

“According to the correlation, during the past ten seasons, between the ocean surface temperatures at the Scripps Institution pier and the observed rainfall of the six selected stations, the observed temperature of 67.4 degrees would indicate a seasonal rainfall for 1926-27 of 12.4 inches, which is slightly above the average. La Jolla, Calif., October 15, 1926.”

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#### FURTHER NOTE ON GUIANA-BERMUDA RAINFALLS

In the June-July BULLETIN, 1926, p. 89, appeared a statement concerning certain sequential relations between the rainfalls of Georgetown, British Guiana, and Hamilton, Bermuda. It was there stated that graphs of overlapping 12-monthly totals for 15 years (about 1870-1885) showed some similarity of form for Bermuda six months after Guiana, and opposite trends for Bermuda either seven or eight months after or fifteen months before the rainfalls for the corresponding dates of the Guiana sums. Attention was also directed to the suggestiveness of this of a two-year period in the round of ocean currents in middle and low latitudes of the North Atlantic.

Since the publication of this note it has been possible, with the help of M. F. Burrill, to obtain and plot the overlapping 12-monthly totals for the two stations and compare them for the subsequent years, 1886 to 1924. With this much longer series it now appears that only the opposition of Bermuda to Guiana seven or eight months earlier is evident through the period subsequent to 1885. Yet even this does not look sufficiently striking to justify the computation of a correlation coefficient. The correspondence and opposition found in the earlier, shorter period faded away in the middle '80's, at about the time that the famous series of alternating winters ceased.<sup>1</sup>—*Charles F. Brooks.*

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<sup>1</sup> See *Mo. Weather Rev.*, Feb., 1921, 49: 71-74.

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#### EXCESSIVE WIND VELOCITIES

As copy for the note below (C. F. Brooks, in “Why the Weather?”, Science Service) is being prepared for the printer, the morning code message from the St. Louis Station of the Weather Bureau says that the wind at 8 a. m. (Nov. 26) is blowing 60 miles an hour. That is a very heavy wind, anywhere. In the language of the seaman it would be a “whole gale.” It is force 10 on the Beaufort scale. The specification for applying this scale to winds on land says: “Seldom experienced inland; trees uprooted; considerable structural damage occurs.”

The velocities of the strongest winds cannot be recorded autographically because the instruments are sure to break or blow away. In the recent Nassau, Florida and Cuban hurricanes the wind is reported to have reached a velocity of 130 or more miles an hour. Such a speed, though frightful, is not particularly uncommon for regions exposed to tropical cyclones. At Wilmington, N. C., 138 miles an hour was recorded before the anemometer blew away in a hurricane estimated to have reached 165 miles an hour. A velocity of 140 miles an hour was recorded at the mouth of the Mississippi during a hurricane in 1915. A record

showing 127 miles an hour was made during a typhoon at Hongkong in 1923.

Even in the British Isles, where weather is not often violent, winds up to slightly over 100 miles per hour have been recorded. On Mt. Washington, velocities of 180 to 186 miles per hour were noted four times from 1876 to 1883. Even if we deduct 25 per cent for the instrumental indications being in excess of linear velocities, the speed of air motion must have been prodigious.

But winds stronger than these occur, and their velocities can be estimated from the weight of objects whirled up or other damage done. In tornadoes, when furniture, cattle and vehicles are tossed about, and even steel bridges moved, wind velocities reach 200 to 400 miles per hour, or possibly more.

The outblowing winds from portions of Antarctica are the strongest enduring winds known. In this "home of the blizzard" the average velocity for a year was 50 miles an hour, and 24-hour averages of 90 or more miles an hour were experienced, while some gusts of this frigid blast "doubtless approached two hundred miles an hour."

## NOTES ON WEATHER AND BUSINESS IN LATIN AMERICA

### (Excerpts from weekly Commerce Reports)

*Argentina* (Cable Oct. 23) The general condition of all crops is good and a feeling of optimism prevails with regard to harvest returns according to the official Argentine crop report; the wheat crop is considered generally satisfactory; the flax crop (for linseed) is reported to be exceptionally large; and the new corn sproutings are reported vigorous. Pasturage and cattle conditions are excellent. The second official estimate of the area planted to all cereals except corn indicates a 2 per cent increase over 1925.

(Cable Nov. 6) The prospect of good crops in Argentina remains excellent.

(Cable Nov. 13) It is reported that approximately one-half of the grape crop in Mendoza Province has been destroyed by untimely frost. The bulk of the fruit affected was, however, of the wine variety and not the export grade for table use. The prospect for good crops of all grains during the coming season remains excellent. Estimates from unofficial sources place the next wheat crop total at 223,000,000 bushels, as compared with 191,139,000 bushels for the last crop.

*British Guiana* (Cable Oct. 21) The rice crop is below expectations on account of the very hot dry weather. . . . The unusual dry spell that the country experienced during the past year has been reflected in the very limited purchasing power of the people and the high cost of food-stuffs which resulted in general dissatisfaction among the populace.

*Chile* (Cable Oct. 25) Excellent spring weather is favoring crops throughout the agricultural regions and early reports are that the area sown to wheat is the same as last year with 10 per cent increases in the areas planted with barley and oats.

*Colombia* (Cable Nov. 8) The condition of the upper and lower Magdalena is good and navigation continues without interruption. Ordinarily when the Magdalena River becomes navigable after a dry spell, freight movement returns rapidly to normal; however, the freight congestion this year resulting from the prolonged drought has been so acute that the usually well regulated traffic control has been upset and this is seriously interfering with the maximum utilization of the present high water.

(Cable Nov. 15) Navigation on the Magdalena River continues without interruption. Barranquilla still has thousands of tons of freight