

**LAW OF GENERAL COMPENSATION.**

The following may be of interest to those of your readers who watch the weather. It is an illustration of the manner in which the law of general compensation in our yearly weather log is fulfilled:—

The year 1875 entered cold and with plenty of snow; it went out mild and rainy.

The year 1876 entered mild and wet; it ended with heavy snow-storms.

The year 1877 entered snow and storm; it ended with mild and no snow.

The year 1878 entered cold and bare; it ended with plenty of snow.

The year 1879 entered plenty snow; it ended with mild and rainy.

The year 1880 entered mild and wet; it ended with cold and deep snows.

The year 1881 entered cold and deep snows, it ended with mild and no snow.

Thus 1882, entering, probably cold with but little snow, is likely to close with heavy snow-falls and bluster. In such a manner do I get at my first outlines of the weather in advance, and subsequently catch at the outline of the whole year by comparisons of a like nature too numerous to mention here. I would further remark that I changed my mild prediction for this December at the last moment and after the almanac was in form, because I thought there were indications of the weather sliding into last year's groove, and because I inferred from the great and prevalent storms on the Atlantic and gales in the Gulf of St. Lawrence that December would give us rapid transitions from southerly to northerly winds. In this I was mistaken. You will now notice that the year will terminate or New Year enter with a fairly "cold dip," but there will be rains and slush in January again as in 1878.—*Witness.*

Montreal, December 24th, 1881.

The predicted dip came on the very last day of the year, and cold weather continued through the first week of January, when on the 8th there were heavy rains at many points. The fluctuations of temperature during January have been both frequent and abrupt, and the line, as represented on a weather chart, is of the most zig-zag description.

**LOSSES AT SEA, 1881.**

The greatest number of disasters at sea in any one month was in October, and the records for that month are unprecedented within the merchant marine. The total number of steamships lost in October was 82, of which 18 were British, France, Germany and Norway lost two each; Austria, Belgium, Brazil, Chili, Holland, Russia, Spain and Sweden one each. Of sailing vessels 236 were lost, including 84 British, 40 Norwegian, 27 German, 7 French, 15 Swedish, 11 Italian, 10 Dutch, 10 Prussian and 5 American. It is estimated that no less than 43,033 tons of produce were lost in the October gale, but most of the vessels lost were coal laden. The hurricanes for November were reported as more severe than those of October, and to have been attended with still greater losses. Storms continued to rage upon the Atlantic up to the 10th of December.

**AN EARLY SNOW-STORM.**

KANSAS CITY, Nov. 12.—The Santa Fe trains are delayed by a snow-storm. For nearly thirty-six hours it has been snowing hard in western Kansas, Colorado, and New Mexico. From Lakin west to Pueblo there are six to eight inches of snow. From La Junta west there are eighteen to twenty inches. The cuts are full, and the wind is drifting it badly. This is the heaviest snow-storm in New Mexico and Colorado that the Santa Fe Railroad has ever entered.

**FALL OF 1881—NOVEMBER.**

On the 23rd of November, 1881, there was the first sleighing at Albany, N. Y.

There was two feet of snow over the Midland Counties of England on the entry of November, 1881.

There was a snow blockade at Omaha as early as the 10th of November.

Snow blockades West and South-Western States (Kansas) on the 14th and 15th of November.

Snow, sleighing, and below zero in the North-West on the 15th and 16th.

Below zero in portions of the State of Maine on the 17th.

First real wintery "snap" at Montreal, Ottawa and Quebec, with sufficient snow for sleighing, November 20th.

Lake Beauport, P.Q., frozen over on the 20th.

Below zero in North-West again on the 20th and 21st.

Snow in Northern New York State, 22nd and 23rd.

Gales in Gulf St. Lawrence and Newfoundland, 23rd and 24th.

Snow-falls along Hudson Valley, New York, on 24th.

Snow-falls and cold weather generally over Northern United States and Canada, but not at Montreal or Quebec, 24th and 25th.

Sleighing at Troy, N. Y., and adjacent points on Christmas Day.

Storms in Great Britain and gales on Atlantic, Christmas week.

Frosts in Louisiana, Christmas.

Sleighs out again for second time at Montreal, 27th.

One foot of snow at Quebec, 27th and 28th.

Great storm on Atlantic, Great Britain, and Magdalen Islands, with wrecks and loss of life, at close of November.

The foregoing clippings show at a glance the wintery character of November, 1881, but most people forgot these during the succeeding mild December.

The Red River was frozen across on the 14th inst. for the first time. It was frozen across last year on the 12th of November, two days earlier. The Assiniboine River was frozen across on Thursday, the 10th inst., the very same day as last year.

**JANUARY WEATHER.**

The following sketch of the weather for the month of January, taken from the *Star* of this city, has come very close to what has actually been experienced:—

"Mr. Vennor says:—The 'chop waves' referred to in my last letter have commenced and are likely to continue through January. These will give this year (1882) some of the most abrupt changes of temperature on record, from zero and well below to mildness again and rains. The first week will probably give a very severe dip, which at the present I think may reach from 10° to 15° below zero, and last about four days. This will then rise abruptly to moderation, mildness, and from snow to rains. Two other cold 'dips' look probable for the month, with mild slushy periods between. How the river will act it is difficult to say, but I fear the frequent returns to mildness will keep it 'shaky.'"

During the first week the mercury did fall to 10°, 12° and 15° below zero, at a number of points, returning abruptly on the 7th and 8th to, first snow and sleet, then rain. The river is hardly yet sound, and was kept "shaky" up to a very late date in the month.

The following predictions were unfortunately crowded out of the ALMANAC, but were published in the *Montreal Gazette* in its issue of October 3rd, 1881. It was also reproduced by nearly all of the leading newspapers of the country.—

PAGE FROM "VENNOR'S ALMANAC," 1882.

(From advanced sheets "Vennor's Almanac," by permission.)

In Newfoundland the winter of 1882 is likely to be extremely severe and stormy.

A warm wave is likely to occur over a large portion of North America during the month of November, 1881, and again during January and February, 1882.

A frigid wave may be expected towards the close of November and entry of December, 1881.

The winds and storms of March will probably arrive ahead of time, and render the closing days of February exceedingly disagreeable.

Minnesota is likely to experience more wintry weather than many neighboring sections.

The latter part of April and entry of May, 1882, will remind one of winter again, and the spring is likely to be cold and backward generally.

The winter of 1882 is not likely to be characterized by heavy snow-falls on this side the Atlantic.

In Western Canada, and sections south of the Lakes, navigation may remain open all the year, or close but for a very brief period.

December, 1881, will be a month of storms in the Lake region.

The summer of 1882 will be generally unfavorable to agriculture, owing to cold and wet weather.

Western sections will probably suffer more from rains and floods than thunder storms or cyclones during the summer of 1882.

Volcanic disturbances are likely to be exceedingly active on the American continent, and will probably occur in entirely new sections.

There will be brief periods of severe cold during the winter of 1882, and longer ones of warmth.

**STORMS AND "BLIZZARDS," CHICAGO, FEBRUARY, 1881.**

February 1.—One foot snow-fall last night and still snowing; 100 men employed in clearing street car lines; trains from 10 to 20 hours late.

" 6.—Storm of sleet west of Chicago; wires blown down.

" 17.—Over half a foot of fresh snow has fallen after midnight, and there are no indications of a "let-up."

" 18.—Snow and drift; fall is from 8 to 10 inches.

" 23.—Storms and drifts west of Chicago.

" 27.—Snowing heavily; trains delayed.

" 28.—Great snow blockade, Chicago and Western States.

Some of these dates are likely to again bring their storms this year.

**A JAPANESE WINTER.**

(Correspondent of the *San Francisco Chronicle*.)

YOKOHAMA, December 9. The weather is getting quite cold. The thermometer has read as low as 33 degrees within the past week. A skating club is being organized by the gentlemen of Yokohama, who are expecting rare sport in that line by New Year. Though this place is something south of San Francisco, it is very much colder in the winter here than there, snow falling oftentimes to the depth of six inches. A knowledge of this fact should make those who admire the *Camelia Japonica* assured that they can as well be cultivated in San Francisco in the open air as here, and here they are no more protected than are the pines or any of the native shrubs. I see them placed in all situations, in the shade as well as where they have the sun on them all the day.