour.	Cloud. Amount.	Type and Movement. Upper.	Lower.	Drift Snow.	Remarks.
DECEMBER, 1913—(*continued*).						
12	16	0	Cl.-St.	St.	...	Bank St. in N.E. Gusty wind.
12	18	0	.....	A.-Cu., St.	0	Gusty.
12	20	0	Cl.-St.	.....	...	Calm. Occasional W. airs.
12	22	...	Cl.-St.	.....	...	Cl.-St. in N.E. Calm. N.W. airs.
12	13·15	...	.....	.....	...	S.S.E. wind rose.
12	24	0	Cl.-St.	.....	0	Cl.-St. in S.E. Wind 25 m.p.h. Cloudy, with gale in the morning, clear and calm in afternoon.
13	1	0	Cl.-St.	.....	...	Cl.-St. on S.E. horizon, smoke from approaching S.Y. "Aurora" on N.E. horizon.
13	2	0	Cl.-St.	A.-Cu.	...	Occasional breezes, S. to S.W.
13	6	0	Cl.-St.	.....	0	
13	9	0	.....	.....	...	Strong gusts of wind.
13	10	0	.....	.....	...	
13	11	0	.....	.....	...	
13	12	0	.....	.....	0	Wind 20 m.p.h.
13	14	0	.....	.....	...	Wind falling again.
13	14·50	...	.....	.....	...	Breezes from N. and N.N.E.
13	16	0	.....	.....	...	Northerly airs.
13	17	0	.....	.....	...	
13	18	0	.....	.....	0	Light N.W. airs.
13	20	0	.....	.....	...	Calm and clear.
13	22·30	0	.....	.....	...	Light S. wind commenced.
13	24	0	.....	.....	0	30 m.p.h. land wind. Calm, clear day; 18 hours of sunshine.
DECEMBER, 1913—(*continued*).						
14	1	0	.....	.....	...	
14	2	0	.....	.....	...	
14	4	0	.....	.....	...	
14	6	0	.....	St.	0	St. on N. horizon. Wind 40 m.p.h.
14	9	1	.....	Cu., St.-Cu.	...	Cu. in N.W., St.-Cu. to N.E.
14	10	1	.....	Fr.-Cu., St.-Cu.	...	Fr.-Cu. in N., St.-Cu. on N. horizon.
14	12	1	.....	Fr.-Cu., Cu., St.	0	Cloud round N. horizon. Wind 30 m.p.h.
14	13	1	.....	St., Cu.	...	St. on N. horizon, Cu extending in N.N.W. Wind falling.
14	14	2	.....	St., A.-Cu. ..	...	Cloud in N. sky.
14	15	6	.....	A.-Cu., S.E.	...	Calm.
14	17	5	.....	A.-Cu.	...	Dense cloud. Calm, N.E. airs.
14	18	5	.....	A.-Cu.	0	Calm, variable airs.
14	19	...	.....	.....	...	20 m.p.h. wind from S. sprung up.
14	22	1	.....	St.	...	Bank St. on N. horizon, as all day.
14	24	0	.....	.....	0	Comparatively calm, clear day.
15	2	0	.....	St.	...	St. low in N.E.
15	4	0	.....	.....	...	Wind 45 m.p.h.
15	6	0	.....	.....	0	Wind 50 m.p.h.
15	9	0	.....	.....	...	
15	12	0	.....	St.	...	St. on N.E. horizon. Wind gusty and moderating.

PART III.

PLATES.

‡ 9348—2 N

DESCRIPTION OF PLATES.

Plate I.

View looking north over Cape Denison in the middle distance, to the Mackellar Islets, on a calm day. The Hut is concealed by the ice-slopes in the foreground. (*Photo by Hurley.*)

Plate II.

General view of Winter Quarters, Cape Denison, looking South from the frozen Boat Harbour, up the ice slopes rising to the Plateau. The thermometer screen is seen to the left of the wireles mast, and the drift-gauge to the right, in the clear space in the centre of the picture. (*Photo by Mawson.*)

Plate III.

Fig. 1.—View looking West across Cape Denison to the West side of Commonwealth Bay. The moraine and foot of the ice slopes rising to the inland ice-sheet, are seen in the foreground. The anemograph screen and the anemometer are visible on rocky points on the right. The Hut, below and beyond the anemometer, is concealed between the north-and-south ridges of rock. (*Photo by Hurley.*)

Fig. 2.—Looking east along the coast, Cape Denison, on one of the rare calm days. The views of the sides of Commonwealth Bay give a good representation of the rise of the ice sheet inland from the coast. (*Photo by Hurley.*)

Plate IV.

Fig. 1.—Winter Quarters, Cape Denison, from the south. The thermometer screen is on the right. (*Photo by Mertz.*)

Fig. 2.—The East side of the Hut, looking south, showing the thermometer screen, and the anemograph on its hill to the left. The anemometer is hidden by the anemograph hill. (*Photo by McLean.*)

Plate V.

Winter Quarters, Cape Denison, from the northerly end of the ridge of rock to the west. The anemograph and anemometer may be seen on the rocky points on the ridge on the east side, over the top of the hut. The thermograph screen is just to the left of the Hut. The drift gauge was placed on the ice to the right of the Hut. The shore end of the Boat Harbour is just out of the picture to the left, and the ice slopes rise to the right. This picture gives the best general view of the station. (*Photo by Hurley.*)

PLATE VI.

Fig. 1.—The anemometer and anemograph on the ridge to the east of the Hut. The anemograph is in a screen on the hilltop near the centre of the picture, with the anemometer in its box on the next point to the right. The Hut is seen over a spur to the left. (*Photo By Hurley.*)

Fig. 2.—The Hut from the Anemograph Hill; Plate V is a view taken in the exactly opposite direction. (*Photo by Hurley.*)

Fig. 3.—The thermometer screen and the nephoscope, on the east side of the Hut. The wind vane on the screen was used for visual observations, and the piece of timber was attached for suspending blocks of snow for ablation tests. (*Photo by Correll.*)

PLATE VII.

Fig. 1.—The thermometer screen. Note the piano-wire guys. (*Photo by Hunter.*)

Fig. 2.—Madigan attending to the anemometer on a calm day. The instrument was housed in an additional snow-proof box, held down by wire guys and pieces of rock. (*Photo by Hurley.*)

Fig. 3.—The anemograph screen and snow gauge on a calm day. The anemometer was on a rocky point just behind the photographer. (*Photo by Hurley.*)

Fig. 4.—Madigan about to change charts on the anemograph in the usual hurricane. (*Photo by Hurley.*)

PLATE VIII.

Fig. 1.—Madigan hauling the puff-anemometer up its mast during a hurricane. The aluminium ball at the end of its string may be seen to the left. The box housed the clockwork, pointer, and chart. (*Photo by Hurley.*)

Fig. 2.—Visiting the thermograph at Aladdin's Cave, 5½ miles south of the Hut. It was housed in a petrol tin raised from the surface by stakes. Note the remnants of the flag. (*Photo by McLean.*)

Fig. 3.—The drift gauge. The drift entered the box at the nozzle, pointing south, and the air escaped through the baffles at the rear. (*Photo by Mawson.*)

Fig. 4.—At the entrance to Aladdin's Cave. The thermograph is seen on the left. Surface drift is blowing. (*Photo by Mawson.*)

PLATE IX.

Fig. 1.—C. T. Madigan, Chief Meteorologist at Cape Denison, taken on the return of the sledging party of which he was leader. (*Photo by Hurley.*)

Fig. 2.—A. J. Hodgeman, Assistant Meteorologist. (*Photo by Hurley.*)

PLATE X.

Fig. 1.—Madigan with an ice mask, after a tour of the meteorological instruments. The mask is a mixture of drift snow and frozen moisture from the breath, and forms a good protection from the wind for the face. (*Photo by Hurley.*)

Fig. 2.—A return from outside duties, Madigan (standing), Whetter and Ninnis. (*Photo by Hurley.*)

Fig. 3.—A good ice mask. (*Photo by Hurley.*)

Fig. 4.—The Meteorologists (Madigan and Hodgeman) at work in the Hut. (*Photo by McLean.*)

PLATE XI.

Fig. 1.—Walking against a high wind, on one of the rarer days of hurricane without drift snow. (*Photo by Hurley.*)

Fig. 2.—Leaning on the wind. In a 90 mile an hour wind, if the body were straightened the ground in front could be touched with the arm extended. (*Photo by Hurley.*)

PLATE XII.

The coast in Commonwealth Bay, taken from the "Aurora" at anchor, in summer. This represents average weather, a gale off the land, with moderate drift. (*Photo by Mawson.*)

PLATE XIII.

A view along the shore, Cape Denison, in a hurricane. (*Photo by McLean.*)

PLATE XIV.

Fig. 1.—Horizontal spray in a hurricane off-shore at Cape Denison. (*Photo by Hurley.*)

Fig. 2.—"Sea smoke," vapour condensing over the sea and blowing away, on a comparatively calm day at Cape Denison. (*Photo by Hurley.*)

PLATE XV.

A cirrus radiant from the north. (*Photo by McLean.*)

PLATE XVI.

Surface drift streaming down the slopes at Cape Denison. The thermometer screen is seen near the Hut, and the anemograph, snow gauge and anemometer on the rocky points on the right hand side of the picture. (*Photo by Hurley.*)

PLATE XVII.

Fig. 1.—Getting ice for cooking purposes in a blizzard. The man on hands and knees is endeavouring to catch the fragments of ice as they are hurled away from the pick by the wind. (*Photo by Hurley.*)

Fig. 2.—Winter Quarters in a moderate drift. (*Photo by Hurley.*)

PLATE XVIII

Fig. 1.—A flag erected on the ice slope, two miles south of Winter Quarters. Mawson and Bage standing by. (*Photo by Mertz.*)

Fig. 2.—The same flag six months later, with Madigan and Mertz. Only one wire stay remains, and an inch of the flag material. (*Photo by Mawson.*)

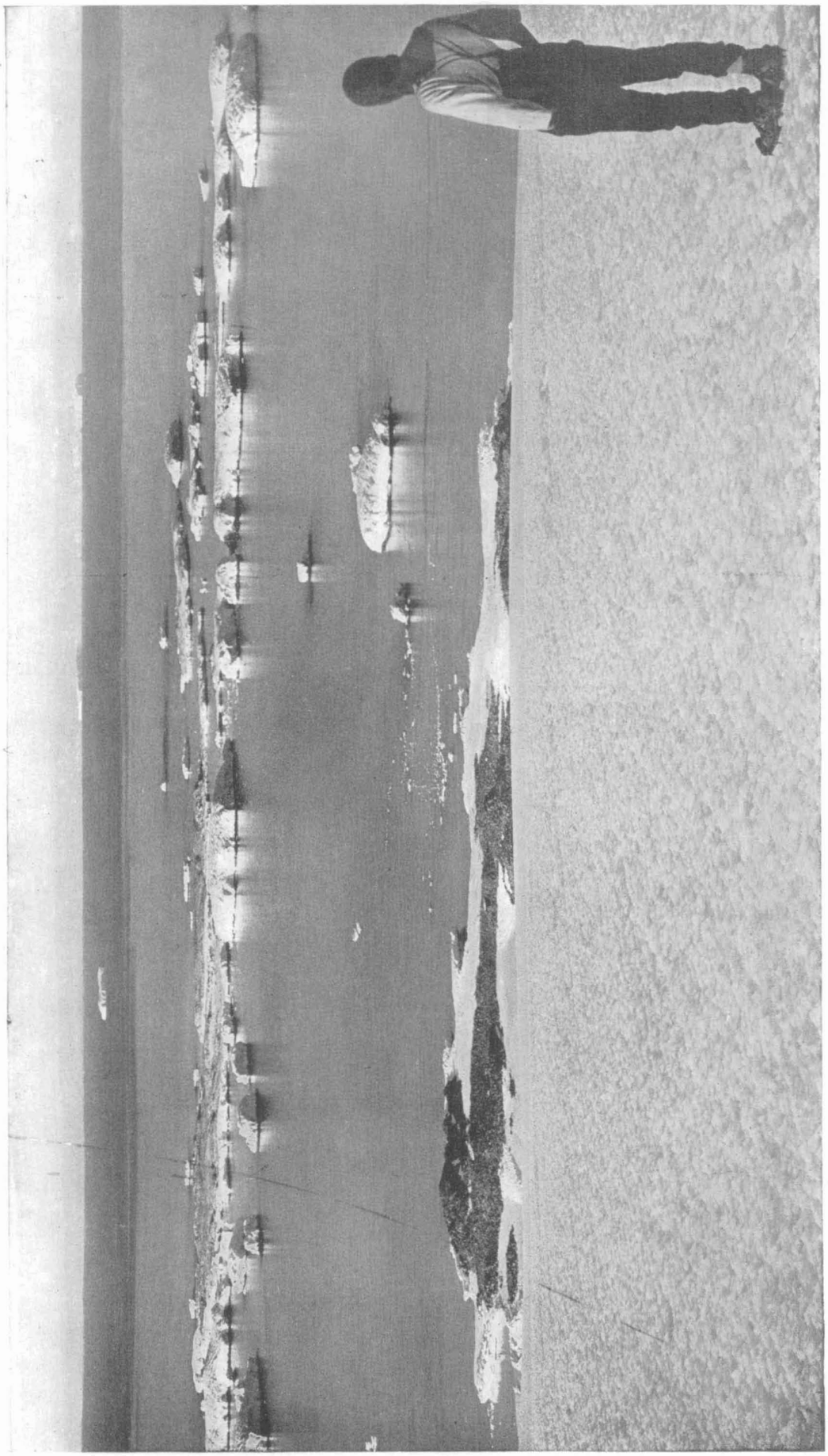
PLATE XIX.

Fig. 1.—Madigan building a depot cairn on Mt. Murchison, fifty miles South East of Winter Quarters, Cape Denison, on the Eastern Coastal Sledge Journey, December 1912. The top of the flag was about ten feet above the old surface. (*Photo by McLean.*)

Fig. 2. The same scene as Fig. 1, a year later. Nine feet of consolidated snow had accumulated on the bald top of this eminence in a year. The depot was first picked up on the return of the sledge party seven weeks after the cairn was built, when the flag was only four feet out of the "ground," and six feet of snow had fallen. (*Photo by Mawson.*)

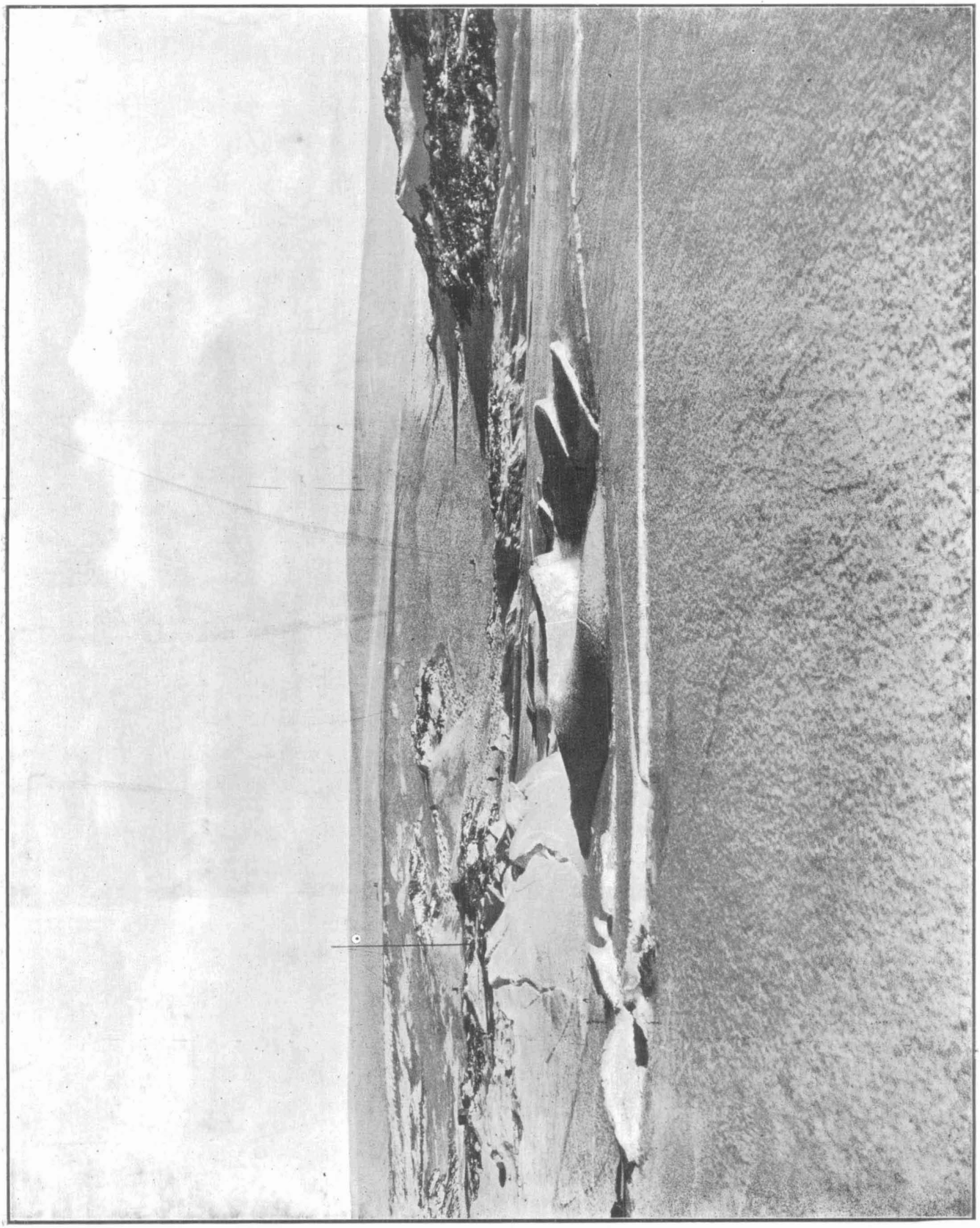
PLATE XX.

On the plateau in a light drift. A little more snow, and it becomes impossible for two men to keep in touch unless roped together. (*Photo by McLean.*)



View looking North over Cape Denison.

‡ 9348—2 P



View of Winter Quarters, Cape Denison, looking South up the Ice Slopes rising to the Plateau.



Fig. 1.—Westerly View across Cape Denison.



Fig. 2.—Easterly View along the Coast, Cape Denison.

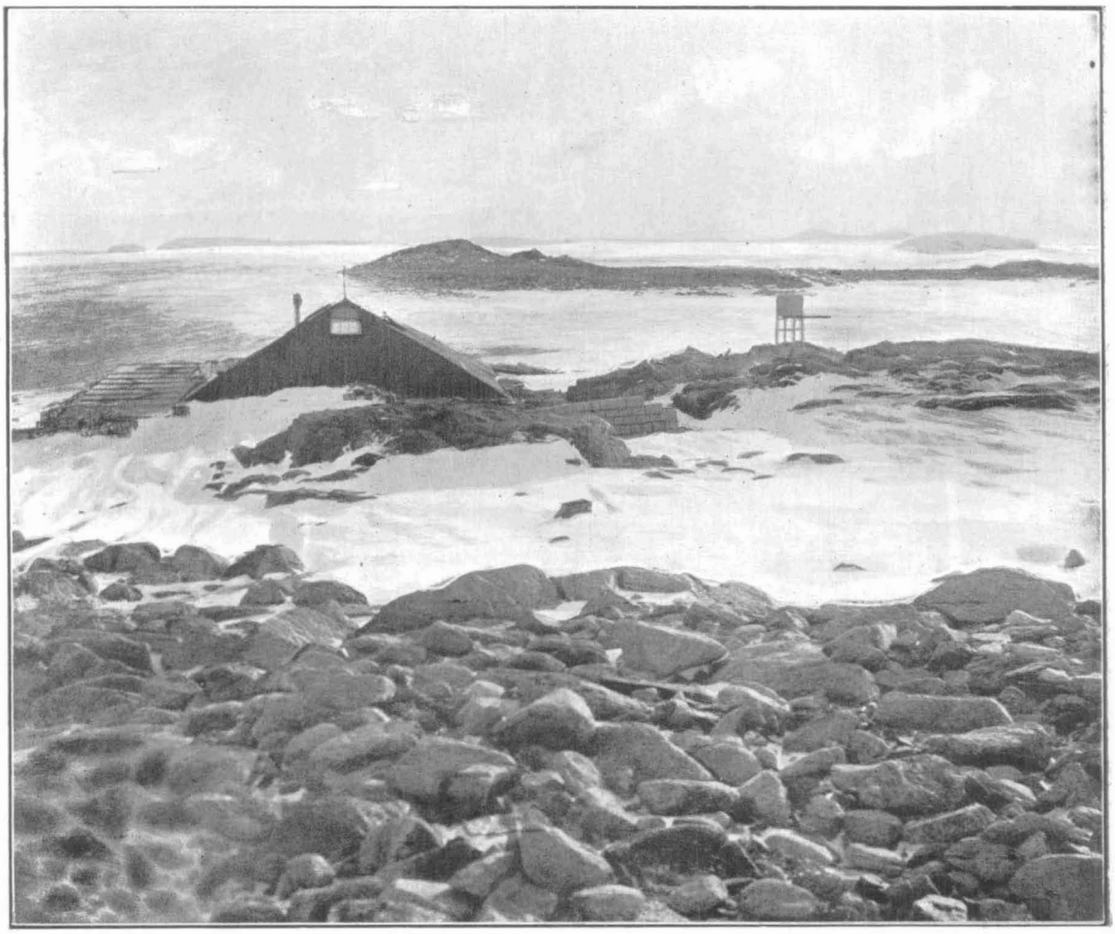


Fig. 1.—Winter Quarters, Cape Denison, from the South.

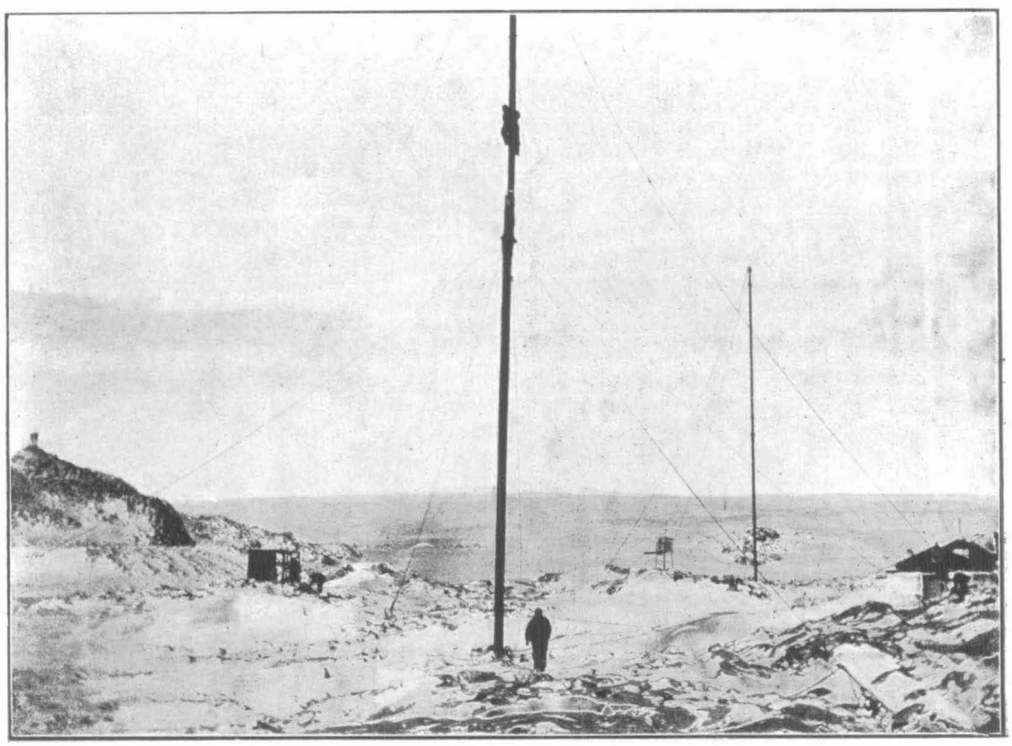
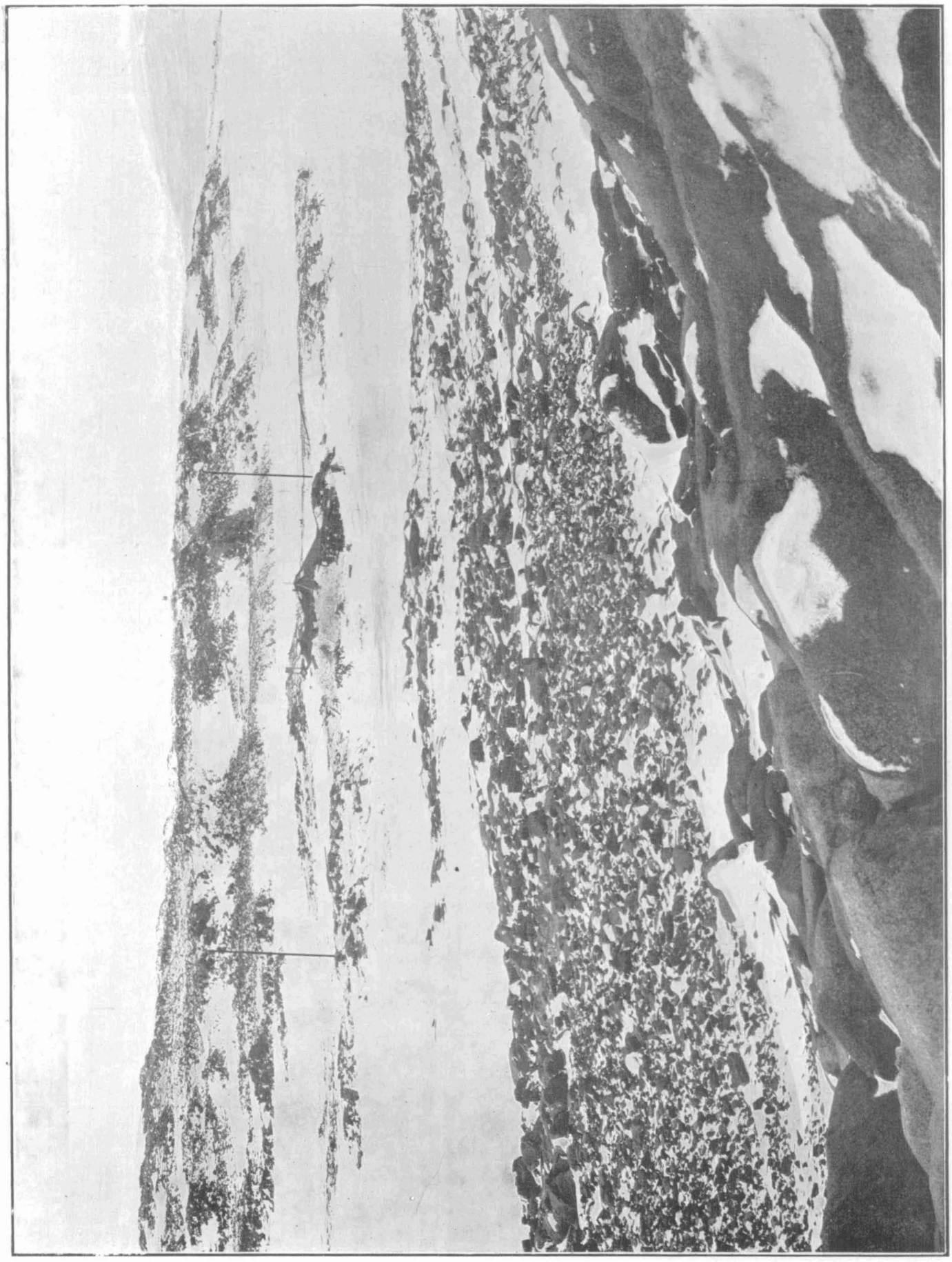


Fig. 2.—The East Side of the Hut—Southerly Aspect.



Winter Quarters, Cape Denison, from the North-west.

‡ 9348—2 Q



Fig. 1.—The Anemometer Hill.

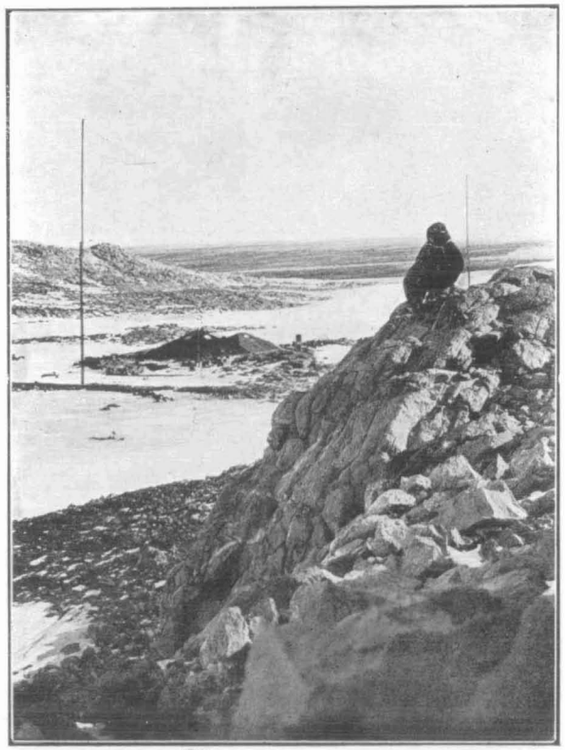


Fig. 2.—The Hut, from the Anemograph Hill.

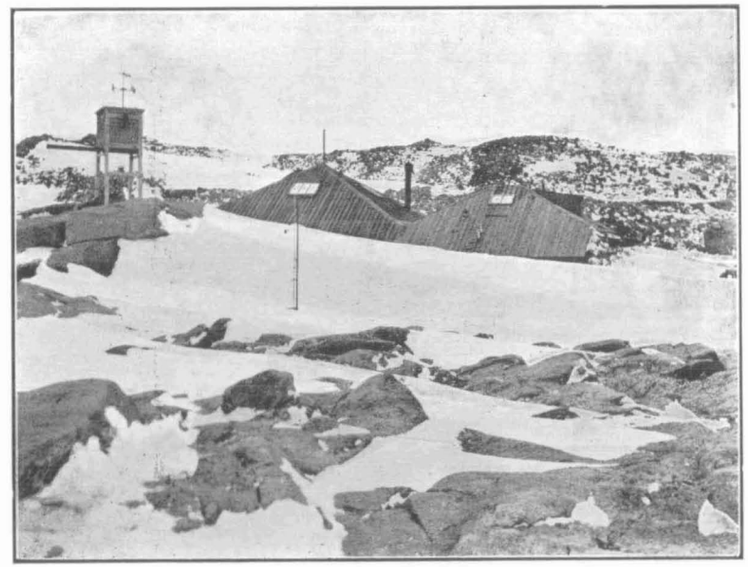


Fig. 3.—The Thermometer Screen and the Nethoscope.

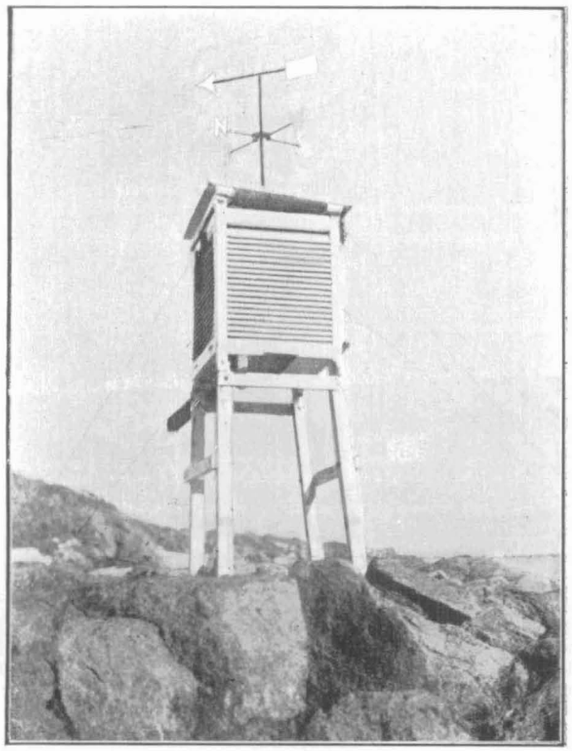


Fig. 1.—The Thermometer Screen.

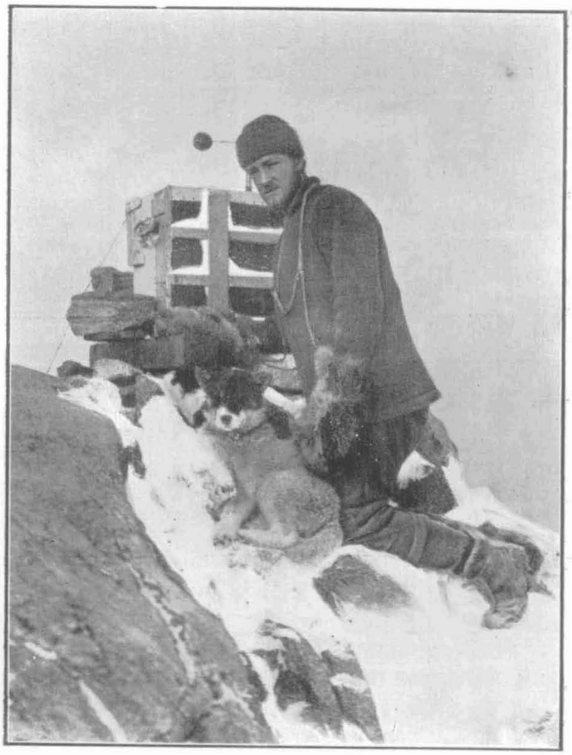


Fig. 2.—Madigan at the Anemometer.

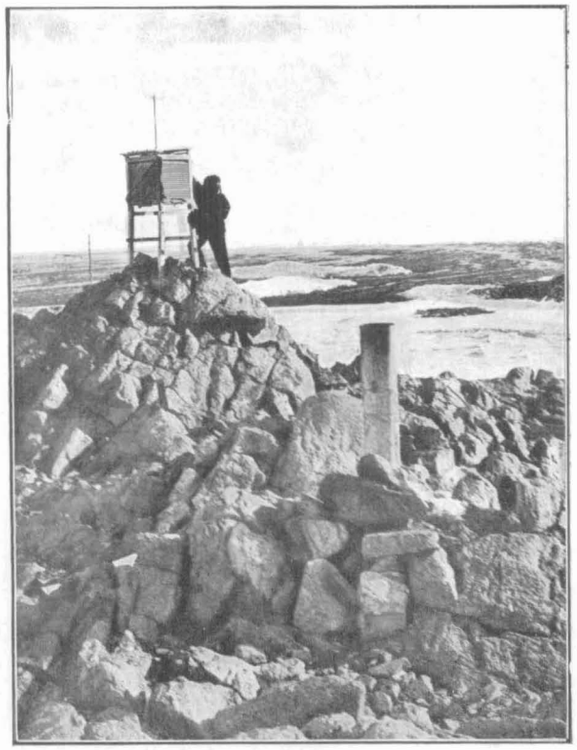


Fig. 3.—The Anemograph Screen and Snow Gauge on a calm day.

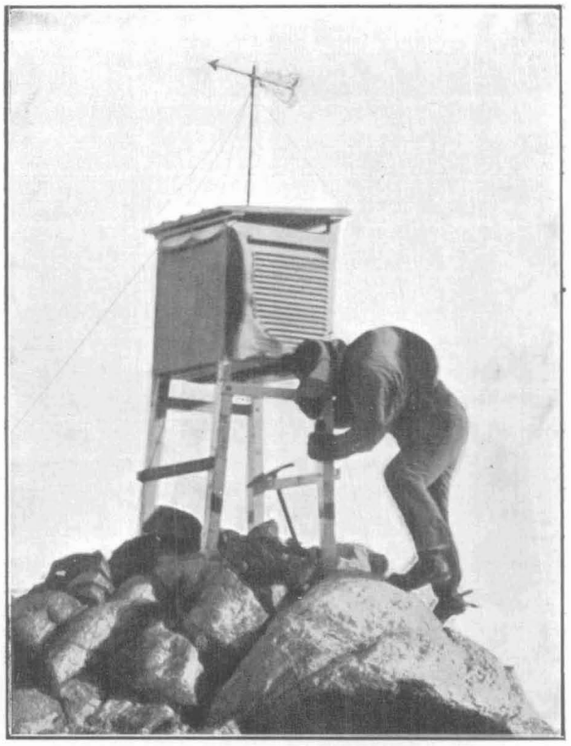


Fig. 4.—Madigan approaching the Anemograph in the usual hurricane.

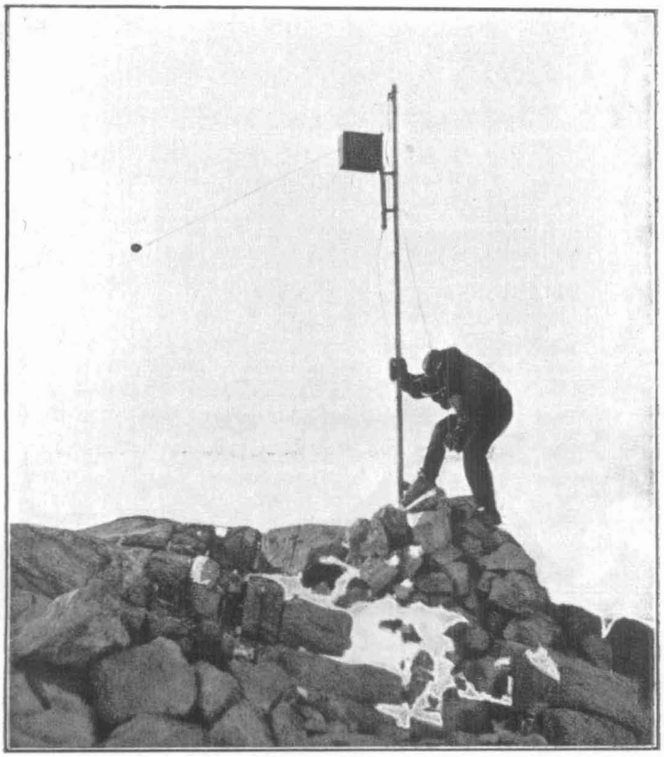


Fig 1.—Hauling the Puff Anemometer up its Mast.

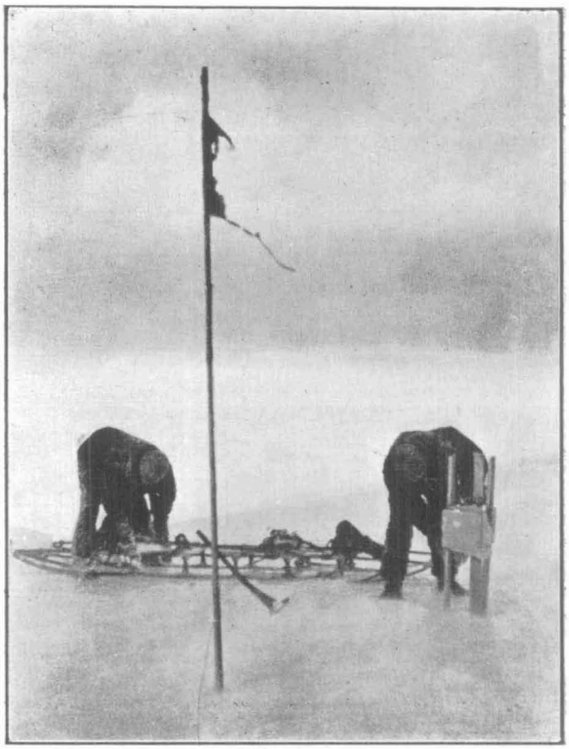


Fig 2.—The Thermograph at Aladdin's Cave.

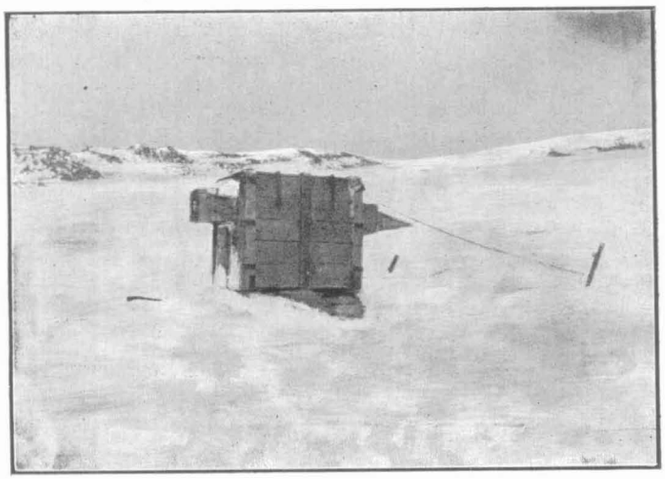


Fig. 3.—The Drift Gauge.

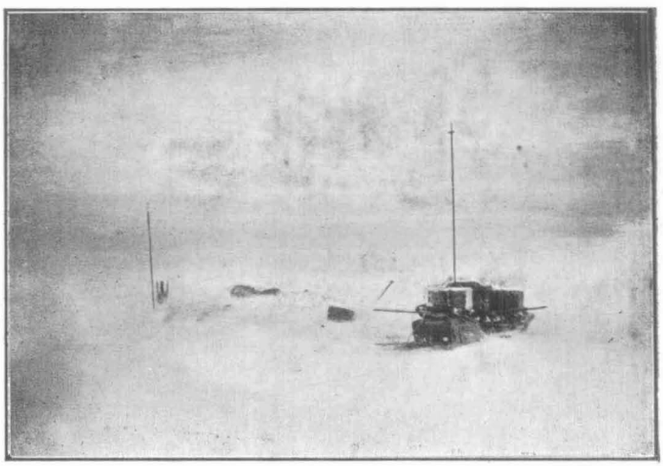


Fig. 4.—At the Entrance to Aladdin's Cave.

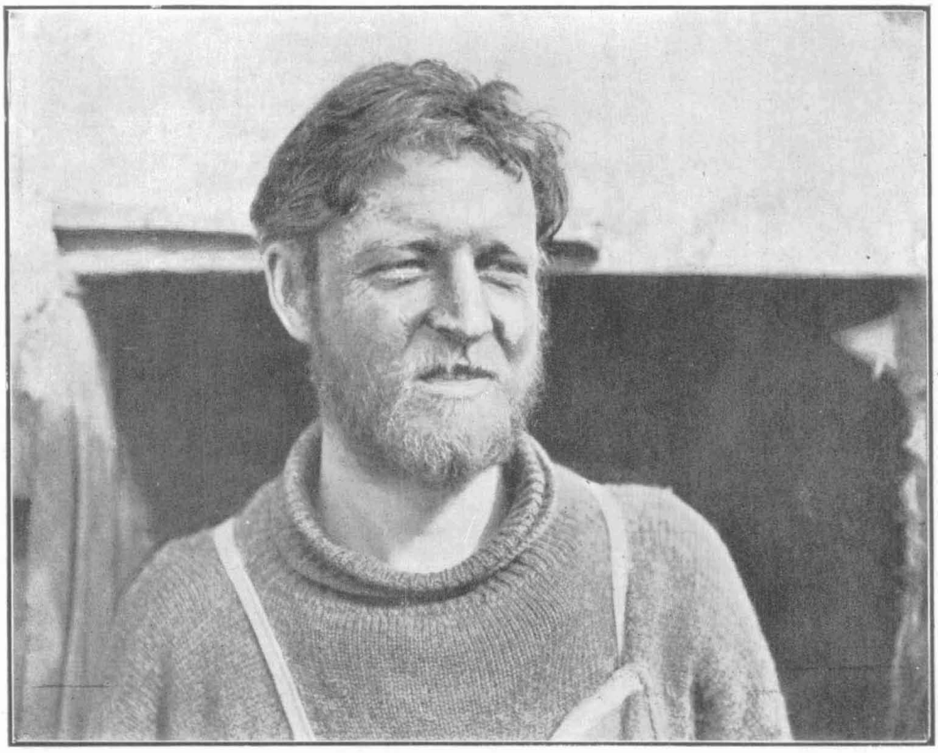


Fig 1.—C. T. Madigan, Chief Meteorologist, Cape Denison.

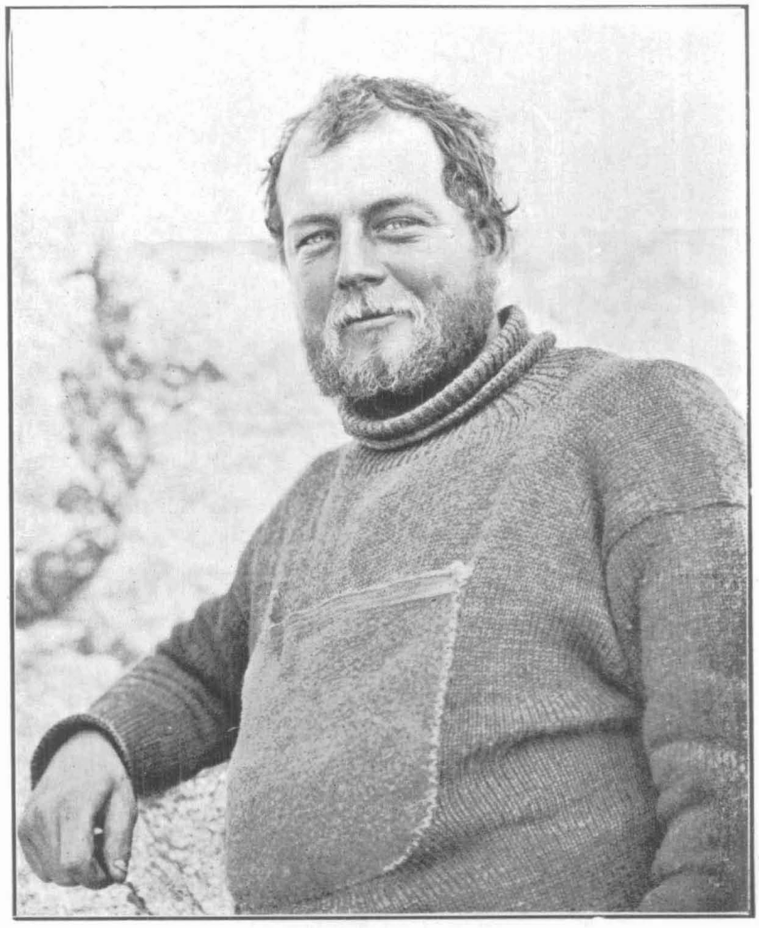


Fig 2.—A. J. Hodgeman, Assistant Meteorologist.

‡ 9348—2 R



Fig. 1.—Madigan with an Ice Mask.

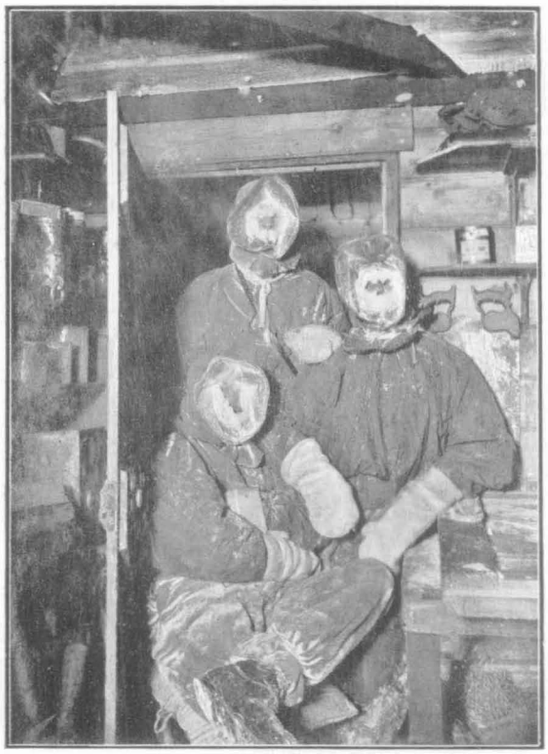


Fig. 2.—Return from outside duties—(Left to Right): Whetter, Madigan, and Ninnis.



Fig. 3.—A Good Ice Mask.

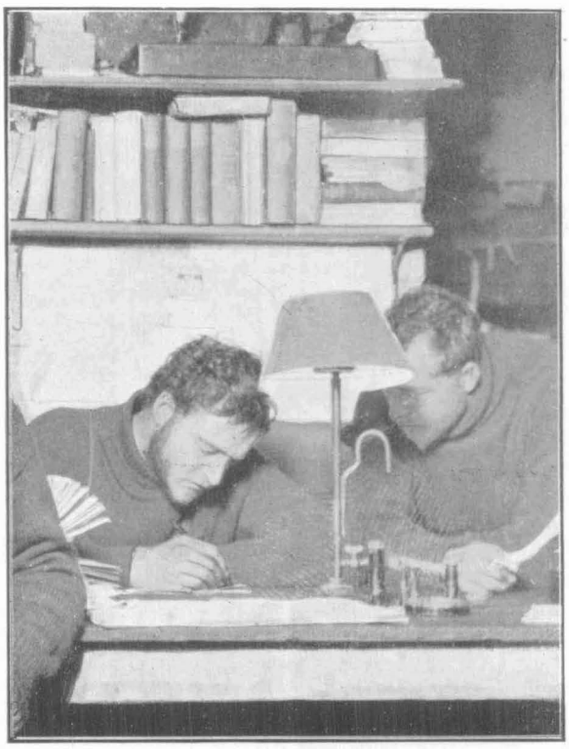


Fig. 4.—The Meteorologists (Madigan and Hodgeman) at work in the hut.



Fig. 1.—Walking against a High Wind.

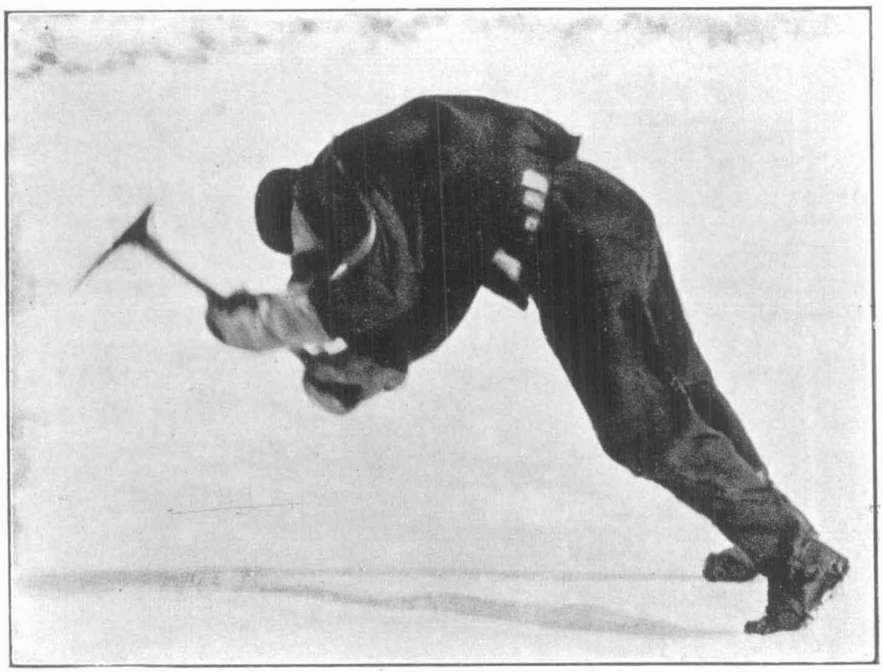
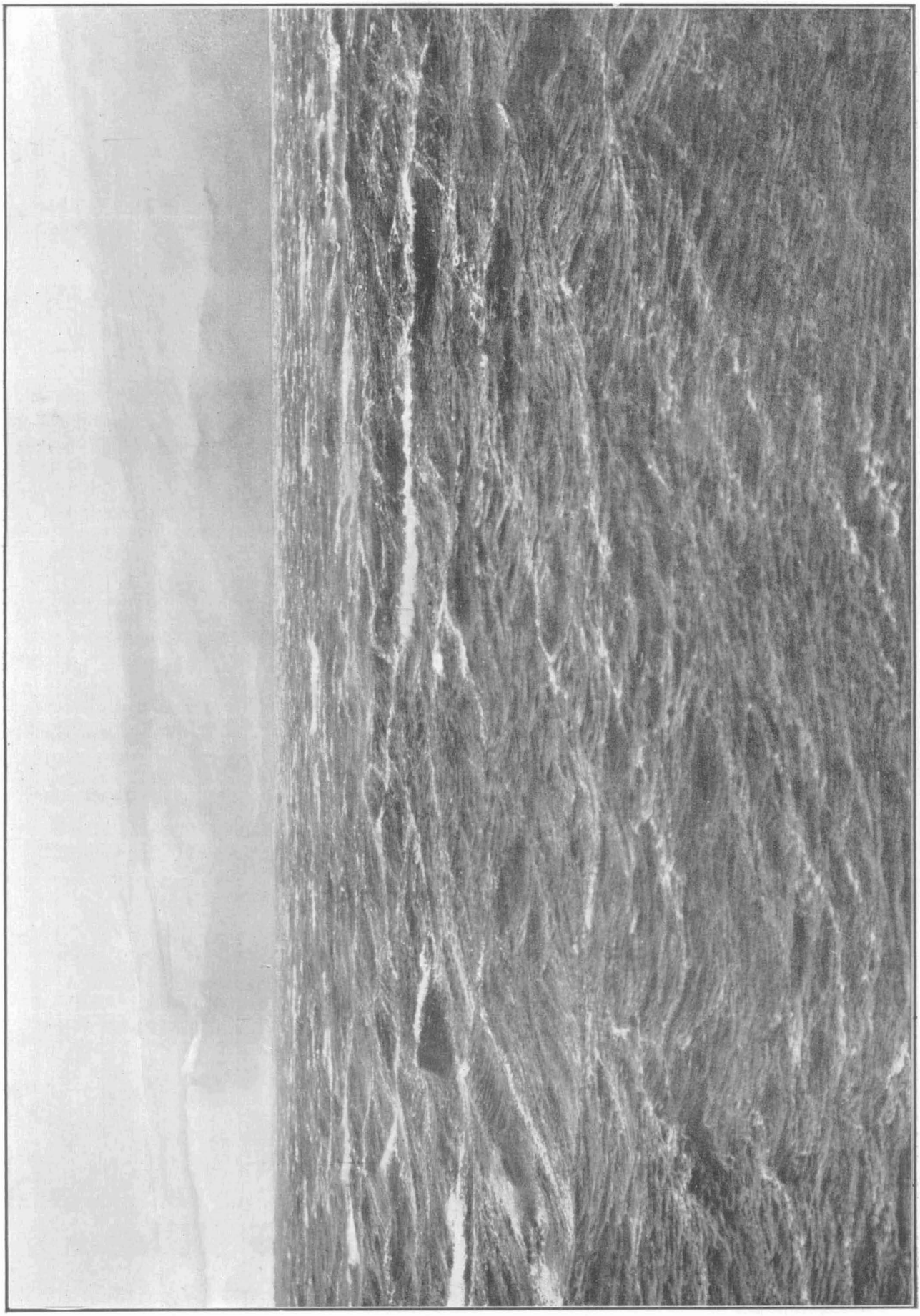
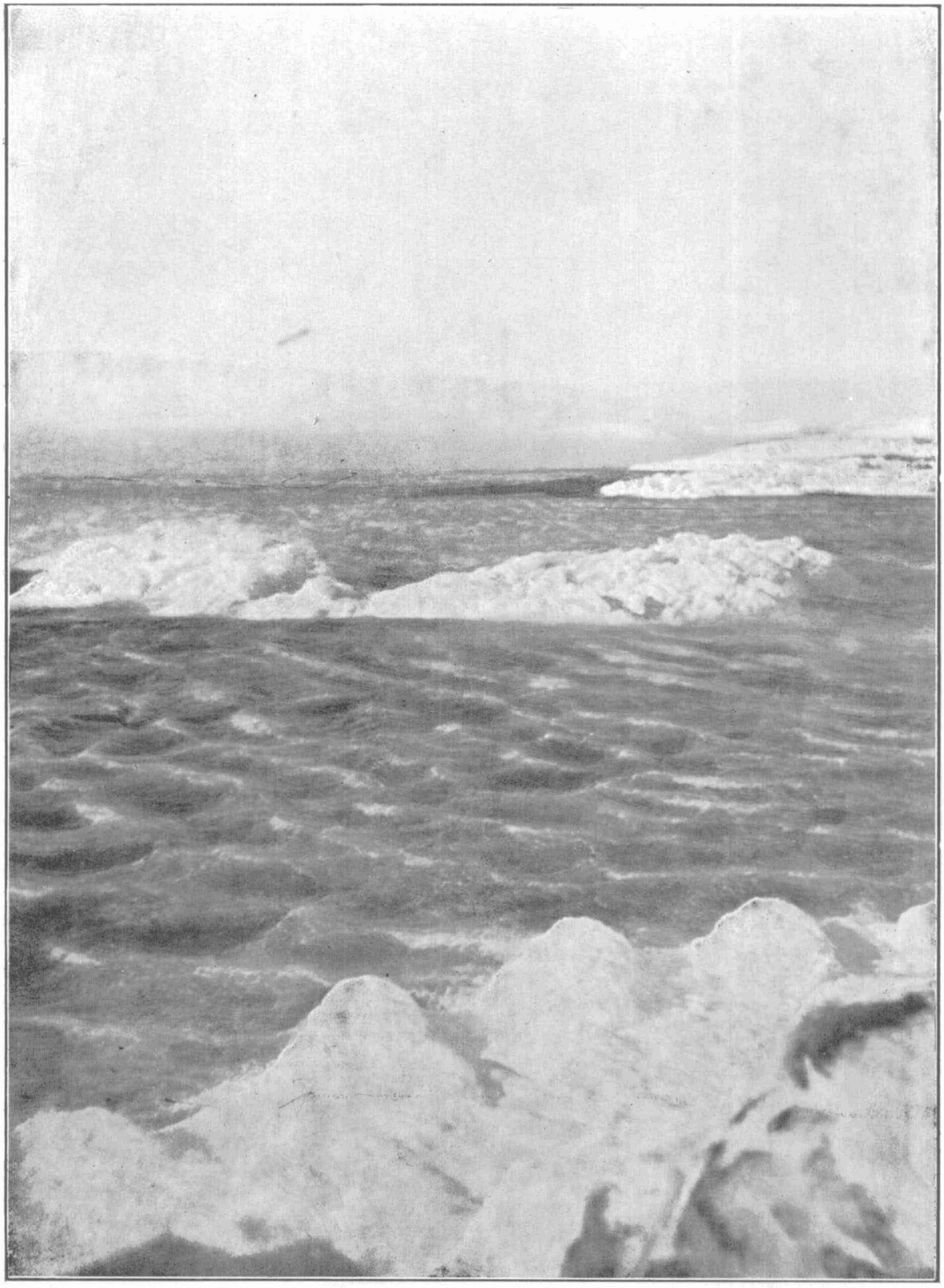


Fig. 2.—Leaning on the Wind.



The Coast, Commonwealth Bay, in average weather



Where the Hurricane meets the Sea. The Shore, Cape Denison.

‡ 9348—2 S

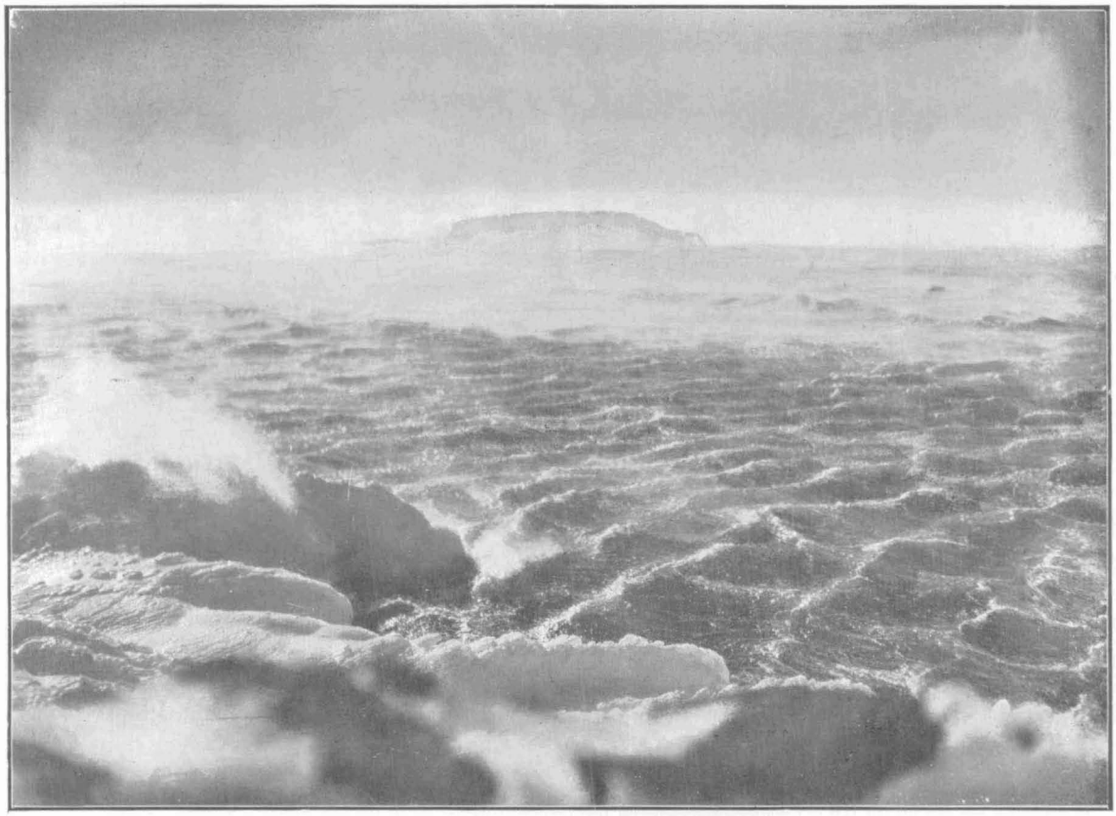
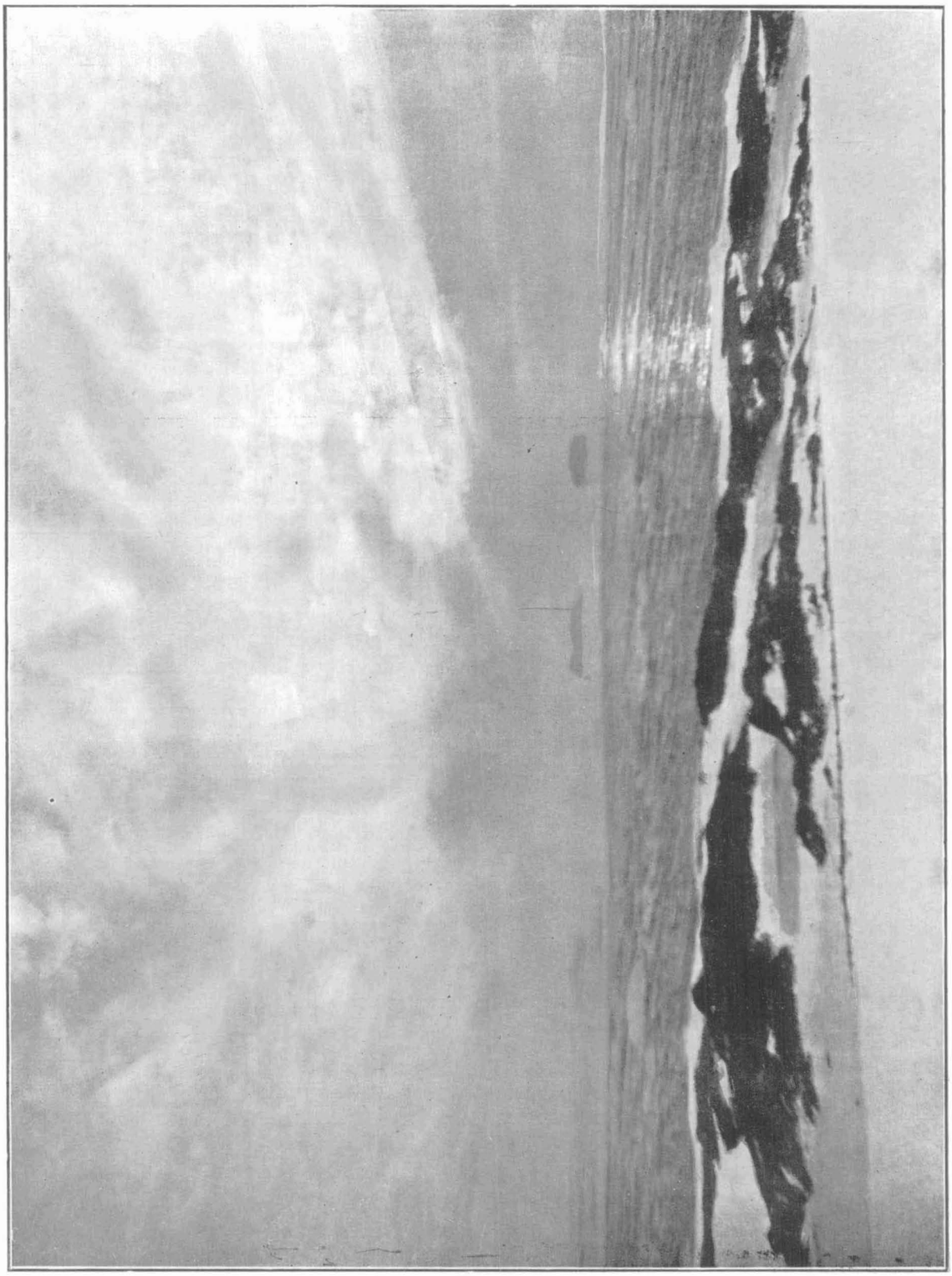


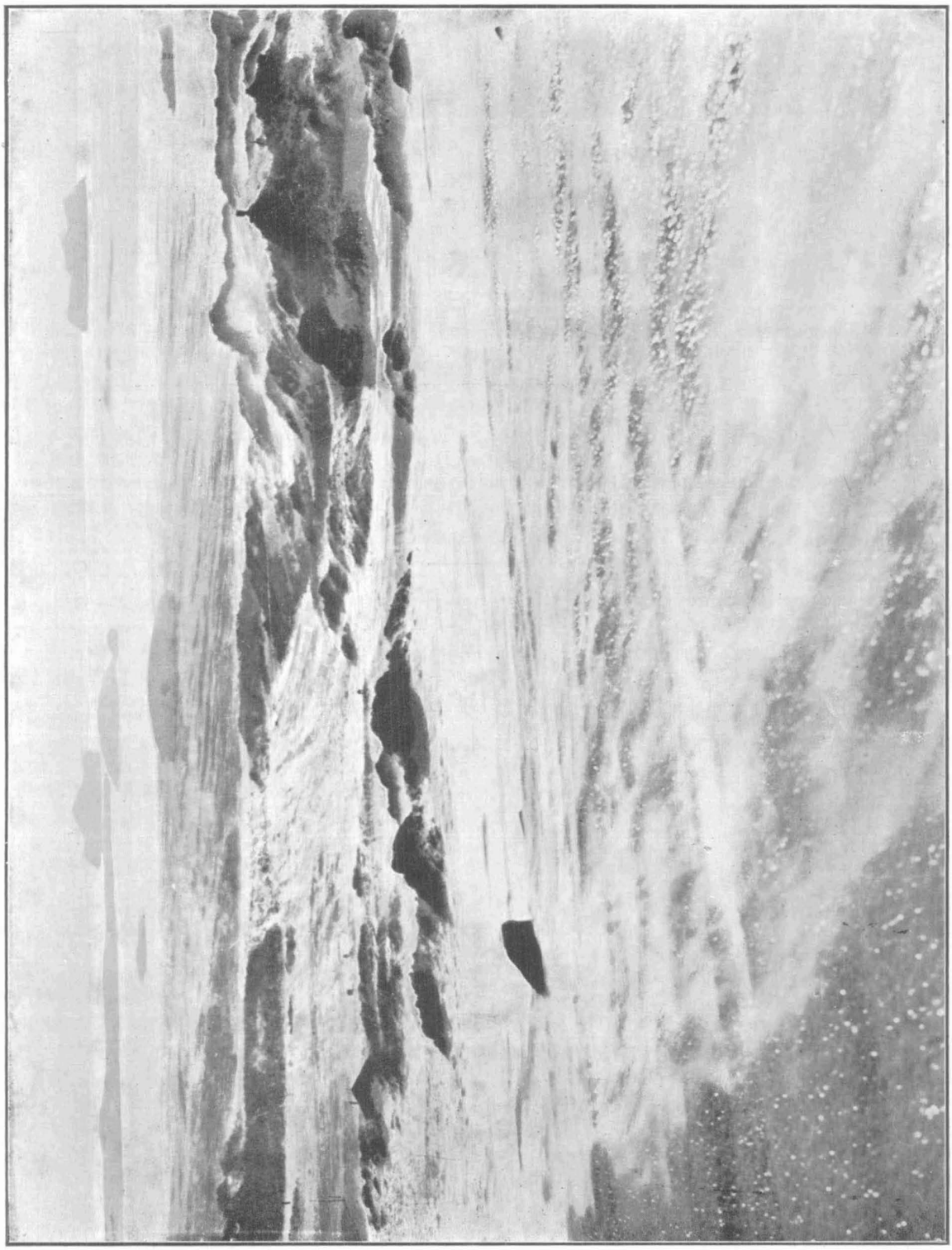
Fig. 1.—Horizontal Spray.—A Hurricane off Shore, Cape Denison.



Fig 2.—Sea Smoke—Cape Denison.



A Cirrus Radiant from the North.



Surface Drift streaming down the Slopes at Winter Quarters.

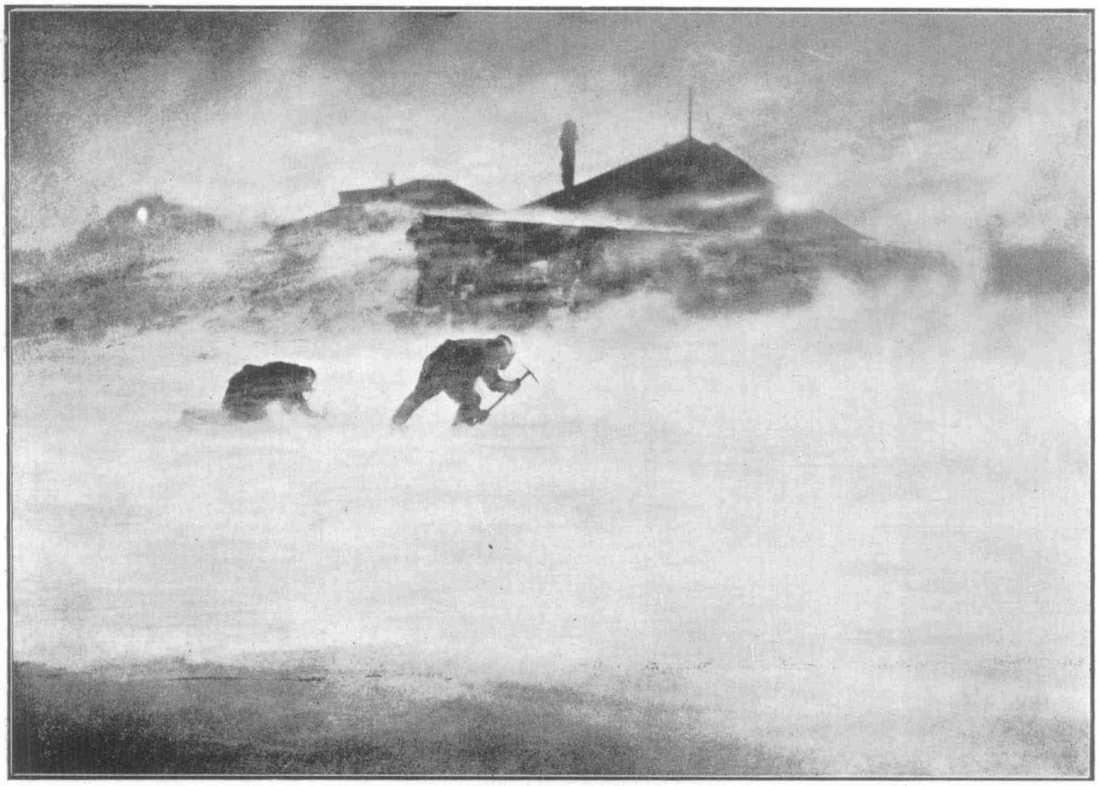


Fig. 1.—Getting Ice for Water Supply in a Blizzard.



Fig. 2.—Winter Quarters, Cape Denison, in Moderate Drift.

‡ 9348—2 T



Fig. 1.—A Flag erected 2 miles South of Winter Quarters (Mawson and Bage).

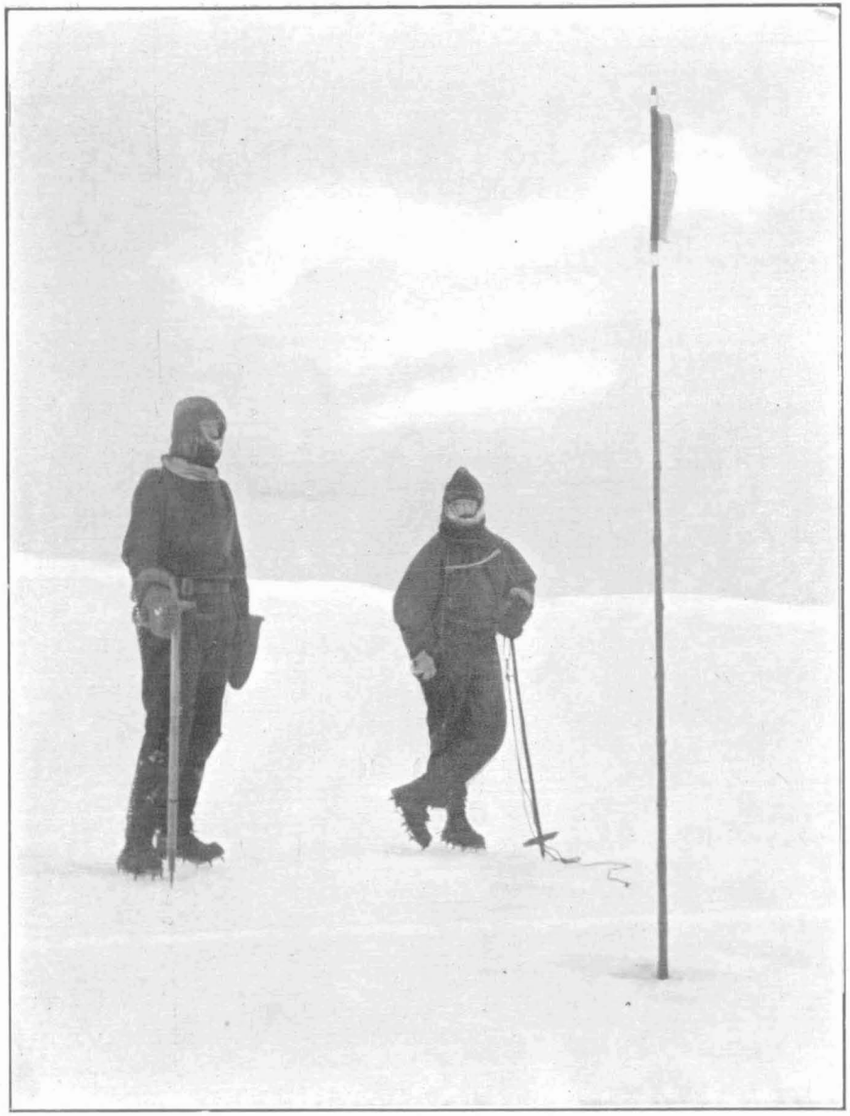


Fig. 2.—The same Flag six months later (Madigan and Mertz).



Fig. 1.—Madigan building a Depot Cairn on Mount Murchison.

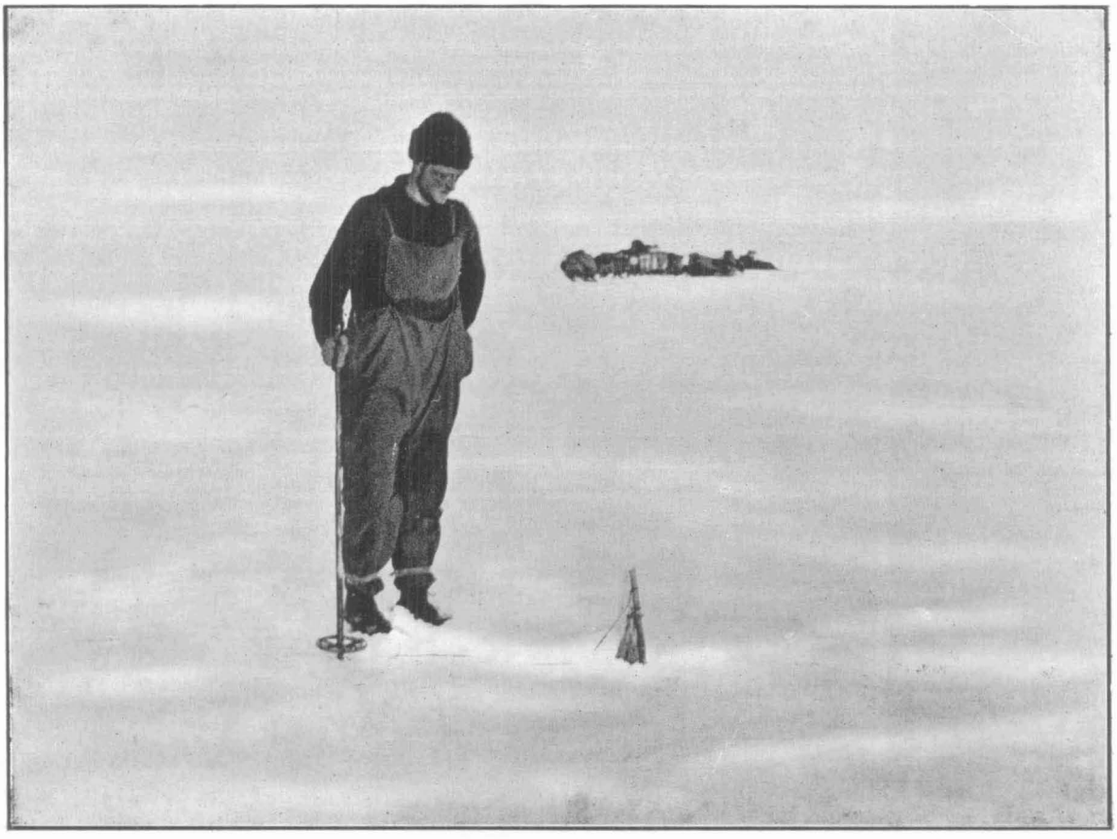
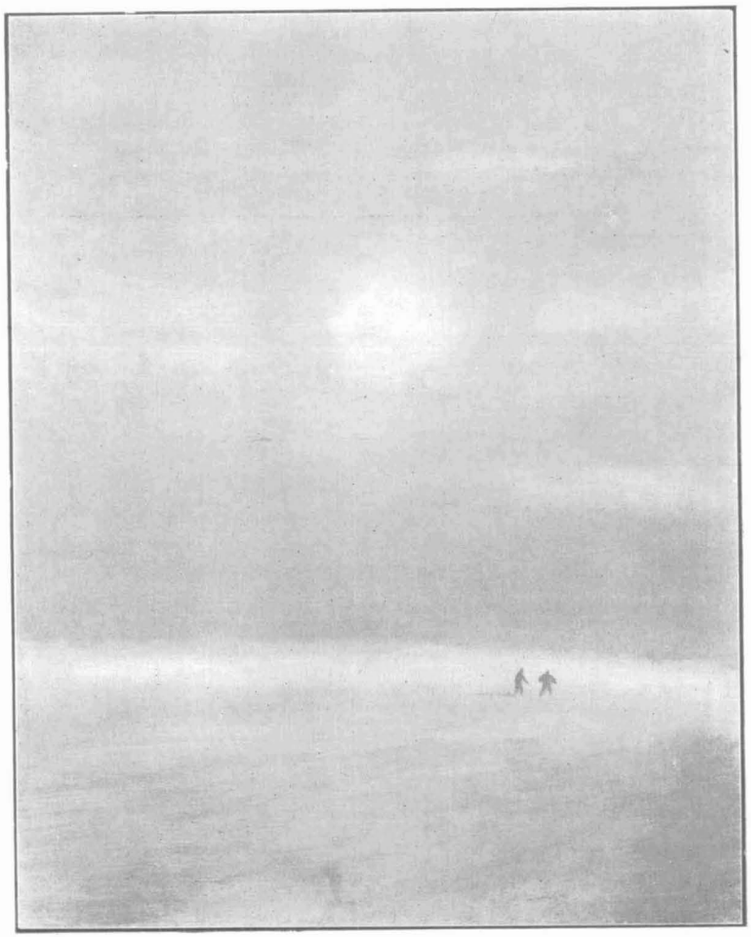


Fig. 2.—The same scene a year later. Nine feet of snow has accumulated.



On the Plateau in a Light Drift.

APPENDIX.

APPENDIX A.—RESULTS OF TESTS MADE ON A ROBINSON CUP ANEMOMETER FOR SIR DOUGLAS MAWSON.

By W. E. Bassett, M.E.E.
Aerodynamic Laboratory, University of Melbourne.

19th June, 1923.

Description.

The anemometer is the one which was used by Sir Douglas Mawson's Antarctic party in Adelie Land, and which withstood very high wind velocities over long periods, with the result that the bearings of the instrument were considerably worn. The friction of the supports is probably greater now than when the instrument was first mounted, and the test showed that a wind speed of 5 miles per hour was required to keep the cups just moving. The original worm on the cup spindle which serves to drive the recording mechanism was missing from the instrument and another was cut and fitted.

Method of Test.

The box containing the recording mechanism was completely covered with a well-fitting wooden box, and covered on the door side with a removable canvas screen for the purpose of making periodic readings of the graduated wheel. The whole was mounted on a small stand in the centre of the channel. The anemometer was subjected to measured wind velocities for definite periods of time and the movement of the graduated wheel in the mechanism noted. One complete turn of this wheel, which is divided into 100 equal parts, is supposed to represent the passage past the cups of 100 miles of air. Hence the graduations on this wheel will represent miles of air, and the number of graduations moved divided by time taken in hours will give the velocity of the air in miles per hour as registered by the anemometer. These speeds are then compared with the actual speed of the air past the instrument. The cross sectional area of the obstruction in the channel is 1·96 square feet, so that the average wind speed past the anemometer will be $\frac{36}{36-1\cdot96}=\frac{36}{34\cdot04}$ of the measured speed in the unobstructed portion of the channel, which is 6 feet square. All wind speeds are reduced to standard atmospheric conditions of 15° C. and 760 m.m. pressure. Readings were taken up to the maximum speed attainable in this channel. The graph showing the relation between actual speeds and readings of anemometer is a straight line which does not pass through the origin and the equation of which is as follows :—

$$X = 4 + 0\cdot813\,Y$$

where X is the actual wind speed in miles per hour and Y is the registered speed on the anemometer.

TABULATED LIST OF READINGS.

Reading No.	Nominal wind speed in feet/sec.	Average wind speed past Anemometer.		Reading of graduated wheel.			Time of running in hours.	Equivalent reading of Anemometer in miles/hr.
		Ft./sec.	Miles/hour.	First.	Last.	Difference.		
1	7·04	7·45	5·08	67·0	67·0	0	0	0
2	20·0	21·16	14·4	67·0	79·6	12·6	1	12·6
3	30·0	31·74	21·7	79·6	95·7	16·1	¾	21·5
4	40·0	42·32	28·8	95·7	110·9	15·2	½	30·4
5	50·0	52·90	36·1	23·9	43·3	19·4	½	38·8
6	60·0	63·48	43·3	43·3	67·5	24·2	½	48·4
7	70·0	74·06	50·5	86·6	105·6	19·0	⅓	57·0
8	80·0	84·64	57·7	5·6	22·0	16·4	¼	65·6
9	90·0	95·22	64·9	22·0	40·8	18·8	¼	75·2
10	100·0	105·8	72·2	40·8	54·8	14·0	⅛	84·0

In computing actual wind speeds from the chart records of the anemometer allowance would have to be made for any error in the time element as given by the clockwork mechanism, and the assumption will probably be that this mechanism was recording accurate times in Adelie Land. If the clock were slow the chart record, would then show wind speeds still more in excess of the actual. Without having altered the regulator, the clock is at present running accurately to time.

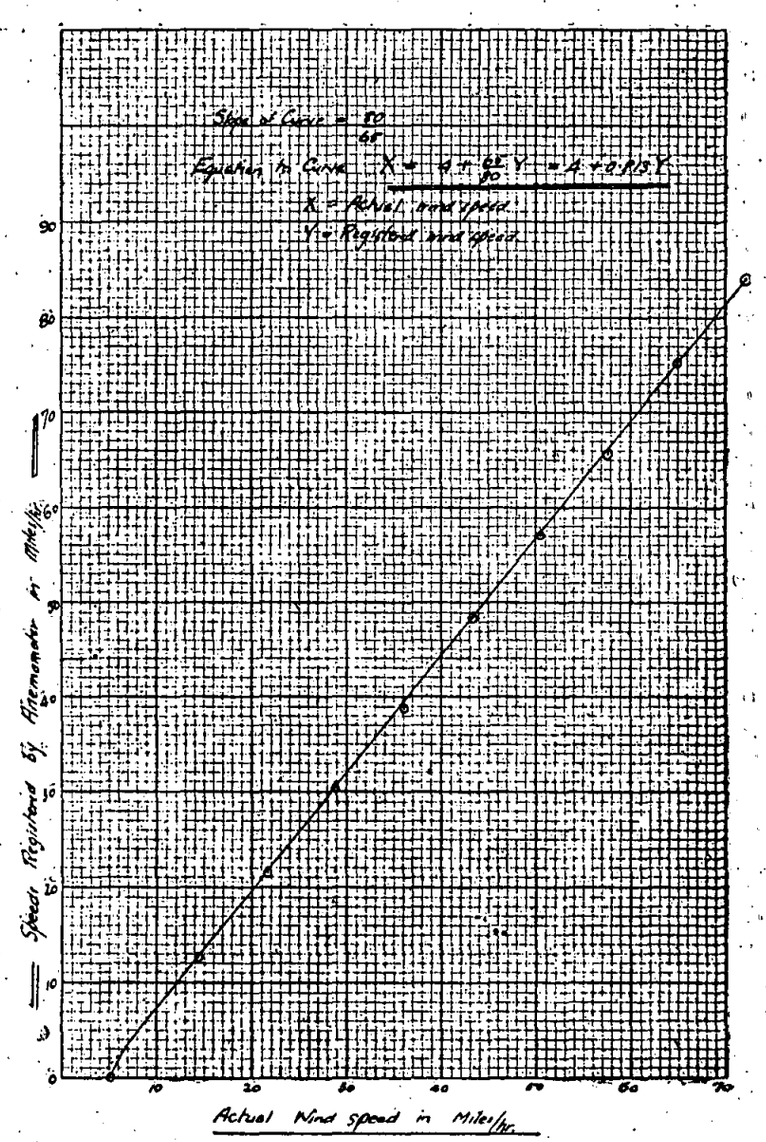
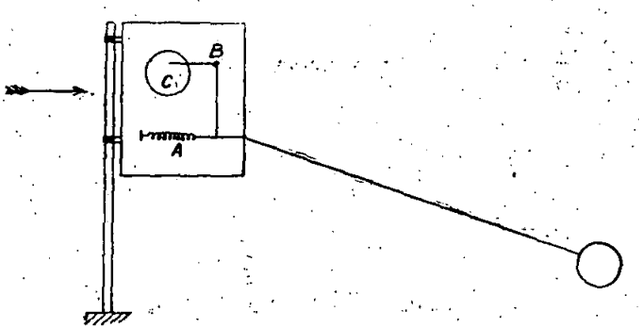


Fig. 23.—Curve showing relation between speeds registered by the Anemometer, and actual wind speeds.

APPENDIX B.—RESULTS OF TEST MADE ON A PUFF BALL TYPE ANEMOMETER FOR SIR DOUGLAS MAWSON.

By W. E. Bassett, M.E.E.
Aerodynamic Laboratory, University of Melbourne.

26th June, 1923.



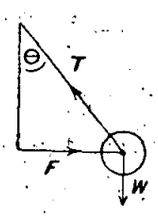
Description.

The instrument consists of a light, hollow, aluminium sphere, 3″ diameter suspended by a thin braided cord to a mechanism for recording the degree of tension in the cord. The end of the cord is attached to a spring A, and the deflections of the spring are recorded by means of a pointer on a pivotted arm B, moving over a revolving dial C. This mechanism is housed in a wooden box 13″ x 11½″ x 5″, and the box is suspended freely at its leading edge on a vertical rod, so that the box will always hang down wind.

Method of Test.

The instrument was subjected to wind velocities up to 100 ft./sec., and the deflections of the pointer over the revolving dial were measured. The mean deflection of the sphere from the vertical was also measured in degrees. The deflections were plotted against speeds and a curve obtained.

By neglecting the resistance of the thin cord, a comparatively simple ideal curve can be constructed for this type of instrument, as follows :—



If T is the tension in the cord,
W is the weight of the sphere,
F the force due to the wind pressure,
θ the deflection of the sphere from the vertical,

Then $T = \frac{F}{\sin\theta}$

Also $F \propto V^2$ when V is the velocity

$\therefore\ T \propto \frac{V^2}{\sin\theta}$

Also Deflections $D \propto T$

$\therefore\ D \propto \frac{V^2}{\sin\theta}$

$\therefore\ D = \frac{K V^2}{\sin\theta}$ where K is a constant (1)

(In addition $\tan\theta = \frac{F}{W}$

$\propto \frac{V^2}{W}$

$\therefore \tan\theta = K_1 V^2$ since W is constant (2).

The measured deflections of the spring follow very closely this equation No. (2), and the value of $K_1 = \frac{1}{2520}$

By plotting the ideal curve $D = \frac{K V^2}{\sin\theta}$ (where K = 0·0000177, determined from several expermental points) a curve is obtained following the experimental points with an accuracy well within the limits of experimental error.

TABULATED RESULTS OF TEST.

Reading.	Wind Speed ft./sec.	Diameter of base circle inches.	Diameter of speed circle inches.	Difference / 2 inches.	Total deflection of pointer D inches.	Deflection of sphere θ degrees.	Sin θ.
1	0	.....	.....	.....	0·044	0	0
2	40	4·800	4·780	0·010	0·054	32	0·53
3	60	4·800	4·730	0·035	0·079	55	0·82
4	70	4·800	4·700	0·050	0·094	63	0·89
5	80	4·810	4·620	0·090	0·134	68	0·93
6	90	4·810	4·595	0·108	0·152	73	0·96
7	100	4·815	4·540	0·138	0·182	76	0·97

RESULTS OF TEST.

(*a*) For speeds up to 100 ft./sec. the experimental points lie on a curve $D = \frac{0{\cdot}0000177\ V^2}{\sin\theta}$ where θ is given by the expression

$\tan\theta = \frac{V^2}{2520}$

D = deflection of pointer in inches

V = speed of wind in feet per second

(*b*) For speeds above 100 ft./sec. a simpler expression may be used since θ is approaching 90° and sin θ = 1

Then $D = \underline{0{\cdot}0000177V^2}$.

If V is measured in miles per hour

then D inches = $\underline{0{\cdot}0000381V^2}$.

REMARKS.

At high steady wind speeds the line described by the pointer showed very high peaks at more or less regular intervals. Some of these peaks were measured at 100 ft./sec., and, on the basis $D = 0{\cdot}0000381\ V^2$, appeared to show momentary speeds of 120 miles per hour. This, however, is certainly not the case, since the speed is quite steady. The peaks are caused by a momentary dropping of the sphere quite a considerable distance, and being immediately picked up again in the air stream and hurled violently backwards. This happens at fairly regular intervals, and is due to the ball, at high wind speeds, being in the region of disturbed and eddying air on the down stream side of the instrument box. It would, therefore, seem unwarranted to calculate the speed of any gust, in winds of varying velocity, by measuring the height of any momentary peak. The calculation would be warranted only if the peak were maintained over an appreciable interval of time, showing that the increased reading was due to increased wind velocity and not to any vagaries of the movements of the sphere.

Note.—Equation (1) and (2) may be continued as follows :—

$$D = \frac{K V^2}{\text{Sin}\,\theta} = \frac{KV^2\sqrt{1+\text{Tan}^2\theta}}{\text{Tan}\,\theta} = \frac{KV^2\sqrt{1+K_1^2V^4}}{K_1V^2}$$

$$D = \frac{K}{K_1}\sqrt{1+K_1^2V^4}$$ which is the equation to the curve.

At high speeds.—$K_1^2V^4$ becomes large and $\sqrt{1+K_1^2V^4} = K_1V$

Then $D = \frac{K}{K_1}(K_1V^2) = KV^2$ as before.

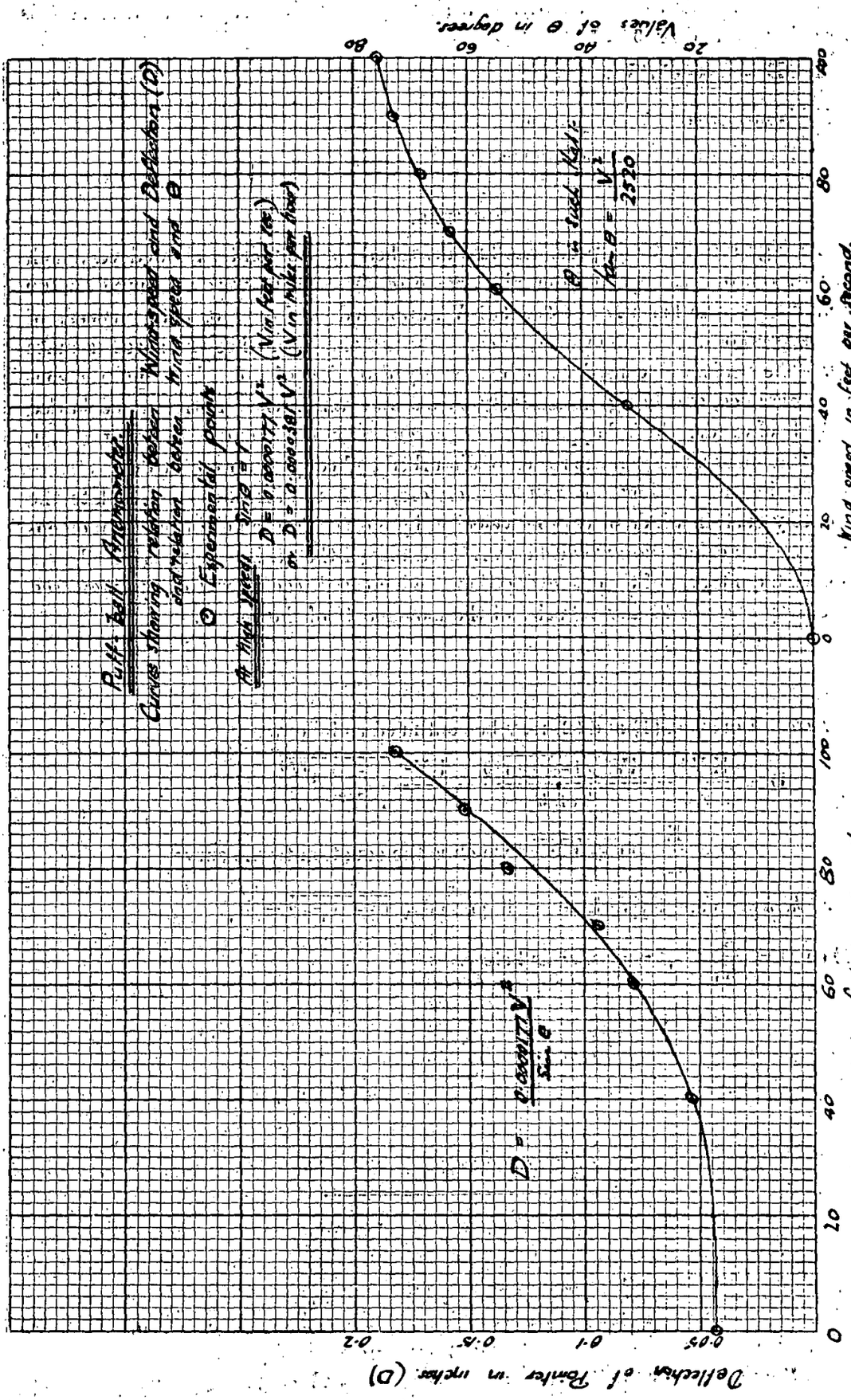


Fig. 24.—Curves showing relation between wind speed and deflection of pointer, and wind speed and angle of cord from vertical, for Puff Recording Anemometer.

Sydney: Alfred James Kent, Government Printer—1929.