

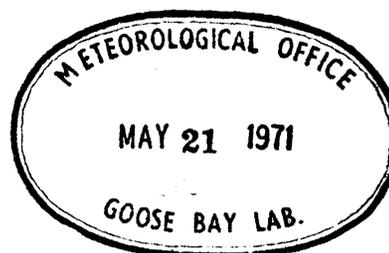
MONTHLY REPORT OF THE CANADIAN METEOROLOGICAL SERVICE

MARCH 1971

1871



1971



MARCH 1971

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TRIVIA

Mad About the Weather

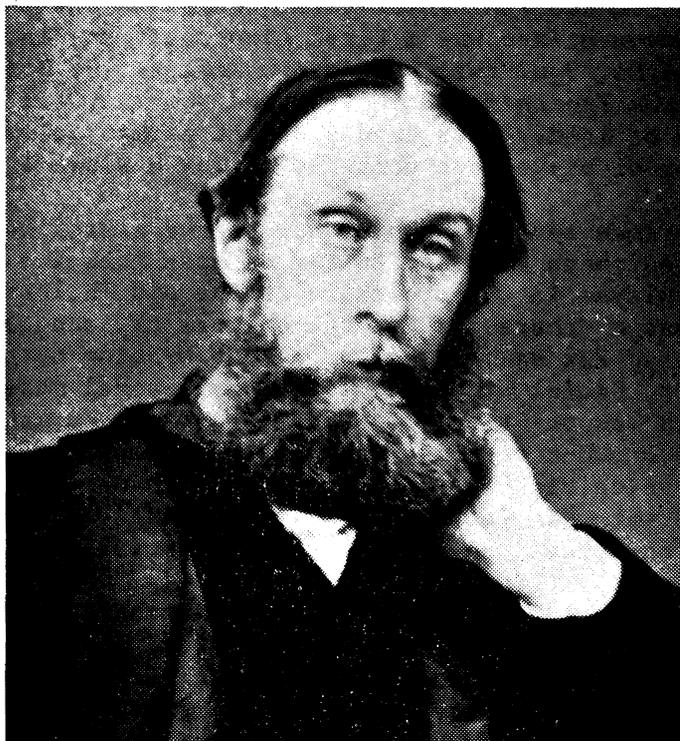
How it Happens

MONTHLY REPORT OF THE
CANADIAN METEOROLOGICAL SERVICE

MARCH 1971

ITEM 1

JOHN BRADFORD CHERRIMAN - 1823-1908



The following biography of John Bradford Cherriman
was written by Dr. Andrew Thomson

John Bradford Cherriman was born April 26, 1823, the son of John Cherriman, Quarter Master, 11th Dragoons. He attended school at Doncaster and entered St. Johns College in 1841 as a sizar (a student having a bursary). He graduated as 6th wrangler in the distinguished class at Cambridge University of 1846. William Thomson, later Lord Kelvin, came in as second wrangler in the class and S. Parkinson, who later made a great name in optics, came in first.

Cherriman was Assistant Master at Sedbergh School 1845-1848 and also took his M.A. degree at Cambridge University in 1848. He came to Canada as Assistant Professor of Mathematics in 1850 at University College of the University of Toronto.

He was an excellent teacher. "Cherry" as the students delighted to call him, was not only a self-contained professor, but was genial and approachable. As might be expected of the son of a captain who had fought with the Iron Duke in the Peninsular Wars, Cherriman was interested in the local volunteer movement and was a First Lieutenant and later Captain of University Company No. 9 of the Queen's Own Rifles. He joined the Canadian forces combating the Fenian raids in 1866 and was entitled to a medal and a quarter section of land. This land grant he never claimed, but after his death the executor of his estate obtained it for his widow.

Cherriman had two hobbies. He was a master hand at chess, was a member of a noted chess club and edited a chess magazine. He was also a flute player and played in the orchestra in the old Philharmonic Society of Toronto. He was a "character" at the University, and noted for his short and pithy speeches. For example, after a long oration by the President of the University, Dr. Daniel Wilson, followed by several more long speeches, Cherriman's speech was one single sentence -- "When you have nothing to say, say nothing". On another occasion when a student approached Cherriman about a question which might be on his examination paper, the Professor stroked his beard with his left hand and stretching out his right hand said "When you answer the question fully, you will get full marks".

In the spring of 1853, Professor Murray, who had occupied the Chair of Natural Philosophy and Mathematics, died, and Mr. Cherriman, who had for some time been acting as his assistant, became virtually his successor. In the meantime a Committee in England, responsible for choosing a successor to Professor Murray, had selected Prof. G.T. Kingston who was gold medallist in mathematics at the Royal Naval College, Portsmouth and Head of the Naval College in Quebec. Owing to the slow communication across the Atlantic, it was not known that Prof. Cherriman had very successfully occupied the Chair of Natural Philosophy and Mathematics for many months and was recognized in that position by all parties in Toronto. It was then decided at Toronto that Professor Cherriman would continue in the Chair of Natural Philosophy and Mathematics, and relinquish his connection with the Observatory. His recent appointment as Professor of Meteorology would be given to Prof. Kingston.

Now Prof. George Kingston and Prof. Cherriman were brothers-in-law. Prof. Kingston's brother, William, visited him at Toronto in September 1853 and William devoted 32 pages in his book "Western Wanderings Vol. II p. 21 to 53" to his stay in Toronto. Rev. M.R. Kingsford in his life of William Kingston gives a very interesting comment on the Toronto visit:

"There is an omission in 'Western Wanderings' which is worthy of comment. It is remarkable that neither Kingston in his book nor his wife in her private journal mentions his brother-in-law Prof. Bradford Cherriman who had just been appointed to the Chair of Natural Philosophy and Mathematics at Toronto University".

This is the more curious not only on account of the near relationship, but because Cherriman, judged by his scholastic record, was the most distinguished mathematician in Canada at the time. The reason for the failure to mention Prof. Cherriman was probably because he was not just then persona grata to the Kingston family. At the invitation of the Appointment Board of the University in England, George T. Kingston had made the journey all the way from Quebec upon the understanding that he himself was to be appointed to the vacant chair only to find upon arrival that his own brother-in-law, Cherriman, being on the spot, had already secured the appointment. Doubtless to the Kingstons the incident looked too much like sharp practice.

What gives the whole episode much wider significance is that among others also to apply were John Tyndal, the great physicist, and Huxley. Both of these men also applied for an appointment at Sydney University in Australia and were passed over. Michael Faraday was Chairman of that Appointment Board. It is only fair to Professor Cherriman's memory to add that all the records show that he was an outstanding success at Toronto and was universally popular. Neither was there any permanent friction between Cherriman and the Kingstons.

When the Observatory was set up in 1839 and 1840, the intention was to operate for three years. Under Capt. Lefroy's direction, the magnetic and meteorological data obtained was so important that the Ordnance Branch of the British Army did not decide until 1850 to withdraw from the Observatory. The Observatory was then purchased from the British Government by the Province of Canada for £2,000 and turned over on March 31, 1853. The Province of Canada placed the Observatory under the direction of the University of Toronto and Prof. Cherriman was assigned, without additional salary, the responsibility of maintaining and directing the Observatory using the observers previously employed there. In addition to purchasing the Observatory, the instrumental equipment was also purchased at a cost of £435 and also some of Prof. Lefroy's books and household equipment.

The old observatory building which had been built in the spring and summer of 1840 was torn down in 1854 and replaced the following year by a stone building on the same site south of Convocation Hall. The stone

building was later moved, stone by stone, to its present site south of Hart House.

The Royal Canadian Institute received its Charter on November 4, 1851, with Capt. Lefroy elected as Vice-President on March 27, 1852, and subsequently, for a brief time, was President of the Institute. Prof. Cherriman was elected Councillor of the Royal Canadian Institute in March 1852. Capt. Lefroy, through the Institute and its members, brought much influence to bear on the Provincial Government to purchase the Observatory and subsequently Prof. Cherriman took over the campaign for rebuilding and refurbishing the Observatory and the Director's residence.

Prof. Cherriman was a member of the Royal Canadian Institute council from 1852 to 1858, Corresponding Secretary 1858 to 1860, Member of Council from 1860 to 1863 and from 1864 to 1875. He was actively interested in the Canadian Journal published by the Institute, which was one of the leading scientific journals in Canada.

Cherriman resigned the Chair of Mathematics in University College, Toronto, in order to accept the appointment of Superintendent of Insurance under the Dominion Government in 1875 and retired in 1885. He was the first Superintendent and was responsible for the supervision over licensed insurance companies in Canada. During his time in office not a single life insurance company in Canada failed nor had a policy holder of any life insurance company lost a dollar of his protection.

Professor Cherriman retired to England and died June 10, 1908. He was married to Julia Malone, daughter of Capt. Malone, Penzance, Cornwall.

ITEM 2

AWARDS TO CLIMATOLOGICAL OBSERVERS

On March 17, 1971, the names of the 28 recipients of this year's awards to voluntary climatological observers were announced by ACMS. These awards have been made annually since 1953 to selected voluntary climatological observers for their dedicated service in taking twice-daily observations of temperature and precipitation and reporting the data monthly over a number of years. The awards this year were desk type barometers with a suitable plaque attached.

Most of the award winners this year have taken observations for 5 to 10 years. Mr. George Salkeld of Goderich, Ontario, is an exception. Mr. Salkeld is approaching 90 years of age and began weather observing over 50 years ago in 1920.

Press releases and other forms of publicity for the awards were

handled by the Regions as in previous years. The awards are given not only to encourage our better observers to continue, but also through the publicity given them establish contact with prospective observers. In previous years when the Regions have distributed press releases with local colour to the weekly press and made arrangements with local TV stations for publicity, it has proved one of the most successful means of recruiting voluntary climatological observers.

ITEM 3

EAST COAST STORM
by R. A. Hornstein

"AUGUST GALE WRECKS OVER 1,200 VESSELS"

"EAST COAST PORTS SHELTER FISHING FLEETS AVOIDING
HURRICANE BERTHA"

The contrast between those two headlines provides unmistakable and graphic evidence of changes that have been wrought by advances that have taken place in the course of one hundred years of Eastern Canadian meteorology.

Much is heard about the inherent ability of ocean-going fishermen to predict future weather; unquestionably, their almost-continuous exposure to the rigorous conditions of one of the world's stormiest regions, and the handing down from generation to generation of hard-earned weather lore, have given the fishermen and other mariners of the Atlantic Provinces an awareness of natural prognostic signs that most 1971 urban dwellers do not possess. Nevertheless, the pages of history of the last quarter of the nineteenth century are filled with accounts of the loss of life and property caused by North Atlantic hurricanes, mute and tragic witnesses to the fact that "single station forecasting" as practised by a schooner captain has its fatal limitations.

This is not meant to imply that ships and crews are never the victims of the fury of the wind and the sea in the last third of the twentieth century. Shortcomings still exist in today's marine forecast service; misplaced faith in the capabilities of a vessel exposed to the violence of an intense middle latitude storm still leads to a watery grave; simple greed when engaged in harvesting an especially rich school of fish that has been encountered can result in warnings being shrugged off, with disaster as the ultimate accounting. In the final analysis, though, a comparison of the numbers of vessels and crews lost to hurricanes in the fishing grounds off Canada's east coast at the time when the Canadian Meteorological Service was founded, and the numbers lost for similar reasons today, gives striking

testimony for the case that today's forecasters serve as guardians of the lives of others just as surely as does the more visible lifeguard who sits atop his tower at a crowded beach.

It is unlikely that the course of Canadian history will again be shaped by a hurricane in the manner in which one played a decisive role 225 years ago. Some of the details of that fateful year are obscure but most of the facts are clear. In 1745 Louisburg fell to a party of New Englanders under the command of Sir William Pepperell, assisted by ships of the Royal Navy. Louisburg, on Cape Breton Island, had been the greatest French fortress east of Quebec. A fleet left France the next spring under Duke d'Anville to recover Louisburg.

"The fleet encountered westerly gales, which so greatly retarded its progress that it did not reach the longitude of Sable Island until September 2, where nearly all of the ships were dispersed in a violent storm A few transports arrived at Chebucto (Halifax), but d'Anville died in a fit on September 16"

Eventually the shattered remnants of the expedition returned to France, its defeat by the forces of the elements having been one of several factors that finally destroyed the power of France in North America. That storm was undoubtedly of tropical origin. Not only was it a disturbance of great intensity, but it occurred at a time when extra-tropical cyclones are not yet in full bloom and when hurricane activity is at its peak. Furthermore, diary accounts* by two French officers, one aboard one of the vessels and the other serving in New Brunswick, are typical of hurricanes in these latitudes:

"La brume s'etant dissipee, il souffle un petit frais de Sud Est, a cinq heures du matin, le vent augmentat a midy les vents furent Sud, l'on mit à la Cap. Le temps etait extrêmement noir, on n'auroit pas pu lire sur le Pont a deux heures, il ne fut plus possibles de porter de la viole, les coups de mer commenceient à nous abimer"

"Je conduisis ma recrûe comme en triomphe a la Baye verte, sans accidents, malgré les risques que j'avois couru d'être tué par le grand nombre d'arbres tombés de coup de vent furieux que jette tous nos bâtiments a la cõste, les cables ayont tout cassés."

Returning to the headlines that open this article, the first refers to the Cape Breton Hurricane of August 1873 when Canada's weather service was a two-year old infant. On the 13th of that month a tropical storm was detected near the Cape Verde Islands, one of the first to be discovered at so great a distance to the east of the North American continent. During its leisurely week-long journey westward to the longitude of Bermuda

* Diaries written in the French of the time.

it attained great intensity and then recurved in classical hurricane fashion to begin its accelerated northward motion through the corridor between Bermuda and the United States coast. On 25 August it churned through the Atlantic waters off Nova Scotia, and the following day passed over Cape Race. Although the season of the year, the track followed by the storm, its forward speed of motion and its destructive potential formed essentially a textbook compendium for major North Atlantic hurricanes, its arrival in Canadian waters obviously took thousands of mariners by complete surprise.

The present state of development of marine weather forecasting based on reporting from surface sources, reconnaissance aircraft and satellites, supplemented by the communications facilities that alone have permitted weather forecasting to reach its modern level of effectiveness, frequently leads to the second headline quoted above. A hurricane that takes twelve days to travel from its point of origination to its arrival in our waters leads to the broadcast of dozens of warnings from the San Juan and Miami hurricane centres even before the Canadian Weather Offices supplement the advice from the Washington and Boston hurricane centres by their own detailed warnings that permit the fishing fleets ample time to seek shelter in the safety of coastal harbours.

As the Canadian Meteorological Service begins its second century, it can contemplate with a certain amount of pride and a small touch of satisfaction the progress that it has made in reducing substantially the toll in human lives exacted by the furious destructive force of one of nature's most awesome thermodynamic mechanisms.

It cannot, though, afford even a modicum of complacency. Small scale tropical storms, spawned at relatively high latitudes off Florida but possessing incredible tragic potential, have in recent years exacted their fee in terms of loss of life and property. Although today's electronic prognostic devices are still insufficiently refined to handle the critical task of predicting the future motion of this type of storm and the intensity of the wind speed parameter with the required degree of accuracy, the problem is compounded by the forecaster's lack of information relative to the storm's formation, existence and location at the time of issuance of his forecast. This ignorance can be overcome by tools that already exist but which are not being used to optimum effect. Satellite surveillance, as made available to major eastern Canadian Weather Offices, is still inadequate and primitive compared to the degree of sophistication that is technologically possible and is required to provide the warning service that would bring marine loss of life to an irreducible minimum.

The ever-accelerating rate of change in the affairs of man suggests that only one decade of the second century of existence of our Meteorological Service will be sufficient to provide the means whereby our hurricane warning service will meet the challenges that still face it. All that will be required are the appropriate designation of priorities and the continued enthusiasm of those meteorologists assigned to the operational forecasting function.

ITEM 4

LA TEMPÊTE DU 4 MARS VÉCUE PAR UN
MONTREALAIS, JOHN MILLER



---- EN OUVRANT LA PORTE DU GARAGE ----



EUREKA! JE L'AI TROUVÉE



QUE LE DOS ME FAIT MAL!

ITEM 5

ATLAS OF CLIMATIC MAPS

A climatological atlas has been prepared containing 60 pages of climatological maps of Canada. The atlas, which is 14 by 22 inches, deals with such elements as temperature, dew point, pressure, precipitation, cloud, sunshine, radiation and evaporation. Printing and binding have been completed and the initial distribution will take place in April. The maps have been issued previously as separate sheets in the various Climatic Map series. Copies will be made available to all Weather Offices and the atlas will be available to the public at a price of \$8.00.

ITEM 6

METEOROLOGISTS (B.Sc.) COURSE 27 - (FINAL REPORT)

Twenty-seven students reported at the School of Meteorology, Canadian Forces Base Trenton on January 5th for Unit IV of Meteorologists (B.Sc.) Course 27.

The course progressed well with check-outs in the Canadian Forces Weather Office that were commenced on February 15th. As of March 26th, twenty-four students had graduated with three students still undergoing supplemental training.

The flight to the Central Analysis Office in Montreal was conducted with relative comfort this year with Canadian Forces Cosmopolitan aircraft from Canadian Forces Base Uplands. The improvement in transportation as compared to the same flight of Caribou aircraft last year was greatly appreciated.

Many students of Course 27 made very good use of the recreational facilities at the Canadian Forces Base. The course hockey team compiled an enviable record against the Trenton Meteorological Staff team, which finally had to be bolstered by Met. students to give some real competition.

Mother nature cooperated well during the course, providing some of the best weather for forecasting training seen for many years. With a new storm approaching every few days for some periods, forecasting exercises were interesting and challenging. Assignments after course graduation extended from Gander, Nfld. to Vancouver and Comox, B.C. Eighteen students are being assigned to Canadian Forces Weather Offices with seven going to civilian weather offices and two students will return to Met. Service HQ to complete projects which they will be working on during the next year.

ITEM 7

THE VICTORIA WEATHER OFFICE
by Thorne K. Won

Situated at 48 degrees, 25 minutes north latitude and 123 degrees, 19 minutes west longitude, the beautiful settlement of Fort Victoria was inaugurated in 1843 when officers of the Hudson's Bay Company established a trading post at that location on the crown colony of Vancouver Island. The site, chosen in part to strengthen British claims to the island, was named in honour of Queen Victoria, the reigning monarch. With reports of gold in the Fraser Canyon, a town soon built around the fort and business flourished. Victoria became the main supply base for miners headed for the gold fields of the Fraser and later, the Cariboo. Surrounded by many natural harbours and coves, Victoria, located on the extreme southeastern tip of Vancouver Island, soon thrived as a great seaport. It was realized that although the colony of Vancouver Island was separated from the mainland, the welfare of one depended on the other. The unification of the two in 1866 was then achieved resulting in the colony of British Columbia. Soon after the confederation of the provinces of Upper and Lower Canada, British Columbia decided to become a member of the Dominion of Canada, and in 1871, she joined the Confederation.

With federal government support, meteorological stations were established in this western wilderness, the first being at Spence's Bridge and the second at Esquimalt, a British naval base near Victoria, in the interest of shipping as the Esquimalt harbour was considered one of the finest natural harbours on the west coast. Observations were taken daily at this site as well as in the city of Victoria and an official of the Hudson's Bay Company in the Capital City maintained the task of keeping daily meteorological records at that city.

In 1890, the Esquimalt station became a chief station under the direction of Mr. E. Baynes Reed and it necessitated the taking of six daily observations with two telegraphed to Toronto for compilation. This new station was second only to Toronto in instrumentation and other equipment and was considered to be the chief station for western Canada. Observations were continued at Esquimalt until 1898 when the station was moved to the old customs house on Cook Street in Victoria. Shortly after the transfer, public weather forecasts began on the west coast and on the first of November in 1898, the first forecast appeared in the Victoria newspaper, the Daily Colonist. Mr. Napier Denison, an experienced meteorological technician, was dispatched from Toronto to assist Mr. Reed in his new operation. As probabilities or forecasts were issued mainly for the benefit of mariners, signal sites visible to ships at sea were chosen and a series of storm signals were devised to warn sailors of impending storms. These marine warnings were put into operation the following spring.

Seismology, the study of earthquakes, was also included in the



FISGARD LIGHTHOUSE - ESQUIMALT HARBOR - VICTORIA, BRITISH COLUMBIA © 1895

(POSSIBLE SITE OF FIRST VICTORIA WEATHER OFFICE)

PHOTO - BRITISH COLUMBIA PROVINCIAL ARCHIVES - VICTORIA

GONZALES OBSERVATORY
VICTORIA, B.C.
(Courtesy B.C. Forest Service)



field of meteorology, therefore, the Victoria Weather Office soon possessed a seismograph which maintained continuous records of earth tremors which were then forwarded to centres of seismological research throughout the world. The instrument had only a brief stay at the customs house, however, as the old post office building on Government Street became the new site for the weather office. Observations were taken regularly at that site until 1914 when the present building on Gonzales Heights was completed. Situated on solid rock overlooking the Straits of Juan de Fuca from the majestic Olympic Mountains towering in the south to the awesomesight of Mount Baker beyond the scenic San Juan Islands to the east with the rolling Sooke Hills to the west and the sprawling city of Victoria below to the north, the site was considered to be an ideal location for weather observations. New instruments were installed and among them was an old, precise chronometer estimated at the time to be about 130 years old but accurate to one-tenth of a second a day! Services provided by the station included the broadcast of regular time signals, the determination of correct latitude and longitude, the plotting and drawing of charts of isogonic lines of magnetic declination and the recording of astronomical observations. A dome for housing a telescope was placed on the roof of the building.

Following the death of Mr. E. Baynes Reed, Mr. Napier Denison assumed the position of Officer-in-Charge of the Victoria Weather Office and continued in that capacity until his retirement in 1936. During his colourful career Mr. Denison became well-known in the Capital City for his eloquence and his inventive mind, innovating several ingenious instruments in attempts to perfect forecasting techniques. Mr. Denison continued in the public eye with friendly competitive forecasts issued from his suite at the Strathcona Hotel for a period of time after his retirement.

The Second World War resulted in the transfer of forecasting duties to Vancouver where they have remained until the present time. In the post-war era the Victoria Weather Office, under the guidance of Mr. W. H. Mackie, provided consultation services to the Capital City region as well as maintaining regular weather observations. In 1967, an automatic weather reporting unit was installed at Gonzales and temperature, dew-point temperature, wind speed and direction and accumulation of precipitation are reported every twenty minutes. The Victoria Weather Office under the direction of Mr. Allan McQuarrie was transferred to the Victoria International Airport at Patricia Bay in May of 1968 and the station at Gonzales was re-designated the Regional Climate Data Centre. This centre is primarily concerned with the compilation of climatic information and records.

In 1971, the Canadian Meteorological Service celebrates the one-hundredth year of service to the Canadian public while the province of British Columbia commemorates the centenary of being a member of Confederation. It is only fitting, perhaps, that the first major meteorological station established in support of the Toronto headquarters was at Victoria, the Capital City of British Columbia. The Victoria Weather Office has, indeed, had a long and eventful history and although forecasting duties are no longer performed in the Capital City, the Weather Office remains a major topic of conversation in the "City of Gardens".

ITEM 8

RECREATION AND TOURISM - ONTARIO

At the request of the Province of Ontario, the Ontario Region has appointed Mr. R. Crowe to prepare a report on the climatology of Ontario with particular reference to recreation. To facilitate his work, Mr. Crowe has been located in the Climatological Research Section. A meeting has been held with the Department of Tourism and Information and other officials to assess need and weather sensitivity. Beaching and skiing have been identified as two areas on which emphasis should be placed. The analysis will be developed on an activity basis and coordinated with various agencies which are active in tourism and recreation. Days suitable for an activity are to be defined and the climatological archives will be exploited to obtain statistics of the defined day which may be used in planning.

ITEM 9

ICE UNIT, WATER AND ICE SECTION

During March, 1971, CMS Ice Observers participated in slightly over 530 flying hours of aerial ice reconnaissance and almost 250 days of shipboard duty on Canadian Coast Guard Icebreakers. Aerial ice reconnaissance consisted of 56 missions for 416.9 flying hours from fixed wing aircraft and 108 short range helicopter patrols totalling 113.2.

In cooperation with Telecommunications and Electronics Branch research and development of equipment continued with a new supplementary navigation aid, namely a Decca Loran C/A system to assess for an updating device for the primary system on one of our DC-4 aircraft. The second system installed during the latter part of the month was a special low light CCTV for evaluation under dusk and darkness conditions. This unit was test flown over eastern Lake Erie on March 31, 1971, between 2000 and 2200 hours local with promising preliminary results.

ITEM 10

PERSONNEL

The following have accepted positions as a result of recent competitions:

Competition 70-MET-HQ-49 - Meteorology (MT) 7
Acting Appointment
Chief Prognostician
CAO, Montreal
- A. Gladstone
- J.Y.A. Bernier

- Competition 70-MET-HQ-50 - Meteorology (MT)7
Acting Appointment
Shift Supervisor
CAO, Montreal
- A.A. Boucaud
- Competition 70-MET-HQ-69 - Meteorology (MT) 9
Acting Appointment
Chief Meteorological Instructor
Post-Graduate Training
R & T Division, Toronto
- R.A. Strachan

The following transfer took place:

F.J. Unrau - To Arctic Weather Central, Edmonton
From CFB, Edmonton

TEMPORARY ASSIGNMENT - MR. A.L. BEALBY

Mr. A.L. Bealby of the Atlantic Weather Central, has completed his Ice-Central project, carried out under the supervision of Forecast Research Section, on computer utilization in real-time processing of ice data. He was transferred to the Forecast Division in Toronto about mid-March to assume the position of planning officer on a project concerned with integrated quality control of basic meteorological data. The terms of reference of the project are as proposed last year by R.A. Strachan in his preliminary quality control study. A project duration of 5 months is envisioned, and the necessary administrative support will be provided by the Strategic Plans and Policies Section.

TEMPORARY ASSIGNMENTS - MESSRS. J.B. MERRICK AND M. NEWARK

Two meteorologists, Mr. J.B. Merrick of the Atlantic Weather Central and Mr. M. Newark, a graduate from the recent B.Sc. course who had prior extensive experience as a Technician Meteorological, have been assigned to CMS Headquarters for a six month period to assist in the planning and implementation of projects connected with the 100th anniversary of the Service. Mr. Merrick is preparing articles and publicity releases for publication or presentation in journals, magazines and the media. Mr. Newark is working on special projects in co-operation with representatives of the media, museums and other agencies aimed at making the public more aware of meteorological services during our centennial year. Both Mr. Merrick and Mr. Newark will also be assisting in the publicity arrangements for the events being held in connection with the opening of the new Meteorological Headquarters Building.

TRIVIA

Mad about the weather

There were no counter-demonstrations Sunday when the Winter Protest Committee staged a demonstration at the weather office at Edmonton's Industrial Airport. The committee, in its first annual demonstration, picketed because of the seven-month winter. Among the

demands — and even the weatherman doesn't object—are hot sun, lawns to mow, brown bodies on beaches—and hot pants for men. Actually, the "protest" may have achieved its first demand—more sun—the city was treated to warm weather after the protest.

THE EDMONTON JOURNAL, Monday, March 29, 1971



Brief Presented by the First Annual Winter Protest Committee

27th March, A.D. 1971 - Edmonton, Alta.

KNOW YE THAT:

ALAS, ALAS, March 21st has come and gone - the groundhog has done his thing, however according to the whiteman's woodpile (which Indians use to predict the length of winter), it appears that we are in the midst of another cold spell.

Seven months of snow is too much to expect even hardy prairie people to endure, and we demand that this weather office do something about it.

It's no fun shovelling snow, freezing at a bus stop, zipping and unzipping parkas, trying to find children's mittens, scraping car windows, getting stuck in a snow bank, having your words freeze as they leave your mouth, and little four year olds shouldn't have to know such words as windbreaker, fehrenheit, wind chill, etc. etc.

These are our demands:

We want leaves immediately, hot sun, lawns to mow, tulips, Easter Bunnies, brown bodies all over the beach, and for the males - "H O T P A N T S".

HOW IT HAPPENS

Commencing on Thursday 11 March, about noon, Trenton's Weather Office began receiving an occasional telephone call making inquiry regarding the big weekend storm. The Weather Office was predicting no such storm and was unable to learn the source of the rumor.

Thursday evening in downtown Trenton the big storm was everybody's topic of conversation. It was to arrive on the weekend giving 14 inches of snow and was to be the biggest storm of the winter. All Thursday night the Weather Office was deluged with calls. Attempts to learn the source of the forecast proved unsuccessful, but one person thought it came from Peterborough's Radio Station.

Early Friday morning a call was made to Peterborough Radio Station. The manager reported that he had received several telephone inquiries regarding a big weekend storm, but had seen nothing official. A telephone call was then made to the local Belleville Radio Station and the popular disc jockey Tom Hookings answered. To our suprise, he knew the entire story. On his Thursday morning program, a nurse from Belleville

Hospital telephoned him and reported that she had a 50-year old almanac which forecast a major storm for the next weekend. Giving 14 inches of snow, it was to be the biggest storm of the winter. On his program he then relayed the story of the old almanac and its forecast for the weekend. He was stunned to learn that his story had been accepted by the public as official and that it had mushroomed to such proportions.

For the rest of the day, Friday, 12 March, the Radio Station issued bulletins denying that a major storm was coming on the weekend and explaining how the report had originated.



for J. R. H. Noble
Administrator
Canadian Meteorological Service