

Lawrence estuary. Mr. H. A. Jones mentioned dry east winds in Mississippi which dried up crops. Even in West Virginia he had known of east wind damage by drying that exceeded frost damage. He asked for the cause of the dryness of such east winds, and the Chairman, Prof. Marvin, called for an answer. Dr. Brooks responded with the suggestion that the dryness was due both to the polar source of the air and to its descent in the anticyclones that cause these winds.

WEATHER CONDITIONS AFFECTING PORT OF NEW ORLEANS¹

By W. F. McDONALD, U. S. Weather Bureau

Climatic conditions bearing upon the commerce of the port of New Orleans are more favorable than otherwise, with the sole exception of the hazard of severe tropical storms, which is infrequent, having occurred only twice in the last forty years.—*Author's summary.*

Discussion: The high humidity was stressed as a factor in the commerce, and the statement was made that the increase in weight of purchases in Colorado where the humidity is low due to moisture absorbed en route to New Orleans was enough to pay the freight. Cotton absorbs some 20 lbs. to the bale. Mr. PATTERSON mentioned a climatological port survey of Canada which is being made.

VISIBILITY METER ²

By JOHN PATTERSON, M.A., Meteorological Office, Toronto

A visibility meter has been devised for determining the distance from which airport boundary lights (100 watt) can be seen at night. A flashlight bulb light reduced to a standard of $10^{-6.7}$ meter candles, calibrated by a star, is reflected into the line of sight of the airport light, and the airport light is reduced by a neutral wedge to equality with the standard light. The wedge is calibrated and the distance the boundary light can be seen is then obtained from the scale reading.

Discussion: Dr. LITTLEHALES asked if the paper were to be published, and Mr. PATTERSON said it was in press now. Dr. HUMPHREYS remarked that uniformity of obstructing material would have to be assumed, and Mr. PATTERSON said he considered the wedge as meeting this requirement. The extinction method of determining visibility is not so good as the comparison method, for eyes differ both as to vision and as to accommodation to the dark. He considered a wedge better than a number of glasses of equal thickness. Mr. GREGG remarked there were local differences in visibility and that it is well to observe distant lights as well as near-by ones. Mr. JOHNSON asked what method was used to reduce the intensity of the pilot light, and Mr. PATTERSON replied that screens were used for this purpose, and said the intensity was kept constant by controlling the current through the lamp.

¹ Washington meeting, May 4, 1931. To be published in full in the *Mo. Weather Rev.*

² Washington meeting, May 4, 1931.