

At Omaha, Nebraska, on the 6th, wild geese were seen moving south. The Santa Fé Observer states, in his March report: "One year ago the trees and vines had leaved out, but were killed by the frosts that came in the latter part of the month. Thus far, this year, there have been no signs of premature buds, leaves and blossoms; from which fact all classes predict an unusually good year for fruit and all the productions of the soil. But, particularly, are they looking forward to a good "grape crop." In the mountains there is so much snow that water is abundant everywhere; in fact all classes of people are rejoicing."

BREAKING UP OF ICE AND OPENING OF NAVIGATION.

On the 19th of March the ice all disappeared from the river at Rochester, New York, and navigation to that port was resumed on the 23d. At La Crosse, Wisconsin, the Mississippi opened on the 28th, or nine days later than last year, having been closed four months, and one day. The navigation at Alpena, Michigan, re-opened on the 20th; at Detroit on the 18th. At Yankton, Dakota Territory, the ice in the Missouri broke up on the 20th; the ice in the harbor at Buffalo gave way on the same day, but not sufficiently to render navigation easy or safe.

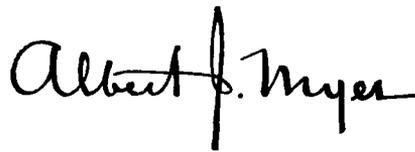
CAUTIONARY SIGNALS.

During the month of March, including the night of the 31st, there were ordered for ports of the United States, in all, fourteen (14) Cautionary Signals. Of this number, one was late. The correctness of one is doubtful. The number reported as actually justified was twelve [12.] This gives as the percentage of correct signaling, 85. Owing to the suspension of navigation on the Lakes, no signals were displayed there during March.

Besides the display of Cautionary Signals at United States ports, there were telegraphed to Canadian ports twenty-nine warnings of approaching storms. Although the exact percentage of justification cannot be determined from data in this Office, it is known that most of these warnings were followed by dangerous gales.

It may serve to illustrate the practical utility of the Cautionary Signals to quote the words of the Observer regarding the warning signal hoisted on the 31st at Norfolk, Va. He says: "The signal was fully justified, as a heavy gale prevailed outside. A very large fleet (200) of sailing vessels put into Hampton Roads, and remained there twelve hours after the signal was lowered."

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Brig. Gen. (Bvt. Assg^d.) Chief Signal Officer, U. S. A.

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