

POSTAL WEATHER REPORTS.

Farmers in the Inland Districts to Get the Daily Probabilities.

Inter-Departmental Courtesies Between the Postmaster General and the Secretary of War.

EXPLANATION OF THE CHARTS.

Every few days we are called to record some new advance of the Weather Bureau at Washington in extending the scope of its deductions or in widening the circle of its utility.

CORRESPONDENCE

will explain the general idea now entertained by the two co-ordinate and happily co-operating departments.

WAR DEPARTMENT.

OFFICE OF THE CHIEF SIGNAL OFFICER, DIVISION OF TELEGRAMS AND REPORTS FOR THE BENEFIT OF COMMERCE AND AGRICULTURE.

WASHINGTON, D. C., Dec. 7, 1872.

TO THE HONORABLE THE POSTMASTER GENERAL:— Sir—I have the honor to request that instructions may be issued to the postmasters at the post offices named in the accompanying list.

Under section 8 of the act of Congress entitled "An act to revise, consolidate and amend the statutes relating to the Post Office Department," approved June 1, 1872, the request of the honorable Postmaster General that this publication be made by the postmasters, or others in the service, as being for the public good, would clearly have the effect of an order.

To the Postmaster General himself, whose good will to this bureau has been so often and with such benefit to the department evidenced, the Chief Signal Officer does not feel it necessary to urge at length reasons for requesting his valuable cooperation.

It is sufficient to say that the plan suggested seems to offer a more immediate and extensive method of reaching the whole of the agricultural population of the United States with information in which each citizen has an interest than any hitherto put in use in any country in the world.

Attention is respectfully invited to the accompanying memoranda of the plan of distribution. I am, sir, very respectfully your obedient servant,

WILLIAM W. BELKNAP, Secretary of War.

To the Postmaster General:— Sir—I have the honor to acknowledge the receipt of your letter of the 9th inst., enclosing a communication from the Chief Signal Officer of the Army, with reference to the proposed plan of operation of the Post Office and War Departments in distributing the daily weather reports throughout the agricultural districts of the United States accessible by rail or mail coach, by six P. M. each day, from certain designated distributing points.

I heartily approve of the plan proposed by General Meyer for extending to the agricultural sections of the country the benefits of the information contained in the daily weather reports from the Signal Office, and have issued an order, under date of 9th inst., a copy of which is enclosed herewith, instructing all postmasters receiving these reports by mail to post them immediately in the frames supplied for that purpose by the Signal Office.

Any further assistance that may be desired from this department will be most cheerfully given. I am, sir, very respectfully, your obedient servant,

JOHN A. J. CRESWELL, Postmaster General.

Hon. Wm. W. Belknap, Secretary of War.

On the 10th of December, just three days after General Meyer's request for his aid, the Postmaster General issued the following order, a copy of which was enclosed in his reply to General Belknap:—

POST OFFICE DEPARTMENT, WASHINGTON, D. C., Dec. 10, 1872.

Arrangements have been made between the Post Office and War Departments by which one or more of the daily weather reports issued by the Signal Office will be furnished daily to all the Post Offices that can be reached from the several points of distribution, daily, by mail.

As these reports are designed for the benefit of the agricultural as well as the commercial interests of the country, the Postmaster General instructs all postmasters receiving them to post them immediately in the frames supplied for that purpose by the Signal Office.

JOHN A. J. CRESWELL, Postmaster General.

THE UTILITY OF THE POSTAL WEATHER REPORTS.

The value of this arrangement to the farmers, fruit growers and to all the rural and agricultural classes of the country will be apparent. The history of the Signal Service shows that within the past year it has given timely forewarning, not only of the heavy storms which ravage the sea coast and lakes, but also of the frosts and heavy rains, the arrival of the first frosts of Autumn and the sweep of the great and cold tidal air waves which deluge the land with snow.

The tobacco crops in the rural districts of Virginia last fall suffered very severely, but might have been generally saved had the tobacco growers been in the daily receipt of the now proposed postal weather reports, which, in the instances cited, predicted frosts three days in advance of their blighting and nipping visitation.

The aerial waves from the Pacific, which march so steadily and surely across the Continent, first manifest themselves in the warm, moist air, which they derive from the ocean, and spread out as a mantle of winter mildness over the Pacific States and Territories and eastward to the great Plains and the valley of the Upper Missouri, when, in their further eastward passage, they become condensed, and form the waves of intense cold which are precipitated over the States on this side the Mississippi.

It is easy to see that the prediction of the weather changes due to such a movement, sometimes prolonged through a whole week or more, may be

ANNOUNCED BY MAIL

to many thousands of post offices and country neighborhoods before the weather changes can occur. So, also, will it be in announcing the general rains for which the farmer so eagerly watches through the Summer. They usually follow close behind the travelling storm centres or moving vortices of low barometer and aerial eddies pursuing each other across the Continent, whose velocity and expansion are within the power of the meteorologist to compute. Occupying three or four days in their transit, ample time will be afforded frequently to notify the large majority of the interior

districts of impending rains, floods and dangerous inland tempests, which have sometimes (as in the Virginia Autumn floods of 1869) swept unsuspected in a single night down our rural river valleys and washed the sleeping villagers and rustics from their beds into watery graves, and at the same time borne hundreds of miles away their golden harvests left standing in the shock. It is in supplying intelligence of all such violent and destructive meteors that the Signal Office will fulfil in America its highest functions of public usefulness.

THE PLAN OF WORK.

It is proposed to divide the territory east of the Mississippi River into districts of about two hundred miles in diameter, each district having a distributing point at or near its centre, from which two copies of the report will be mailed daily to all post offices accessible by rail or mail coach by six P. M. each day. At each post office the Postmaster is to post one copy of each report, as soon as received, in a frame, to be furnished by the Signal Office, which frame will be put up in a conspicuous part of the office, where it can be seen and the bulletins read by the public without difficulty.

The second copy is intended for the personal use of the Postmaster, and may be disposed of in the manner he thinks best calculated to diffuse the information it contains.

The charts herewith illustrate the proposed form of districting.

EVERY POSTMASTER A SIGNAL OFFICER, and he will be responsible for disseminating the weather intelligence communicated to him for prompt display in the most conspicuous part of his office. As the country post office or village post office is a place where all the neighborhood gathers when the daily mail arrives, the reports will by the night be on the lips of every farmer for miles around, and he will be thus enabled to shape and project his next day's farm work to the best advantage and to the most economic use of his own time and that of his hired labor.

The handsome manner in which Mr. Creswell has placed his department in

ACTIVE POSTAL CO-OPERATION WITH THE SIGNAL OFFICE will immensely strengthen the hands and extend the benefits of the latter's service, and also give rise to similar co-operative arrangements between the Signal Office and other departments of the government which are in position to aid it. The multiplication of these inter-departmental courtesies and friendly co-workings is the secret of a wise and successful conduct of every government, and eminently deserves public notice and commendation. In the present instance a worthy and excellent example has been set by Postmaster General Creswell.

EXPLANATION OF THE CHARTS.

The larger chart shows the various geographic subdivisions of the country east of the Mississippi; from the centre of each of these radiating postal lines now run, and along these lines the daily weather telegrams, printed in large, bold type, will be spread broadcast to the people by every railroad train, steamboat, mail coach and post rider. This arrangement will give the United States weather service a breadth of usefulness, fulness of information and practical popularity beyond all compare with those enjoyed by any similar service now in existence in Europe or on the globe.

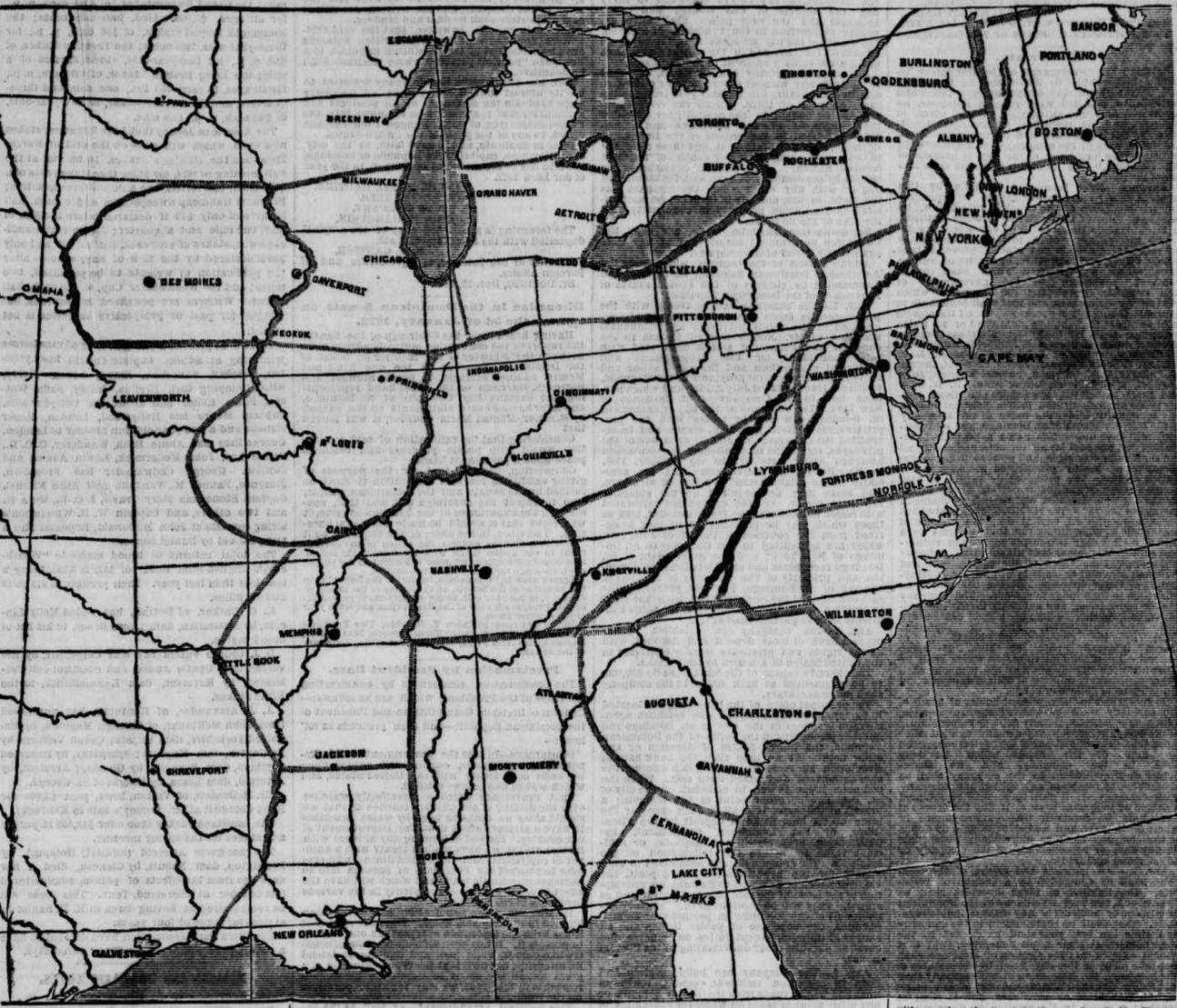
The smaller chart shows the various ramifications of the new postal weather reports, taking Washington city as the starting point. For the benefit of our readers scattered over this district and over the whole country we give these geographic divisions in full. From the accompanying charts every citizen can determine the central office from which the weather reports that are to reach his own community will radiate.

THE MYSTERIOUS SHOOTING IN THE BOWERY.

Since the shooting of Charles Christian, the Dane, twenty-six years of age, in his concert saloon, No. 11 Bowery, early on Monday morning last, by an unknown and mysterious stranger, he has remained in a partially unconscious state of mind till yesterday morning, when death ensued from the effects of the wound, which was in the breast. Coroner Keenan has the case in charge, and will hold an inquest after giving the tenth precinct a little time to search for the murderer, concerning whom, as yet, they have been unable to obtain any information. According to accounts there was no provocation given for the shooting, which, therefore, seems to have been done with deliberation, and apparently with intent to take life.

THE WEATHER REPORT CENTRES.

Geographical Subdivisions, East of the Mississippi, for the Signal Bureau.



RAMIFICATIONS OF THE SIGNAL SERVICE FROM WASHINGTON.



FLOODS AND FRESHETS.

Great Rise in the Hudson, Delaware, Schuylkill, Susquehanna, Lehigh and Other Eastern Rivers—Bridges Damaged, Boats Crushed, Mills Stopped and Further Damage Apprehended.

On the River Hudson. HUDSON, N. Y., Jan. 17, 1873. The short bridge over the Stockport Creek on the Hudson River Railroad was carried away by the strong current of floating ice at half-past two o'clock this afternoon. The lightning train which passed this city bound up about that time was compelled to run back to this station, and all upward bound trains since then have been stopped here. The bridge was about fifty feet long and very strongly built. It will require some time to reconstruct it. Trains to Albany and the West are now being run via Chatham.

Early this morning the ice in Catskill Creek commenced moving, which caused a general havoc with everything within its reach, the ice being from twelve to sixteen inches thick. All the streams in the vicinity are overflowing the meadows and roads, and it is feared much damage will follow. Gangs of men have been sent forward to repair bridges.

The New York special, bound south, is over two hours and a half behind time. The first Pacific express, which leaves New York at six P. M., has been discontinued. It is thought that trains will be able to pass over the Stockport Bridge by to-morrow afternoon.

KINGSTON, N. Y., Jan. 17, 1873. The warm rain of yesterday and last night was accompanied by a dense fog and followed by very moderate weather, resulting in the melting of the snow and softening of the ice. Many of the roads hereabouts are quite bare and wheeled vehicles are taking the place of sleighs. The work of ice cutting in this vicinity has been entirely suspended on account of water standing on the surface to the depth of several inches; crossing of the river by heavy teams is still considered safe, however.

ALBANY, Jan. 17, 1873. The ice in the river between here and Troy has become so weak that crossing on it has ceased.

The Delaware and Tributaries. TRENTON, N. J., Jan. 17, 1873. The Delaware River rose five feet last night, but has fallen three feet since eight o'clock this morning. The freshet is not damaging.

The Assonpink Creek rose to a very damaging height, causing all north and south bound trains to be stopped at Trenton. The eight and half-past eight A. M. trains from New York were sent on via Camden, and the freight depot, via Camden, at five minutes to one in the afternoon. The passengers and baggage of the half-past nine A. M. train from New York were all transferred by carriages from the freight depot to South Trenton, bound for Philadelphia and the West. The main depot and tunnel are filled

with water from one to seven feet deep. No trains can pass the main depot. The Western Union telegraph cables at the Trenton tunnels were made useless and the company were obliged to turn all their wires over the canal. The freshet in the creek has carried away considerable property of the Pennsylvania Railroad Company. The bridge over the creek at the main depot has had three engines upon it all day to prevent it from being carried away.

Destruction on the Schuylkill. PHILADELPHIA, Jan. 17, 1873. Advice from all parts of the State represent that the rivers and streams in the interior are steadily rising. The Delaware and Schuylkill rivers on either side of Philadelphia are unusually high. The Schuylkill, running to the western section of the city, was, at six o'clock this evening, even with the level of the piers on either bank, and a very rapid current running.

The Gerard avenue bridge, recently condemned by the Grand Jury, is in momentary danger of destruction. Its main supports have been carried away by the moving ice. Serious losses have occurred to the ice houses along the banks of the Schuylkill above the city. They have lost the inclined plane running from the houses to the river, and it is reported their stables have been submerged and a number of miles drowned.

At the water works the river is five feet above its usual height, and a column of water nearly six feet is pouring over the dam. The steamboat landing at Fairmount Park is submerged and the floating boat houses have been washed away.

At Manayunk, the Manchester district of Philadelphia, a great deal of damage has already been done and a number of mills have been compelled to cease operations. The steamboat landings are submerged and the boats have been crushed.

Edward Jones (white) and William Cornish (colored) started out to-day to pluck up Crittwell. A large tree floating on the stream struck the boat, cutting her in two. Jones was drowned.

The Schuylkill is still rising. Peter's island, above the Reading Railroad bridge, is completely submerged and covered with cakes of ice, which have destroyed the shrubbery that made the island the ornament of the Park. Wissahickon Creek continues to rise, and the bridge at Hermitage has been swept away.

A despatch from Reading says the Schuylkill is slowly rising. A small bridge has been carried away by the ice and portions of dams have passed down from above. Most of the ice is gone and the greatest danger is now over.

The Susquehanna. CHICPEES, Pa., Jan. 17, 1873. There was a heavy rain last night. The Susquehanna River and its tributaries are high. No damage has yet been done.

At Harrisburg the Susquehanna is still ice-bound, though the water is still rising.

The ice has been moving off the dam at Lock-haven since three P. M., the river being very high and almost overflowing its banks at four P. M., but it is falling fast and no damage is reported. The ice has taken one pier of Trump's Bridge and carried Campbell's dam away. At the Jersey shore it is ten feet deep.

The Clearfield operator reports ice from Curwens-

ville passing there at half-past five P. M. He reports that it is the greatest ice-flood ever known in Clearfield. He also says that great damage has been done there from loss of new and old timber.

WILLIAMSPORT, Pa., Jan. 17, 1873. The snow is too deep to be affected by the rain of yesterday. The weather is cloudy and is getting colder.

MAVER DE GRACE, Md., Jan. 17, 1873. The ice has broken up in the Susquehanna, about half a mile below the railroad bridge, and is moving out. No damage is apprehended.

The Lehigh River. EASTON, Pa., Jan. 17, 1873. The Lehigh River is rising rapidly. No damage has yet been done. The ice has not yet started.

CATAWISSA, Jan. 17, 1873. The Lehigh River is rising fast, but no damage has been done.

MAUCH CHUNK, Pa., Jan. 17, 1873. The Lehigh River has risen eighteen inches, and fears of damage are entertained.

At Penn Haven the Lehigh has risen fifteen inches and is still rising.

Christiana River. A despatch from Wilmington, Del., says the Christiana River is very high and the ice is running. The Delaware Railroad trains are not crossing the bridge on account of the flood. Much damage is apprehended.

Black and Gunpowder Rivers. The Gunpowder River at Magnolia, Md., is unusually high, but no danger is apprehended.

Despatches from Bush, Gunpowder and Black rivers, Md., report the water as high; but the bridges and tracks of the Baltimore Railroad are in no danger.

The Blackstone and Pawtucket Rivers, Rhode Island. PROVIDENCE, Jan. 17, 1873. The thaw has caused a flood in the Blackstone River and the water is so high as to stop several manufacturers in Woonsocket.

An unfinished bridge on the Worcester Railroad, between Waterford and Blackstone, was partially carried away by the ice, but its loss does not affect the running of trains.

The water is very high in the Pawtucket River, but the ice is going out without causing serious damage.

The Ice Broken on the Missouri. WASHINGTON, Jan. 17, 1873. The following despatch was received at the Signal Office this evening from the observer at St. Louis, Mo.:

Ice broke at 2:50 o'clock P. M. Stream running five miles per hour.

WEATHER REPORT.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, Jan. 18—1 A. M.

Synopsis for the Past Twenty-four Hours.

The low barometer on Thursday night over Lake Ontario has continued moving northeastward, followed by rising barometer from the lakes to the Gulf and Atlantic Coasts, with falling temperature; brisk and fresh northerly and northwesterly winds and clear and clearing weather, except from North Carolina to Maryland, where light rain is now falling. The barometer has continued rising at Pittsburgh.

For the Southern States rising barometer, northerly to westerly winds, low and falling temperature, and clear and clearing weather; from Missouri and the Ohio Valley to the Upper Lakes and Lake Erie, low temperature, northerly and northwesterly winds, and very generally clear weather; for the Middle States, easterly to northerly winds, backing to northerly and westerly, lower temperature and cloudy weather, with rain over the southern portion and light snow over the northern portion, followed by clearing weather during the afternoon and night; for New England, easterly to northerly winds, cloudy weather and rain over the southern, but snow over the northern portion, the winds backing to northerly and northwesterly, probably, on Saturday night, with clearing weather.

The Weather in This City Yesterday. The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudson's Pharmacy, HERALD BUILDING:—

Table with 2 columns: Year and Temperature. Rows include 1872-1873, 1871-1872, 1870-1871, 1869-1870, 1868-1869, 1867-1868, 1866-1867, 1865-1866, 1864-1865, 1863-1864, 1862-1863, 1861-1862, 1860-1861, 1859-1860, 1858-1859, 1857-1858, 1856-1857, 1855-1856, 1854-1855, 1853-1854, 1852-1853, 1851-1852, 1850-1851, 1849-1850, 1848-1849, 1847-1848, 1846-1847, 1845-1846, 1844-1845, 1843-1844, 1842-1843, 1841-1842, 1840-1841, 1839-1840, 1838-1839, 1837-1838, 1836-1837, 1835-1836, 1834-1835, 1833-1834, 1832-1833, 1831-1832, 1830-1831, 1829-1830, 1828-1829, 1827-1828, 1826-1827, 1825-1826, 1824-1825, 1823-1824, 1822-1823, 1821-1822, 1820-1821, 1819-1820, 1818-1819, 1817-1818, 1816-1817, 1815-1816, 1814-1815, 1813-1814, 1812-1813, 1811-1812, 1810-1811, 1809-1810, 1808-1809, 1807-1808, 1806-1807, 1805-1806, 1804-1805, 1803-1804, 1802-1803, 1801-1802, 1800-1801, 1799-1800, 1798-1799, 1797-1798, 1796-1797, 1795-1796, 1794-1795, 1793-1794, 1792-1793, 1791-1792, 1790-1791, 1789-1790, 1788-1789, 1787-1788, 1786-1787, 1785-1786, 1784-1785, 1783-1784, 1782-1783, 1781-1782, 1780-1781, 1779-1780, 1778-1779, 1777-1778, 1776-1777, 1775-1776, 1774-1775, 1773-1774, 1772-1773, 1771-1772, 1770-1771, 1769-1770, 1768-1769, 1767-1768, 1766-1767, 1765-1766, 1764-1765, 1763-1764, 1762-1763, 1761-1762, 1760-1761, 1759-1760, 1758-1759, 1757-1758, 1756-1757, 1755-1756, 1754-1755, 1753-1754, 1752-1753, 1751-1752, 1750-1751, 1749-1750, 1748-1749, 1747-1748, 1746-1747, 1745-1746, 1744-1745, 1743-1744, 1742-1743, 1741-1742, 1740-1741, 1739-1740, 1738-1739, 1737-1738, 1736-1737, 1735-1736, 1734-1735, 1733-1734, 1732-1733, 1731-1732, 1730-1731, 1729-1730, 1728-1729, 1727-1728, 1726-1727, 1725-1726, 1724-1725, 1723-1724, 1722-1723, 1721-1722, 1720-1721, 1719-1720, 1718-1719, 1717-1718, 1716-1717, 1715-1716, 1714-1715, 1713-1714, 1712-1713, 1711-1712, 1710-1711, 1709-1710, 1708-1709, 1707-1708, 1706-1707, 1705-1706, 1704-1705, 1703-1704, 1702-1703, 1701-1702, 1700-1701, 1699-1700, 1698-1699, 1697-1698, 1696-1697, 1695-1696, 1694-1695, 1693-1694, 1692-1693, 1691-1692, 1690-1691, 1689-1690, 1688-1689, 1687-1688, 1686-1687, 1685-1686, 1684-1685, 1683-1684, 1682-1683, 1681-1682, 1680-1681, 1679-1680, 1678-1679, 1677-1678, 1676-1677, 1675-1676, 1674-1675, 1673-1674, 1672-1673, 1671-1672, 1670-1671, 1669-1670, 1668-1669, 1667-1668, 1666-1667, 1665-1666, 1664-1665, 1663-1664, 1662-1663, 1661-1662, 1660-1661, 1659-1660, 1658-1659, 1657-1658, 1656-1657, 1655-1656, 1654-1655, 1653-1654, 1652-1653, 1651-1652, 1650-1651, 1649-1650, 1648-1649, 1647-1648, 1646-1647, 1645-1646, 1644-1645, 1643-1644, 1642-1643, 1641-1642, 1640-1641, 1639-1640, 1638-1639, 1637-1638, 1636-1637, 1635-1636, 1634-1635, 1633-1634, 1632-1633, 1631-1632, 1630-1631, 1629-1630, 1628-1629, 1627-1628, 1626-1627, 1625-1626, 1624-1625, 1623-1624, 1622-1623, 1621-1622, 1620-1621, 1619-1620, 1618-1619, 1617-1618, 1616-1617, 1615-1616, 1614-1615, 1613-1614, 1612-1613, 1611-1612, 1610-1611, 1609-1610, 1608-1609, 1607-1608, 1606-1607, 1605-1606, 1604-1605, 1603-1604, 1602-1603, 1601-1602, 1600-1601, 1599-1600, 1598-1599, 1597-1598, 1596-1597, 1595-1596, 1594-1595, 1593-1594, 1592-1593, 1591-1592, 1590-1591, 1589-1590, 1588-1589, 1587-1588, 1586-1587, 1585-1586, 1584-1585, 1583-1584, 1582-1583, 1581-1582, 1580-1581, 1579-1580, 1578-1579, 1577-1578, 1576-1577, 1575-1576, 1574-1575, 1573-1574, 1572-1573, 1571-1572, 1570-1571, 1569-1570, 1568-1569, 1567-1568, 1566-1567, 1565-1566, 1564-1565, 1563-1564, 1562-1563, 1561-1562, 1560-1561, 1559-1560, 1558-1559, 1557-1558, 1556-1557, 1555-1556, 1554-1555, 1553-1554, 1552-1553, 1551-1552, 1550-1551, 1549-1550, 1548-1549, 1547-1548, 1546-1547, 1545-1546, 1544-1545, 1543-1544, 1542-1543, 1541-1542, 1540-1541, 1539-1540, 1538-1539, 1537-1538, 1536-1537, 1535-1536, 1534-1535, 1533-1534, 1532-1533, 1531-1532, 1530-1531, 1529-1530, 1528-1529, 1527-1528, 1526-1527, 1525-1526, 1524-1525, 1523-1524, 1522-1523, 1521-1522, 1520-1521, 1519-1520, 1518-1519, 1517-1518, 1516-1517, 1515-1516, 1514-1515, 1513-1514, 1512-1513, 1511-1512, 1510-1511, 1509-1510, 1508-1509, 1507-1508, 1506-1507, 1505-1506, 1504-1505, 1503-1504, 1502-1503, 1501-1502, 1500-1501, 1499-1500, 1498-1499, 1497-1498, 1496-1497, 1495-1496, 1494-1495, 1493-1494, 1492-1493, 1491-1492, 1490-1491, 1489-1490, 1488-1489, 1487-1488, 1486-1487, 1485-1486, 1484-1485, 1483-1484, 1482-1483, 1481-1482, 1480-1481, 1479-1480, 1478-1479, 1477-1478, 1476-1477, 1475-1476, 1474-1475, 1473-1474, 1472-1473, 1471-1472, 1470-1471, 1469-1470, 1468-1469, 1467-1468, 1466-1467, 1465-1466, 1464-1465, 1463-1464, 1462-1463, 1461-1462, 1460-1461, 1459-1460, 1458-1459, 1457-1458, 1456-1457, 1455-1456, 1454-1455, 1453-1454, 1452-1453, 1451-1452, 1450-1451, 1449-1450, 1448-1449, 1447-1448, 1446-1447, 1445