# MABLEY'S REPORT

From: Chicago American

WHO SAYS WE JUST TALK ABOUT THE WEATHER? By Jack Mabley

IT TURNS OUT WE ARE doing something about the

weather. We are changing it.

By paving our city, and making 50 or 60 per cent of the surface concrete, asphalt, or roof, and filling the air with smoke and dirt, we change the weather considerably.

Warm weather literally lasts a month longer in Chicago than it does in surrounding counties. This city's frost free season is 197 days. Outside the city it is 167 days.

Chicago gets 30 percent less sunlight and 90 per cent less ultraviolet rays because of the gigantic filter that hovers over the metropolis.

It rains about 10 per cent less in Chicago than it

does out in the country.

Since 1950 the earth has cooled as much as it warmed up in the previous 150 years. The increase in dust in the atmosphere coincides with the change in temperature.

Reid A. Bryson, who received his doctorate in meteorology at the University of Chicago and now heads the meteorology department at the University of Wisconsin, says it's not true no one ever does anything

about the weather. Many things are done.

Prof. Bryson summarized what he has been telling his students for the Saturday Review. Because of the garbage our civilization is dumping into the air, temperatures today are comparable to those of the 1830's, when records carried such interesting comments as "Portage, Wis., July 1, 1838. Light snow last night."

In southern Ohio in 1816 the temperature dropped

so low the corn crop was destroyed.

Prof. Bryson is not an alarmist. He says what we do intentionally is no problem. But "What we do unintentionally is a problem because we don't stop doing it until we realize what we are doing and appreciate what it means to us and to our children and to their children," he says.

Polluting the air is unintentional.

His warning to urban society is implied. He and his Wisconsin associates are doing something about the weather in another part of the world. While flying over India he couldn't see the ground because of the dust in the air.

This intrigued him. Later he found the main source of dust was the giant Rajputana desert. Centuries ago this was fertile land, but the land was tilled

and the grass cover was destroyed.

Now they're working on a plan to literally seed the desert. If they could sow seed from an airplane, some grass might take hold in one of the infrequent rains. This would anchor the soil. With the soil anchored, there would be less dust. With less dust in the air, the air would sink less. With less sinking, there would be more rain. More rain would support more grass and more grass would hold down more dust.

All of which is quite a distance from the hot summers in Chicago. The main point is things are being done about the weather. The intentional is good, the

unintentional harmful.

### MOVES:

Chuck Reed has moved to Hill Crest C. C. as superintendent and Bill Brenner has moved to Highland Park C. C.

# THAR SHE BLOWS

(but from many directions)

It may come as a blow, so to speak, but winds in the Chicago area waft in from all directions, and NOT mostly from the SOUTHWEST as many superintendents assume.

A report issued by the meteorological firm of Murray and Trettle of Skokie, Illinois, based on 85,000 weather observations made over a ten-year period this works out at hourly around-the-clock recording for ten years - showed that the wind directions were as follows:

> From the southwest - 16% of the time - 15% of the time From the west From the South - 13% of the time From the southeast - 6% of the time From the east - 10% of the time - 7% of the time From the north From the northwest - 11% of the time From the northeast 10% of the time

For 12% of the time the wind was at a dead calm or registering a velocity of less than 3 miles per hour.

From the above it would appear that it is wrong to permanently install irrigation water valves or sprinklers to compensate for some predetermined wind velocity and direction.

C. E. (Scotty) Stewart



#### "SAFETY"

A fire extinguisher on a maintenance vehicle may sometime prove very worthwhile.

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