

time ago it blew up the 13th time and threw the rear end of a passing truck up into the air, spilling the occupants out on the ground. Bricks were hurled high and far. It is said that no space was allowed for the expansion of the brick when the pavement was laid. Consequently in hot weather the surface buckles and finally "blows up."—*Pathfinder*, Nov. 27, 1920.

[The lifting power of water] is vividly demonstrated in the recent experience of Toledo, Ohio. Block paving on a cement sand cushion was washed away during heavy rainstorms. The blocks are being replaced on an asbestos binder course, which provides a much better bottom seal against water. Chicago is also experimenting with asphalt-sand cushions.—*Sci. Am.*, Feb. 5, 1921, p. 103.

The "Rain of Blood."—A curious phenomenon of south France and Italy, occurred recently at Monte Carlo and Mentone. After the downpour ceased the roofs, roads, gardens and shrubs of the Riviera were covered with sticky crimson. The superstitious inhabitants of the gambling metropolis were much terrified. There is, however, a scientific explanation which is perfectly satisfactory. It is that the rain clouds had been saturated with red sand from the Sahara Desert.—*Sci. Am.*, Feb. 12, 1921, p. 123.

An "ideal day's work" of a consulting meteorologist.—[Starting from Los Angeles] at 10 a.m., flew to March Field; made my usual 5 minute notes, photos, baro., thermo., and hygro. data for air charting; arrived there an hour later; lectured on "Clouds: their composition and interpretation" illustrated with 100 lantern slides. Lunched with the C. O.; took another plane and flew to the Ranch, 45 miles distant (near San Diego), visited my 26 meteorological stations there, took ship from there to March Field, thence by ship to Los Angeles where I landed in a rainstorm. Motored to the University Club, dressed for dinner and there delivered another meteorological address—all within a little over 6 hours time. Ordinarily this would have taken 2 days and 1 night by either railroad train or motor. I leave on a similar trip to-morrow.—*Excerpt from letter of Feb. 7, 1921, by Ford A. Carpenter.*

DEATH OF LIEUT. HAROLD T. STEVENS.

It is with regret that members of the Society will learn of the death of Lieut. Harold T. Stevens, who was killed on February 26th at the Naval Air Station at Rockaway Point, N. Y. Lieut. Stevens was piloting a seaplane, and had been in the air about 45 minutes when, in making a turn, the plane went into a tailspin and crashed to the earth near one of the hangars. Both the pilot and his passenger, 1st Cl. Machinist's Mate, E. F. Lindsay were instantly killed and the craft was demolished. The cause of the accident is not known.

Lieut. Stevens was known to members of the Central Office of the Weather Bureau at Washington, for he, with a number of other naval officers, spent June and July, 1920, taking a course in meteorology at that place. He was an experienced pilot, having been attached to the Rockaway station for several years. He was a member of the American Meteorological Society.

HAVE YOU PAID YOUR DUES? IF NOT, PLEASE REMIT.

The appeal sent out with bills for 1921 dues brought in about \$630 from some 235 fellows and members during February and the first week in March, or nearly \$3 apiece. Dues from about 150 others have been received, totalling approximately \$200. It was gratifying to have a considerable number pay double or more in 1921 what they paid in 1920. Since \$120 of the \$630 recently received is for life memberships, the total funds available for expenses so far this year have been about \$710. The 1920 deficit of \$200 was wiped out in a hurry. The 1920 list of members and index took \$260, the January BULLETIN \$110, *Monthly*