

Plymouth, and he served his apprenticeship of seven years to a shipwright with Mr. Tucker, the master builder. He was employed in His Majesty's Dock-yard until the year 1814, when he volunteered to serve on the *Lakes* in America, assisted in the building of the *St. Lawrence* of one hundred guns, and *Psyche* frigate, and several small vessels—shared in several actions, and returned to England in 1824, after ten years' arduous service. On his homeward passage he suffered shipwreck in the *Mary*, of Liverpool, on the coast of Ayrshire, losing all his hard-earned property. Having entered on board his Majesty's ship *Boadicea*, Commodore Sir James Brisbane, as carpenter's mate, he sailed to the East Indies, where he served two years, during which time he was chiefly at Rangoon, Arrawadda, &c., on board the flotilla opposed to the Burmese; was in several storming parties, and was the next man to Captain Dawson when he was killed attacking a large stockade. In 1826 he was appointed carpenter of the *Slaney*, by Admiral Gage, and from thence to the *Eurydice*, in which ship he returned to England. ~~He~~ He volunteered on board the *Victory* in 1829, only the day before she left Woolwich, and was promptly granted leave of absence by the Lords of the Admiralty, to enable him to join. Mr. Thomas was a most excellent workman, and could produce very high testimonials of his character and conduct: but his constitution was worn out by his servitude in the East Indies and America, and could not withstand the severe trials which it was now exposed to, and he sunk under the combined effects of cold and fatigue at the age of thirty-nine years, leaving a widow (to whom he had been only a year married), and a daughter, to deplore his loss.

ALEXANDER BRUNTON, CHIEF ENGINEER.

ALEXANDER BRUNTON was born at Temple, in Midlothian, is five feet four inches high, blue eyes and brown hair, sallow complexion, having much the appearance of a half-worn tradesman. He served his apprenticeship to Mr. Stevenson, the Engineer, at Edinburgh, with whom he continued some time afterwards as a workman; he set up in business for himself at Leith, as a scale-beam and edge-tool maker, but failed, and entered into several steam-vessels as engineer. Having served five years, he came to London; and after working at printing-machine making, for some time, he got into Messrs. Maudslay's manufactory, where he was five years; from thence he went to Messrs. Braithwaite's, and joined the *Victory* in 1829; having been one of those employed in constructing the engine, I considered him a great acquisition, especially as he had a strong recommendation

from his masters; he had hard work certainly until the 21st of August, as he had almost daily to repair one part or another of the engine; but it was then given up, and his place was a complete sinecure for some time: he is an excellent but a very slow workman. At Fury beach, he was employed making tin utensils for the officers and men, and it was calculated that each tin-pot he made (taking his high wages into consideration) cost about 1*l*.! He had no less than 617*l*. 15*s*. to receive when he returned, yet he was not contented, and was one of those who sent a petition to the Admiralty to recover the value of clothes which had been furnished to him to keep him from perishing with cold. When we abandoned the ship, he was one of the most useless. Since his arrival, he has married a widow and set up a "Gin Palace," called the "Crown and Cushion," in the Borough!

ALLAN MACINNES, SECOND ENGINEER.

ALEXANDER MACINNES was born in the year 1808, at the isle of Mull, in Argyllshire; he is five feet seven inches high, stout made, of a swarthy complexion, and marked with the smallpox. He was the son of a farmer, but served his apprenticeship, first to a baker, then to an engineer at Gloucester. He had been five years in steam-vessels before he volunteered to the Victory. His situation would also have been a sinecure, after the steam-engine was given up, but he was wanted in his calling as a baker, and was found very useful while at Fury beach, where he made excellent bread. On our return home, he went to see his friends in the North, he returned in spring last, and applied to me for a recommendation to Messrs. Maudslay and Field, which I readily gave him; but in a few days after he signed the same petition with Brunton to recover the value of clothes, &c., which had been in like manner furnished to him, although he had received 169*l*. 18*s*. 8*d*. of wages, not more than half of which he was entitled to by law, which was an act of ingratitude I did not expect, and of which he has since repented.

JAMES MARSLIN, ARMOURER.

JAMES MARSLIN was born in 1793, at Bristol; he was five feet seven inches high, sallow complexion, and slight made; recommended to me by Mr. Blanky, the mate, who had formerly been his shipmate. Until after the ship had sailed, he managed to keep from us that he was labouring under any complaint; but we had no sooner left the land, than it was discovered that he was in a consumption, and he confessed that he had been discharged from an hospital for that complaint only a few months before;

he did scarcely any duty, and I had determined on sending him home by the first whaler I could meet with, but unfortunately for him as well as ourselves, we never met with any, and he continued gradually to sink under his complaint, until the 20th of January, when he died, at Felix harbour, and was buried on M'Diarmid's island. His wages (being claimed by two different parties) were paid into the hands of the Accountant-general of his Majesty's Navy. He seemed to be an inoffensive man, and departed this life quite prepared for the great change.

ROBERT SHREEVE, CARPENTER'S MATE.

ROBERT SHREEVE was born in 1806, at Teddington, in Norfolk, is five feet eight inches and a half high, blue eyes, and complexion sallow; is the son of a farmer, and was never before at sea. After being at school in Bury St. Edmond's, he served seven years' apprenticeship to a joiner and house carpenter; he afterwards came to London, and was employed at various places for several years before he came to Mr. Braithwaite's, at New Road; and from whence he volunteered to serve in the Victory. He was a useful person, but had very indifferent health, and was not well calculated for such a service. Having had quite enough of the sea, he declined entering in his Majesty's service, and having received 166*l.* 9*s.* of wages, he set up for himself as carpenter and undertaker.

JOSEPH CURTIS, HARPOONER.

JOSEPH CURTIS was born in the year 1805, at Rotherhithe, is five feet four inches and seven-eighths high, blue eyes, dark complexion, and brown hair; his father was a tailor, and he went to sea at the early age of ten years, having served his time in the coal trade on board the *Flora* and *Nancy* of London. He entered the Davis straits' fishery in the *Eliza* whaler, and was also a voyage to Greenland in the *Everett*; but the most remarkable event of his life, is, his having been on board the *Dundee* whaler of London, when she was frozen up in Davis's strait, and passed the whole of the winter in the ice, during which, the ship's company had three times abandoned the ship, expecting that she would be crushed to pieces by the ice; their sufferings also from hunger and cold were great, but they returned in safety after the insurance had been paid to the owner. Since that event, he had been both in the coasting and timber trade, and came from a steam-vessel to the Victory. He was not a powerful man, and therefore not well calculated for such a service.

BIOGRAPHY OF THE VICTORY'S CREW.

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as ours, but he was an excellent seaman, and his conduct being uniformly good, I gave him a strong recommendation, and he was sent, by Admiralty order, to the *Excellent*, to prepare for being made a gunner in the royal navy.

JOHN PARK, SEAMAN.

JOHN PARK was born in 1803, at Bridport, in Dorsetshire, is five feet seven inches high, of a sallow complexion, with light blue eyes. His father, who belonged to the Dock-yard at Portsmouth, had him bound seven years apprentice to a hair-dresser, a trade he did not like, and when his time was out he went to sea in 1821, on board his Majesty's ship *Euryalus*, in which he served three years, when he was paid off, and immediately joined the *Glasgow*; on board of which he also served three years in the Mediterranean. Being asked by me, "What was the most remarkable event in his life?" he answered, that he "had shaved the Duke of Devonshire in a gale on board the *Glasgow*." I then asked, "Were you not on board her at the battle of Navarino?" he replied, "Oh, yes, but that was nothing." His father having lost his life in the American lakes, where he had volunteered to serve, his mother married Mr. More, gunner of the *Tenodos*, who was formerly in the *Hecla*, and who recommended him to me. He was a very active, willing young man, and useful in his calling as a barber, but too delicate in constitution for this service. Being a good seaman, and having always conducted himself well, I gave him a strong recommendation, and he was, with Curtis, sent by Admiralty order to the *Excellent*, to prepare for a gunner's warrant in the royal navy.

RICHARD WALL, HARPOONER.

RICHARD WALL was born at North Shields, in the year 1803; is five feet five inches and a half high, has small features, blue eyes, and a sallow complexion, with dark hair. He served his apprenticeship of seven years to the sea in the *Mary and Joseph*, in the Madeira, Gibraltar, and coal trade, and after his time was served he went a voyage to Archangel; he was afterwards both in the East India and West India merchant service. His father was a sailor, and having been twenty-three years in the navy, retired as a pensioner. He is an excellent seaman, though not powerful; was one of the best men we had; and in consequence of his good conduct he obtained a good situation in his Majesty's Dock-yard at Deptford.

ANTHONY BUCK, SEAMAN.

ANTHONY BUCK was born in 1807, at Whitby; is five feet seven inches and three-eighths high, slenderly made, strong features, with dark eyes, complexion, and hair. He had been at sea eleven years before he joined the Victory in 1829: he was seven voyages in the whale fishery, but latterly in the Manchester to the Mediterranean. This man, when he entered, appeared to be in perfect health; but in 1831, while at the river Lindsay, he was seized with epilepsy, and it turned out that he had been at the hospital of Malta for the same complaint. His entering with us was therefore an act of folly to himself and cruelty to us, which was as unaccountable as inexcusable; he was of course a burden to us ever since he was seized with the first fit, and was very near being numbered among the dead. His father was a sailor in the merchant service, but ~~we~~ did not know of any other relations. He became latterly nearly blind, and he was one of those we had to carry on a sledge after leaving Fury beach. Besides his wages, he received a share of a small subscription; but under the circumstances the Admiralty did not entertain his petition for additional remuneration, and he returned to his parish.

JOHN WOOD, SEAMAN.

JOHN WOOD was born in 1809, at East Wemyss, in Fifeshire: he is five feet seven inches high, stout made, his complexion and hair fair, with blue eyes, and flat broad face. He served four years to the sea in the American trade, sailing from Kirkaldy; he was afterwards several voyages in the West India and Quebec trade, and joined the Victory in 1829. In July the same year he broke his leg, by jumping from the ship to the launch to secure her while towing, and we were therefore deprived of his services during the remainder of the outward voyage; and he was never a useful man. He was attacked with scurvy every winter, and was nearly perishing from the effects of that malignant disease at Fury beach, from whence we had to carry him on a sledge to Batty bay. His constitution was not calculated for such an expedition, or indeed for the sea service; and he retired, after receiving his wages, for which he had done so little, to his friends in the North.

DAVID WOOD, SEAMAN.

DAVID WOOD was born in 1805, in Midlothian; is only five feet two inches and a half high, has a fair and freckled complexion, with light blue eyes. His father was a sailor, who had served long in the navy, and lost his life in his Majesty's service. He served four years apprenticeship out of Kirkaldy, in the Davis straits' trade, on board the Dryad whaler, and went afterwards in the Baltic trade, having been twelve years at sea before he joined the John, where he was in the situation of *Schemer*, the person who has charge of the hold. He did not join the mutineers of that ship, but volunteered for the Victory after it took place, in a very handsome manner. His constitution was delicate, but he was nevertheless a very useful person. He was one of the two who were on the topgallant-yard when the foremast-head gave way, but got down just in time; the other was John Park, who was also saved. David Wood returned to recruit his health in his native climate, and has not since been heard of.

GEORGE BAXTER, ORDINARY SEAMAN.

GEORGE BAXTER was born in 1806, at Kinghorn, in Scotland, where his father kept a public garden; he is five feet six inches and a half high, fair complexion, blue eyes, and light hair. He had never been at sea, and entered on board the John as what is called a *green hand*: he did not join the mutineers of the John, and entered after the mutiny, for which I gave him the rating of an ordinary seaman. His constitution was rather delicate, but latterly he held out well; and on our arrival, after receiving his pay, he returned to his friends, since which he has not made to me any application for employment, which I should consider him entitled to, in consequence of his good conduct.

JAMES DIXON, ORDINARY SEAMAN.

JAMES DIXON was born in 1807, at Tamery, parish of Clanduff, in the county Down; he was five feet eight inches high, and the stoutest man in the ship; he had a florid complexion, with blue eyes and rather dark hair. His father was a sixty-acre farmer, and brought his son up to labour. When about eighteen he went to England as a packman, and the whole substance of the family was laid out in Irish linen, which he was to

sell; but he did not succeed, and returned after having lost or spent all, and was at last reduced to sweeping the chimneys of steam-vessels. He entered on board the *John* as a *green hand*, and did not join the mutineers, but entered in the *Victory* after the mutiny. He was one of those whose heart failed him, and after having a severe cold, he fell into a state of despondency, from which he never recovered; having given himself up in despair he wished to die—and from the circumstances under which we were then reduced it was perhaps better that he did not remain long enough to inculcate that feeling among the rest of the crew—he died on the 14th of January, 1832: his wages have been paid into the hands of the Accountant-general, but have not yet been claimed.

BARNARD LAUGHY, ORDINARY SEAMAN

BARNARD LAUGHY was born at Belfast in the year 1810; he is five feet five inches and a half high, of a ^{*}sallow complexion, and a little marked with the smallpox; he has blue eyes, brown hair, and has a strong Irish accent. His father was an Irish labourer, who came to Scotland and settled on the estate of Colonel M'Douall, of Logan. He had never been at sea, except in fishing-vessels, but was recommended by Mr. Gibson, factor to Colonel M'Douall as a hard-working lad, who would do to feed the fire of the steam-boiler: his constitution was, however, not calculated for such a voyage, and he was one of those who generally gave out soonest. His conduct was, nevertheless, good; and I procured him a situation in the Coast-guard, which was very acceptable to him, as he managed to lose the whole of his money before he got the length of his father's house.

HENRY EYRE, SHIP'S COOK.

THIS man, who was fifty years of age, was an old sailor; having been formerly cook of the *Griper*, with Captain Hoppner, he made some money, and set up a public-house, which he called "The North Pole." His story was that he was robbed of the money he had laid by to pay his bills, and therefore failed: but he was so addicted to drinking that he could not keep sober, and the receipt of his wages was fatal to him, as he died from intoxication a few days after. He was carried to the grave by his shipmates, who subscribed for a monument to his memory.

WILLIAM LIGHT, STEWARD.

THIS man was born in 1800, at Medbury, in Devon; he was five feet seven inches high, and by his account had been fourteen years at sea. Having been in two of the former voyages to the Arctic seas, it was considered that he would be an acquisition, and he was entered as steward, in which capacity he had served before; but he turned out to be the very worst subject we had. He was always shamming, or complaining of some pain or other which incapacitated him for any thing but washing; and was therefore excused *harder* duties, and allowed to *wash* linen and *mend* stockings. He was often in the sick list, especially in spring, and was decidedly the most useless person in the ship, as well as the most discontented. This man has been circulating the most scandalous falsehoods, as to my treatment of the crew; and has been furnishing materials for a narrative of the expedition, with which the public have been attempted to be deluded, in the form of numbers, published weekly, and as he possessed no journal or record of the voyage, the greatest part of his pretended narrative is fabulous, and I suspect that the publisher is a considerable loser by the shilling trash. He attended, for some time, at the Panorama in Leicester Square, and amused his hearers with wonderful adventures, in which he always figured as the chief actor, although he was, of all the men on the expedition, the least fond of fatigue or hard work; and instead of his lie in carrying me thirty miles, it was he himself that was carried. In consequence of his unfounded calumnies against me he was dismissed by the proprietor: but as, were I to give his *previous* history, and a true and full account of his conduct during the voyage, I might be supposed to harbour vindictive feelings towards him, I desist in doing so.

It was indeed with great pain I was compelled, conscientiously, to except him from my recommendation of the crew to Government for future employment; but I hope that the good qualities of which he so loudly boasts, will be better appreciated by those with whom he may be hereafter connected.

The interest which this expedition created, will be best expressed by my stating that I could have manned my ship with officers of my own rank, while several offered also to bear a part of the expense, if I would take them on any terms; it was also productive of many curious applications, of which the following is an amusing specimen:

(Copy.)

Gosport, March 31, 1829.

Singular it will appear, but true; three nights following, a person appeared to me in a dream, and said, "Go with Captain Ross, he will be crowned with *success*." And not having the smallest thought of such things before, and reading of dreams having led to great discoveries, I put some confidence in this, and make bold to offer my services, should a man of my description be wanted. I am thirty-eight years old, good constitution, and understand all the undermentioned branches, and have no objection to make myself useful in all to meet satisfaction from my commander: cooking in all its branches; baking; butchering; preserving all kinds of poultry in cases, retaining their proper flavour, dead for any time; portable soups; broths; brawn; preserved meat of every kind; game; stuffing birds, and setting them up in their skins; ~~preserving~~, &c. &c. If any of these professions would be of any utility in the voyage, I should be happy to join the expedition. I have been three voyages to the East Indies with one captain now in London, four years and a half in the flag-ship *Victory*—left four days ago at my own request—can produce discharge and certificates to any gentleman's satisfaction, being all the time as cook to the gentlemen on board; and should you not have ordered your portable soups, it would be a great saving to let me make them: in fact, we can always renew the stock, when we can obtain fresh meat on the voyage. Honoured Sir, you will confer an honour on me by answering these few lines.

Your most humble and obedient servant will be truly thankful,

M. L., Castle Inn, Gosport.

This application would, of course, have been treated as coming from some one who chose to amuse himself, but having met with an officer of the *Victory* who actually knew the man, and gave him an excellent character, and being really in search of a cook, I wrote to him that he might join the expedition under my direction, as cook, if he could produce certificates of his discharge, and if the references to his character were found to justify the account he gave of himself, but that he must lose no time. In answer, I received a note to inform me that I might depend on his joining the ship on Friday; instead

of him, however, a letter came from his wife, of which the following is a copy, and which closed the transaction.

April 9, 1829.

SIR,

I have just found out that my husband has made an engagement with you to join your expedition, through a dream, *without consulting me*; I must beg to tell you, sir, that he shall not go—I will not let him have his clothes. He must be mad ever to think of leaving a comfortable home, to be frozen in with ice, or torn to pieces with bears; therefore, I am determined he shall not leave Gosport, so I hope you will not expect him.

Yours, Sir, &c., and so forth,

MARY L.

The interest which the expedition excited, was indeed intense; but it was nothing compared to the feeling which was every where roused by our arrival. Subscriptions were proposed, and it was believed that 20,000*l.* might easily have been raised, but Ministers took up the cause so liberally as to induce me to depend solely on them, by, in the first instance, paying the men their *double* wages until the ship was lost, and *full* wages up to the day of their arrival—which was far more than they were entitled to by law under any circumstances—and with this they had every reason to be contented, for in fact they were entitled to nothing after the mutiny of the John; they all agreed by acclamation to *run all risks* for the promise of double pay if they succeeded, or *nothing if not*. My nephew Commander Ross, was put on full pay for a year, and then to receive his promotion. Mr. Thom was appointed to the Canopus, and the Surgeon made full Surgeon in the navy. And, although the remuneration which I received was small, compared to what I might have had by a subscription, it was sufficient to cover my losses, and to enable me to recover some of my property which had been sacrificed in my absence; however, I had an opportunity of refuting calumnies which had been industriously circulated against me for many years, and, above all, I had the honour of receiving valuable testimonials of high approbation from almost every sovereign in Europe, as well as from our most excellent King.

The subscriptions which were begun in various parts of the kingdom, were discountenanced by me; but, although I did not receive or pocket one farthing of what may have been subscribed, I have reason to believe that the generous public have been imposed upon by those who pretended they were receiving subscriptions for the survivors of the expedition.

A P P E N D I X

METEOROLOGY.

METEOROLOGY.

METEOROLOGY being considered of much importance by the scientific world, great attention was paid to this interesting department, which was undertaken by Mr. Thom, whose duty led him to be more constantly on board the ship: the excellent form of a register invented and given to me by Captain Beaufort was adopted, and the men were severally instructed to read off the degrees shown by Fahrenheit's thermometer, which was placed on the ice, in a canvas tent, at a convenient distance from the ship. Its altitude was registered every hour, and at the same time the direction and force of the wind, and the state of the weather, in a manner which will be manifest in the following table, to which directions are prefixed. The first column in the table is the day of the month; the second column is the direction of the wind; the third column is the force of the wind, denoted by figures in the following manner:

- | | | |
|---|--|---|
| 0. Calm. | | |
| 1. Light air, or just sufficient to give steerage way. | | |
| 2. Light breeze | } or that in which a man-of-war with
all sail set, and clean full, would
go in smooth water. | { 1 to 2 knots.
3 to 4 knots.
5 to 6 knots. |
| 3. Gentle breeze | | |
| 4. Moderate breeze | | |
| 5. Fresh breeze | } or that which a well-conditioned
man of war could carry in chase
full and by. | { Royals.
Single-reefed topsails,
and topgallant sails.
Double-reefed topsails.
Triple-reefed topsails.
Close-reefed topsails,
and courses. |
| 6. Strong breeze | | |
| 7. Moderate gale | | |
| 8. Fresh gale | | |
| 9. Strong gale | | |
| 10. A whole gale, or that which scarcely could bear the close-reefed main topsail and foresail. | | |
| 11. A storm, or that which would reduce her to storm staysails. | | |
| 12. A hurricane, or that which no canvas could withstand. | | |

APPENDIX.

Fourth column denotes the state of the weather by the following letters of the alphabet :

- b—Blue sky ; whether clear or hazy weather.
- c—Clouds ; detached, passing clouds.
- d—Drizzling rain—drift snow in winter.
- f—Foggy. f.—Thick fog.
- g—Gloomy ; dark weather.
- h—Hail.
- l—Lightning.
- m—Misty, hazy atmosphere.
- o—Overcast, or whole sky covered with clouds.
- p—Passing, temporary showers.
- q—Squally.
- r—Rain. r.—Continued rain.
- s—Snow.
- t—Thunder.
- u—Ugly, threatening appearances.
- v—Visible ; clear atmosphere.
- w—Wet dew.

By the combination of these letters all the ordinary phenomena of the weather may be expressed with facility. Examples: 1st, b c m signifies, " Blue sky, with passing clouds, and hazy atmosphere." 2d, g v, " Gloomy ; dark weather, but distant objects visible." 3d, qq p d l tt, " Very hard squalls, with passing showers of drizzle, and accompanied with lightning, and with very heavy thunder."

N.B.—In the following tables the first column expresses the day of the month ; the second the direction of the wind expressed fractionally, thus $\frac{NN}{W}$: that is, 4 hours at NNW ; the numerator expressing the number of hours, and the denominator the direction : in like manner the force of the wind, state of the weather, and temperature, are expressed ; the numerator being always hours beginning after midnight.

APPENDIX.

METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

Days of Month.	Direction of Wind.	Force of Wind.	State of Weather.	OCTOBER, 1899. Temperature in Shade.	+	-	Mean.
1	NW. 11. NW. 12. NW. 13.	1. 2. 1. 2. 1. 2.	12. 4. 4. 4. 4. 4.	+17.0. 18.0. 19.0. 20.0. 21.0. 22.0.	20°	17°	19.54
2	NW. 14. NW. 15. NW. 16.	1. 2. 1. 2. 1. 2.	8. 7. 1. 2. 5. 6.	+18.0. 18.5. 19.0. 19.5. 20.0. 20.5.	22	18	18.98
3	NW. 17. NW. 18. NW. 19.	1. 2. 1. 2. 1. 2.	14. 10. 6. 6. 6. 6.	+17.5. 18.0. 18.5. 19.0. 19.5. 20.0.	21	19	17.54
4	NW. 20. NW. 21. NW. 22.	1. 2. 1. 2. 1. 2.	8. 8. 15. 15. 1. 1.	+17.0. 17.5. 18.0. 18.5. 19.0. 19.5.	20	14	18.21
5	NW. 23. NW. 24. NW. 25.	1. 2. 1. 2. 1. 2.	8. 8. 15. 15. 1. 1.	+16.5. 17.0. 17.5. 18.0. 18.5. 19.0.	17	15	15.88
6	NW. 26. NW. 27. NW. 28.	1. 2. 1. 2. 1. 2.	4. 12. 6. 6. 6. 6.	+15.0. 15.5. 16.0. 16.5. 17.0. 17.5.	20	12	17.75
7	NW. 29. NW. 30. NW. 31.	1. 2. 1. 2. 1. 2.	2. 1. 12. 2. 3. 1.	+12.0. 12.5. 13.0. 13.5. 14.0. 14.5.	16	12	14.125
8	NW. 1. NW. 2. NW. 3.	1. 2. 1. 2. 1. 2.	6. 6. 6. 6. 6. 6.	+13.0. 13.5. 14.0. 14.5. 15.0. 15.5.	24	19	21.17
9	NW. 4. NW. 5. NW. 6.	1. 2. 1. 2. 1. 2.	4. 4. 2. 18. 8. 8.	+19.0. 20.0. 21.0. 22.0. 23.0. 24.0.	22	12	17.06
10	NW. 7. NW. 8. NW. 9.	1. 2. 1. 2. 1. 2.	6. 6. 6. 6. 6. 6.	+23.0. 24.0. 25.0. 26.0. 27.0. 28.0.	14	9	11.48
11	NW. 10. NW. 11. NW. 12.	1. 2. 1. 2. 1. 2.	18. 6. 6. 6. 6. 6.	+12.0. 12.5. 13.0. 13.5. 14.0. 14.5.	15	10	13.33
12	NW. 13. NW. 14. NW. 15.	1. 2. 1. 2. 1. 2.	4. 3. 17. 6. 6. 6.	+10.0. 10.5. 11.0. 11.5. 12.0. 12.5.	18	11	14.93
13	NW. 16. NW. 17. NW. 18.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+17.0. 17.5. 18.0. 18.5. 19.0. 19.5.	20	10	12.00
14	NW. 19. NW. 20. NW. 21.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+17.0. 17.5. 18.0. 18.5. 19.0. 19.5.	22	17	18.41
15	NW. 22. NW. 23. NW. 24.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+18.0. 18.5. 19.0. 19.5. 20.0. 20.5.	18	7	14.52
16	NW. 25. NW. 26. NW. 27.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+17.0. 17.5. 18.0. 18.5. 19.0. 19.5.	14	6	9.42
17	NW. 28. NW. 29. NW. 30.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+16.0. 16.5. 17.0. 17.5. 18.0. 18.5.	14	8	10.13
18	NW. 31. NW. 1. NW. 2.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+15.0. 15.5. 16.0. 16.5. 17.0. 17.5.	7	0	4.35
19	NW. 3. NW. 4. NW. 5.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+14.0. 14.5. 15.0. 15.5. 16.0. 16.5.	10	1/2	4.25
20	NW. 6. NW. 7. NW. 8.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+13.0. 13.5. 14.0. 14.5. 15.0. 15.5.	7	0	2.25
21	NW. 9. NW. 10. NW. 11.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+12.0. 12.5. 13.0. 13.5. 14.0. 14.5.	5	2	1.08
22	NW. 12. NW. 13. NW. 14.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+11.0. 11.5. 12.0. 12.5. 13.0. 13.5.	-2	+6	-1.81
23	NW. 15. NW. 16. NW. 17.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+10.0. 10.5. 11.0. 11.5. 12.0. 12.5.	6	6	1.69
24	NW. 18. NW. 19. NW. 20.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+9.0. 9.5. 10.0. 10.5. 11.0. 11.5.	+16	2	+1.01
25	NW. 21. NW. 22. NW. 23.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+8.0. 8.5. 9.0. 9.5. 10.0. 10.5.	18	-7	6.18
26	NW. 24. NW. 25. NW. 26.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+7.0. 7.5. 8.0. 8.5. 9.0. 9.5.	-2	6	-3.54
27	NW. 27. NW. 28. NW. 29.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+6.0. 6.5. 7.0. 7.5. 8.0. 8.5.	1	11	4.875
28	NW. 30. NW. 31. NW. 1.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+5.0. 5.5. 6.0. 6.5. 7.0. 7.5.	7	13 1/2	11.07
29	NW. 2. NW. 3. NW. 4.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+4.0. 4.5. 5.0. 5.5. 6.0. 6.5.	+4	5	+0.46
30	NW. 5. NW. 6. NW. 7.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+3.0. 3.5. 4.0. 4.5. 5.0. 5.5.	3	12	-2.68
31	NW. 8. NW. 9. NW. 10.	1. 2. 1. 2. 1. 2.	2. 2. 2. 2. 2. 2.	+2.0. 2.5. 3.0. 3.5. 4.0. 4.5.	-8	16 1/2	14.17

Highest, lowest, and mean temperature.-24-16 1/2 7.94+.

Total force of the Wind

1976

North Westerly = 454

South Westerly = 116

South Easterly = 69

North Easterly = 60

699 hours.

45 do. calm.

744 = 31 days.

Abstract

1976

APPENDIX.

Days of Month	Direction of Wind	Force of Wind	State of Weather	Temperature in Shade	+	-	Mean
1	N. by E. 1/2 E.	1 1/2	b. 1/2	-31.0 32.0 31.0 32.0 31.0 32.0 31.0 32.0	31.0	-	32.04
2	N. by E. 1/2 E.	1 1/2	b. 1/2	-29.4 29.9 30.3 30.3 31.3 31.3 32.3 32.3	26	34	30.90
3	N. by E. 1/2 E.	1 1/2	b. 1/2	-24.4 24.4 24.4 24.4 24.4 24.4 24.4 24.4	10	24	19.14
4	N. by E. 1/2 E.	1 1/2	b. 1/2	-17.7 17.7 17.7 17.7 17.7 17.7 17.7 17.7	10	17	15.54
5	N. by E. 1/2 E.	1 1/2	b. 1/2	-10.8 10.8 10.8 10.8 10.8 10.8 10.8 10.8	8	19 1/2	16.46
6	N. by E. 1/2 E.	1 1/2	b. 1/2	-1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6	14	18	16.17
7	N. by E. 1/2 E.	1 1/2	b. 1/2	-15.1 15.1 15.1 15.1 15.1 15.1 15.1 15.1	12	23	17.13
8	N. by E. 1/2 E.	1 1/2	b. 1/2	-24.2 24.2 24.2 24.2 24.2 24.2 24.2 24.2	16	24	18.77
9	N. by E. 1/2 E.	1 1/2	b. 1/2	-17.7 17.7 17.7 17.7 17.7 17.7 17.7 17.7	17	26	20.79
10	N. by E. 1/2 E.	1 1/2	b. 1/2	-23.8 23.8 23.8 23.8 23.8 23.8 23.8 23.8	28	33	30.42
11	N. by E. 1/2 E.	1 1/2	b. 1/2	-27.2 27.2 27.2 27.2 27.2 27.2 27.2 27.2	16	27	20.01
12	N. by E. 1/2 E.	1 1/2	b. 1/2	-24.4 24.4 24.4 24.4 24.4 24.4 24.4 24.4	23	25 1/2	23.69
13	N. by E. 1/2 E.	1 1/2	b. 1/2	-24.4 24.4 24.4 24.4 24.4 24.4 24.4 24.4	20	26	22.58
14	N. by E. 1/2 E.	1 1/2	b. 1/2	-18.1 18.1 18.1 18.1 18.1 18.1 18.1 18.1	16 1/2	20	18.02
15	N. by E. 1/2 E.	1 1/2	b. 1/2	-18.1 18.1 18.1 18.1 18.1 18.1 18.1 18.1	18	27	21.63
16	N. by E. 1/2 E.	1 1/2	b. 1/2	-27.2 27.2 27.2 27.2 27.2 27.2 27.2 27.2	25 1/2	31	28.65
17	N. by E. 1/2 E.	1 1/2	b. 1/2	-31.3 31.3 31.3 31.3 31.3 31.3 31.3 31.3	31	36	34.13
18	N. by E. 1/2 E.	1 1/2	b. 1/2	-33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3	19 1/2	33	24.83
19	N. by E. 1/2 E.	1 1/2	b. 1/2	-19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1	17	22	20.08
20	N. by E. 1/2 E.	1 1/2	b. 1/2	-21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1	21	22	20.71
21	N. by E. 1/2 E.	1 1/2	b. 1/2	-20.1 20.1 20.1 20.1 20.1 20.1 20.1 20.1	16	20	17.02
22	N. by E. 1/2 E.	1 1/2	b. 1/2	-24.2 24.2 24.2 24.2 24.2 24.2 24.2 24.2	24	27	25.73
23	N. by E. 1/2 E.	1 1/2	b. 1/2	-20.1 20.1 20.1 20.1 20.1 20.1 20.1 20.1	16	20	18.21
24	N. by E. 1/2 E.	1 1/2	b. 1/2	-17.1 17.1 17.1 17.1 17.1 17.1 17.1 17.1	16	21 1/2	18.71
25	N. by E. 1/2 E.	1 1/2	b. 1/2	-16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1	16	22	18.96
26	N. by E. 1/2 E.	1 1/2	b. 1/2	-8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1	22	29 1/2	24.90
27	N. by E. 1/2 E.	1 1/2	b. 1/2	-3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	29	32	30.13
28	N. by E. 1/2 E.	1 1/2	b. 1/2	-3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	25	31	30.54
29	N. by E. 1/2 E.	1 1/2	b. 1/2	-3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	30	37	31.13
30	N. by E. 1/2 E.	1 1/2	b. 1/2	-3.7 3.7 3.7 3.7 3.7 3.7 3.7 3.7	27	37	29.15
31	N. by E. 1/2 E.	1 1/2	b. 1/2	-2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3	15	25	19.25

Highest, Lowest, and Mean Temperature - 8 - 37 - 23.08
 Total force of the Wind . . . 1614
 Total 379 hours.
 165 do. calm.
 744 = 31 days.

METHEOLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

APPENDIX.

FEBRUARY, 1889. Temperature in Shade.										+ -		Temp.
Day	Direction of Wind.	Force of Wind.	State of Weather.	1	2	3	4	5	6	7	8	
1	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	25°	25°	25.88
2	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	25°	25°	32.5
3	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	38°	38°	39.88
4	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	38°	38°	42.19
5	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	40°	40°	42.71
6	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	34½	34½	40.83
7	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	39½	39½	42.85
8	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	32	32	40.48
9	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	43	43	45.1
10	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	45	45	46.42
11	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	44	44	46.44
12	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	40	40	44.58
13	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	39	39	43.23
14	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	35	35	40.84
15	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	39	39	43.23
16	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	30	30	39.22
17	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	16½	16½	20.08
18	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	9	9	13.44
19	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	7½	7½	12.60
20	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	5	5	8.98
21	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	0	0	6.13
22	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	12	12	17.77
23	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	+1½	+1½	5.63
24	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	-3	-3	5.25
25	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	6½	6½	14.31
26	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	15	15	19.42
27	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	18	18	25.42
28	SW. calm. N.W. 10. S. 10.	1. 1. 1. 1. 1. 1.	3. 2. 1. 2. 2. 2.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	1. 1. 1. 1. 1. 1.	22	22	31.98

Highest, Lowest, and Mean Temperature + 1½ - 47 - 29.9

Total force of the Wind . . . 1058

Total.
491 hours.
12 do. wind variable.
169 do. calm.
672 - 29 days.

North Westerly = 101
North Westerly = 119
South Westerly = 102
South Westerly = 109
North Easterly = 109
North Easterly = 109

[illegible]

APPENDIX.

XIII

APPENDIX.

[illegible]

METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

Days of Month.	Direction of Wind.	Force of Wind.	State of Weather.	AUGUST, 1880. Temperature in Shade.	+	-	Mean.
1	North. Vble Nly. N. Vble Nly. North.	1 1 2 1 2 1 1 3 1 2 1	24 b.	+39. 40. 41. 41. 42. 43. 44. 45. 44. 40. 39.	45	39	41.50
2	NW. North.	1 1 1 1 1 9 1	24 b.	+40. 39. 40. 42. 41. 39. 36. 37. 36. 35. 34. 33.	42	33	38.96
3	North. W. S. Vble Sly. North.	10 12 2	24 b.	+38 40 36 40 41 42 44 48 50 54 56 54 52 51 50 49 46 44 42 41	56	38	47.00
4	NbW. NW. N. NE. S. E. S. N.	1 2 1 1 3 2 1 4	16 b. c.	+40. 42. 43. 44. 46. 48. 50. 54. 55. 56. 55. 54. 53. 50. 48. 45. 43. 42.	56	40	47.25
5	NNW. Vble. S. NW. N.	1 2 3 1 1	20 b. c. g. gr.	+41. 40. 39. 40. 44. 46. 48. 50. 55. 56. 57. 58. 56. 53. 50. 44. 41. 40.	58	39	47.83
6	N. NW. Vble Nly. N. S. NNE.	7 1 1 2 1 3 2	3 1 13 1 6 c. cr. b. bv. b.	+39. 40. 41. 42. 43. 44. 46. 48. 50. 54. 56. 49. 44. 40. 39. 38. 36.	56	36	44.00
7	V. +. W. SW. SSW. Vble. +. NNE. Vble Nly.	5 7 4 8	4 4 4 4 4 c. b. or. ov. ofr. fr.	+34. 38. 40. 41. 42. 43. 44. 42. 41. 40. 38. 36.	44	34	39.71
8	NNW. N. NNE. NbW. NNW.	2 1 1 4 6 1 1 8	4 8 3 1 1 2 6 f. or. b. bv. o. or. gr.	+36. 37. 38. 39. 40. 41. 44. 48. 44. 43. 42. 40. 39. 38. 37.	48	36	39.67
9	WN. SE. SW. S. N. SW. N.	1 2 5 7	2 2 3 5 6 2 4 c. b. c. fr. g. or. ofr.	+36. 37. 39. 38. 37. 38. 40. 41. 42. 41. 40. 38.	42	36	39.38
10	NbW. NW. NNW. Calm.	6 2 1 1 1 1 1 1 1 7 1	2 2 4 2 2 2 2 1 1 2 ofr. c. ov. of. c. cr. c. or. c. g. or.	+38. 39. 40. 41. 40. 39. 38.	41	38	39.81
11	C. SWbW. W. Vble Sly. S. Vble Sly.	4 16 1 2 1	10 3 7 4 gr. g. c. eq.	+38. 37. 35. 36. 37. 38. 39. 40. 41. 43. 44. 45. 43. 41. 40. 39.	43	35	39.67
12	W. WSW. SW. S. W. SSE. S. SSW. SW. SSE. NE. SE. SW.	4 1 6 1 2 3 6	7 1 16 c. cf. c.	+39. 38. 36. 37. 36. 37. 38. 39. 40. 39. 38.	40	36	38.42
13	N. C. NE. N.	5 4 15	6 6 6 6 c. cr. c. b.	+38. 39. 40. 41. 42. 43. 42. 41. 40. 39. 37. 36.	43	36	39.30
14	N. C. SSW. Vble Wly. SE. S.	1 3 13 1 6	8 6 10 bc. c. g.	+35. 37. 40. 42. 44. 46. 47. 48. 47. 46. 44. 42. 40. 39. 38. 37. 36. 35. 34.	48	34	40.5
15	W. WSW. WbS. W. NW. NE. S. ENE. NE. NW.	2 3 2 1 2 2 1 1 1 9	13 1 10 c. cqr. c.	+34. 36. 37. 38. 39. 40. 41. 42. 43. 42. 40. 39. 38. 37. 36.	43	34	39.58
16	NW. W. WNW. NW. NE. SW. C. S. WSW. N.	7 7 5 1 1 1 2	8 10 6 g. c. or.	+36. 37. 38. 40. 41. 42. 43. 44. 42. 40. 39. 37. 36.	44	36	39.30
17	C. SW. SE. Vble Nly. SE. E. C.	6 12 6	1 2 3 1 12 5 q. of. c. cfr. c. f.	+35. 34. 35. 36. 38. 39. 40. 41. 40. 39. 40. 39. 38. 39. 37. 36. 35. 34.	41	34	37.46
18	C. N. Vble Wly. SE. SSW. S. NW. N. NNW.	4 10 2 5 1 1 1	4 12 2 4 1 1 f. g. or. g. c. q.	+34. 35. 37. 36. 35. 36. 37. 40. 42. 44. 46. 43. 44. 40. 38. 36. 35.	46	34	39.17
19	NNW. NW. NNW. N. NW. NNW.	4 8 1 3 2 2	5 13 6 g. c. b.	+36. 37. 38. 41. 42. 44. 46. 48. 47. 45. 43. 42. 40. 39.	48	36	41.19
20	NW. Vble Nly. NE. NNE.	3 5 2 1 6 3 1 2 1	5 2 13 1 3 c. b. c. g. fr.	+39. 40. 41. 44. 46. 42. 41. 42. 44. 43. 42. 40. 39. 37. 35.	46	35	41.00
21	NNE. N. NNW. NWbN. NW.	2 2 1 1 4 1 4	2 12 2 8 cr. c. b. bc.	+34. 36. 37. 38. 39. 40. 41. 42. 44. 45. 46. 45. 44. 43. 40. 38. 36. 35.	46	34	39.98
22	NW.	3 5 1 13 2	6 18 c. b.	+38. 39. 41. 43. 44. 45. 48. 49. 50. 53. 49. 48. 47. 43. 40. 38.	53	38	45.00
23	NW.	1 2 2 3 5 1 7 3	4 16 4 bq. b. bq.	+36. 38. 39. 40. 41. 42. 44. 45. 46. 48. 47. 46. 45. 44. 43. 42. 41.	48	36	42.65
24	NWbN. N. NNE. N. NEbN.	2 1 1 3 9 1 1 3 1 1	10 1 1 4 3 1 4 b. obr. of. or. c. of. c.	+41. 42. 40. 39. 38. 39. 40. 41. 42. 40. 39. 38. 36. 35.	42	35	39.58
25	NbE. NE.	5 1 13 5	24 c.	+36. 37. 38. 37. 36.	38	36	36.88
26	NE. NNE. North.	1 1 1 2 2 6 1 3 7	3 1 1 2 1 16 cq. or. cr. c. or. c.	+36. 37. 38. 39. 40. 41. 38. 37.	41	36	37.83
27	North. NbW. NNW. N.	4 4 4 2 6 4	24 c.	+37. 38. 39. 40. 41. 42. 43. 42. 41. 38. 36.	43	36	39.73
28	NbW. NNW. NWbN. NbW.	6 4 2 5 3 2 2	6 2 10 2 4 c. bc. b. o. c.	+36. 37. 38. 40. 41. 42. 43. 44. 43. 41. 39. 37. 36. 35.	44	36	39.71
29	NNW.	1 6 1 4 1 1 1 6 1 2	5 7 6 2 4 o. c. bc. c. cq.	+38. 37. 36. 37. 38. 41. 43. 42. 41. 40. 39. 38.	43	36	38.67
30	NNW. NW. WNW.	6 2 2 2 1 1 2 2 4	2 10 4 2 4 cq. c. bc. b. c. b.	+37. 36. 35. 35. 35. 36. 38. 41. 42. 43. 44. 43. 41.	44	35	38.80
31	Vble Nly. Vble. +. S. Vble. W. WNW. NW. N.	1 1 1 1 2 5 2 3 2	2 17 4 1 b. c. or. c.	+37. 36. 35. 36. 39. 40. 41. 42. 42. 41. 40. 39. 36. 34. 33.	42	33	37.40

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ABSTRACT.

141 N. 363. NbW. 87. NNW. 520. NWbN. 84. NW. 298. NWbW. 6. WNW. 10. WbN. 7.
 41 W. 95. WbS. 2. WSW. 13. SWbW. 8. SW. 32. SWbS. 0. SSW. 18. SbW. 8.
 51 S. 91. SbE. 0. SSE. 12. SEbS. 0. SE. 16. SEbE. 0. ESE. 0. Ebs. 0.
 8 E. s. EbN. 0. ENE. 1. NEbE. 0. NE. 186. NEbN. 3. NNE. 39. NbE. 22.

North Westerly = 440
 South Westerly = 87
 South Easterly = 73
 North Easterly = 99

Total.
 699 hours.
 16 do. wind variable.
 29 do. calm.
 741 = 31 days.
 Highest, Lowest, and Mean Temperature +58+33+40.87
 Total force of the Wind 1996

APPENDIX

XVII

METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

XVIII

Days of Month.	Direction of Wind.	Force of Wind.	State of Weather.	NOVEMBER, 1830. Temperature in Shade.	+	-	Mean.
1	S. Wly. S. WNW. NW.	3 2 1 2 3 4	2 6 4 10 1 1	+34° 1° 1° 1° 4° 1° 3° 3° 3° 1° 2° 1° 1°	24°	18°	21° 38
2	NW. NNW. NE. NNW.	6 1 7 2 2 1 3	0. c. o. s. o. c.	+18° 17° 16° 15° 14° 13° 12° 9° 8° 7° 6° 5° 4° 3° 1° 1° 1° 1° 1°	18	4	5.92
3	NW. NNW. North.	1 1 2 1 3 2 2 1 1 1	c. o. s. g. b.	+24° 2° 4° 6° 5° 4° 2° 2° 2° 1° 1° 0°	0	6	3.00
4	North. SSE. E. NE. N.	4 4 3 1 1 1 1 1 2 3	2 2 3 1 4 1 5 6	+22° 23° 24° 23° 22° 24° 22° 20° 18° 16° 14° 15° 16° 16° 1	+24	+2	14.40
5	North.	9 1 0 8 7 5 4 3 1 3 4	0. s. d. b. d. q. o. s. b. o.	+22° 23° 24° 23° 22° 24° 22° 20° 18° 16° 14° 15° 16° 16° 1	24	14	19.75
6	NNW. N. NE. E. S. NW.	7 5 2 3 2 1 2 3 4	0. o. s. o. g. o. q. o. s.	+16° 17° 18° 16° 18° 20° 21° 21° 22° 21° 20° 18° 17° 17°	22	16	19.02
7	NW. NNW. S. SW. NW. S. SE.	1 1 5 2 6	0. o. s. o. s. o.	+16° 15° 14° 15° 13° 16° 17° 15° 14° 13° 12° 13° 12°	17	12	14.06
8	SE. E. NE. SE. E. C. SE.	5 5 1 1 2 2 1 1 1 1	0. o. s. o. s. o. g. b. g.	+10° 9° 8° 6° 7° 9° 9° 10° 9° 10° 13° 11° 10° 6° 5° 4° 6°	13	4	7.94
9	SE. S. NNW. NW.	1 1 2 1 3 2 1 1 1 1	2 1 1 4 2 4 1 1 1	+1° 1° 2° 3° 4° 3° 5° 7° 11° 12° 13° 15° 16° 17° 13° 11° 9°	10	2	5.96
10	NW. SW. to S. W. SE. N. E. SE.	4 3 2 1 2 6 8 2 1 1	8 4 6 1 3 2	+1° 1° 2° 3° 4° 3° 5° 7° 11° 12° 13° 15° 16° 17° 13° 11° 9°	+1	-16	-8.75
11	SE. ESE. E. ENE. N. NW. N.	1 1 8 5 1 1 1 2 1 1	15 1 4 3	+9° 8° 7° 6° 5° 4° 3° 2° 3° 3° 4° 5° 6° 7° 7° 8°	-2	9	5.42
12	N. NNW. North.	1 3 1 1 1 1 5 1 1 2 1 2 3	1 1 2 4 4 2 1 1 4 4	+8° 11° 9° 8° 6° 7° 8° 9° 11°	6	11	8.83
13	NW. C. S. C. N. C. N. C.	2 2 4 1 3 3 5 4	4 4 15	+12° 13° 14° 13° 14° 13° 12° 13° 15° 17° 19° 20° 21° 22° 23° 24°	12	24	16.60
14	Calm. Vble Southerly.	1 2 1 2	6 6 12	+24° 25° 26° 27° 27° 28° 27° 26° 28° 28° 30° 28° 29° 28° 27° 26°	24	30	27.33
15	Calm. Vble +. Calm.	8 1 2 4	24	+26° 26° 27° 28° 27° 28° 29° 29° 30° 32° 30° 29° 30° 30° 30°	26	32	28.21
16	Calm. SW. SE. N. E. SE.	4 1 2 1	18 2 1 3	+30° 32° 30° 30° 29° 29° 28° 25° 23° 21° 19°	19	32	28.08
17	SE. E. ESE. NNE. Ely. SE. E. N.	4 8 4 4 4	7 3 2 1 2 1 8	+19° 20° 21° 18° 17° 16° 15° 14° 13°	13	21	17.42
18	NW. SE. S. SW. NW. NW. SW. NW. NE.	3 1 1 2 2 2 3 1	3 3 2 5 2 1 8	+13° 12° 11° 13° 14° 13° 11° 13° 15° 14° 18° 19° 20°	11	20	13.71
19	W. SSW. W. SSW. W. Calm.	1 5 2 1 3 0	24	+23° 25° 27° 26° 27° 28° 28° 27° 28° 28° 30° 32° 33° 34° 35°	23	35	28.93
20	E. S. SW. Vble sly. SSE.	1 2 1	16 1 1 6	+35° 34° 32° 30° 29° 28° 29° 28° 27° 28° 27° 26° 25°	25	35	29.71
21	S. NW. E. N. W. N. C. SE.	1 1 2 1 3 3 2 1 0 1	1 1 2 2 2 5 1 1 1 3	+23° 21° 20° 19° 20° 21° 20° 19° 18° 21° 22° 23° 22° 23° 24° 25°	18	25	21.38
22	C. SW. W. NW. Calm.	2 1 6 6	4 4 1 1 2 5 7	+26° 25° 24° 23° 22° 21° 22° 23° 24° 25° 26°	21	26	23.63
23	NW. SW. C. SW. to NE. C. W.	4 4 4 4 4 4	18 1 5	+25° 26° 27° 28° 29° 30° 32° 33° 34° 35° 35°	25	35	30.25
24	W. Calm. Wly.	4 4 1 6	24	+35° 35° 34° 35° 36° 37°	34	37	35.83
25	C. Wly. C. NW. Calm.	3 8 5 2 6	24	+37° 38° 39° 40° 41° 40°	37	41	39.00
26	C. N. NE. SE.	2 5 2 5 2 1	8 3 3 2 1 7	+40° 39° 38° 37° 36° 35° 32° 29° 27° 25° 21° 20° 19° 18° 17° 17°	17	40	27.49
27	S. C. WNW. Vble +. WNW. C. W. N.	2 6 6 2 1 3 8	4 2 2 4 2 6 2 2	+17° 18° 18° 19° 19° 20° 22° 22° 22° 23° 22° 21° 20° 19° 18° 17°	17	23	20.31
28	North. Calm. North.	2 2 2 0	24	+16° 15° 15° 14° 14° 13° 14° 13° 12° 12° 11° 11°	11	16	13.21
29	NNW. W. SW. SSE. C. W. NW. C.	7 4 6 1 6	4 4 4 2 6 4	+11° 9° 12° 13° 14° 13° 12° 12° 11° 9° 11° 12° 13° 13° 14° 15° 15°	9	15	12.29
30	Calm. S. N. Sly.	1 2 1 2	1 2 3 8 8	+16° 16° 16° 15° 15° 14° 14° 13° 13° 12° 12° 13° 14° 15° 16° 17° 18° 18° 19° 21°	12	21	15.63
ABSTRACT.				North Westerly—275 South Westerly—137 South Easterly—142 North Easterly—44 Total. 598 hours. 14 do. wind variable. 108 do. calm. 720 = 30 days.			
N. 49. N. W. 0. NNW. 2. NW. 5. N. 14. NW. W. 0. WNW. 25. W. N. 0. W. 8. W. S. 0. WSW. 0. SW. W. 13. SW. 41. SW. S. 0. SSW. 41. S. W. 0. S. 87. S. E. 3. SSE. 15. SE. S. 15. SE. 63. SE. E. 83. ESE. 14. E. S. 0. E. 45. E. N. 0. ENE. 20. NE. E. 4. NE. 16. NE. N. 15. NNE. S. N. E. 0.				Highest, Lowest, and Mean Temperature + 24—41—11.45 Total force of the Wind 1409			

APPENDIX.

APPENDIX.

XIX

APPENDIX.

XXI

METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

Days of Month.	Direction of Wind.	Force of Wind.	State of Weather.	MARCH, 1831. Temperature in Shade.	+	-	Mean.
1	C.S.N.W.N.W.NW.NW.S.C.	1 1 2 1 2 1 1 6 1 2 2 4 0. 1. 2. 3. 4. 2. 3. 1. 3. 1. 0.	2 4 b.	33° 43° 38° 75			
2	NW.C.EbS.S.E.S.W.C.Vble+.NW.	4 4 2 2 4 4 2 2 4 4 1. 0. 1. 2. 1. 0. 2. 1.	4 20 cb. b.	34° 43° 40.75			
3	W.S.W.S.S.E.S.S.W.NW.	2 3 7 5 4 3 2 5 4 1 2 3 3 4 5 1 2 1	3 1 3 1 2 5 3 1 1 1 3 b.c.od.o.qd.q.c.od.b.q.o.	29 38 34.73			
4	C.S.W.S.Wly.NW.Calm.	2 4 1 6 3 0. 1. 1. 0.	2 4 b.	33 44 39.83			
5	SW.WNW.NW.NNW.NW.C.SW.	3 2 3 3 1 1 1 1 3 1 1 1 1 1 2 2 1 2 3 4 5 4 3 4 5 3 2 3 4 0 1	1 5 1 7 1 1 1 1 7 qs.os.q.b.bd.qd.q.b.	35 42 38.98			
6	W.C.S.S.E.S.W.NW.SW.W.C.W.C.	1 3 3 1 1 1 1 1 1 1 1 1 1 1 1. 0. 1. 2. 1. 0. 1. 1. 0.	4 4 16 b. g. b.	29 43 36.67			
7	S.C.E.S.Wly.C.S.S.E.Vble+.	1 6 3 1 2 2 1. 0. 1. 2. 1.	2 4 b.	28 42 35.98			
8	E.N.NW.S.W.S.Vble+.C.S.WSW.C.	4 8 1 3 6 0. 1. 0. 1. 0.	2 4 b.	30 44 39.85			
9	C.S.Vble+.SW.N.Sly.C.SW.SSW.	3 5 1 3 4 4 0. 1. 0. 1.	4 5 15 b. q. b.	29 44 37.54			
10	ESE.C.Sly.NW.C.SW.C.	2 2 4 8 2 2 4 1. 2. 0. 1. 0. 2. 1. 0.	2 4 b.	29 43 38.38			
11	C.SSE.C.NW.SW.S.SW.WNW.	4 4 1 1 1 1 1 1 1 1 1 1 1 1 0. 1. 0. 2. 3. 1. 2. 3. 4. 5. 1. 2. 3. 2	2 4 b.	22 41 32.5			
12	C.Wly.Vble+.C.Wly.C.	2 6 4 8 0. 1. 0. 1. 0.	5 3 16 b. q. b.	23 37 32.00			
13	C.NE.C.Varble.Sly.W.C.Wly.C.	3 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	2 4 b.	21 38 31.46			
14	S.SW.Ely.SW.C.S.N.NW.C.	1 2 6 2 7 6 1. 2. 1. 0. 1. 0.	6 3 15 b. g. b.	22 37 29.10			
15	S.VbleSSEWNW.Sly.SW.SW.SSW.	8 1 3 4 1 3 4 1 3 4 1 3 4 1 3 4 1 3 4	4 3 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 b. bc. b. q. qds. osd. bd.	20 38 29.65			
16	{ WNW.SW.WbS.W.NNW.NW. NNW.NW.C.S. }	4 8 9 8 7 6 3 2 1 0 1 1	1 7 4 12 os. bd. ods. b.	23 36 29.38			
17	Vble+.ESE.S.E.SSE.NW.Calm.	2 2 1 5 2 1 7 1. 2. 1. 2. 1. 0.	4 4 8 4 4 b. q. b. q. b.	28 40 34.73			
18	{ S.SW.W.SW.NWbW.NW. WNW.W.C. }	8 7 3 6 1. 2. 1. 0.	4 6 14 b. q. b.	30 41 37.13			
19	C.SW.Vble+.C.W.NW.W.NW.	3 0 5 4 1 2 0. 1. 0. 1. 0.	7 3 7 2 5 b. q. b. c. b.	30 46 40.06			
20	SW.W.NW.W.Calm.	6 2 2 4 1 2 4 6 1. 2. 3. 4. 3. 2. 1. 0.	4 4 16 b. q. b.	36 48 42.85			
21	C.S.SbW.WSW.Calm.	8 0 1 4 0 0. 1. 0. 0.	2 4 b.	37 51 44.27			
22	C.WNW.C.SebS.W.S.C.	8 0 1 0 2 1 0 0. 1. 0. 2. 1. 0.	2 4 b.	34 49 41.67			
23	SE.C.S.C.S.Sly.C.W.S.	2 1 0 1 0 2 1 0 1 1 1. 0. 1. 0. 2. 1. 0. 1.	2 4 b.	33 47 42.18			
24	SSW.Sly.S.NW.NNW.NW.N.NNE.	1 3 7 1 1 2 3 1. 2. 1. 2. 1.	4 5 3 2 2 2 1 1 4 o.os.o.b.bc.c.b.g.b.	26 44 38.63			
25	NW.SW.Vble+.WSW.NNW.NW.NW.	1 1 1 1 1 1 1 1 6 3 1 1 4 3. 2. 1. 2. 1. 2. 3. 4. 1. 3.	2 0 1 3 b. q. c.	28 45 36.81			
26	S.SW.W.Vble.S.E.W.C.SW.S.Calm.	1 2 1 2 4 4 4 1. 2. 1. 0. 2. 0.	5 3 1 3 6 1 3 c. b. o. os. b. c.	21 37 28.33			
27	C.NW.NE.NE.NE.NE.EdN.NE.N.	4 1 1 2 2 6 3 1 1 1 1 1 2 0. 2. 3. 2. 3. 4. 3. 1. 4. 3.	3 1 8 4 8 b. bc. os. g. bc.	21 37 28.17			
28	NNW.NW.NWEN.S.W.SW.Sly.SW.	1 1 1 1 1 3 2 1 2 1 1 3 6 1 1. 3. 2. 3. 2. 4. 5. 4. 2. 4. 3. 2. 3.	8 2 1 1 3 b. bd. b. c.	22 37 32.29			
29	SW.S.SW.SSW.S.SSE.SW.WSW.	1 1 1 1 1 2 1 1 3 1 1 1 1 1 1 3 1 3 4 2 5 3 2 3 2 3 2 1 2 1	4 8 4 4 o. bd. b. bc.	20 36 28.80			
30	SW.W.E.S.W.S.SSE.NE.N.NNW.	4 2 2 6 2 1 3 3 4 4 3 1. 2. 3. 1. 2. 1. 2. 1. 3. 4. 3.	5 1 8 3 7 bc. c. os. o. os.	12 30 21.88			
31	NW.N.W.WSW.SW.S.E.Calm.	3 6 7 1 2 4 0 5. 2. 1. 2. 0.	4 1 3 2 2 4 1 1 2 os.o.c.c.os.c.os.o.q.b.	8 22 15.79			

ABSTRACT

¹⁷ _{N.41.}	⁰ _{N.W.9.}	³⁰ _{N.W.79.}	⁷² _{N.W.13.}	²⁶ _{N.W.31.}	²⁶ _{N.W.5.W.}	⁰ _{W.N.W.71.}	⁰ _{W.N.E.}	North Westerly — 158
⁶¹ _{W.83.}	⁴ _{W.S.27.}	²⁵ _{W.N.W.96.}	³¹ _{SW.W.0.}	¹⁰ _{SW.160.}	¹⁰ _{SW.S.E.}	¹² _{SS.W.44.}	³⁰ _{SW.W.30.}	South Westerly — 193
¹¹³ _{S.178.}	⁰ _{S.E.0.}	¹³ _{S.S.E.20.}	¹³ _{S.E.2.}	⁵ _{S.E.24.}	⁵ _{S.E.E.0.}	² _{E.S.E.}	² _{E.S.2.}	South Easterly — 147
¹⁶ _{E.14.}	² _{E.N.S.}	⁰ _{E.N.E.16.}	¹⁵ _{N.E.0.}	³² _{N.E.32.}	² _{N.E.N.0.}	³ _{N.N.E.7.}	⁰ _{N.E.E.0.}	North Easterly — 41

Total.
hours.
do. wind variable.
do. calm.
— 31 days.

Highest, Lowest, and Mean Temperature $-8\frac{1}{2}$ —51—34.74

Total force of the Wind 1067

1042

APPENDIX.

XXIII

APPENDIX.

XXV

METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

XXVI

Days of Month.	Direction of Wind.	Force of Wind.	State of Weather.	JULY, 1831. Temperature in Shade.	+	-	Mean.
1	WNW. SW. WSW. WNW. NW.	2 2 5 2 2 4 1 1 1 2 2	4 4 8 3 1 2 1 1	+33° 33' 35° 69'	39	33	35.69
2	NW. NNW. NW. NWbW.	1 1 1 1 1 2 1 2 2 2 2 5	c. g. bc. c. os. os. o. bc.	+38 31 34.64	38	31	34.64
3	NW. WNW. W. S. W. SW.	7 6 5 4 6 5 4 6 5 4 5 2	bc. o. os. o. bc. b.	+40 34 37.42	40	34	37.42
4	W. S. SW. SSE. S. SSE. SE.	2 3 4 3 5 6 7 3 3 5 6 5 3 2 7	b. bc. o. os. or. o. os. o. o.	+38 32 36.23	38	32	36.23
5	SE. East.	2 1 1 1 2 3 1 1 1 1 2 1 6	o. or. of. g. gr. or. os.	+34 32 33.29	34	32	33.29
6	NE. ENE. NE. NNE. NE. NNE.	3 4 5 6 5 4 3 2 3 5 4 3 4 4	os. o. of. f.	+38 32 35.5	38	32	35.5
7	N. NW. N. NWbN. NNE. NNW.	1 2 3 1 2 4 3 1 2 4 1 1 4	1 2 14 5 2	+41 34 38.77	41	34	38.77
8	N. SW. NNE. SW.	6 3 5 2 5 4 3 4 3 4 3 5 4 1 2 1	o. bc. b. bc. b.	+43 37 40.50	43	37	40.50
9	SW. N. NNW. W. SW. S. SSE.	5 5 1 2 2 1 8	3 1 4 2 2 2 2 4	+38 34 36.23	38	34	36.23
10	SE. SW. WSW. SW.	1 2 3 4 3 4 3	b. bc. b. bc. b. bc. c.	+38 32 35.85	38	32	35.85
11	NW. NNW. WNW. NW. N. NE. C. W. N. NNE.	2 1 3 4 3 4 3 2 0 1 2 3 2 3 4	1 3 5 2 2 4 1 6	+37 34 35.38	37	34	35.38
12	NNE. N. NNW. NbW. NNE.	2 1 3 4 3 4 3 2 0 1 2 3 2 3 4	o. or. c. or. c. o. bc. c.	+40 34 36.92	40	34	36.92
13	NNE. NNE.	2 1 3 4 3 4 3 2 0 1 2 3 2 3 4	1 3 3 4 4	+40 33 36.10	40	33	36.10
14	SW. NW. NNW. NNE.	2 1 3 4 3 4 3 2 0 1 2 3 2 3 4	bc. b. bc. eq.	+39 33 35.33	39	33	35.33
15	WSW. NE. C. E. ESE. SE. S. Ely. SW. S. SSW.	2 1 3 4 3 4 3 2 0 1 2 3 2 3 4	4 2 1 1 1 3 3 4	+39 33 35.25	39	33	35.25
16	SE. SW. S. ESE. E. ESE.	2 1 3 4 3 4 3 2 0 1 2 3 2 3 4	or. or. of. os. o. m. om. bc.	+44 34 40.15	44	34	40.15
17	East. NE. NNE. NEbN.	3 2 1 1 1 3 2 2 2 3 1 1	bc. eq. bc. eq. bc. bq. bc.	+44 34 39.00	44	34	39.00
18	North. NE. NNE.	3 2 1 1 1 3 2 2 2 3 1 1	bc. b.	+44 32 39.52	44	32	39.52
19	NE. NNE.	2 1 3 4 3 4 3 2 0 1 2 3 2 3 4	b.	+48 37 42.75	48	37	42.75
20	NE. N. NE. North.	1 3 1 1 1 2 2 2 2 2	24	+46 35 39.81	46	35	39.81
21	North. SE.	1 3 1 1 1 2 2 2 2 2	24	+44 34 38.73	44	34	38.73
22	N. Sly. N. Sbe. N. NW. NE. E. S. E. S.	1 3 1 1 1 2 2 2 2 2	bc. b. bc. o.	+45 34 39.52	45	34	39.52
23	C. Sbe. N. S. Sbe. SE. SSE.	1 3 1 1 1 2 2 2 2 2	bc. b. bc. o.	+42 33 37.54	42	33	37.54
24	SSE. SW. Sbe. N. S. SSE.	1 3 1 1 1 2 2 2 2 2	c. o. co. c. g.	+44 33 39.13	44	33	39.13
25	SSE. W. Calm. NE.	1 3 1 1 1 2 2 2 2 2	o. c. b. c.	+41 33 38.00	41	33	38.00
26	C. SSE. SE. EbN. E. C. North.	1 3 1 1 1 2 2 2 2 2	c. fr. f. fr. f.	+42 33 37.67	42	33	37.67
27	C. E. Ebs. East.	1 3 1 1 1 2 2 2 2 2	q. bc. b. bc. c. g.	+48 36 40.60	48	36	40.60
28	SE. E. SE. E. C. ENE.	1 3 1 1 1 2 2 2 2 2	bc. of. yr.	+41 35 38.54	41	35	38.54
29	C. N. NE. S. C.	1 3 1 1 1 2 2 2 2 2	bc.	+41 36 38.92	41	36	38.92
30	C. E. NW. N. C.	1 3 1 1 1 2 2 2 2 2	bc. g.	+50 36 41.92	50	36	41.92
31	North. Vble NWbW. NNW.	1 3 1 1 1 2 2 2 2 2	g. bc. o. bc.	+44 37 41.31	44	37	41.31
	Vble from NW. Calm.		bc. e. bc.				
	NW. N to NW. Vble W to NE.		bc. b. bc.				

APPENDIX.

ABSTRACT.	83	11	30	4	40	7	25	0	North Westerly = 205
	N. 188.	NbW. 33.	NNW. 114.	NWbN. 17.	NW. 124.	NWbW. 20.	WNW. 109.	WbN. 0.	
	25	0	5	0	20	0	1	0	South Westerly = 61
	W. 100.	WbS. 0.	WSW. 19.	SWbW. 0.	SW. 74.	SWbS. 0.	SSW. 1.	SbW. 0.	
	42	12	22	0	33	0	13	7	South Easterly = 155
	S. 115.	Sbe. 32.	SSE. 65.	SEbS. 0.	SE. 94.	SEbE. 0.	ESE. 20.	E. S. 11.	
	60	1	15	0	33	4	23	0	North Easterly = 255
	E. 102.	EbN. 2.	ENE. 34.	NEbE. 0.	NE. 129.	NEbN. 19.	NNE. 192.	NbE. 121.	

Total.
676 hours.
22 do. wind variable.
46 do. calm.
744 = 31 days.

Highest, Lowest, and Mean Temperature + 50 + 32 + 37.94
Total force of the Wind 1775

APPENDIX.

XXVII

METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

Days of Month.	Direction of Wind.	Force of Wind.	State of Weather.	SEPTEMBER, 1831. Temperature in Shade.	+	-	Mean.
1	SW. Sly. SbW. S. E. + Vble. C.	3 2 2 1 2 1 1 1 1 1 5 4 6.1.2.1.2.5.6.2.3.2.1.0	3 2 5 7 bcq. bc. o. or.	+30°. 1°. 1°. 4°. 3°. 6°. 5°. 1°.	36°	30°	33°.83
2	C. Vble. N. NbW. NW. NWbN. C. NNW.	4 3 1 2 1 1 4 2 2 1 1 1 0.1.2.3.4.5.4.3.2.0.1	3 5 3 5 2 1 3 2 or. os. or. o. o. bc. of.	+34°. 33°. 34°. 33°. 34°. 35°. 35°. 34°. 33°. 33°.	35°	33°	33.98
3	N. NWbN. NNW. N. NbE.	1 1 1 3 1 4 3 1 2. 3. 6. 7. 6. 8. 1. 0.	1 1 2 1 1 6 4 3 1 2 2 bf. cf. of. o. bc. os. o. c. q. c. qf.	+33°. 32°. 31°. 32°. 33°. 33°. 32°. 32°. 31°. 30°.	34°	30°	32.42
4	NNW. N. NbW.	3 5 3 3 1 1 2 2 4 1.0.9.1.0.9.1.0.9.7.8.9.	2 2 4 3 1 1 2 oqf. oq. cq. oq. cq. cq.	+30°. 29°. 28°. 27°. 26°. 27°. 28°. 30°. 29°. 28°. 27°.	30°	26°	28.04
5	NNW. NWbN. NW.	7 2 2 1 1 1 3 1 2 2 2 1.0.9.1.0.9.7.4.3.4.5.3.4.	6 6 6 2 3 1 oqs. cq. os. oqs. os. oq.	+27°. 26°. 27°. 28°. 28°. 29°. 28°. 27°. 26°.	29°	26°	27.44
6	NWbN. NNW. NW.	7 7 7 1 1 1 5. 4. 3. 2. 3. 4.	4 2 1 5 3 1 1 oqs. os. o. c. os. o. cs.	+25°. 26°. 27°. 28°. 28°. 29°. 28°. 27°. 26°.	29°	25°	27.17
7	NNW. NW. NWbN. NbW. NNW. N.	4 2 3 2 4 3 2 1 1 1 4.3.2.3.4.3.2.4.5.4.	7 1 1 1 4 2 4 1 1 1 1 o. c. os. o. os. o. c. o. c. q. s. bq.	+27°. 28°. 28°. 29°. 30°. 29°. 28°. 27°.	30°	27°	28.15
8	W. SSW. Sly. S. SE.	5 1 1 5 4 1 7 1. 2. 1. 2. 1. 2. 1.	1 1 1 5 8 4 3 1 o. b. osq. cq. bcq. cq. b. bc.	+26°. 25°. 26°. 24°. 24°. 25°. 27°. 28°. 29°. 28°. 27°.	29°	24°	27.06
9	N. NNW. Sly. SE. S. SSW. + Vble. West.	2 1 2 4 1 1 1 1 2 2. 4. 5. 4. 3. 2. 1. 1. 2.	8 2 5 1 4 4 b. bc. bq. b. cq. b.	+25°. 23°. 24°. 25°. 26°. 27°. 28°. 29°. 28°. 27°.	31°	22°	26.44
10	W. SSW. Sly. S. SE.	5 1 1 5 4 1 7 1. 2. 1. 2. 1. 2. 1.	7 1 2 1 6 1 1 1 3 1 bc. bcm. cf. c. of. o. of. os. o. cf.	+24°. 23°. 25°. 26°. 25°. 24°. 23°. 24°.	26°	23°	23.92
11	SSE. S. SSW. Ely. SSE. S. SE. C. NW.	5 1 1 1 1 1 3 2 1 1. 2. 1. 2. 1. 0. 1.	6 1 1 1 1 1 1 1 1 1 of. os. c. o. os. o. c. of. cf.	+24°. 23°. 28°. 29°. 31°. 32°. 33°. 32°.	33°	24°	29.00
12	N. NWbN. NbW. N. NNW. C. NE.	1 5 6 1 3 4 1 1 1 1 2.3.4.5.6.3.2.0.1.2.	1 1 7 1 1 1 2 1 1 1 6 o. cb. of. c. cs. c. o. c. cf. os. c. b.	+32°. 31°. 30°. 29°. 28°. 29°. 28°. 27°. 25°. 23°. 22°. 23°.	32°	22°	27.25
13	N. SW. E. NNW. Nly. N. NNW. NWbN.	2 2 1 1 2 1 1 1 1 2 2 3.1.3.4.5.6.5.7.8.7.6.7.8.9.	1 2 1 2 1 1 1 1 1 0 4 b. c. o. oh. o. oh. os. o. bc. bq.	+22°. 24°. 23°. 24°. 23°. 22°. 20°. 19°. 18°.	25°	18°	21.97
14	NNW.	2 8 1 1 6 6 4. 8. 7. 6. 7. 6.	18 4 1 1 b. o. cb. c.	+18°. 19°. 20°. 21°. 22°. 23°. 22°. 21°. 20°. 19°. 18°.	23°	18°	19.83
15	NNW.	10 1 1 4 2 1 1 1 1 2 5. 5. 4. 5. 3. 4. 5. 6. 5. 6.	18 4 1 1 b. o. cb. c.	+17°. 17°. 16°. 18°. 19°. 20°. 22°. 23°. 24°. 25°. 26°. 24°. 23°. 25°. 23°.	26°	16°	21.48
16	NNW. Westly.	6 7 6 5 4 3 2 1 1. 7. 6. 5. 4. 3. 2. 1.	2 2 4 3 5 4 4 o. c. o. cb. o. c. bc.	+25°. 28°. 27°. 28°. 29°. 30°. 32°. 31°. 32°. 31°. 30°. 28°. 27°.	32°	25°	29.23
17	W. WSW. WNW. C. Vble. NE. C.	2 1 3 1 3 8 7 2. 1. 2. 1. 0. 1. 0.	3 5 4 5 7 o. c. bc. c. o.	+26°. 27°. 26°. 27°. 28°. 27°. 28°. 27°. 26°.	28°	26°	26.73
18	NWbW. WNW. N. NbE. NNW. N. NNW. NWbN.	1 1 1 5 2 4 2 2 1 1 2 2 1.2.3.2.3.4.5.2.3.4.5.2	2 2 1 1 2 7 2 1 1 2 2 1 bc. cs. of. of. of. c. cs. o. os. o. oq. cbq.	+26°. 27°. 26°. 24°. 23°. 22°. 20°. 19°. 18°. 17°. 16°. 18°. 17°.	27°	16°	20.35
19	NWbN. NNW. NWbN. NW. + SWbs.	3 1 8 2 3 7 6. 7. 6. 2. 1. 2.	3 1 2 2 1 4 2 b. bc. c. bc. b. bc.	+18°. 19°. 18°. 19°. 20°. 20°. 21°. 22°. 21°. 20°. 19°. 18°. 17°. 19°.	22°	17°	19.04
20	SSW. Sly. S. SSW. SbW. S. SSW. SW.	1 1 1 2 2 1 1 1 1 1 1 1 5.4.3.2.1.2.1.2.3.4.5	6 1 1 4 2 2 2 c. bc. bf. bc. c. os. oqs.	+30°. 21°. 22°. 21°. 20°. 21°. 22°. 23°. 24°. 25°. 26°. 27°.	27°	20°	22.92
21	WSW. SW. SbW. Sly. NNW. NbW.	1 1 1 8 3 1 1 1 3 3 1 5.4.3.4.3.4.3.2.1.3.5.	16 8 oqs. os.	+28°. 29°. 30°. 31°. 33°. 32°. 30°. 29°. 27°. 26°. 24°. 22°.	32°	22°	29.52
22	NbW. N. NWbN. NW. C. NNW.	1 3 3 1 5 2 6 1 1 1 5.4.5.4.3.1.0.2.3.4.	3 2 2 1 1 1 2 o. bc. c. b. bc. c. b.	+21°. 20°. 19°. 18°. 17°. 16°. 18°. 17°. 16°. 17°. 18°.	21°	16°	17.25
23	NW. Wly. NW. WNW. Wly. NbW.	2 3 1 1 0 5 3 1. 2. 4. 2. 1. 2.	2 2 4 2 6 4 4 o. c. cb. c. bc. b. bc.	+17°. 18°. 17°. 16°. 15°. 14°. 13°. 14°. 13°. 12°. 11°. 10°.	19°	9°	16.23
24	+ C. W. WSW. Vble. WSW. SW.	1 1 1 5 1 2 2 6 1 3 1 1.0.1.0.1.2.3.2.1.2.1.	16 3 1 3 1 b. bc. o. of. o.	+8°. 7°. 6°. 9°. 13°. 12°. 13°. 14°. 14°. 14°. 15°. 16°.	16°	8°	12.15
25	C. SW. WSW. SE. ESE. Ebs. ESE.	1 7 1 1 3 1 1 1 2 1 3 1 0.1.2.1.2.1.2.1.3.4.6.5.4.	7 8 2 bc. o. os.	+16°. 19°. 18°. 19°. 20°. 21°. 22°. 23°. 22°. 20°. 19°. 18°. 17°.	23°	16°	19.00
26	NE. NNE. N. NbE. NNE. N. NE. Ebs.	1 3 1 4 4 2 2 4 4. 5. 6. 7. 6. 4. 2.	2 1 2 4 1 7 1 6 os. cs. bd. os. od. qd. bc. dq.	+14°. 13°. 12°. 13°. 13°. 14°. 13°. 12°. 10°. 9°. 10°. 13°. 14°. 16°. 17°.	17°	9°	11.61
27	Ebs. NNE. NbE. NNW. N.	2 3 1 5 1 5 1 2 2 2. 3. 2. 3. 4. 3. 4. 5. 7.	2 2 4 2 6 2 6 bc. b. bc. b. q. bc. b.	+17°. 16°. 15°. 14°. 11°. 10°. 9°. 10°. 11°. 10°. 9°. 8°. 7°. 6°. 6°.	17°	6°	10.31
28	N. NbE. NE. Ebn. ENE.	2 9 1 4 1 1 2 2 1 1 7.8.7.8.7.6.7.5.4.3.	5 1 1 2 6 bc. o. od. os.	+8°. 7°. 8°. 8°. 9°. 10°. 11°. 12°. 14°. 16°. 18°. 19°. 20°. 21°. 22°. 23°. 24°. 25°.	25°	7°	13.44
29	E. Ebn. ESE. Ebs. East.	1 10 1 1 3 3. 2. 3. 2.	2 2 4 2 6 1 1 5 os. o. oh. o. os. o. c. bc. b.	+26°. 28°. 29°. 28°. 26°. 25°. 24°. 23°. 22°. 23°.	29°	22°	26.70
30	NE. NNE. North.	3 2 1 4 5 2. 3. 2. 3.	2 4 6 1 2 1 2 4 4 c. bc. b. bc. of. bc. b. of. bf.	+23°. 22°. 22°. 21°. 20°. 20°. 18°. 17°. 16°. 13°. 17°. 16°. 16°.	23°	16°	19.67

XXVIII

APPENDIX.

ABSTRACT.

87.	32	148	43	24	8	12	0	North Westerly—354
N.465.	NbW.150.	NNW.780.	NWbN.88.	NW.64.	NWbW.22.	WNW.23.	WbN.0.	
26.	0	18	0	12	18	18	18	South Westerly—101
W.36.	WbS.0.	WSW.38.	SWbW.0.	SW.53.	SWbS.2.	SSW.35.	SbW.61.	
42.	0	8	0	21	0	14	9	South Easterly—101
S.82.	SbE.0.	SSE.3.	SEbS.0.	SE.26.	SEbE.0.	ESE.46.	Ebs.19.	
22.	4	4	0	14	24	37	37	North Easterly—105
E.38.	Ebn.18.	ENE.17.	NEbE.0.	NE.33.	NEbN.0.	NNE.64.	NbE.241.	

Total.
661 hours.
25 do. wind variable.
34 do. calm.
720 = 30 days.

Highest, Lowest, and Mean Temperature + 36 + 6 + 23.4

Total force of the Wind 2441

METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

Days of Month.	Direction of Wind.	Force of Wind.	State of Weather.	OCTOBER, 1831. Temperature in Shade.	+	-	Mean.
1	N. NW. WNW. C. NW. N. C.	1. 2. 1. 4. 0. 3. 4.	4. 1. 12. 3. 2. 2.	+15. 0. 1. 4. 1. 3. 0. 1. 4. 0. 1. 2. 0. 1. 3. 0. 1. 0. 7. 0. 8. 1. 0. 1. 2. 0.	15°	7°	11.25
2	C. S. C. SSW. S. C. +Vble.	4. 5. 3. 5. 1. 1. 3. 1. 0. 1.	4. 5. 3. 5. 1. 1. 3. 1. 0. 1.	+13. 1. 4. 1. 6. 1. 9. 2. 0. 2. 2. 4. 2. 6. 2. 7. 2. 8. 2. 9. 2. 8. 2. 7. 2. 6. 2. 5. 2. 4. 2. 3. 2. 4.	29	13	22.21
3	SW. W. SSE. SSW. +Vble. N. W. NNW. C.	1. 2. 1. 2. 2. 3. 1. 0. 1.	3. 1. 2. 10. 2. 2. 4.	+23. 1. 3. 2. 2. 2. 1. 2. 3. 2. 4. 2. 5. 2. 6. 2. 2. 2. 0. 1. 8. 1. 6. 1. 5. 1. 4. 1. 3. 1. 6.	26	13	19.54
4	C. SE. SW. SW. S.	4. 6. 2. 1. 2. 1. 5. 1. 0. 1.	4. 4. 1. 2. 2. 4.	+16. 1. 8. 1. 7. 1. 6. 1. 5. 1. 4. 1. 5. 1. 6. 1. 7. 1. 8. 2. 0.	20	14	16.42
5	S. SSW. SW. S. S.	2. 1. 1. 3. 2. 2. 5. 8.	3. 1. 7. 1. 2. 10.	+20. 1. 9. 2. 0. 1. 8. 1. 7. 1. 6. 1. 5. 1. 3. 1. 2. 1. 0. 9. 8.	20	8	16.21
6	SSE. SE. C. SSE. SW. C. N.	1. 3. 2. 10. 4. 1. 3.	1. 1. 6. 8. 4. 4.	+8. 1. 0. 1. 1. 3. 1. 6. 1. 7. 1. 9. 2. 2. 2. 3. 2. 4. 2. 3. 2. 2. 2. 0. 1. 9.	24	8	18.10
7	N. NW. NNW. N.	1. 2. 8. 1. 3. 1.	4. 11. 3. 6.	+19. 1. 8. 1. 7. 1. 8. 1. 9. 1. 8. 1. 7. 1. 6. 4.	19	16	18.08
8	North.	2. 1.	2. 1. 1. 3. 2. 8.	+16. 1. 5. 1. 4. 1. 3. 1. 2. 4.	16	12	15.60
9	N. NNW. N. NW.	1. 2. 3. 5. 4.	5. 1. 2. 4. 6. 6.	+12. 1. 1. 1. 0. 1. 1. 1. 2. 1. 2. 1. 3. 1. 2. 1. 0. 9. 8.	13	8	10.97
10	NbW. NNW. NW.	4. 3. 4.	4. 3. 1. 8. 8.	+8. 7. 6. 5. 4. 5. 5. 4. 5. 5. 4. 5. 4. 5.	8	4	5.33
11	NbW. NNW.	3. 1. 4. 5. 8. 3.	1. 2. 1. 4. 3. 5. 2. 2.	+5. 6. 7. 8. 7. 8. 7. 8. 7. 8.	8	5	6.73
12	NNW. ENE. +Vble. NNW.	3. 2. 1. 2. 1. 2. 1. 2. 3. 4.	4. 5. 3. 2. 1. 5.	+9. 4. 1. 0. 1. 1. 1. 2. 1. 3. 1. 4. 1. 2. 8. 7. 8. 9. 8.	14	7	10.94
13	NNE. ESE. SSE. SE.	2. 3. 1. 2. 1. 2. 1.	4. 1. 1. 2. 3.	+9. 1. 0. 1. 1. 1. 2. 1. 4. 1. 5. 1. 6. 1. 8. 1. 7.	18	9	13.13
14	SE. SW. S. SSE. C. SSE.	2. 1. 2. 7. 2. 4.	4. 5. 2. 4. 4. 4.	+19. 2. 0. 2. 0. 3. 2. 1. 2. 2. 2. 1. 2. 0. 1. 9. 1. 8. 1. 6. 1. 5. 1. 4. 1. 3.	22	13	18.48
15	SSE. C. S. SSW. Wly. +. Wly.	4. 4. 10. 2. 2. 2.	4. 3. 3. 1. 10. 1. 1.	+12. 1. 4. 3. 1. 6. 1. 7. 1. 8. 1. 9. 1. 8. 1. 9. 1. 3. 1. 8. 1. 6. 1. 2. 1. 0.	19	10	16.56
16	SSW. SW. S. SSW. WSW. C.	2. 1. 1. 7. 2. 2. 1. 3. 1. 1. 1.	4. 1. 10. 2. 2. 4. 1.	+8. 9. 1. 0. 1. 2. 1. 4. 1. 6. 1. 9. 2. 1. 2. 2.	22	8	17.63
17	WSW. S. SWS. SSE. SWS.	1. 7. 1. 1. 1. 4.	3. 4. 5. 7. 1. 1. 3.	+22. 2. 3. 2. 2. 3. 2. 3. 2. 4.	24	22	22.90
18	SE. E. WSW. SSE. WSW. NNW. ESE.	4. 4. 3. 2. 1. 2. 1. 4.	10. 7. 6. 1.	+24. 2. 4. 2. 5. 2. 6. 2. 5. 2. 3. 2. 6. 2. 5. 2. 6. 2. 5. 2. 4. 2. 3. 2. 4.	26	24	25.09
19	C. SSE. S. SSW. W. SSW. +Vble.	7. 6. 4. 1. 2. 1. 1. 2.	1. 12. 5. 4. 2.	+24. 2. 4. 2. 5. 2. 6. 2. 5. 2. 3. 2. 6. 2. 5. 2. 6. 2. 5. 2. 4. 2. 3. 2. 4.	25	21	23.33
20	W. NE. NbW. NNW. N.	6. 1. 2. 2. 1. 1. 5. 2. 4.	7. 1. 1. 3. 4. 4. 4.	+22. 2. 1. 2. 0. 1. 5. 1. 3. 1. 0. 9. 7. 6. 5. 4. 3. 2. 0. -4.	22	-2	10.63
21	North. NbW.	1. 4. 1. 2. 1. 6. 1. 5. 1. 2.	4. 8. 6. 4. 2.	-2. 2. 3. 3. 4. 3. 4. 3. 2. 2. 4. 6. 5. 4. 5. 5. 4. 6.	-2	6	-3.85
22	NbW. C. Nly. C. ESE. E. C. NNW. E.	2. 1. 1. 3. 2. 1. 3. 2. 4. 2. 2.	2. 2. 8. 4. 2. 1. 1. 2. 1. 1.	-6. 7. 8. 1. 0. 9. 8. 8. 9. 8. 9. 8. 9. 1. 0. 1. 2. 1. 4. 1. 2. 9. 8.	6	14	9.17
23	S. SSW. Sly. +Vble. S. +Vble. C. North	2. 2. 5. 1. 1. 6. 1. 1. 2. 1. 1. 1.	3. 3. 1. 1. 10. 2. 4.	-8. 6. 5. 4. 2. 2. 2. 1. 8. -1. 2. 1. 2. 6. 4. 5. 6. 4. 2. 4. 6. 8.	+2	8	3.60
24	NbW. NW. NbW.	6. 1. 1. 4. 4. 1. 1. 2. 1. 1. 2.	6. 2. 4. 4. 2. 3. 1. 2.	-9. 1. 0. 1. 1. 1. 2. 1. 3. 1. 4. 1. 5. 1. 6. 2. 0. 2. 1. 3. 2. 2. 2. 2. 2. 1. 2. 0.	-9	23	17.40
25	NbW.	10. 11. 1. 0.	8. 4. 4. 8.	-2. 0. 1. 8. 1. 7. 1. 4. 1. 1. 1. 9. 7. 6. 5. 4. 3. 0. +2. 3. 4. 3.	+3	20	7.85
26	N. NNW. SE. ESE. E. NE. N.	1. 2. 5. 4. 1. 3. 2. 3. 1. 2.	3. 1. 4. 4. 7. 1. 1. 1. 2.	+4. 6. 7. 8. 9. 1. 1. 1. 1. 2. 1. 4. 1. 6. 1. 0. 2. 2. 4. 2. 1. 0.	16	0	+6.48
27	N. NNE. N. NE.	6. 1. 1. 4. 2. 1. 2. 2. 1. 1. 1.	1. 1. 2. 1. 1. 1. 1. 3. 2. 1. 1. 3.	+0. 1. 1. 2. 2. 2. 1. 1. 0. 2. -2. 3. 4. 5. 4. 3. 4. 3. 2. 0.	2	5	-1.23
28	NNE. North.	1. 1. 1. 5. 6. 4. 3. 2. 1.	2. 2. 4. 5. 5. 6.	+1. 2. 3. 4. 5. 6. 8. 6. 5. 4. 3. 4. 2. 1. 2. 1. 0.	8	0	+3.70
29	North.	2. 3. 6. 3. 1. 1. 3. 1. 1. 1. 1.	1. 8. 1. 2. 3.	-0. 1. 2. 1. 0. 1. 2. 1. 3. 1. 2. 1. 0. 1.	0	-2	-1.27
30	NNW. Ely. S. Wly. SE. E. SW.	2. 1. 1. 2. 3.	2. 4.	-2. 3. 4. 5. 3. 4. 6. 6. 4. 3. 2. 3. 4. 4. 5. 7. 8. 1. 0. 1. 1. 6. 7. 8.	-2	11	5.21
31	S. SSE. SW. E. SE. S.	2. 1. 1. 5. 1. 1. 1. 1. 5. 6.	1. 8. 1. 1. 2. 1.	-8. 1. 0. 1. 1. 1. 1. 1. 0. 4. 9. 8. 5. 4. 2. 0. +2. 6. 8. 1. 2. 1. 4. 1. 4. 1. 5. 1. 7.	+17	11	+1.15

APPENDIX.

XXIX

ABSTRACT.	144. 98. 83. 0. 7. 0. 2. 0. N. 526. NbW. 545. NNW. 306. NW. N. 0. NW. 15. NW. W. 0. WNW. 2. WbN. 0. W. 41. WbS. 0. WSW. 26. SW. W. 0. SW. 70. SWS. 0. SSW. 70. SW. 12. S. 126. SWS. 0. SSE. 31. SEBS. 21. SE. 46. SEBS. 0. ESR. 22. EBS. 0. E. 58. EbN. 0. ENE. 4. NEBS. 0. NE. 30. NEBS. 0. NNE. 60. NE. 0.	North Westerly=334 South Westerly=115 South Easterly=152 North Easterly=63	Total. 654 hours. 24 do. wind variable. 56 do. calm. 744 = 31 days.	Highest, Lowest, and Mean Temperature +29-23 +8.32 Total force of the Wind 2044
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xyx

APPENDIX.

ABSTRACT.

[illegible]

North Westerly — 235
South Westerly — 54
South Easterly — 248
North Easterly — 27

Total.
564 hours.
15 do. wind variable.
141 do. calm.

720 = 30 days.

Highest, Lowest, and Mean Temperature +20 -42- 1.23

Total force of the Wind	1449
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APPENDIX.

XXXI

APPENDIX.

XXXX

METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON THE ICE, AND REGISTERED HOURLY.

Days of Month.	Direction of Wind.	Force of Wind.	State of Weather.	MARCH, 1832. Temperature in Shade.	+	-	Mean.
1	NNW. 8. 4. 4. NNW. +. North. C.	2. 1. 3. 2. 1. 2. 1. 8. 4. 4. 5. 4. 3. 2. 1. 2. 1. 0.	6. 1. 4. 13 c. cs. b.	-38. 38. 38. 38. 37. 36. 35. 34. 33. 32. 35. 37. 39. 40. 40. 42. 41. 42. 43. 42.	32°	43°	38° 23
2	Wly. NNW. C. Sly. C.	3. 1. 8. 4. 8. 1. 2. 0. 1. 0.	24. b.	1. 1. 2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	34	45	40.13
3	C. NNW. C. Sly. SSE. ESE.	3. 1. 4. 8. 3. 2. 3. 0. 1. 0. 1. 2. 1. 2.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	32	41	38.40
4	NE. C. Sto E. C. SE. NNW.	1. 3. 4. 3. 1. 4. 4. 4. 1. 0. 1. 0. 1. 3. 4. 3.	12. 8. 4. b. bc. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	38	45	41.08
5	NNW. SE. Nly. C. NW.	1. 0. 2. 6. 2. 4. 3. 1. 0. 2. 1.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	37	45	42.06
6	C. SE. SW. E. C.	1. 2. 8. 4. 4. 0. 1. 0.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	37	48	43.60
7	C. SE. C. NW. C. SW. NNW. C.	1. 3. 8. 2. 1. 1. 1. 2. 1. 0. 1. 0. 1. 2. 1. 0. 2. 1. 0.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	33	44	40.81
8	NNW. E. SSE. S. SSE. S. SW. C. E. NNW. E.	1. 5. 1. 1. 1. 2. 1. 1. 2. 2. 1. 2. 3. 1. 0. 1. 2.	8. 5. 3. 8. b. bc. c. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	33	41	36.92
9	SSW. S. +. W. NE.	1. 1. 2. 5. 3. 5. 1. 3. 2. 1. 2. 3. 4. 5. 4. 3. 2. 1. 2. 3.	8. 1. 1. 1. 1. 6. b. bc. ds. ods. od. cd. c. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	22	35	29.17
10	NNW. N. SSE. NW. W. WNW. NNW. C.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	28	39	32.92
11	NNW. C. E. SE. W. E. C. S. NE. C.	1. 0. 1. 1. 2. 0. 1. 0. 1. 0. 5. 2. 1. 3. 2. 1. 2. 5. 1. 0.	7. 1. 3. 1. 3. 1. 4. 4. b. bc. b. bc. b. c. cs. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	26	40	34.42
12	NW. S. C. ESE. C. Sto E. C. +.	1. 0. 1. 0. 1. 0. 1. 0. 1. 0. 2. 2. 0. 2. 6. 1. 4. 1. 4. 2.	12. 4. 2. 6. b. c. g. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	26	40	34.69
13	C. NNW. C. SE. +. NNW.	1. 7. 8. 7. 3. 7. 8. 7. 8. 6. 3. 1. 2. 2. 3. 13.	21. 3. bd. b. bd. b. bd. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	26	40	33.98
14	NNW.	3. 1. 2. 2. 3. 13. bd. b. bd. b. bd. b.	21. 3. bd. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	30	37	34.04
15	NNW.	1. 2. 1. 1. 2. 1. 1. 1. 1. 1. 3. 2. 1. 3. 4. 3. 4. 3. 2. 1. 1. 1.	21. 3. b. c.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	31	36	34.02
16	NNW. NW. NNW.	1. 2. 1. 1. 2. 1. 0. 1. 1. 1. 1. 3. 4. 3. 2. 0. 2. 1. 2. 0. 1.	8. 2. 2. 2. 3. b. q. c. bc. c.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	25	35	31.25
17	NNW. C. SE. Sly. S. W. C. S. +. Ely.	1. 4. 4. 4. 3. 3. 2. 4. 1. 0. 1. 0. 1. 2. 3.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	20	35	30.06
18	E. C. SSE. C. SSE. Ely. NNW.	4. 1. 4. 3. 1. 2. 3. 3. 5. 6. 5. 6.	5. 3. 4. 8. 3. 1. b. bd. b. bc. b. bc.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	18	34	28.46
19	NW. NNW.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	5. 12. bd. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	30	36	33.04
20	NNW. C. NW. NNW.	7. 8. 7. 8. 7. 6. 5. 4. 2. 0. 1. 3. 4. 1. 1. 2. 2. 1. 1. 2. 2. 2. 4. 4.	8. 10. 2. 4. b. bc. b. bd.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	27	35	31.90
21	NNW. SSE. NNW.	1. 2. 1. 3. 1. 2. 7. 6. 5. 6. 7. 8. 1. 4. 6. 4.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	21	33	28.33
22	NNW.	9. 8. 7. 5. 6. 7. 6. 1. 2. 1. 3. 1. 3. 3. 2. 1. 3. 1. 1. 1.	9. 2. 13. b. bd. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	30	35	32.56
23	NNW.	6. 7. 4. 5. 4. 3. 1. 2. 1. 2. 1. 0. 2. 3. 2. 1. 1. 4. 1. 3. 1. 3. 8.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	26	34	30.08
24	NNW. Ely. SE. NW. C. NNW.	3. 2. 1. 2. 4. 5. 6. 7. 8. 6. 2. 3. 2. 5. 4. 2.	9. 3. 1. 3. 8. b. bd. b. bc. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	19	38	28.67
25	NW. NNW.	8. 7. 6. 4. 5. 3. 2. 0. 1. 1. 1. 1. 4. 1. 2. 3. 1.	4. 6. 14. b. bd. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	27	33	30.13
26	NNW. NW. Ely. Calm.	3. 4. 2. 0. 1. 0. 1. 2. 4. 2. 3. 1. 2. 3. 1. 4. 1. 4. 1. 2.	24. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	13	28	21.17
27	NNW. C. E. C. SE.	1. 0. 1. 2. 3. 2. 4. 5. 2. 3. 0. 1. 1. 2. 1. 3. 5. 6. 7. 8.	4. 4. 10. 2. 4. b. q. os. o. b.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	12	32	23.08
28	NE. NW. C. SSE. SE. SW. SE. W. SSE. +.	2. 1. 3. 5. 6. 7. 8. 2. 1. 2. 1. 1. 3. 1. 1. 2. 3. 6.	2. 2. 3. 5. 12. b. bc. cd. od. osd.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	4	28	16.00
29	E. NNE. NNW. N. NNW.	8. 7. 8. 6. 5. 4. 5. 4. 1. 2. 1. 0. 1. 2. 1. 4. 3. 1. 2. 5. 3.	4. 7. 3. 2. 3. 1. 4. osd. od. o. g. os bc. os.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	14	22	18.71
30	NNW. Sto E. Calm.	1. 2. 4. 5. 4. 5. 6. 7. 8. 1. 2. 4. 5. 4. 5. 6. 7. 8.	4. 12. 5. 3. os. od. qd. bd.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	6	22	15.81
31	NNW.			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	16	21	18.92

ABSTRACT.

7. N.13. N.W.0. NNW.1985. NW.0. NW.59. NW.0. WNW.1. W.13. W.S.0. W.S.W.0. SW.0. SW.3. SW.0. SSW.70. S.44. S.E.0. S.S.E.36. S.E.0. S.E.43. S.E.0. ESE.9. E.42. E.N.0. ENE.0. NE.0. NE.15. NE.N.0. NNE.3.

371. 0. 34. 32. 37. 0. 23. 0.

METEOROLOGICAL TABLE.

THE mountain barometer, from which the following observations were registered, was supplied by the Admiralty, and had been on the former voyage. It was constructed by Mr. Jones, of Charing Cross, and the scale graduated to hundreds, and was regularly observed by Mr. Thom.

VICTORY DISCOVERY SHIP, METEOROLOGICAL OBSERVATIONS.

REGISTER OF THE BAROMETER, CORRECTED FOR TEMPERATURE, CAPACITY, AND NEUTRAL POINT.

| Days of Month. | NOVEMBER, 1829. | | | DECEMBER, 1829. | | | JANUARY, 1830. | | | FEBRUARY, 1830. | | | MARCH, 1830. | | | APRIL, 1830. | | |
|----------------|-----------------|---------|-------|-----------------|---------|-------|----------------|---------|-------|-----------------|---------|--------|--------------|---------|--------|--------------|---------|--------|
| | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. |
| 1 | | | | 29.950 | 29.922 | | 30.057 | 30.000 | | 29.795 | 29.765 | 29.785 | 30.185 | 30.025 | 29.891 | 29.959 | 29.780 | 29.700 |
| 2 | | | | 29.900 | 29.850 | | 29.840 | 29.835 | | 29.805 | 29.932 | 30.000 | 29.842 | 29.862 | 29.860 | 29.743 | 29.810 | 29.024 |
| 3 | | | | 29.815 | 29.880 | | 29.780 | 29.735 | | 30.042 | 30.060 | 30.098 | 29.900 | 30.035 | 30.040 | 29.854 | 29.994 | 30.111 |
| 4 | | | | 29.960 | 29.975 | | 29.620 | 29.660 | | 30.100 | 30.115 | 30.100 | 30.040 | 30.042 | 30.450 | 30.260 | 30.400 | 30.476 |
| 5 | | | | 29.930 | 29.780 | | 29.710 | 29.740 | | 30.070 | 30.000 | 29.990 | 30.045 | 29.995 | 29.948 | 30.460 | 30.115 | 29.900 |
| 6 | | | | 29.675 | 29.682 | | 29.840 | 29.760 | | 30.000 | 29.980 | 29.985 | 29.980 | 29.942 | 29.900 | 29.330 | 29.210 | 29.485 |
| 7 | 29.445 | 29.420 | | 29.426 | 29.406 | | 29.580 | 29.480 | | 29.920 | 29.875 | 29.803 | 29.995 | 30.022 | 30.000 | 29.500 | 29.561 | 29.575 |
| 8 | 29.450 | 29.750 | | 29.668 | 29.733 | | 29.595 | 29.700 | | 29.745 | 29.645 | 29.700 | 30.022 | 30.022 | 29.995 | 29.564 | 29.715 | 29.777 |
| 9 | 29.655 | 29.700 | | 29.748 | 29.752 | | 30.025 | 30.045 | | 29.715 | 29.793 | 29.810 | 29.989 | 30.003 | 29.990 | 29.533 | 29.584 | 29.740 |
| 10 | 29.875 | 29.825 | | 29.743 | 29.710 | | 30.155 | 30.045 | | 29.827 | 29.835 | 29.800 | 30.010 | 29.930 | 29.829 | 30.148 | 30.322 | 30.435 |
| 11 | 29.716 | 29.525 | | 29.635 | 29.738 | | 29.700 | 29.600 | | 29.805 | 29.810 | 29.810 | 29.745 | 29.682 | 29.680 | 30.495 | 30.523 | 30.500 |
| 12 | 29.801 | 29.002 | | 29.948 | 29.996 | | 29.245 | 29.240 | | 30.085 | 30.225 | 30.248 | 29.662 | 29.645 | 29.648 | 30.480 | 30.360 | 30.182 |
| 13 | 29.800 | 29.375 | | 30.000 | 29.985 | | 29.460 | 29.540 | | 30.165 | 30.000 | 29.811 | 29.716 | 29.815 | 29.840 | 29.940 | 29.899 | 29.915 |
| 14 | 29.685 | 29.755 | | 29.639 | 29.700 | | 29.755 | 29.865 | | 29.822 | 29.925 | 30.000 | 29.935 | 29.942 | 29.919 | 30.040 | 30.143 | 39.190 |
| 15 | 29.795 | 29.900 | | 29.896 | 29.994 | | 29.940 | 29.995 | | 30.320 | 30.503 | 30.634 | 29.918 | 29.948 | 29.930 | 30.240 | 30.235 | 30.240 |
| 16 | 29.935 | 29.742 | | 29.780 | 29.723 | | 30.065 | 30.135 | | 30.705 | 30.765 | 30.750 | 29.937 | 30.002 | 30.000 | 30.321 | 30.283 | 30.200 |
| 17 | 29.683 | 29.819 | | 29.880 | 29.960 | | 30.095 | 30.025 | | 30.682 | 30.633 | 30.612 | 30.002 | 30.002 | 29.980 | 30.082 | 30.045 | 30.052 |
| 18 | 29.896 | 29.800 | | 29.845 | 29.881 | | 29.155 | 28.920 | | 30.535 | 30.470 | 30.425 | 30.005 | 30.025 | 30.051 | 30.045 | 30.045 | 30.040 |
| 19 | 29.735 | 29.742 | | 29.924 | 30.095 | | 29.100 | 29.240 | | 30.422 | 30.428 | 30.427 | 30.123 | 30.187 | 30.200 | 30.045 | 30.015 | 30.040 |
| 20 | 29.825 | 29.864 | | 30.210 | 30.215 | | 29.398 | 29.500 | | 30.444 | 30.471 | 30.484 | 30.248 | 30.261 | 30.261 | 30.040 | 29.965 | 30.050 |
| 21 | 29.550 | 29.519 | | 30.284 | 29.865 | | 29.705 | 29.710 | | 30.565 | 30.540 | 30.521 | 30.187 | 30.161 | 30.175 | 30.020 | 29.990 | 29.980 |
| 22 | 29.345 | 29.372 | | 29.693 | 29.540 | | 29.460 | 29.395 | | 30.520 | 30.480 | 30.400 | 30.183 | 30.181 | 30.117 | 30.020 | 30.120 | 30.182 |
| 23 | 29.365 | 29.360 | | 29.405 | 29.440 | | 29.300 | 29.325 | | 30.320 | 30.185 | 30.131 | 30.035 | 29.918 | 29.867 | 30.075 | 30.040 | 30.985 |
| 24 | 29.430 | 29.430 | | 29.500 | 29.575 | | 29.408 | 29.465 | | 29.955 | 29.875 | 29.812 | 29.791 | 29.788 | 29.790 | 29.880 | 29.800 | 29.815 |
| 25 | 29.240 | 29.266 | | 29.780 | 29.895 | | 29.640 | 29.720 | | 29.750 | 29.800 | 29.820 | 29.890 | 29.967 | 29.980 | 29.915 | 29.936 | 29.938 |
| 26 | 29.520 | 29.685 | | 30.073 | 30.090 | | 29.805 | 29.828 | | 29.842 | 29.862 | 29.900 | 30.005 | 30.085 | 30.000 | 29.936 | 29.945 | 29.932 |
| 27 | 29.820 | 29.900 | | 30.215 | 30.240 | | 29.680 | 29.785 | | 29.972 | 30.078 | 30.080 | 30.119 | 30.109 | 30.105 | 29.230 | 30.000 | 29.920 |
| 28 | 29.945 | 29.905 | | 30.375 | 30.380 | | 29.735 | 29.710 | | 30.262 | 30.318 | 30.315 | 30.103 | 30.147 | 30.225 | 29.955 | 29.955 | 29.940 |
| 29 | 30.162 | 30.160 | | 30.422 | 30.430 | | 29.630 | 29.645 | | | | | 30.235 | 30.305 | 30.362 | 30.100 | 30.140 | 30.130 |
| 30 | 30.182 | 30.105 | | 30.370 | 30.260 | | 29.800 | 29.980 | | | | | 30.300 | 30.290 | 30.270 | 30.030 | 30.000 | 30.100 |
| 31 | | | | 30.100 | 30.090 | | 30.075 | 29.950 | | | | | 30.290 | 30.223 | 30.100 | | | |
| 20.702 | | 29.663 | | 29.896 | 29.896 | | 29.689 | 29.696 | | 30.114 | 30.12 | 30.116 | 30.014 | 30.018 | 30.013 | 29.976 | 29.997 | 30.018 |
| Mean Total. | | 29.682 | | Mean Total. | 29.896 | | Mean Total. | 29.692 | | Mean Total. | 30.116 | | Mean Total. | 30.015 | | Mean Total. | 29.997 | |

VICTORY DISCOVERY SHIP, METEOROLOGICAL OBSERVATIONS.

REGISTER OF THE BAROMETER, CORRECTED FOR TEMPERATURE, CAPACITY, AND NEUTRAL POINT.

| Days
of
Month. | MAY, 1830. | | | JUNE, 1830. | | | JULY, 1830. | | | AUGUST, 1830. | | | SEPTEMBER, 1830. | | | OCTOBER, 1830. | | |
|-----------------------|------------|---------|-----------------------|-------------|---------|-----------------------|-------------|---------|-----------------------|---------------|---------|-----------------------|------------------|---------|-----------------------|----------------|---------|--------|
| | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. |
| 1 | 30.280 | 30.032 | 29.777 | 30.542 | 30.485 | 30.545 | 29.621 | 29.606 | 29.638 | 30.040 | 30.030 | 30.018 | 29.942 | 29.560 | 29.540 | 30.123 | 30.182 | 30.065 |
| 2 | 29.810 | 29.800 | 29.772 | 30.463 | 30.250 | 30.150 | 29.722 | 29.796 | 29.798 | 30.030 | 30.000 | 29.981 | 29.602 | 29.725 | 29.875 | 30.018 | 29.962 | 29.861 |
| 3 | 29.830 | 29.900 | 29.960 | 30.000 | 29.950 | 30.012 | 29.775 | 29.800 | 29.825 | 29.960 | 29.915 | 29.899 | 29.911 | 29.995 | 29.981 | 29.815 | 29.815 | 29.832 |
| 4 | 30.020 | 30.057 | 30.046 | 30.012 | 30.020 | 30.050 | 29.987 | 30.024 | 29.906 | 29.895 | 29.880 | 29.809 | 30.133 | 30.085 | 30.000 | 29.787 | 29.718 | 29.700 |
| 5 | 30.080 | 30.100 | 30.116 | 30.050 | 30.080 | 30.145 | 30.138 | 30.242 | 30.000 | 29.805 | 29.725 | 29.711 | 29.520 | 29.422 | 29.200 | 29.662 | 29.421 | 29.532 |
| 6 | 30.200 | 30.200 | 30.186 | 30.151 | 30.204 | 30.263 | 30.313 | 30.390 | 30.362 | 29.690 | 29.650 | 29.591 | 29.400 | 29.468 | 29.505 | 29.778 | 29.800 | 29.881 |
| 7 | 30.132 | 30.100 | 30.210 | 30.301 | 30.322 | 30.435 | 30.390 | 30.365 | 30.346 | 29.560 | 29.495 | 29.471 | 29.650 | 29.722 | 29.781 | 29.882 | 29.880 | 29.856 |
| 8 | 30.240 | 30.380 | 30.320 | 30.450 | 30.395 | 30.411 | 30.305 | 30.125 | 30.019 | 29.465 | 29.420 | 29.428 | 29.900 | 30.015 | 29.982 | 29.963 | 29.998 | 29.911 |
| 9 | 30.420 | 30.295 | 30.291 | 30.448 | 30.385 | 30.314 | 29.765 | 29.475 | 29.521 | 29.405 | 29.365 | 29.361 | 29.985 | 30.022 | 30.024 | 30.182 | 30.244 | 30.215 |
| 10 | 30.175 | 30.258 | 30.321 | 30.268 | 30.283 | 30.111 | 29.590 | 29.752 | 29.842 | 29.295 | 29.295 | 29.300 | 29.980 | 29.955 | 29.784 | 30.218 | 30.218 | 30.128 |
| 11 | 30.342 | 30.345 | 30.311 | 30.183 | 30.118 | 30.111 | 29.750 | 29.675 | 29.579 | 29.360 | 29.520 | 29.600 | 30.090 | 30.025 | 30.000 | 30.193 | 30.193 | 30.128 |
| 12 | 30.312 | 30.263 | 30.229 | 30.213 | 30.184 | 30.111 | 29.385 | 29.329 | 29.355 | 29.800 | 29.900 | 29.911 | 30.078 | 30.053 | 29.991 | 30.098 | 30.098 | 30.065 |
| 13 | 30.205 | 30.195 | 30.160 | 30.066 | 30.071 | 30.061 | 29.605 | 29.721 | 29.621 | 29.998 | 30.020 | 30.000 | 30.035 | 30.103 | 30.100 | 30.065 | 30.140 | 30.181 |
| 14 | 30.225 | 30.205 | 30.160 | 30.218 | 30.298 | 30.321 | 29.785 | 29.805 | 29.726 | 30.020 | 30.040 | 30.030 | 30.122 | 30.105 | 30.045 | 30.200 | 29.958 | 29.641 |
| 15 | 30.178 | 30.125 | 30.060 | 30.371 | 30.283 | 30.271 | 29.748 | 29.770 | 29.726 | 30.045 | 30.040 | 30.030 | 29.100 | 29.915 | 29.900 | 29.782 | 29.975 | 29.950 |
| 16 | 30.005 | 29.880 | 29.935 | 30.270 | 30.109 | 30.121 | 29.715 | 29.732 | 29.726 | 30.040 | 30.035 | 29.960 | 29.935 | 29.918 | 29.873 | 29.982 | 29.783 | 29.593 |
| 17 | 30.020 | 30.025 | 30.060 | 30.221 | 30.335 | 30.240 | 29.790 | 29.800 | 29.801 | 29.990 | 30.025 | 30.039 | 29.908 | 29.868 | 29.830 | 29.733 | 29.878 | 29.900 |
| 18 | 30.140 | 30.192 | 30.291 | 30.374 | 30.412 | 30.356 | 29.915 | 29.915 | 29.901 | 30.085 | 30.060 | 29.988 | 29.705 | 29.585 | 29.680 | 30.013 | 30.102 | 30.057 |
| 19 | 30.333 | 30.380 | 30.380 | 30.365 | 30.219 | 30.160 | 29.915 | 29.915 | 29.903 | 29.991 | 29.958 | 29.883 | 29.900 | 29.964 | 29.960 | 29.995 | 29.897 | 29.867 |
| 20 | 30.380 | 30.395 | 30.435 | 30.261 | 30.322 | 30.247 | 29.920 | 29.990 | 29.940 | 29.900 | 29.860 | 29.872 | 30.035 | 30.084 | 30.030 | 29.766 | 29.744 | 29.697 |
| 21 | 30.435 | 30.440 | 30.480 | 30.200 | 30.085 | 30.019 | 30.000 | 29.980 | 29.951 | 29.962 | 30.085 | 30.039 | 29.842 | 29.795 | 29.720 | 29.710 | 29.700 | 29.666 |
| 22 | 30.500 | 30.560 | 30.621 | 29.958 | 29.855 | 29.825 | 29.964 | 29.964 | 29.983 | 30.060 | 30.076 | 30.015 | 29.730 | 29.975 | 30.015 | 29.617 | 29.580 | 29.555 |
| 23 | 30.660 | 30.640 | 30.581 | 29.850 | 29.998 | 30.000 | 29.990 | 30.000 | 29.983 | 30.125 | 30.192 | 29.709 | 30.093 | 30.025 | 29.900 | 29.538 | 29.522 | 29.531 |
| 24 | 30.518 | 30.435 | 30.411 | 29.875 | 29.835 | 29.738 | 29.994 | 29.800 | 29.891 | 30.098 | 30.095 | 29.601 | 29.660 | 29.394 | 29.300 | 29.612 | 29.680 | 29.688 |
| 25 | 30.400 | 30.395 | 30.305 | 29.795 | 29.787 | 29.747 | 29.870 | 29.775 | 29.728 | 30.198 | 30.205 | 29.729 | 29.400 | 29.420 | 29.486 | 29.790 | 29.801 | 29.801 |
| 26 | 30.384 | 30.282 | 30.261 | 29.700 | 29.732 | 29.728 | 29.660 | 29.450 | 29.366 | 29.895 | 29.880 | 29.785 | 29.598 | 29.728 | 29.785 | 29.801 | 29.872 | 29.915 |
| 27 | 30.322 | 30.300 | 30.261 | 29.800 | 29.790 | 29.728 | 29.270 | 29.600 | 29.885 | 29.882 | 29.982 | 29.788 | 29.803 | 29.828 | 29.720 | 30.002 | 30.067 | 30.107 |
| 28 | 30.268 | 30.180 | 30.100 | 29.757 | 29.821 | 29.791 | 29.920 | 30.100 | 30.042 | 29.952 | 29.900 | 29.819 | 29.693 | 29.800 | 29.800 | 30.173 | 30.198 | 30.145 |
| 29 | 30.119 | 30.200 | 30.240 | 29.790 | 29.820 | 29.779 | 30.090 | 30.075 | 30.081 | 29.850 | 29.845 | 29.819 | 29.900 | 29.903 | 29.980 | 30.077 | 29.915 | 29.825 |
| 30 | 30.396 | 30.414 | 30.474 | 29.760 | 29.780 | 29.744 | 29.995 | 29.868 | 29.866 | 29.845 | 29.838 | 29.819 | 30.004 | 30.027 | 30.140 | 29.861 | 29.837 | 29.825 |
| 31 | 30.538 | 30.500 | 30.445 | | | | 29.900 | 30.020 | 30.017 | 29.800 | 29.680 | 29.575 | | | | 29.618 | 29.543 | 29.515 |
| 30.254 30.241 30.232 | | | 30.124 30.107 30.084 | | | 29.864 29.866 29.849 | | | 29.872 29.871 29.819 | | | 29.822 29.849 29.831 | | | 29.905 29.894 28.859 | | | |
| Mean Total.
30.242 | | | Mean Total.
30.105 | | | Mean Total.
29.859 | | | Mean Total.
29.854 | | | Mean Total.
29.834 | | | Mean Total.
29.886 | | | |

APPENDIX.

XXXVII

VICTORY DISCOVERY SHIP, METEOROLOGICAL OBSERVATIONS.

XXXVII

REGISTER OF THE BAROMETER, CORRECTED FOR TEMPERATURE, CAPACITY, AND NEUTRAL POINT.

| Days
of
Month. | NOVEMBER, 1830. | | | DECEMBER, 1830. | | | JANUARY, 1831. | | | FEBRUARY, 1831. | | | MARCH, 1831. | | | APRIL, 1831. | | |
|-----------------------|-----------------|---------|-----------------------|-----------------|---------|-----------------------|----------------|---------|-----------------------|-----------------|---------|-----------------------|--------------|---------|-----------------------|--------------|---------|--------|
| | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. |
| 1 | 29.621 | 29.738 | 29.855 | 30.544 | 30.513 | 30.487 | 30.195 | 30.300 | 30.320 | 29.860 | 29.845 | 29.800 | 29.741 | 29.745 | 29.777 | 30.214 | 30.158 | 30.100 |
| 2 | 30.099 | 30.220 | 30.189 | 30.339 | 30.237 | 30.172 | 30.343 | 30.364 | 30.320 | 29.840 | 29.830 | 29.600 | 29.760 | 29.843 | 29.821 | 30.214 | 30.360 | 30.420 |
| 3 | 30.160 | 30.035 | 29.914 | 30.138 | 30.111 | 30.140 | 30.280 | 30.258 | 30.206 | 29.498 | 29.835 | 30.031 | 29.821 | 29.798 | 29.800 | 30.440 | 30.440 | 30.400 |
| 4 | 29.477 | 29.461 | 29.372 | 30.215 | 30.416 | 30.360 | 30.305 | 30.533 | 30.640 | 30.320 | 30.448 | 30.444 | 29.883 | 29.903 | 29.820 | 30.340 | 30.330 | 30.310 |
| 5 | 29.189 | 29.297 | 29.323 | 30.334 | 30.301 | 30.271 | 30.714 | 30.690 | 30.601 | 30.560 | 30.600 | 30.535 | 29.882 | 30.078 | 30.141 | 30.300 | 30.181 | 30.266 |
| 6 | 29.190 | 29.178 | 29.237 | 30.255 | 30.262 | 30.271 | 30.500 | 30.440 | 30.481 | 30.458 | 30.280 | 30.271 | 30.119 | 30.130 | 30.125 | 30.181 | 30.079 | 29.930 |
| 7 | 29.419 | 29.546 | 29.580 | 30.374 | 30.478 | 30.481 | 30.335 | 30.300 | 30.300 | 30.270 | 30.280 | 30.290 | 30.128 | 30.066 | 30.000 | 29.740 | 29.603 | 29.555 |
| 8 | 29.589 | 29.589 | 29.560 | 30.565 | 30.632 | 30.631 | 30.300 | 30.305 | 30.300 | 30.290 | 30.290 | 30.280 | 29.921 | 29.893 | 29.866 | 29.493 | 29.500 | 29.516 |
| 9 | 29.683 | 29.803 | 29.885 | 30.646 | 30.698 | 30.664 | 30.310 | 30.300 | 30.250 | 30.200 | 30.160 | 30.200 | 29.878 | 29.991 | 30.000 | 29.630 | 29.760 | 29.800 |
| 10 | 30.115 | 30.211 | 29.901 | 30.660 | 30.632 | 30.590 | 30.161 | 30.135 | 30.100 | 30.244 | 30.240 | 30.185 | 30.048 | 30.089 | 30.055 | 29.795 | 29.810 | 29.620 |
| 11 | 29.611 | 29.593 | 29.748 | 30.538 | 30.457 | 30.356 | 29.953 | 29.990 | 29.914 | 30.080 | 30.000 | 29.970 | 30.040 | 30.040 | 30.041 | 29.642 | 29.720 | 29.750 |
| 12 | 29.897 | 30.010 | 30.044 | 30.284 | 30.232 | 30.147 | 29.995 | 30.077 | 30.135 | 30.045 | 30.070 | 30.043 | 30.086 | 30.102 | 30.060 | 29.880 | 29.960 | 29.980 |
| 13 | 30.278 | 30.500 | 30.581 | 30.038 | 30.018 | 29.938 | 30.311 | 30.360 | 30.380 | 29.960 | 29.884 | 29.786 | 30.055 | 30.055 | 30.060 | 29.922 | 29.884 | 29.830 |
| 14 | 30.660 | 30.662 | 30.625 | 29.938 | 29.930 | 29.938 | 30.247 | 30.020 | 29.900 | 29.680 | 29.638 | 29.560 | 30.076 | 30.109 | 30.161 | 29.838 | 29.838 | 29.840 |
| 15 | 30.605 | 30.600 | 30.600 | 29.945 | 30.012 | 30.000 | 29.729 | 29.618 | 29.600 | 29.470 | 29.481 | 29.475 | 30.229 | 30.181 | 30.100 | 29.860 | 29.900 | 29.966 |
| 16 | 30.494 | 30.390 | 30.285 | 29.989 | 29.921 | 29.812 | 29.580 | 29.622 | 29.710 | 29.538 | 29.610 | 29.670 | 29.960 | 30.000 | 30.035 | 30.040 | 30.120 | 30.140 |
| 17 | 30.083 | 29.879 | 29.955 | 29.788 | 29.740 | 29.706 | 29.636 | 29.582 | 29.522 | 29.760 | 29.860 | 29.942 | 29.962 | 29.978 | 29.918 | 30.272 | 30.285 | 30.370 |
| 18 | 29.718 | 29.720 | 29.756 | 29.708 | 29.843 | 29.940 | 29.694 | 29.718 | 29.765 | 30.025 | 30.146 | 30.226 | 29.846 | 29.854 | 29.820 | 30.352 | 30.136 | 30.049 |
| 19 | 29.882 | 29.949 | 29.979 | 30.042 | 30.038 | 29.999 | 29.842 | 29.898 | 29.900 | 30.260 | 30.218 | 30.125 | 29.794 | 29.782 | 29.740 | 29.898 | 29.860 | 29.675 |
| 20 | 30.023 | 30.060 | 30.045 | 30.054 | 30.100 | 30.151 | 30.000 | 30.100 | 30.101 | 30.140 | 30.144 | 30.160 | 29.708 | 29.716 | 29.701 | 29.620 | 29.700 | 29.725 |
| 21 | 30.122 | 30.144 | 30.153 | 30.335 | 30.481 | 30.485 | 30.155 | 30.206 | 30.251 | 30.032 | 29.920 | 29.700 | 29.664 | 29.592 | 29.520 | 29.744 | 29.877 | 29.900 |
| 22 | 30.165 | 30.168 | 30.162 | 30.322 | 30.027 | 29.819 | 30.391 | 30.500 | 30.500 | 29.713 | 29.660 | 29.590 | 29.458 | 29.458 | 29.510 | 29.900 | 30.040 | 30.120 |
| 23 | 30.200 | 30.208 | 30.233 | 29.705 | 29.780 | 29.680 | 30.418 | 30.330 | 30.306 | 29.413 | 29.240 | 29.040 | 29.633 | 29.744 | 29.777 | 30.145 | 30.222 | 30.176 |
| 24 | 30.286 | 30.345 | 30.361 | 29.680 | 29.629 | 29.461 | 30.350 | 30.390 | 30.396 | 29.038 | 29.360 | 29.570 | 29.820 | 29.880 | 29.844 | 30.163 | 30.180 | 30.176 |
| 25 | 30.380 | 30.340 | 30.289 | 29.322 | 29.300 | 29.418 | 30.320 | 30.200 | 30.685 | 29.780 | 29.875 | 30.157 | 29.880 | 29.880 | 29.840 | 30.097 | 30.061 | 30.125 |
| 26 | 30.243 | 30.238 | 30.276 | 29.599 | 29.682 | 29.707 | 29.894 | 29.863 | 29.880 | 29.990 | 30.075 | 30.300 | 29.880 | 29.778 | 29.735 | 30.018 | 29.963 | 29.874 |
| 27 | 30.238 | 30.238 | 30.208 | 29.753 | 29.798 | 29.793 | 30.000 | 30.062 | 30.046 | 30.323 | 30.379 | 30.380 | 29.758 | 29.818 | 29.818 | 29.624 | 29.572 | 29.620 |
| 28 | 30.205 | 30.200 | 30.155 | 29.770 | 29.758 | 29.714 | 30.050 | 30.050 | 29.950 | 30.248 | 30.059 | 29.900 | 29.879 | 29.902 | 29.880 | 29.720 | 29.840 | 29.820 |
| 29 | 30.179 | 30.241 | 30.306 | 29.878 | 29.960 | 29.960 | 29.855 | 29.800 | 29.753 | | | | 29.873 | 29.925 | 29.931 | 29.840 | 29.948 | 30.055 |
| 30 | 30.415 | 30.518 | 30.540 | 29.900 | 29.920 | 29.912 | 29.740 | 29.900 | 30.041 | | | | 29.940 | 29.957 | 29.930 | 30.188 | 30.240 | 30.260 |
| 31 | | | | 29.980 | 30.020 | 30.090 | 30.138 | 30.093 | 29.976 | | | | 29.989 | 30.071 | 30.123 | | | |
| 30.007 30.036 30.037 | | | 30.086 30.094 30.068 | | | 30.121 30.129 30.136 | | | 29.965 29.979 29.972 | | | 29.894 29.914 29.901 | | | 29.967 29.984 29.979 | | | |
| Mean Total.
30.027 | | | Mean Total.
30.083 | | | Mean Total.
30.129 | | | Mean Total.
29.972 | | | Mean Total.
29.903 | | | Mean Total.
29.977 | | | |

APPENDIX.

VICTORY DISCOVERY SHIP, METEOROLOGICAL OBSERVATIONS.

REGISTER OF THE BAROMETER, CORRECTED FOR TEMPERATURE, CAPACITY, AND NEUTRAL POINT.

| Days
of
Month. | MAY, 1831. | | | JUNE, 1831. | | | JULY, 1831. | | | AUGUST, 1831. | | | SEPTEMBER, 1831. | | | OCTOBER, 1831. | | |
|----------------------|------------|---------|-----------------------|-------------|---------|----------------------|-------------|---------|----------------------|---------------|---------|-----------------------|------------------|---------|-----------------------|----------------|---------|--------|
| | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 9 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. |
| 1 | 30.298 | 30.300 | 30.300 | 30.028 | 29.960 | 30.000 | 29.888 | 29.797 | 29.771 | 30.058 | 29.992 | 29.920 | 29.892 | 29.710 | 29.800 | 30.212 | 30.294 | 30.286 |
| 2 | 30.300 | 30.320 | 30.300 | 29.828 | 29.797 | 29.820 | 29.900 | 30.100 | 30.138 | 29.905 | 29.890 | 29.875 | 29.340 | 29.480 | 29.580 | 30.263 | 30.192 | 30.076 |
| 3 | 30.440 | 30.430 | 30.380 | 29.698 | 29.698 | 29.660 | 30.090 | 29.840 | 29.780 | 29.900 | 29.900 | 29.880 | 29.560 | 29.520 | 29.460 | 30.160 | 30.260 | 30.280 |
| 4 | 30.260 | 30.280 | 30.141 | 29.624 | 29.680 | 29.741 | 29.620 | 29.540 | 29.535 | 29.698 | 29.450 | 29.505 | 29.422 | 29.369 | 29.326 | 30.331 | 30.320 | 30.300 |
| 5 | 30.130 | 30.200 | 30.287 | 29.872 | 29.981 | 30.020 | 29.480 | 29.498 | 29.487 | 29.836 | 29.944 | 29.936 | 29.339 | 29.433 | 29.407 | 30.305 | 30.280 | 30.232 |
| 6 | 30.193 | 30.177 | 30.196 | 30.140 | 30.222 | 30.300 | 29.525 | 29.580 | 29.615 | 29.900 | 29.887 | 29.876 | 29.492 | 29.590 | 29.666 | 30.200 | 30.228 | 30.243 |
| 7 | 30.188 | 30.220 | 30.221 | 30.345 | 30.230 | 30.060 | 29.680 | 29.725 | 29.800 | 29.890 | 29.900 | 29.900 | 29.721 | 29.825 | 29.734 | 30.300 | 30.260 | 30.350 |
| 8 | 30.220 | 30.200 | 30.200 | 30.125 | 30.130 | 30.000 | 29.820 | 29.740 | 29.700 | 29.946 | 29.998 | 30.012 | 29.918 | 29.982 | 30.010 | 30.224 | 30.185 | 30.178 |
| 9 | 30.187 | 30.170 | 30.181 | 30.023 | 29.989 | 29.920 | 29.700 | 29.760 | 29.805 | 30.066 | 30.066 | 30.534 | 30.110 | 30.132 | 30.120 | 30.155 | 30.120 | 30.111 |
| 10 | 30.171 | 30.185 | 30.234 | 29.884 | 29.886 | 29.886 | 29.815 | 29.840 | 29.800 | 29.974 | 29.900 | 29.874 | 30.074 | 30.010 | 29.998 | 30.100 | 30.078 | 30.086 |
| 11 | 30.220 | 30.155 | 30.061 | 29.850 | 29.820 | 29.787 | 29.690 | 29.636 | 29.636 | 29.837 | 29.792 | 29.770 | 29.978 | 29.974 | 30.020 | 30.135 | 30.176 | 30.201 |
| 12 | 29.852 | 29.798 | 29.781 | 29.680 | 29.722 | 29.780 | 29.774 | 29.864 | 29.818 | 29.760 | 29.798 | 29.800 | 30.078 | 30.120 | 30.145 | 30.202 | 30.200 | 30.195 |
| 13 | 29.740 | 29.772 | 29.790 | 29.810 | 29.840 | 29.861 | 29.793 | 29.845 | 29.904 | 29.998 | 30.044 | 30.040 | 30.114 | 30.068 | 30.000 | 30.212 | 30.214 | 30.200 |
| 14 | 29.860 | 29.956 | 30.080 | 29.905 | 30.020 | 30.061 | 29.956 | 29.994 | 29.984 | 30.098 | 30.042 | 29.976 | 29.958 | 29.923 | 29.880 | 30.200 | 30.178 | 30.145 |
| 15 | 30.105 | 30.180 | 30.200 | 30.032 | 30.020 | 30.020 | 29.848 | 29.900 | 29.935 | 29.783 | 29.528 | 29.516 | 29.821 | 29.800 | 29.790 | 30.145 | 30.160 | 30.455 |
| 16 | 30.200 | 30.180 | 30.133 | 30.000 | 29.960 | 29.900 | 30.000 | 30.063 | 30.078 | 29.160 | 29.158 | 29.195 | 29.773 | 29.840 | 29.810 | 30.066 | 30.020 | 30.025 |
| 17 | 29.976 | 29.960 | 29.970 | 29.886 | 29.880 | 29.925 | 30.082 | 30.088 | 30.070 | 29.319 | 29.479 | 29.555 | 29.788 | 29.744 | 29.744 | 30.020 | 29.954 | 29.895 |
| 18 | 30.000 | 30.080 | 30.025 | 29.950 | 30.020 | 30.015 | 30.086 | 30.095 | 30.051 | 29.668 | 29.733 | 29.751 | 29.722 | 29.760 | 29.805 | 29.800 | 29.811 | 29.800 |
| 19 | 30.110 | 30.158 | 30.158 | 30.020 | 30.060 | 30.095 | 30.100 | 30.122 | 30.160 | 29.804 | 29.889 | 29.895 | 29.820 | 29.840 | 29.915 | 29.809 | 29.880 | 29.910 |
| 20 | 30.182 | 30.153 | 30.162 | 30.162 | 30.144 | 30.126 | 30.158 | 30.200 | 30.175 | 29.930 | 29.900 | 29.900 | 29.915 | 29.760 | 29.770 | 29.998 | 30.058 | 30.088 |
| 21 | 30.085 | 29.900 | 29.798 | 29.892 | 29.760 | 29.731 | 30.218 | 30.192 | 30.199 | 29.880 | 29.790 | 29.780 | 29.564 | 29.520 | 29.520 | 30.058 | 30.064 | 30.070 |
| 22 | 29.515 | 29.587 | 29.618 | 29.938 | 30.066 | 30.142 | 30.098 | 30.088 | 30.030 | 29.742 | 29.748 | 29.777 | 29.548 | 29.568 | 29.635 | 29.978 | 29.900 | 29.825 |
| 23 | 29.598 | 29.560 | 29.574 | 30.100 | 30.155 | 29.936 | 30.038 | 30.000 | 29.995 | 29.839 | 29.945 | 29.940 | 29.771 | 29.880 | 29.990 | 29.728 | 29.860 | 29.996 |
| 24 | 29.622 | 29.735 | 29.820 | 30.113 | 30.021 | 29.921 | 29.980 | 30.000 | 30.000 | 29.990 | 29.960 | 29.960 | 30.080 | 30.084 | 30.086 | 30.092 | 30.100 | 29.976 |
| 25 | 29.882 | 29.884 | 29.884 | 29.850 | 29.900 | 29.936 | 30.020 | 30.035 | 30.024 | 29.921 | 29.900 | 29.957 | 29.990 | 29.760 | 29.735 | 29.330 | 28.960 | 28.980 |
| 26 | 29.917 | 30.000 | 30.010 | 30.034 | 30.000 | 29.981 | 30.084 | 30.155 | 30.015 | 30.100 | 30.053 | 29.890 | 29.850 | 29.863 | 29.875 | 28.780 | 28.880 | 29.071 |
| 27 | 30.020 | 29.980 | 29.878 | 29.963 | 29.941 | 29.936 | 30.094 | 30.023 | 30.030 | 29.793 | 29.822 | 29.820 | 29.883 | 29.883 | 29.940 | 29.160 | 29.280 | 29.415 |
| 28 | 29.826 | 29.862 | 29.880 | 29.982 | 29.980 | 29.901 | 30.000 | 29.954 | 29.980 | 29.822 | 29.822 | 29.870 | 29.900 | 29.800 | 29.770 | 29.520 | 29.644 | 29.786 |
| 29 | 29.860 | 29.922 | 30.020 | 29.790 | 29.732 | 29.700 | 29.970 | 29.900 | 29.960 | 29.820 | 29.780 | 30.000 | 29.871 | 29.958 | 30.000 | 29.971 | 30.228 | 30.378 |
| 30 | 30.073 | 30.080 | 30.072 | 29.744 | 29.800 | 29.921 | 29.960 | 29.970 | 29.975 | 30.091 | 30.120 | 30.180 | 30.078 | 30.121 | 30.147 | 30.506 | 30.580 | 30.575 |
| 31 | 29.998 | 29.970 | 30.000 | | | | 30.035 | 30.054 | 30.080 | 30.217 | 30.160 | 30.111 | | | | 30.504 | 30.440 | 30.425 |
| 30.033 30.044 30.044 | | | 29.942 29.947 29.936 | | | 29.919 29.922 29.92 | | | 29.863 29.85 29.871 | | | 29.812 29.81 29.822 | | | 30.008 30.026 30.05 | | | |
| Mean Total.
30.04 | | | Mean Total.
29.942 | | | Mean Total.
29.92 | | | Mean Total.
29.86 | | | Mean Total.
29.815 | | | Mean Total.
30.028 | | | |

VICTORY DISCOVERY SHIP, METEOROLOGICAL OBSERVATIONS.

XL

REGISTER OF THE BAROMETER, CORRECTED FOR TEMPERATURE, CAPACITY, AND NEUTRAL POINT.

| Days
of
Month. | NOVEMBER, 1831. | | | DECEMBER, 1831. | | | JANUARY, 1832. | | | FEBRUARY, 1832. | | | MARCH, 1832. | | | APRIL, 1832. | | |
|-----------------------|-----------------|---------|-----------------------|-----------------|---------|-----------------------|----------------|---------|-----------------------|-----------------|---------|-----------------------|--------------|---------|-----------------------|--------------|---------|--------|
| | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. | 9 A. M. | 5 P. M. | Midt. |
| 1 | 30.316 | 30.388 | 30.420 | 30.080 | 30.140 | 30.195 | 29.750 | 29.840 | 29.895 | 30.340 | 30.240 | 30.140 | 29.715 | 29.781 | 29.800 | 29.740 | 29.760 | 29.754 |
| 2 | 30.400 | 30.376 | 30.320 | 30.260 | 30.369 | 30.380 | 29.880 | 29.814 | 29.775 | 30.060 | 29.960 | 29.894 | 29.822 | 29.830 | 29.835 | 29.742 | 29.660 | 29.675 |
| 3 | 30.243 | 30.178 | 30.094 | 30.300 | 30.200 | 30.100 | 29.680 | 29.640 | 29.675 | 29.745 | 29.660 | 29.660 | 29.857 | 29.897 | 29.800 | 29.780 | 29.960 | 29.990 |
| 4 | 30.038 | 30.040 | 30.070 | 30.060 | 30.089 | 30.070 | 29.724 | 29.720 | 29.694 | 29.700 | 29.700 | 29.710 | 29.996 | 30.088 | 30.100 | 30.080 | 30.080 | 30.174 |
| 5 | 30.138 | 30.180 | 30.255 | 29.978 | 30.002 | 30.010 | 29.620 | 29.600 | 29.615 | 29.838 | 29.930 | 29.921 | 30.238 | 30.310 | 30.320 | 30.120 | 30.135 | 30.140 |
| 6 | 30.314 | 30.340 | 30.368 | 30.120 | 30.200 | 30.165 | 29.628 | 29.620 | 29.668 | 29.900 | 29.840 | 29.840 | 30.418 | 30.440 | 30.412 | 30.100 | 30.090 | 30.073 |
| 7 | 30.360 | 30.330 | 30.291 | 29.938 | 29.780 | 29.790 | 29.620 | 29.620 | 29.600 | 29.870 | 29.940 | 29.910 | 30.340 | 30.260 | 30.296 | 29.880 | 29.720 | 29.800 |
| 8 | 30.194 | 30.160 | 30.160 | 29.848 | 29.940 | 30.044 | 29.564 | 29.564 | 29.598 | 30.054 | 30.200 | 30.156 | 30.026 | 29.892 | 29.800 | 30.120 | 30.260 | 30.200 |
| 9 | 29.998 | 29.903 | 29.840 | 30.193 | 30.204 | 30.180 | 29.564 | 29.620 | 29.666 | 30.260 | 30.100 | 30.360 | 29.580 | 29.525 | 29.540 | 29.945 | 29.680 | 29.614 |
| 10 | 29.754 | 29.520 | 29.700 | 30.100 | 30.045 | 29.800 | 29.720 | 29.760 | 29.720 | 29.869 | 29.744 | 29.840 | 29.760 | 29.958 | 30.008 | 29.576 | 29.676 | 29.800 |
| 11 | 29.530 | 29.822 | 30.903 | 29.898 | 29.880 | 29.910 | 29.590 | 29.480 | 29.465 | 29.813 | 29.938 | 29.320 | 30.100 | 30.180 | 30.188 | 29.968 | 30.042 | 30.060 |
| 12 | 30.020 | 30.060 | 30.163 | 30.080 | 30.120 | 30.000 | 29.440 | 29.464 | 29.480 | 30.033 | 30.040 | 30.090 | 30.240 | 30.200 | 30.198 | 30.048 | 30.060 | 30.060 |
| 13 | 30.356 | 30.478 | 30.501 | 29.766 | 29.540 | 29.500 | 29.580 | 29.638 | 29.597 | 30.200 | 30.240 | 30.221 | 30.100 | 30.020 | 29.804 | 30.038 | 30.060 | 30.080 |
| 14 | 30.502 | 30.500 | 30.460 | 29.530 | 29.622 | 29.660 | 29.380 | 29.260 | 29.298 | 30.080 | 29.936 | 29.880 | 29.940 | 29.793 | 29.760 | 30.106 | 30.114 | 30.111 |
| 15 | 30.438 | 30.465 | 30.480 | 29.656 | 29.640 | 29.666 | 29.436 | 29.578 | 29.774 | 29.778 | 29.730 | 29.750 | 29.760 | 29.840 | 29.880 | 30.138 | 30.140 | 30.102 |
| 16 | 30.470 | 30.388 | 30.274 | 29.677 | 29.640 | 29.640 | 29.780 | 29.740 | 29.750 | 29.740 | 29.700 | 29.680 | 29.936 | 29.942 | 29.910 | 30.110 | 30.100 | 30.032 |
| 17 | 30.090 | 29.978 | 29.916 | 29.640 | 29.640 | 29.640 | 29.560 | 29.540 | 29.575 | 29.620 | 29.670 | 29.665 | 29.956 | 29.960 | 29.480 | 29.934 | 29.990 | 30.100 |
| 18 | 29.879 | 29.823 | 29.796 | 29.698 | 29.690 | 29.624 | 29.658 | 29.620 | 29.565 | 29.638 | 29.624 | 29.680 | 30.048 | 30.140 | 30.160 | 30.020 | 29.940 | 29.900 |
| 19 | 29.858 | 29.966 | 30.028 | 29.550 | 29.540 | 29.520 | 29.520 | 29.513 | 29.500 | 29.640 | 29.700 | 29.781 | 30.178 | 30.180 | 30.100 | 29.840 | 29.760 | 29.720 |
| 20 | 30.089 | 30.113 | 30.100 | 29.492 | 29.400 | 29.276 | 29.544 | 29.706 | 29.785 | 29.998 | 30.240 | 30.280 | 30.180 | 30.200 | 30.200 | 29.680 | 29.720 | 29.720 |
| 21 | 30.050 | 30.040 | 30.033 | 29.236 | 29.285 | 29.270 | 29.720 | 29.500 | 29.300 | 30.380 | 30.380 | 30.240 | 30.180 | 30.138 | 30.140 | 29.680 | 29.870 | 29.902 |
| 22 | 30.166 | 30.218 | 30.310 | 29.289 | 29.330 | 29.290 | 29.178 | 29.204 | 29.220 | 29.940 | 29.600 | 29.520 | 30.080 | 30.066 | 30.050 | 30.010 | 30.100 | 30.120 |
| 23 | 30.400 | 30.436 | 30.420 | 29.392 | 29.356 | 29.314 | 29.345 | 29.500 | 29.625 | 29.280 | 29.300 | 29.370 | 29.896 | 29.798 | 29.780 | 30.140 | 30.120 | 30.120 |
| 24 | 30.320 | 30.220 | 30.140 | 29.340 | 29.390 | 29.425 | 29.644 | 29.604 | 29.523 | 29.475 | 29.540 | 29.500 | 29.760 | 29.820 | 29.823 | 30.158 | 30.300 | 30.300 |
| 25 | 30.028 | 30.028 | 30.020 | 29.530 | 29.560 | 29.460 | 29.520 | 29.594 | 29.555 | 29.600 | 29.688 | 29.740 | 29.820 | 29.700 | 29.800 | 30.340 | 30.344 | 30.380 |
| 26 | 29.960 | 29.921 | 29.860 | 29.660 | 29.680 | 29.680 | 29.818 | 29.773 | 29.613 | 29.740 | 29.840 | 29.835 | 29.660 | 29.820 | 29.920 | 30.370 | 30.320 | 30.270 |
| 27 | 29.800 | 29.820 | 29.820 | 29.700 | 29.740 | 29.791 | 29.220 | 29.196 | 29.800 | 29.660 | 29.740 | 29.800 | 30.040 | 30.134 | 30.200 | 30.240 | 30.192 | 30.140 |
| 28 | 29.800 | 29.824 | 29.864 | 29.876 | 29.890 | 29.895 | 29.496 | 29.618 | 29.640 | 29.876 | 29.800 | 29.770 | 30.180 | 30.168 | 30.136 | 29.988 | 29.942 | 29.980 |
| 29 | 29.906 | 29.920 | 29.918 | 29.825 | 29.800 | 29.797 | 29.756 | 29.980 | 30.076 | 29.656 | 29.620 | 29.666 | 30.032 | 30.000 | 29.960 | 29.910 | 29.976 | 29.920 |
| 30 | 29.940 | 30.000 | 29.980 | 29.845 | 29.860 | 29.864 | 30.180 | 30.244 | 30.280 | | | | 29.000 | 29.840 | 29.800 | 30.062 | 30.100 | 30.080 |
| 31 | | | | 29.815 | 29.758 | 29.710 | 30.466 | 30.478 | 30.474 | | | | 29.709 | 29.690 | 29.700 | | | |
| 30.112 30.114 30.15 | | | 29.783 29.785 29.763 | | | 29.628 29.646 29.671 | | | 29.858 29.863 29.835 | | | 29.953 29.987 29.964 | | | 29.995 30.007 30.01 | | | |
| Mean Total.
30.125 | | | Mean Total.
29.777 | | | Mean Total.
29.648 | | | Mean Total.
29.852 | | | Mean Total.
29.968 | | | Mean Total.
30.004 | | | |

APPENDIX.

GENERAL ABSTRACT OF THE METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON
THE ICE AND REGISTERED HOURLY. FELIX HARBOUR, LAT. 70° 0' N, LONG. 91° 53' W.

FROM OCTOBER, 1829, TO OCTOBER, 1830.

| | Wind North-
westerly | | Wind South-
westerly | | Wind South-
easterly | | Wind North-
easterly | | Wind
variable | | Calm
weather | Total No. of
Hours | Total
force of
Wind | Mean
daily force
of Wind | State of Temperature in
the Shade | | |
|----------------------------------|-------------------------|-------|-------------------------|-------|-------------------------|-------|-------------------------|-------|------------------|-------|-----------------|-----------------------|---------------------------|--------------------------------|--------------------------------------|------|--------|
| | Hours | Force | Hours | Force | Hours | Force | Hours | Force | Hours | Force | Hours | | | | Max. | Min. | Mean |
| OCTOBER | 454 | 1278 | 116 | 323 | 69 | 129 | 60 | 246 | | | 45 | 744=31 days | 1976 | 63.74 | +24 | -16½ | +7.94 |
| NOVEMBER | 152 | 577 | 57 | 84 | 49 | 64 | 341 | 924 | | | 121 | 720=30 | 1649 | 51.9 | +26 | -37 | -3.58 |
| DECEMBER | 229 | 713 | 131 | 357 | 95 | 203 | 124 | 338 | | | 165 | 744=31 | 1611 | 52.07 | -8 | -37 | -23.08 |
| JANUARY | 325 | 920 | 230 | 537 | 62 | 113 | 40 | 86 | | | 87 | 744=31 | 1656 | 53.42 | -5 | -45 | -33.13 |
| FEBRUARY | 101 | 257 | 119 | 307 | 102 | 137 | 169 | 357 | 12 | | 169 | 672=28 | 1058 | 37.8 | +1½ | -47 | -29.9 |
| MARCH | 212 | 341 | 162 | 261 | 31 | 42 | 105 | 218 | | | 234 | 744=31 | 862 | 27.8 | +20 | -42 | -20.93 |
| Result Total
Winter 1829-30 } | 1473 | 4086 | 815 | 1869 | 408 | 688 | 839 | 2169 | 12 | | 821 | 4368=182 | 8812 | 47.79 | +26 | -47 | -17.11 |
| APRIL | 216 | 576 | 200 | 574 | 63 | 151 | 191 | 519 | | | 50 | 720=30 | 1820 | 60.67 | +31 | -21 | +1.365 |
| MAY | 223 | 542 | 142 | 309 | 100 | 151 | 235 | 510 | | | 44 | 744=31 | 1512 | 48.78 | +37 | -1 | +15.27 |
| JUNE | 133 | 290 | 210 | 541 | 42 | 52 | 264 | 542 | | | 71 | 720=30 | 1425 | 47.5 | +62 | +26 | +36.76 |
| JULY | 327 | 840 | 93 | 181 | 50 | 59 | 167 | 215 | 5 | 8 | 102 | 744=31 | 1303 | 42.03 | +70 | +32 | +44.57 |
| AUGUST | 440 | 1377 | 87 | 196 | 73 | 109 | 99 | 289 | 16 | 25 | 29 | 744=31 | 1996 | 64.4 | +58 | +33 | +40.87 |
| SEPTEMBER | 340 | 1662 | 157 | 416 | 106 | 208 | 93 | 334 | 7 | 13 | 17 | 720=30 | 2633 | 87.76 | +43 | +5 | +27.42 |
| Result Total
Summer 1830 } | 1679 | 5287 | 889 | 2217 | 434 | 730 | 1049 | 2409 | 28 | 46 | 313 | 4392=183 | 10.689 | 58.52 | +70 | -21 | +27.71 |

REMARKS.—By referring to the Explanation at the beginning of the Meteorological Table, this Abstract will be readily understood. Beginning at the 1st of October, 1829, we have taken the six following for winter months, in which it will be manifest that the prevailing winds were north-westerly and next north-easterly, and that south-easterly winds were not only least prevalent but weakest, and that the total average of the wind was much greatest from the northward. The same remark is applicable to the summer months, and to these circumstances must be attributed the constant influx of ice and water to the Gulf of Boothia; added to which, the numerous and large rivers which discharge themselves into it, must consequently occasion and account for the strong current which Sir E. Parry found running to the eastward in Hecla and Fury strait.

GENERAL ABSTRACT OF THE METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON
THE ICE AND REGISTERED HOURLY. SHERIFF'S HARBOUR, LAT. 70° 2' N, LONG. 91° 52' W.

XIII

FROM OCTOBER, 1830, TO OCTOBER, 1831.

| | Wind North-westerly | | Wind South-westerly | | Wind South-easterly | | Wind North-easterly | | Wind variable | | Calm weather | Total No. of Hours | Total force of Wind | Mean daily force of Wind | State of Temperature in the Shade | | |
|------------------------------|---------------------|-------|---------------------|-------|---------------------|-------|---------------------|-------|---------------|-------|--------------|--------------------|---------------------|--------------------------|-----------------------------------|------|---------|
| | Hours | Force | Hours | Force | Hours | Force | Hours | Force | Hours | Force | Hours | | | | Max. | Min. | Mean |
| OCTOBER | 233 | 605 | 244 | 818 | 110 | 317 | 107 | 389 | 1 | 6 | 49 | 744=31 days | 2135 | 68.8 | +24 | -12 | +10.95 |
| NOVEMBER | 275 | 828 | 137 | 180 | 142 | 279 | 44 | 108 | 14 | 14 | 108 | 720=30 | 1409 | 46.96 | +24 | -41 | -11.45 |
| DECEMBER | 211 | 981 | 150 | 253 | 238 | 526 | 22 | 47 | 4 | 4 | 119 | 744=31 | 1811 | 58.42 | +6 | -47 | -20.24 |
| JANUARY | 329 | 1169 | 133 | 269 | 131 | 175 | 22 | 40 | 2 | 2 | 127 | 744=31 | 1655 | 53.45 | +2½ | -59½ | -25.43 |
| FEBRUARY | 198 | 518 | 212 | 452 | 154 | 321 | 14 | 30 | 12 | 12 | 82 | 672=28 | 1333 | 47.62 | +9½ | -49 | -32.46 |
| MARCH | 158 | 285 | 193 | 430 | 147 | 234 | 41 | 77 | 32 | 41 | 173 | 744=31 | 1067 | 34.42 | -8½ | -51 | -34.74 |
| Result Total Winter 1830-1 } | 1404 | 4386 | 1059 | 2402 | 922 | 1852 | 250 | 691 | 65 | 79 | 658 | 4368=182 | 9410 | 51.61 | +24 | -59½ | -18.89 |
| APRIL | 390 | 1462 | 105 | 220 | 93 | 155 | 71 | 187 | 7 | 9 | 54 | 720=30 | 2033 | 67.76 | +30 | -25 | -6.44 |
| MAY | 320 | 1081 | 135 | 302 | 95 | 179 | 109 | 309 | 15 | 25 | 70 | 744=31 | 1896 | 61.16 | +36 | -16 | +16.02 |
| JUNE | 238 | 649 | 283 | 776 | 111 | 235 | 15 | 33 | 8 | 10 | 65 | 720=30 | 1703 | 56.77 | +52 | +14 | +31.56 |
| JULY | 205 | 605 | 61 | 194 | 155 | 338 | 255 | 659 | 22 | 73 | 46 | 744=31 | 1869 | 60.26 | +50 | +32 | +37.94 |
| AUGUST | 261 | 818 | 134 | 468 | 110 | 239 | 182 | 449 | 14 | 27 | 43 | 744=31 | 2001 | 64.55 | +54 | +24 | +36.51 |
| SEPTEMBER | 354 | 1592 | 101 | 225 | 101 | 181 | 105 | 411 | 25 | 32 | 34 | 720=30 | 2441 | 81.37 | +36 | +6 | +23.4 |
| Result Total Summer, 1831 } | 1768 | 6207 | 819 | 2185 | 665 | 1327 | 737 | 2048 | 91 | 176 | 312 | 4392=183 | 11,943 | 65.31 | +54 | -25 | +23.165 |

ABSTRACT OF METEOROLOGICAL OBSERVATIONS.

REMARKS.—The wind during this winter prevailed from the north-westward, but the north-easterly winds were not so prevalent as during the former winter, the south-westerly winds being the next; this may account for the winter being so severe, as there can be no doubt that the wind came from a colder quarter, since in both this and the preceding summer we found the temperature colder as we approached the Magnetic Pole, which bore then nearly west from Sheriff's harbour. During the summer months the wind was decidedly most prevalent from the northward, particularly during the three latter months, which brought vast quantities of ice into the Gulf.

GENERAL ABSTRACT OF THE METEOROLOGICAL OBSERVATIONS OF THE VICTORY DISCOVERY SHIP, TAKEN ON
THE ICE AND REGISTERED HOURLY. VICTORIA HARBOUR, LAT. 70° 9' N, LONG. 91° 34' W.

FROM OCTOBER, 1831, TO APRIL, 1832.

| | Wind North-
westerly | | Wind South-
westerly | | Wind South-
easterly | | Wind North-
easterly | | Wind variable | | Calm
weather | Total No. of
Hours | Total
force of
Wind | Mean
daily force
of Wind | State of Temperature in
the Shade | | |
|-------------------------------|-------------------------|-------|-------------------------|-------|-------------------------|-------|-------------------------|-------|---------------|-------|-----------------|-----------------------|---------------------------|--------------------------------|--------------------------------------|------|--------|
| | Hours | Force | Hours | Force | Hours | Force | Hours | Force | Hours | Force | Hours | | | | Max. | Min. | Mean |
| OCTOBER | 334 | 1394 | 115 | 219 | 152 | 246 | 63 | 152 | 24 | 33 | 56 | 744=31 days | 2044 | 65.94 | +29 | -23 | +8.32 |
| NOVEMBER | 235 | 830 | 54 | 152 | 248 | 447 | 27 | 49 | 15 | 19 | 141 | 720=30 | 1497 | 49.9 | +20 | -42 | -1.23 |
| DECEMBER | 371 | 2003 | 23 | 37 | 100 | 127 | 62 | 73 | 36 | 37 | 152 | 744=31 | 2277 | 73.45 | -2 | -42 | -23.96 |
| JANUARY | 401 | 2218 | 69 | 287 | 131 | 345 | 13 | 28 | 30 | 59 | 100 | 744=31 | 2937 | 94.74 | -8 | -47 | -27.52 |
| FEBRUARY | 454 | 2490 | 19 | 48 | 92 | 177 | 39 | 74 | 13 | 28 | 79 | 696=29 | 2817 | 97.38 | -12 | -44½ | -33.69 |
| MARCH | 413 | 2058 | 32 | 86 | 94 | 132 | 49 | 60 | 23 | 24 | 133 | 744=31 | 2360 | 76.13 | -4½ | -48½ | -31.37 |
| Result Total
Winter 1831-2 | 2208 | 10993 | 312 | 829 | 817 | 1474 | 253 | 436 | 141 | 200 | 661 | 4392=183 | 13932 | 76.1 | +29 | -48½ | -18.24 |

REMARKS.—During this winter the force of the wind was much greater, particularly in the three last months. On this circumstance our hopes of relief were chiefly founded, as by the constant tempestuous weather the ice was kept in motion until late in the month of March, and being generally from the northward, the ice presented a vast space of huge amorphous hummocks.

DIURNAL VARIATION OF THE MAGNETIC NEEDLE.

THE Diurnal Variation of the Magnetic Needle was a subject which attracted the attention of scientific men about the year 1759, when many experiments were made. Its motion westward was observed to commence about 8 A.M., and continue until 2 P.M., when it became stationary for some time, and afterwards moving gradually back until it attained its first position, its utmost extent of variation being $19^{\circ} 4''$. It was also observed that at the time an Aurora Borealis was seen, its variation though irregular, was slowly eastward in the morning and westward in the evening, and in the night suddenly both ways in a very short time. These phenomena were attributed to the power of the sun in heating the eastern magnetic properties of the earth in the morning, and those of the western in the evening; this was demonstrated by placing a strong magnet on each side of a compass, so as to keep the needle in the magnetic meridian, and alternately screening the sun from each magnet, it was observed, that when the sun was shining on the eastern magnet only, that the needle moved to the westward. This hypothesis was also corroborated by the fact, that the diurnal variation was observed to be greater in the summer than in the winter at London, as will appear by the following table of the mean diurnal variation for each of the twelve months of the year 1759:

| | | | |
|--------------------|-------------------|---------------------|-------------------|
| January | $7^{\circ} 8''$ | July | $13^{\circ} 14''$ |
| February | $8^{\circ} 58''$ | August | $12^{\circ} 19''$ |
| March | $11^{\circ} 17''$ | September | $11^{\circ} 43''$ |
| April | $12^{\circ} 2''$ | October | $10^{\circ} 36''$ |
| May | $13^{\circ} 0''$ | November | $8^{\circ} 9''$ |
| June | $13^{\circ} 21''$ | December | $6^{\circ} 58''$ |

The maximum being in June, and the minimum being in December. Thus the regular diurnal variation was concluded to be occasioned by the heat of the sun, which, however,

did not apply to the irregular variation; it was therefore supposed to be occasioned by some subterraneous heat which was at times unequally diffused. The above account will be sufficient to prove that the discovery of diurnal variation is not of a modern date, but we may pass over the experiments that were made subsequently, since none of them threw any light on the subject, until it attracted the attention of the late Captain Flinders, to whom also the discovery of the deviation of the magnetic needle is due.

On my voyage to the Arctic Regions in 1818, the phenomena of the magnet particularly attracted my attention, and although a paper has been published in the Transactions of the Royal Society, by Captain E. Sabine, the observations therein given are exclusively mine, that gentleman not having been even on board or present when they were made, but copied out of my note-book to which he had access. In both the editions of my narrative of that voyage, I have given, not only the observations themselves, and conclusions drawn from them, but rules for the correction for deviation, which are so simple, that any master of a merchant ship can as easily correct his course for the deviation peculiar to his ship as for the variation of the compass. Nor have these rules been superseded; for although Professor Barlow's ingenious plate has been described as "triumphant," it is by no means infallible, as it must be acknowledged that any alteration in the situation of the iron material on board the ship must affect its accuracy, and it cannot again be rectified without a good opportunity when the ship is at anchor; while it is at any rate a piece of expensive lumber, for which there is not the least necessity, if the easy rules I have given are put in practice.

During my late interesting voyage, I have not only had an opportunity of confirming all my former observations, but of adding many important facts, which our actual approach to the magnetic pole has put us in possession of. My first series of observations were made at Felix harbour, in lat. $69^{\circ} 59'$, long. 92° west, where the variation was found to be $89^{\circ} 45'$ west, and the dip $89^{\circ} 55'$. In order to carry on the observations on diurnal variation, which had been begun to the westward by Sir John Franklin, I was, by the liberality of Sir George Murray, then Colonial Secretary, furnished with several instruments which had been used by that scientific and persevering officer, among them the diurnal variation instrument constructed by Mr. Dolland, from whom I received the necessary instructions to use it. This instrument has already been described by Sir John Franklin, but its microscopes were since altered to make the arc more conveniently read off by them. Nevertheless, it was some time before I could use it to obtain any satisfactory result; my magnetic observatory was built entirely of snow, 200 yards distant from any metallic substance, and marks were put up for placing it in the true magnetic meridian. I soon found that this instrument, which had