

Lakes, but in the season just closed, there has not been a single really heavy storm. In far northwestern Canada, Yukon, and the lower Mackenzie valley the rivers were open a month or more beyond the ordinary date of freezing up, and reports from Labrador indicate a very protracted autumn.

While the barometric depression passing over the central and eastern portions of the continent this past autumn have been comparatively unimportant, some of them merit attention, as their tracks have been abnormal. I will draw your attention to three of them, one, to my mind, very remarkable, and would seem to indicate a most unusual atmospheric movement.

Sir Frederic having unfortunately left at the hotel his lantern slides showing these weather conditions, he was constrained to describe them. First, he mentioned the very unusual series of storms this autumn, the first of which, September 30-October 1st moved from Bermuda to Nova Scotia, and the second, just after the middle of October, from east of Bermuda to north of the Great Lakes, this one having the most erratic movement that Sir Frederic could recall; and still later in October another from the south Atlantic coast to the Lake region. During the autumn the whole Northern Hemisphere circulation was most unusual.

At Toronto the December just drawing to a close, he said, was the warmest December since observations were begun in 1840. The unusual warmth also extended through western Canada. It was expected that no other month would be comparable to this one.

In closing Sir Frederic said a close study of pressure distribution in northwestern Canada would go far toward enabling us to explain variations in the characters of seasons from year to year.

NOTABLE MEETING AT CINCINNATI

General statement

Mr. W. C. Devereaux, Official in Charge, U. S. Weather Bureau, Cincinnati, provided a welcome and a program which visiting meteorologists cannot forget. There were four meteorological luncheons and dinners. The most notable of these was tendered by the Cincinnati Chamber of Commerce. Vice-President A. Julius Freiberg read excerpts from the Chamber's annual reports for 1869 and 1870 recounting the origin in Cincinnati of American weather forecasting based on telegraphic reports, under the financial support of that organization. Professor C. F. Marvin, Chief, U. S. Weather Bureau; Sir Frederic Stupart, Director, Canadian Meteorological Service; and Prof. H. J. Cox, District Forecaster, U. S. Weather Bureau, Chicago, briefly commented on the immediate outcome of this first private attempt—the formation of the government weather services. Dr. Harvey W. Wiley closed the speaking with appreciative remarks concerning his old friend Cleveland Abbe, whose weather forecasting ideas the Chamber of Commerce had brought to fruition.

The most important group of papers and much discussion centered on what might be called hydro-meteorology, especially flood forecasting, so extremely valuable along the Ohio River, especially at Cincinnati.

Investigations concerning conditions in the free air also received much attention.

The presidential address was of an historical nature, made vivid by the personal recollections of Sir Frederic Stupart, veteran director of the Canadian Meteorological Service.

Professor W. I. Milham, of Williams College, was elected President, and Dr. A. E. Douglass, Vice-President. Secretary C. F. Brooks and Treasurer W. R. Gregg were retained, and five outgoing Councilors were replaced by the following, for three years: E. H. Bowie, R. E. Horton, H. H. Kimball, John Patterson, and B. J. Sherry. A full report of the meeting will be published in this and later Bulletins of the American Meteorological Society.

MINUTES OF CINCINNATI MEETING

Including Abstracts of Papers and Discussions

On Thursday afternoon, December 27, some 20 fellows and members of the American Meteorological Society attended the opening session of the Association of American Geographers.

A cruise with the International Ice Patrol

By R. DEC. WARD

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By invitation of the Commandant of the U. S. Coast Guard the writer was permitted to take part in the June, 1923, cruise of the U. S. Coast Guard Cutter *Tampa*, on Ice Patrol in the North Atlantic. Three weeks were spent at sea, sixteen days of this time being on actual Ice Patrol duty. The International Ice Patrol dates from the sinking of the *Titanic*, April 14, 1912. Within a month of that disaster, the U. S. Hydrographic Office suggested to the Navy Department the importance of the immediate establishment of an ice patrol. During the summer of 1912, two Navy vessels performed this duty. In 1913 the U. S. Revenue Cutter Service carried on the patrol. In 1914 the work was done by the U. S. Coast Guard, which has succeeded the Revenue Cutter Service. Since 1914, with the exception of the two years of our participation in the War, two Coast Guard cutters have been on duty each ice season. These cutters alternate in their cruising, the actual time on ice patrol being fifteen days for each cutter. At the end of that period, she is relieved by her sister ship, and returns to Halifax for fuel and supplies. The business of the Ice Patrol is to find the icebergs which menace navigation on the transatlantic steamer routes which skirt the "tail" of the Great Bank of Newfoundland. In clear weather, the patrol ship searches the area, locates all the icebergs, charts their positions, and follows them during their wanderings. Radio reports are sent out to all passing vessels, and to Washington. In foggy weather, the patrol ship drifts or, if on the Bank, anchors, waiting for clear weather in order that she may continue her search. During the June cruise, fog prevailed 70 per cent of the time. Observations were made of the lapse rate between the deck and the "crow's nest" of the *Tampa* during fogs, and also of the formation of convectional fog whirls, in the late after-