NOTES

By John Preller, second officer American steamer Tejon, San Pedro to Balboa.—"March 28, 3 p.m., local time. In latitude 16° 56' N., longitude 100° 38' W., noted a mirage. The steamship Empress of Scotland passed about 3' to the southward, and at times she appeared as if cut in two, her center disappearing, while at other times bow and stern were lost and only the middle showing. Sea smooth at the time. Sky clear. Variable winds during the day boxing the compass."

By W. H. Walker, master of the American steamer Elbeck, Panama to Honolulu.—"On the passage of the American steamship

557,506 (73) DETAILS OF THE WEATHER IN THE UNITED STATES

GENERAL CONDITIONS

During the first half of the month the movement of cyclonic storms was mostly along the northern border but toward the end several rather intense storms developed in the far Southwest and moving across the central valleys passed off to sea. During the passage of one of these storms heavy snow fell over the southern Great Plains regions—Kansas to Texas. Another feature common to all of the months of 1926 was the great increase in energy of the cyclonic storms when reaching the Canadian Maritime Provinces and adjacent oceanic areas.

Temperature east of the Rocky Mountains, except over Montana and the Dakotas, was below normal several degrees as shown on Chart III; it was above normal by the same amount west of the Rockies. The usual details follow.—A. J. H.

CYCLONES AND ANTICYCLONES

By W. P. Day

The first 12 days of the month were marked by generally high pressure over Canada and an accompanying succession of high-pressure areas from this region spreading southward over the United States. Five of the seven Alberta highs were charted during this period. During the remainder of the month the highs were more varied with respect to place of origin. The high which appeared in the Northwest about the 26th was a combination of Alberta and North Pacific types.

Eighty-two were plotted, several of which were quite important as storms. Of the latter, four were of the Texas type, i.e., secondaries developing over northeastern Mexico and southern Texas.

FREE-AIR SUMMARY

By V. E. Jakl

The free-air temperature departures at all aerological stations were negative (see Table 1) and as a rule increased somewhat with altitude. This departure afloat extended to some portions of the country where surface temperature were above normal, as over North Dakota, where Chart III, this Review, shows that it was warmer than normal. Over Ellendale a change to a negative departure took place at no great elevation above the ground, the average departure increasing with altitude to about 3° C. at 4,000 meters. The greatest departure was at Royal Center, in the general vicinity of the surface negative departure, as shown on Chart III, was also greatest. Relative humidities showed no important departure at any station.

Free-air winds were of more northerly component and greater velocity than normal, the general directions having been about northwest over middle sections of the country and more nearly west over eastern sections

Elbeck from Panama Canal to Honolulu, on the great circle track, there was a complete absence of the northeast trade winds; the vessel passing through light variable winds and calms for 16 days. On the 28th of March, however, when in longitude 143° West, the ship met with strong winds from the southward, accompanied by a rough sea and heavy rain. This lasted for 15 hours, shifting to the west and northwest, bringing up a high head sea which continued to retard the vessel's progress until reaching the vicinity of the islands, when the sea moderated. This unusual weather delayed the ship 24 hours."

—W. E. H.