

"graupel" (in which the "au" is pronounced like "ow" in "growl"). This form of precipitation was formerly known as "soft hail." The term "sleet" is applied by the United States Weather Bureau to small particles of clear ice—frozen raindrops. The British apply the word "sleet" to a mixture of snow and rain. Water condensed from the air on cold surfaces at night constitutes "dew," while the little drops, resembling dewdrops, that are exuded from plants by night, are known as "false dew."

Fog drifting against terrestrial objects in cold weather sometimes leaves a deposit of ice, called "rime." The smooth, icy deposit due to rain freezing as it falls—often very destructive to trees, wires, etc.—is called "glaze" by the Weather Bureau, while the American public commonly describes it as "sleet," and in England (where it is rare) it is called "glazed frost." The occurrence of glaze on an extreme scale constitutes an "ice storm."—*C. Fitzhugh Talman, in Why the Weather? a Science Service feature.*

A BOY SCOUT WEATHER MANUAL

It is a well-known practice of the Boy Scout organization to award "merit badges" for proficiency attained by Scouts in various subjects, each badge being awarded on the basis of a relatively simple examination. Strange to say, the important out-of-door subject of meteorology has heretofore been conspicuous by its absence from the list of topics for which badges are awarded, but this defect has now been remedied, and a "Weather Merit Badge" has been announced. The badge will show the figure of a weather vane.

A manual to aid Scouts in preparing for the examination necessary to obtain this badge is in course of publication by the Boy Scouts of America in New York. It will be a pamphlet of about 75 pages, divided into two parts. The first part, entitled "Some Points About Weather," discusses in clear and simple language the specific topics to be included in the examination. The second half of the book is called "An Outline of Meteorology." It is a very concise digest of the subject—a "nutshell" treatise on meteorology.

The book will be fully illustrated.—*C. Fitzhugh Talman, in Why the Weather? a Science Service feature.*

FLOOD INFORMATION WANTED BY CONGRESS

HOUSE OF REPRESENTATIVES U. S.

COMMITTEE ON FLOOD CONTROL

WASHINGTON, D. C.

SIXTY-NINTH CONGRESS

Frank R. Reid, Ill., Chairman	
Charles F. Curry, Calif.	James A. Frear, Wis.
Roy G. Fitzgerald, Ohio	Riley J. Wilson, La.
William F. Kopp, Iowa	William J. Driver, Ark.
Philip D. Swing, Calif.	Luther A. Johnson, Tex.
Anderson H. Walters, Pa.	William L. Nelson, Mo.
Willis G. Sears, Nebr.	W. M. Whittington, Miss.
Charles E. Kiefner, Mo.	E. E. Cox, Ga.
	William H. Webb, Clerk

October 18, 1927.

American Meteorological Society,
Clark University,
Worcester, Mass.

Gentlemen:

The Committee on Flood Control of the House of Representatives is at present engaged in the assembling, organization and analysis of all

available material relating to the recent disastrous flood in the Mississippi Valley.

In this connection, I should appreciate it very much if you would be good enough to aid the Committee by furnishing me such material as you may have available on this subject.

Very truly yours,

FRANK R. REID,
Chairman.

METRIC STANDARDIZATION

At the new session of Congress advocates of decimal weights and measures for the United States will energetically back the liberal Metric Standards Bill that is being introduced in the House of Representatives by the Hon. Fred A. Britten of Illinois.

At its recent convention at Lake Placid, the Metric Association outlined plans for greatly increased activity. The All-American Standards Council is also urging prompt legislative action by Congress to establish the decimal metric units for general use in merchandising throughout the United States after 1935.

Instead of the present liquid quart, pound avoirdupois, and yard, it is proposed to substitute the liter, the 500 gram weight or world pound, and the yard respectively.

PREPARING FOR SNOW REMOVAL

In the northern half of the United States and in Canada the highway authorities are now busily preparing for the annual struggle with snow. The possibility of keeping country roads snow-free throughout the winter was hardly dreamed of ten years ago. In response to the demands of motor traffic this possibility has now become a reality on a gigantic scale. Last winter snow-removal operations in 36 states of the Union were conducted on 106,721 miles of rural highway, at an expense of \$4,641,037, according to admittedly incomplete figures gathered by the United States Bureau of Public Roads. During the coming winter an increase of about ten per cent is anticipated.

The development of snow removal in America within the last few years has been spectacular. Besides entailing the expenditure of much human energy and large sums of money, it has given rise to a remarkable technique and a variety of ingenious mechanical equipment. Part of the problem is to prevent drifts from forming on the roads. Methods of prevention include the removal of drift-forming obstacles from the borders of the roads and the erection of "snow fences," which cause drifts to form away from the highway instead of on it. Both permanent and portable fences are used for this purpose.

A large proportion of the snow-removal equipment is pushed in front of trucks or tractors. In areas where deep snowfall occurs, the snow plows employed on the highways rival those of the railroads in size and