Summary Sheet

IDTO - ID Number :693615
AUTH - Report Author :
TYFU - Tornado Type & Fuji Code :a2
TITL - Report Title or Location :CFB Trenton
PROV - Province :Ontario
COUN - Counties :Hastings
REFS - References :GM October 30, 31 1936, TS October 30, 1936, Toronto Evening Telegram October 30, 1936, investigation notes and photographs by D.H. Smith.
ZOTO - Touchdown Zone Number & Easting :18296670
NOTO - Touchdown Northing :4886100
LOVA - Touchdown Error Value & Code :80c
DADA - Date of Data Entry :25/06/1990
ZOLO - Liftoff Zone Number & Easting :18298490
NOLO - Liftoff Northing :4887190
UPVA - Liftoff Error Value & Code :30c
DEAD - Number of Fatalities :2
HURT - Number of People Injured :8
HERT - Injuries Code :
DATA - Date of Tornado :29/10/1936
DAVA - Date Error Value & Code :
TITO - Time of Tornado :1428
TIMR - Time Meridian :75
TIVA - Time Error Value & Code :5c
AXDA - Maximum Path Width :1133
AXVA - Max. Path Width Error & Code :5c
AVDA - Average Damage Width :
AVVA - Avg. Damage Width Error & Code :
SADA - Sample Damage Width :
SAVA - Sample Damage Width Error & Code:
INTO - Initials :JAM
DFTO - Detailed Report Flag :y
JUNK - PRDA & DIMO & DALE : 30
CODA - Property Damage Code :
MISC - ORDE,PICS_TYPE,PICS_AVAIL,COCO :1514
MANY - Multiple Event Flag :y

MEMO:Concrete and wooden walls on hangars blown out, cement roof lifted and shifted on one hangar, wooden boiler house was completely demolished, concrete administration building had its roof lifted, seaplane overturned and sunk, wooden building was moved 20 feet, three houses under construction were blown down, two men working 200m from tornado path were killed. Tornado was viewed as being grey in colour and appeared to be moving at about 35 mph. Anemometer positioned within 140m of tornado registered a wind speed of 100 mph (the instruments max.). Barograph showed an instantaneous pressure drop of 10 mb. Excellent report, damage photographs, and aerial photographs of this event compiled in the file.

PHEN - Associated Phenomena :P
TSHP - Townships :Sidney

JAM, 25/06/1990

A (1) B (2)

TORNADO PROJECT SUMMARY SHEET

(1) F=0 (2) F=2

693615 ONT

1. DATE AND TIME 29. 10. 1936 (1) 1500 (2) 1430 LOCAL

2. LOCATION OR PATH (attach map) (1) NAPANEE (2) TRENTON 0936-14 0936-15

(CAME FROM SW OUT OF BAY OF QUINTE)

3. PATH LENGTH ☐ NOT KNOWN ☑ (1) <1 mi; ☐ 1-4 mi; ☐ 10 (2) 5-10 mi; ☐ 11-50 mi; ☐ LENGTH IF >50 mi

4. PATH WIDTH 75 YDS 5. TORNADO PART OF SQUALL LINE? ☐ YES; ☐ NO; ☑ UNKNOWN:

6. ANY UNUSUAL COLORATION? ☐ YES; ☐ NO; ☑ UNKNOWN

7. ANY UNUSUAL SOUND? ☐ YES; ☐ NO; ☑ UNKNOWN

8. IF ANSWER TO 6 OR 7 YES, ELABORATE;

9. LIST ANY ASSOCIATED PHENOMENA (Such as hail, vivid lightning heavy rain, no rain, etc.) Dines pressure tube anemometer measured wind at 100 mph (it's max limit) barograph showed instantaneous pressure drop of .30" (10 mb).

10. TOTAL DAMAGE ESTIMATE $30,000 11. TOTAL DEATHS 2

12. TOTAL INJURED MORE THAN A DOZEN 13. TOTAL HOMELESS UNKNOWN

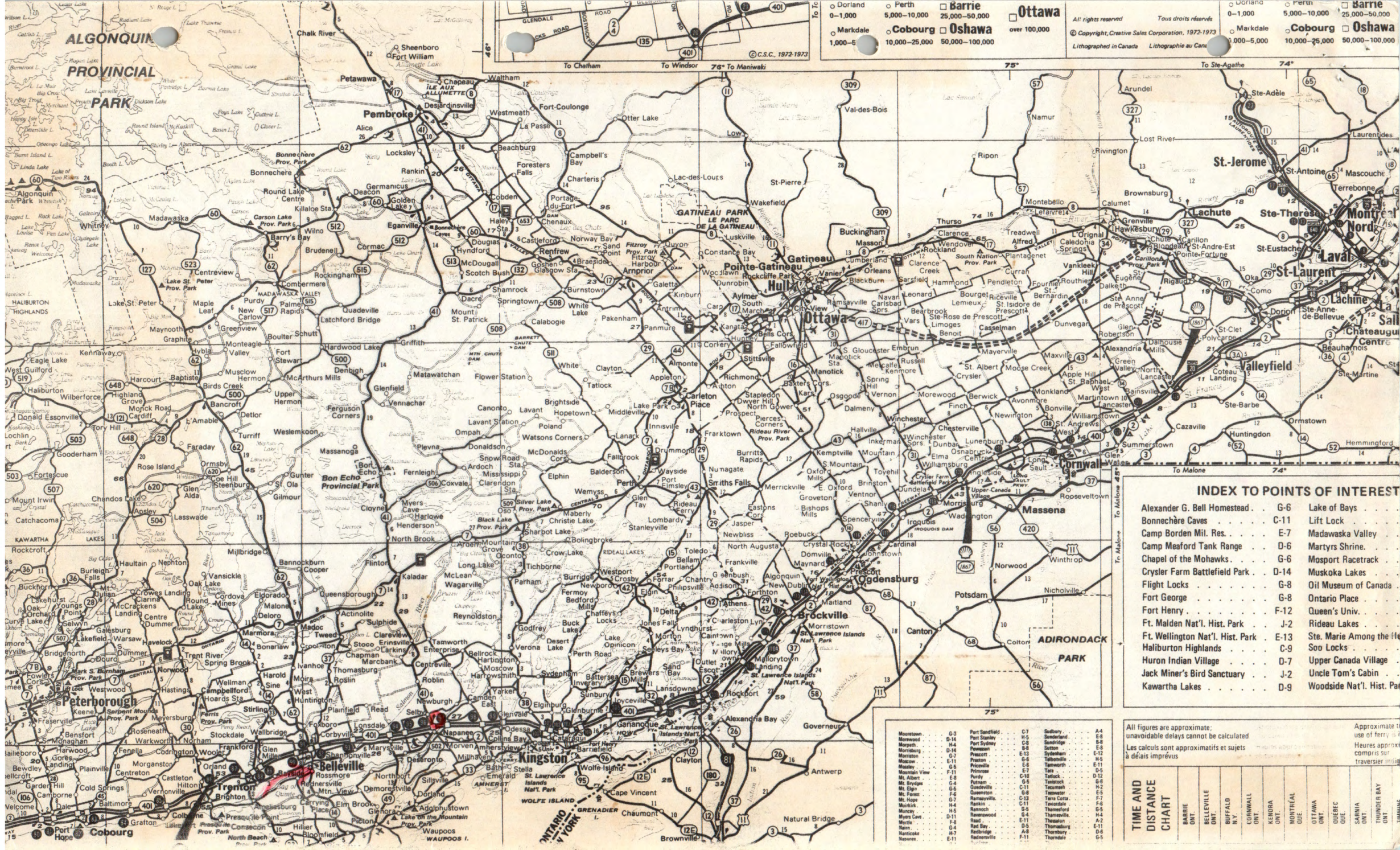
14. LIST ALL REFERENCES THE STAR, TORONTO OCT 30 1936
THE EVENING TELEGRAM OCT 30 1936 P 40.
THE GLOBE, TORONTO. OCTOBER 30, 31 1936
BULLETIN AMERICAN METEOROLOGICAL SOCIETY NOV 1937 VOL 18 P 376. #11

NAPANEE BEAVER, NOVEMBER 4, 1936

15. SUMMARIZE REMARKS PERTAINING TO (a) FUNNEL; (b) INTERESTING OR CAPRICIOUS EVENTS.

(a) "the cone-like whirlwind". Observers stated that just previous to the tornado the sky became very dark and 2 large Cb clouds appeared over the Bay of Quinte. They seemed to come together and the tornado developed from them, just off-shore. It was more or less vertical and greyish in appearance and was accompanied by copious rain for a period of about 2 minutes. It seemed to be travelling in a NELY direction at about 35 mph. From an examination of the wind shift as recorded by the Dines pressure tube anemometer and from the direction in which objects were blown, the tornado had a cyclonic circulation.

(b) 2 1000 lb gasoline tanks blown in circles, wooden buildings demolished and substantial hangar buildings damaged. Hangar doors blown out. 29 ton boiler shifted several inches off its base. A man picked up and carried 150 yards across the air base parade ground. Trees uprooted, barns unroofed. A youth and his team of horses blown over an embankment.


ALGONQUIN PROVINCIAL PARK
Pembroke
Petawawa
Chalk River
Deep River
Renfrew
Arnprior
Carleton Place
Almonte
Perth
Smiths Falls
Gananoque
Brockville
Prescott
Ogdensburg
Kingston
Belleville
Trenton
Peterborough
Cobourg
Port Hope
Lindsay
Bobcaygeon
Fenelon Falls
Orillia
Barrie
Collingwood
Owen Sound
Wiarton
Tobermory
Bruce Peninsula
Manitoulin Island
Sudbury
North Bay
Parry Sound
Huntsville
Bracebridge
Gravenhurst
Muskoka Lakes
Haliburton
Minden
Algonquin Park
Ottawa
Gatineau
Hull
Pointe-Gatineau
Buckingham
Masson
Aylmer
Cornwall
Massena
Potsdam
Canton
Watertown
Alexandria Bay
Governeur
Antwerp
Natural Bridge
Brownville
Cape Vincent
Chaumont
Wolfe Island
Amherst I.
Grenadier I.
Waupoos I.
Prince Edward Point
Presqu'ile Point
Lake on the Mountain Prov. Park
Bon Echo Provincial Park
Silver Lake Prov. Park
Black Lake Prov. Park
Mark S. Burnham Prov. Park
Serpent Mounds Prov. Park
Ferris Prov. Park
Carson Lake Prov. Park
Lake St. Peter Prov. Park
Bonnechere Prov. Park
Fitzroy Prov. Park
Rideau River Prov. Park
Crysler Farm Battlefield Park
Upper Canada Village
Fort Wellington Nat'l Hist. Park
St. Lawrence Islands Nat'l Park
Fort Henry
Sainte-Agathe
St.-Jerome
Lachute
Ste-Thérèse
Montréal Nord
Laval
St-Laurent
Lachine
La Salle
Châteauguay Centre
Valleyfield
Ste-Martine
Ste-Barbe
Huntingdon
Hemmingford
Ormstown
Summerstown
Cazaville
Rivington
Lost River
Namur
Val-des-Bois
Otter Lake
Wakefield
St-Pierre
Lac-des-Loups
Low
Ripon
Montebello
Thurso
Clarence Creek
Rockland
Plantagenet
Curran
Alfred
Treadwell
Hawkesbury
Grenville
Brownsburg
Calumet
Arundel
Ste-Adèle
Terrebonne
Mascouche
Laurentides
Lac Simon
Lac Nominingue
Lac Ste-Marie
Lac Simon
Lac Ste-Marie
Lac Nominingue
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Lac Ste-Marie
Lac Nominingue

THE GLOBE AND MAIL, TORONTO. FRI. OCT. 30 1936
STORM DATE: THURS. OCT. 29 1936.

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DAMAGE OF $28,000

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Abraham Hagerman, carpenter, the most seriously injured, was not expected to recover from a compound fracture of the skull suffered when hit by flying timbers.

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Hangar Is Cracked.

The seaplane hangar was damaged, however. Workmen found a crack two inches wide running the depth of the building. The boiler house, containing the heating plant for the air base, was flattened. The furnace did not explode due to the quick work of engineers in closing main valves and controlling the pressure.

Part of one airplane hangar was blown away. The administration building was badly hit by the storm. Every tree and post in the area was levelled as the storm cut a swath 75 yards wide and a mile and a quarter long.

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All the injured are believed to be men working on a construction job at the airport. They were caught between a collapsing brick wall and the scaffolding on which they had been working. Total number of men on the job could not be learned, but at least twenty required medical attention.

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Dorothy Stoville, young school mistress, emerged as one of the heroines of the storm. When her class of children became frightened as the storm burst they ran screaming from the room. She herded them back into the school, according to witnesses, and made them all lie on their stomachs on the floor. None was hurt, and the building escaped damage except for the loss of most of the shingles on the roof.

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TRENTON WRECK LIKE HAVOC OF BOMBING RAID

Bandaged Survivors Tell of Twister's Wrath and Freakishness

(By BRUCE WEST.)
(Staff Correspondent of The Globe.)

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No enemy air armada could have swept down upon the big airport with more swiftness, and it could scarcely have left more destruction in its wake than the screaming cyclone that ripped out of the southeast across the Bay of Quinte yesterday afternoon.

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One Man May Die.

Wing Commander G. O. Johnson, in charge of the air base, could make no estimate of the damage this afternoon. It was confined chiefly to the frame buildings, although the wall tumbled out of one of the hangars, and the roof was blown off another. Several buildings in the course of construction were severely damaged.

Location of the wreckage indicated that the brunt of the cyclone was borne by an area approximately one mile and a half long and 300 yards wide. The twister took a curving path from the Bay through the heart of the air base.

One of the seven men severely injured may die. He is Abraham Hagedman of Belleville Road.

A Vickers "Vedette" flying boat, the only one exposed to the wind, is a mass of twisted wreckage. Eye-witnesses declare that the machine lifted from the water and hung suspended in mid-air for some time before it nosedived into the Bay.

Man Carried 200 Yards.

A huge "stoneboat," a sled-like contraption made of thick timbers and used to move small buildings and other heavy loads, was picked up by the wind and deposited in the centre of the parade ground from its resting place 150 yards away. In order to reach its destination it had to hurdle a hut roughly fifteen feet high.

One man who happened to be on the parade ground was picked up by the wind and carried across the 200 yards to a steel fence as though he might have been a scrap of paper.

A small hut used to house fire equipment took off and departed for points unknown, leaving the hose cart standing quite unscathed. A workman ran pell mell for the shelter of his parked automobile, only to suffer the harrowing experience of having the vehicle leap up and down three and four feet off the ground like a thing possessed of evil spirits. Despite its eccentric behavior, the car did not overturn.

Like a Nightmare.

The occupants of sleeping hut "B," a large frame building, sat wide-eyed on their beds and watched the rear end of their residence shift eight feet.

"We saw a flash of lightning and heard a clap of thunder," related one of the men, "and then there came a noise that counded like giant hailstones peppering the sides of our building. I took a peak out of the corner of the door, and when I saw that the hail was composed of boards and planks, I closed it in a hurry.

"Then we felt the hut begin to tremble and shake," he went on, "and we thought she was goinfi to come down for sure."

Head of Steam Released.

Perhaps the biggest thrill of the cyclone was experienced by the men who were trapped in the boiler house when the wind sent three smokestacks crashing to the ground and stripped the machinery clean of surrounding walls and roof. With the same ease and deftness with which one would pluck a chicken, the wind carried away the boards and planks that formed the boiler house, leaving the firebox and boilers standing naked and bare.

Jack McKenny of Trenton, engineer, and Russell Stark of Belleville, plumber, dived under a boiler for protection. While they huddled thus, planks and chunks of broken boards came tumbling down beside them. Then the smokestacks came down and something knocked off the safety valve.

"Boy, you should have heard that steam roar," said McKenny yesterday afternoon. "With the roar of the wind and the roar of those two big boilers blowing off a full head of steam, you can imagine that we were listening to quite a racket. It's a darn good job the safety valve was knocked off, though, because, otherwise the boilers might have blown up with a bang."

McKenny showed the reporter where the wind had shifted a twenty-nine-ton boiler three inches. The men were busy with jacks moving it back to its proper position.

Post Smashes Roof.

John Yome of Bellville, Italian engineer's assistant, didn't make out so well as the others in his dive for safety. He was outside when the twister struck, and he ran to the boiler house for shelter.

No sooner had he entered the building than down came the west wall, burying him under the debris. Then, with the fickle fancy of the cyclone, the wind picked up the wreckage again and allowed him to escape!

"I was half stunned," he said, "and I didn't know where I was going. I jump up and try to run across the field, but that wind keeps blowing me down again every time I try to jump up. The wind not only treat me like this, but it make my car a wreck."

A post about eighteen feet long and four by six inches thick was driven down through the roof of sleeping hut "C" so solidly that it had to be chopped out with an axe.

A pair of huge gasoline tanks rolled and tumbled down the landing field for 200 yards and then suddenly went into reverse and returned to their original positions.

Crawled Under Desk.

Pat Gartland of Trenton, a fireman in the boiler house, was in the carpenter shop when the blow hit the airport. When the twister had spent its force he ran over to the boiler house and doused the fires.

Perry G. Denike of Belleville, works foreman, was in the timekeeper's office.

"The building began to shake with the force of the wind, and the stove fell down," he said. "One of the boys crawled under a desk, and didn't come out again until the cyclone was over. We had to stay there and take it, because the door frame was buckled, and we couldn't have got out if we had wanted to."

Children Terrified.

Marjorie Stauffer, teacher at Quinte School, which is just outside of the airport grounds, was holding a Hallowe'en party for her class when The Globe visited her yesterday afternoon. She had been faced with the task of calming her screaming children when the cyclone smashed down upon the little building.

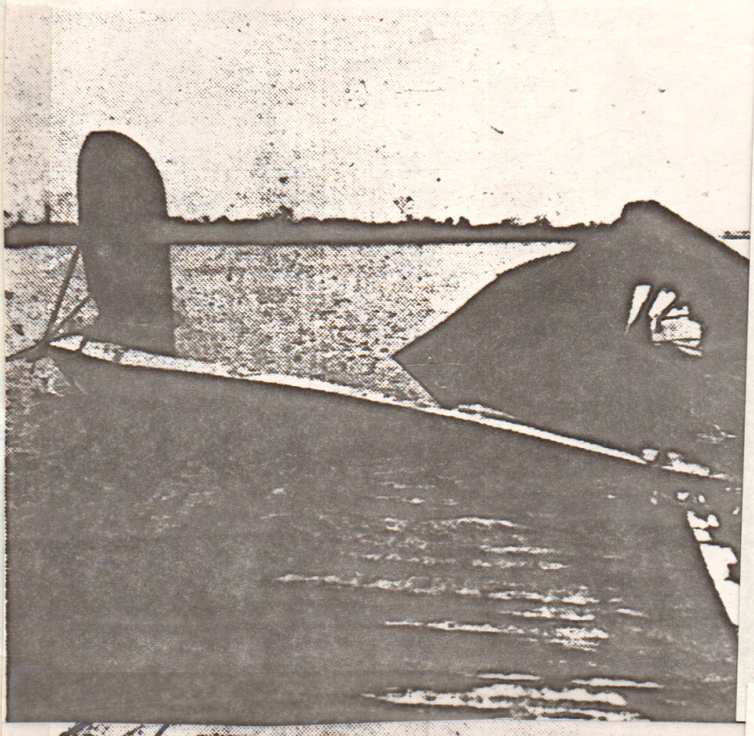
"We just stayed together in a group until it was all over," she recounted. "I watched the barns on the other side of the road tumbling down and I wondered how much our schoolhouse would stand.

"One little boy, standing near the window, said, 'Gee whiz! I've often read about those cyclones in my geography, but, if this is one, I don't want to see any more.'"

The school escaped with the loss of some shingles from the roof.

Many of the smaller buildings, roughly built shacks, have disappeared completely. They have vanished into the air. Somewhere, scattered bits from them lie on the ground, but, as whole buildings, they are no more.

Aftermath of Sud







Some pictorial records of the aftermath of the sudden, vicious, tornado-like wind that struck with amazing velocity over the Royal Canadian Air Force airport just east of Trenton Thursday afternoon are presented above. At the upper left is the tangled wreckage of what was once a Vickers-Vedette seaplane, torn from its moorings and crushed into a most unairworthy mass. At the upper right, the heating plant of the airport after the gale had completely demolished the frame structure protecting the mechanical equipment. One

TORONTO, FRIDAY, OCTOBER 30, 1936. ** Established 1844 26 PAGES

(For detailed weather report see Page 2)
Sun rises at 6.51 a.m. and sets at 5.12 p.m.

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CYCLONE (Continued on Page 2, Column 6)

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MRS. GEORGE BANNERMAN.

Kincardine, Oct. 29 (Special).—Prominent in church and community circles, Mrs. George Bannerman, who died following a brief illness at her home in Kinloss, was buried in Greenhill Cemetery, Lucknow. Mrs. Bannerman, whose maiden name was Daisy Thompson, leaves her husband, five daughters, Mrs. A. Whytock, Culross; Mrs. J. Carr, Wingham; Mrs. W. Stanley, Irene and Mary Bannerman, Kinloss; two sons, Elmer and Harold Bannerman; three brothers and four sisters.

The Weather

Meteorological Office, Toronto, Oct. 29.—A moderate depression is moving eastward from Northwest Quebec and a disturbance, centred southwest of Sable Island, is moving northeastward, while pressure is high over a large portion of the Western States. The weather has been unsettled in Eastern Canada with strong winds on the Great Lakes and showers in many districts with some snow in the Far North. It has been fair throughout the West and quite mild in Saskatchewan and Alberta, but there are indications of colder weather extending over the Western Provinces from the North.

Forecasts.

Lower Lake Region and Georgian Bay—Strong west and northwest winds; mostly fair and a little cooler; probably a few light scattered showers.

Northern Ontario—Fresh to strong northwest and west winds; cloudy and somewhat colder with some light snow.

Ottawa and Upper St. Lawrence Valley—Fresh to strong west and northwest winds; partly cloudy with a few scattered showers; somewhat cooler at night.

Lake Superior—Fresh to strong northwest winds, becoming variable at night; partly cloudy and cool.

Kenora and Rainy River—Fair and cool followed by slowly rising temperature and probably some light snow or rain at night.

Manitoba—Partly cloudy, followed by some light rain or snow, turning colder at night.

Saskatchewan and Alberta—Mostly cloudy with some rain or snow and turning colder at night.

Grand Banks—Strong shifting winds and gales with rain.

Maritime West—Strong southerly to westerly winds; partly cloudy and mild with probably some light showers.

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Minimum and maximum temperatures—Dawson, 20-32; Aklavik, 8 below-4 below; Simpson, 26-34; Fort Smith, 22-24; Prince Rupert, 40-46; Victoria, 44-46; Vancouver, 42-48; Kamloops, 36-46; Prince George, 26-40; Jasper, 28-52; Edmonton, 24-50; Banff, 25-48; Calgary, 24-46; Lethbridge, 32-50; Medicine Hat, 24-56; Swift Current, 22-56; Battleford, 26-50; Prince Albert, 26-48; Saskatoon, 26-52; Moose Jaw, 24-56; Regina, 22-54; Brandon, 34-47; Winnipeg, 28-36; Kenora, 34-36; Port Arthur, 30-40; Moosonee, 34-38; Cochrane, 32-36; Huntsville, 34-43; Parry Sound, 40-46; London, 56-52; Toronto, 39-54; Kingston, 34-50; Ottawa, 28-42; Montreal, 36-42; Quebec, 28-42; St. John, 34-46; Halifax, 36-50; Charlottetown, 32-46; Chicago, 40-58; St. Paul, 42-50.

Local Records.

Temperatures—8 a.m., 42; noon, 50; 2 p.m., 53; 4 p.m., 51; 8 p.m., 45. Mean for day, 46. Difference from average, 4 above. Maximum, 54. Minimum, 39.

Direction and velocity of wind—8 a.m., 13 miles southwest; noon, 15 miles south; 8 p.m., 11 miles southwest.

Barometer readings—8 a.m., 29.39; noon, 29.24; 8 p.m., 29.23.

Rainfall—.01.

BUFFALO TO IMPROVE STOCK.

Ratagiri, India, (CP). — As more suitable to monsoon conditions, a he-

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Fifteen minutes before the full force of the storm struck, the entire military personnel of the base was lined up on the parade ground, carrying guns with fixed bayonets. When the sky darkened and the rain began to fall the men were dismissed. They had been in their quarters only five minutes when the parade ground was a swirling sea of broken boards and chunks of sheet steel.

One Man May Die.

Wing Commander G. O. Johnson, in charge of the air base, could make no estimate of the damage this afternoon. It was confined chiefly to the frame buildings, although the wall tumbled out of one of the hangars, and the roof was blown off another. Several buildings in the course of construction were severely damaged.

Location of the wreckage indicated that the brunt of the cyclone was borne by an area approximately one mile and a half long and 300 yards wide. The twister took a curving path from the Bay through the heart of the air base.

One of the seven men severely injured may die. He is Abraham Hagerman of Belleville Road.

A Vickers "Vedette" flying boat, the only one exposed to the wind, is a mass of twisted wreckage. Eye-witnesses declare that the machine lifted from the water and hung suspended in mid-air for some time before it nosedived into the Bay.

Man Carried 200 Yards.

A huge "stoneboat," a sled-like contraption made of thick timbers and used to move small buildings and other heavy loads, was picked up by the wind and deposited in the centre of the parade ground from its resting place 150 yards away. In order to reach its destination it had to hurdle a hut roughly fifteen feet high.

One man who happened to be on the parade ground was picked up by the wind and deposited in the centre of the parade ground from its resting place 150 yards away. In order to reach its destination it had to hurdle a hut roughly fifteen feet high.

One man who happened to be on the parade ground was picked up by the wind and carried across the 200 yards to a steel fence as though he might have been a scrap of paper.

A small hut used to house fire equipment took off and departed for points unknown, leaving the hose cart standing quite unscathed. A workman ran pell mell for the shelter of his parked automobile, only to suffer the harrowing experience of having the vehicle leap up and down three and four feet off the ground like a thing possessed of evil spirits. Despite its eccentric behavior, the car did not overturn.

Like a Nightmare.

The occupants of sleeping hut "B," a large frame building, sat wide-eyed on their beds and watched the rear end of their residence shift eight feet.

"We saw a flash of lightning and heard a clap of thunder," related one of the men, "and then there came a noise that sounded like giant hailstones peppering the sides of our building. I took a peak out of the corner of the door, and when I saw that the hail was composed of boards and planks, I closed it in a hurry.

"Then we felt the hut begin to tremble and shake," he went on, "and we thought she was going to come down for sure."

Head of Steam Released.

Perhaps the biggest thrill of the cyclone was experienced by the men who were trapped in the boiler house when the wind sent three smokestacks crashing to the ground and stripped the machinery clean of surrounding walls and roof. With the same ease and deftness with which one would pluck a chicken, the wind carried away the boards and planks that formed the boiler house, leaving the firebox and boilers standing naked and bare.

Jack McKenny of Trenton, engineer, and Russell Stark of Belleville, plumber, dived under a boiler for protection. While they huddled thus, planks and chunks of broken boards came tumbling down beside them. Then the smokestacks came down and something knocked off the safety valve.

"Boy, you should have heard that steam roar," said McKenny yesterday afternoon. "With the roar of the wind and the roar of those two big boilers blowing off a full head of

(Continued on Next Page.)

TRENTON WRECK

(Continued From Preceding Page.)

steam, you can imagine that we were listening to quite a racket. It's a darn good job the safety valve was knocked off, though, because, otherwise the boilers might have blown up with a bang."

McKenny showed the reporter where the wind had shifted a twenty-nine-ton boiler three inches. The men were busy with jacks moving it back to its proper position.

Post Smashes Roof.

John Yome of Bellville, Italian engineer's assistant, didn't make out so well as the others in his dive for safety. He was outside when the twister struck, and he ran to the boiler house for shelter.

No sooner had he entered the building than down came the west wall, burying him under the debris. Then, with the fickle fancy of the cyclone, the wind picked up the wreckage again and allowed him to escape!

"I was half stunned," he said, "and I didn't know where I was going. I jump up and try to run across the field, but that wind keeps blowing me down again every time I try to jump up. The wind not only treat me like this, but it make my car a wreck."

A post about eighteen feet long and four by six inches thick was driven down through the roof of sleeping hut "C" so solidly that it had to be chopped out with an axe.

A pair of huge gasoline tanks rolled and tumbled down the landing field for 200 yards and then suddenly went into reverse and returned to their original positions.

Crawled Under Desk.

Pat Gartland of Trenton, a fireman in the boiler house, was in the carpenter shop when the blow hit the airport. When the twister had spent its force he ran over to the boiler house and doused the fires.

Perry G. Denike of Belleville, works foreman, was in the timekeeper's office.

"The building began to shake with the force of the wind, and the stove fell down," he said. "One of the boys crawled under a desk, and didn't come out again until the cyclone was over. We had to stay there and take it, because the door frame was buckled, and we couldn't have got out if we had wanted to."

Children Terrified.

Marjorie Stauffer, teacher at Quinte School, which is just outside of the airport grounds, was holding a Hallowe'en party for her class when The Globe visited her yesterday afternoon. She had been faced with the task of calming her screaming children when the cyclone smashed down upon the little building.

"We just stayed together in a group until it was all over," she recounted. "I watched the barns on the other side of the road tumbling down and I wondered how much our schoolhouse would stand.

"One little boy, standing near the window, said, 'Gee whiz! I've often read about those cyclones in my geography, but, if this is one, I don't want to see any more.'"

The school escaped with the loss of some shingles from the roof.

Many of the smaller buildings, roughly built shacks, have disappeared completely. They have vanished into the air. Somewhere, scattered bits from them lie on the ground, but, as whole buildings, they are no more.

TORNADO VICTIM



ABRAHAM HAGERMAN,
Who is in Belleville Hospital with serious injuries sustained in the sudden hurricane which struck the R.C.A.F. Trenton airport on Thursday afternoon. His condition last night was reported as being very critical.

The Weather

Meteorological Office, Toronto, Oct. 28.—A disturbance of considerable intensity is moving southeastward from Northeast Manitoba, while pressure is high in the Southwest States and off the Nova Scotia Coast. The weather has been fair in nearly all districts; mild in the West with higher temperature in Eastern Canada.

Forecasts.

Lower Lake Region and Georgian Bay—Fresh to strong southwest and west winds; mostly cloudy and comparatively mild; a few light scattered showers.

Northern Ontario—Strong southwest to northwest winds; cloudy with some snow or rain; turning colder in north portion.

Ottawa and Upper St. Lawrence Valley—Fresh to strong southwest to west winds; mostly cloudy and comparatively mild with a few scattered showers.

Lake Superior — Strong southwest to northwest winds; mostly cloudy with a few scattered showers or snowflurries.

Kenora and Rainy River—Strong west to northwest winds; mostly cloudy with some light showers or snowflurries.

Manitoba and Saskatchewan—Mostly fair with stationary or a little lower temperature.

Alberta—Fair and mild.

Grand Banks—Fresh westerly to southerly winds; partly cloudy with much the same temperature.

Maritime Provinces—Moderate to fresh winds, increasing at night; partly cloudy and a little milder; probably followed by showers at night.

Gulf, North Shore and Bay Chaleur—Fresh winds, increasing in force at night; partly cloudy and a little milder; probably followed by some rain or snow.

Lower St. Lawrence Valley—Fresh or strong southwest winds; mostly cloudy and somewhat milder with some light showers or snowflurries.

Northwestern Quebec and Lake St. John—Cloudy with some snow or rain and fresh to strong shifting winds.

Minimum and maximum temperatures: Dawson, 26-34; Aklavik, zero-6; Simpson, 30-44; Fort Smith, 24-36; Prince Rupert, 40-56; Victoria, 48-54; Vancouver, 46-56; Kamloops, 34-50; Prince George, 36-52; Jasper, 30-54; Edmonton, 42-62; Banff, 31-53; Calgary, 44-56; Lethbridge, 28-56; Medicine Hat, 34-56; Swift Current, 36-54; Battleford, 36-52; Prince Albert, 32-50; Saskatoon, 34-56; Moose Jaw, 32-54; Regina, 26-56; Brandon, 22-51; Winnipeg, 39-43; Kenora, 26-39; Port Arthur, 30-38; Moosonee, 28-36; Cochrane, 26-38; Huntsville, 30-40; Parry Sound, 34-46; London, 22-44; Toronto, 26-43; Kingston, 32-42; Ottawa, 24-42; Montreal, 30-40; Quebec, 24-40; Saint John, 22-44; Halifax, 36-64; Charlottetown, 22-40; Chicago, 32-46; St. Paul, 36-48.

Local Records.

Temperatures: 8 a.m., 28; noon, 41; 2 p.m., 43; 4 p.m., 40; 8 p.m., 41. Mean for day, 34; difference from average, 8 below; maximum, 43; minimum, 28.

Direction and velocity of wind: 8 a.m., 4 miles west; noon, 6 miles southwest; 8 p.m., 17 miles south.

Barometer readings: 8 a.m., 29.89; noon, 29.81; 8 p.m., 29.62.

THE GLOBE, SAT OCT 31 1936



Some pictorial records of the aftermath of the sudden, vicious, tornado-like wind that struck with amazing velocity over the Royal Canadian Air Force airport just east of Trenton Thursday afternoon are presented above. At the upper left is the tangled wreckage of what was once a Vickers-Vedette seaplane, torn from its moorings and crushed into a most unairworthy mass. At the upper right, the heating plant of the airport after the gale had completely demolished the frame structure protecting the mechanical equipment. One boiler was moved several inches by the force of the wind. At the centre left is what appears to be a giant haystack, but which in reality is an unroofed and unwalled barn with the season's crops exposed to the elements, this being a short distance east of the airport. Lower left, some of the engine-room crew, which had a busy time with valves and gauges as they successfully worked to save the boilers from exploding after the engine house fell in the wind. Left to right, they are: Russell Stark of Belleville; Jack McKenney, Pat Gartland and C. W. Fitzpatrick, the latter three from Trenton. Next is John Yome, a laborer on the construction project, who had the unique experience of being buried in flying timbers by the gale, and then enjoyed seeing the self-same debris carried away a moment later by another gust. Below is Miss Marjorie Stauffer, teacher in Quinte School, close by the airport, who, when her class of young children became terrified at the howling wind, calmed their fears, and brought some inside who had run out when the storm first struck. At the lower right is one of the many piles of wreckage strewn about the administrative section of the airport, this particular shanty being found leaning against a corner of the executive office building.—Globe Staff Photos.

Aftermath of Sudden Tornado at Trenton R.C.A.F. Airport

THE GLOBE, SAT OCT 31 1936



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each month, whereas in New Mexico, it occurs in June and July, about 11 inches. There is an appreciable variability in the evaporation from one year to another in the same month.—*C. F. Brooks*]

Meteorology at the Toronto Meeting, Royal Society of Canada, May, 1937

At the Toronto meeting of the Royal Society of Canada, which took place on May 26-28, 1937 one morning session of Section III (Mathematical, Chemical, and Physical Sciences) was entirely devoted to Meteorology. After the Presidential address by J. Patterson, Controller of Meteorological Services for Canada, 10 papers on meteorological subjects werre given, by members of the staff of the Meteorological Service.

In his Presidential address, Mr. Patterson referred to the fact that his two immediate predecessors in the Service had been Presidents of the Section—Mr. Charles Carpmael in 1885-86 and Sir Frederic Stupart in 1913-14. He proposed to give briefly a general idea of the progress of meteorology since 1914, and to refer to some of the present problems of the science.

The central accomplishment, he said, had been the development of air mass analysis and the study of fronts. Some of the very early investigators, such as Luke Howard and Admiral Fitzroy, had realized that there were discontinuities in the atmosphere, and had just missed the later discovery of the Norwegian school, probably because of the emphasis which came to be laid on the maps of surface pressure and on the idea of revolving storms. Together with these new methods of forecasting had progressed the investigation of the upper air, by means of kites at first, then sounding balloons, then aeroplanes, and now the radio-meteorograph.

The speaker then referred to the many services which Canadian meteorology had rendered and is rendering to shipping, to agriculture, to industry, and especially to aviation. From the needs of aviation would arise a great expansion of the Service, which had indeed already begun, and which would provide a field of activity for a great many young physicists and mathematicians. He closed with an appeal to the many academic physicists present to offer University courses which would prepare young men for meteorology as a life work.

Individual papers on various subjects occupied the rest of the morning. The recent research program at Fort Smith, N. W. T., was described by G. C. Gill and R. C. Jacobsen in its instrumental aspects, and the results summarized by A. Thomson.[1] B. Haurwitz and W. E. Turnbull presented a statistical study of the interactions between troposphere and stratosphere[2]. J. R. H. Noble showed how pressure maps at high levels might be drawn from surface maps and upper-air soundings, by a rapid graphical method. D. H. Smith gave a description of the conditions accompanying a severe tornado which occurred at Trenton, Ontario, on Oct. 29, 1936. The centre of the storm had passed about 100m from a pressure-tube anemograph and a barograph, which provided interesting readings.

K. Mushkat gave an analysis of a cold front in which it was possible to determine that the "nose" of the front travelled about 55 miles in advance of the intersection of the front with the ground.

Researches in connection with the frost-warning service in the Okanagan Valley, British Columbia, were described by A. J. Connor and D. C. Archibald.[3] With thermographs up a mast, and a resistance thermometer attached to a balloon, the lapse rate up to a height of 500 feet could be measured in detail. The strong nocturnal surface inversion and its destruction in the morning were well illustrated.

Measurements of the lag coefficients of several types of thermometers and thermographs were reported by W. E. Knowles Middleton, H. W. Edwards, and H. J. Johnson. The experimental work was done in the graduate course in meteorology at the University of Toronto.

F. Graham Millar presented a theoretical paper on the evaporation from free water surfaces.[4] C. C. Boughner reported a statistical treatment of the ninety years' precipitation records at Toronto. Finally D. C. Rose of the National Research Council described measurements in atmospheric electricity both on the surface and in aeroplanes. Occasions of disturbed potential gradient were shown to be associated with the passage of fronts, but localized charges were not found in clouds except in those of the cumulonimbus type.

The meeting provided an impressive demonstration of the progress of meteorological research in Canada.—*W. E. K. M.*

Results of the Forth Smith Aerological Station.—Andrew Thompson, of the Meteorological Services of Canada told the Roy. Soc. of Canada at Toronto, May 28, some of the results obtained by last winter's aeroplane weather observations at Fort Smith, N. W. T., on the Salve River. The expedition found the average surface temperature during February was—10°F. The temperature rose, however, up to 1,300 feet, where it averaged 14° warmer than the surface. Above that height to 6,800 feet the temperature remained practically the same, and above that the lapse was normal. The contrast between the warmer isothermal layer and the surface varied widely. In 15 days of January and February it was more than 28° warmer than the surface and on four days 36° warmer. The greatest inversion was Dec. 31, 45° warmer aloft. — From: *Leader-Post*, Regina (Courtesy W. E. Barron).

[1] *Cf.*, this BULLETIN, note following.
[2] Abstract published in September BULLETIN, p. 278.
[3] See February BULLETIN, p. 62.
[4] *Canadian Met. Memoirs No. 2.* 1937; abstract in April-May BULLETIN, p. 170.

* Dean Smith — Regional Director, A.E.S. Western Region. (403)476-0671

NAPANEE, ONT., WEDNESDAY, NOVEMBER 4TH, 1936.

NAPANEE BEAVER

CYCLONE DAMAGES FARM BUILDINGS IN NAPANEE DISTRICT

Struck North of Town on Thursday

Shortly after three oclock Thursday afternoon, last week the Napanee district was visited by the cyclone, which a short time before wreaked such havoc at the Trenton Airport, where a dozen men were seriously hurt. Buildings on the farms of Markland Miles and Fred H Henderson, on the Newburgh Road, about two miles north east of the town, were seriously damaged. Hydro poles, in the high tension system, which crosses the country not far west of the Miles Farm, were also damaged and some fences were flattened.

At the Miles Farm, the west wall of a large brick drive-shed and implement house was blown in and a great deal of the roof of the building was removed. The north side of the roof of the large barn, not far from the drive-shed, was completely torn off and about half the south side was also ripped away. Three large chimneys on Mr. Miles' home were ripped off at the roof and the bricks were scattered over the surrounding land.

ROOFING CARRIED LONG DISTANCE

At the Henderson Farm, the force of the wind struck the west end of the large frame barn and though the wall was left standing, it was badly shattered. A great deal of the roof at the west and north of the barn was removed. The roofing material was of large sheets of heavy corrugated metal and some pieces were scattered nearly half a mile away from the barn. One large section with timbers attached, was carried completely over the house, situated about six hundred feet from the west end of the barn, and was deposited in a full grown maple tree, which it completely shattered. The two chimneys on the main part of Mr. Henderson's house were torn off, and the verandah furniture was picked up and hurled five hundred feet into a nearby field.

The bulidings on both the Miles and Henderson farms, are among the best in the county. They were in excellent state of repair and the damage done means a considerable loss to both farmers, as no wind insurance was carried.

Mr. Henderson, who was in the house because of a dislocated shoulder, sustained in a fall earlier in the week, said the noise of the cyclone was terrific, but that it passed over in a flash.

No more damage from the storm has been reported from anywhere around the district. At Trenton, the damage to the R.C.A.F. buildings was said to be about $28,000.

Two of the men hurt when the storm struck the Trenton Airport, Abraham Hagerman and George Rosenplot, both of Trenton, died in Belleville Hospital on Saturday.

THE TORONTO STAR, OCT 30 1926

SUN SHONE STEADILY EVEN WHILE 'TWISTER' RAGED AT FULL FURY

Tornado Came and Went in Devastating Two Minutes

ATMOSPHERIC FREAK

Storm Razed Barns and Tore Path Through Hangars at Airport

By FREDERICK GRIFFIN

Trenton, Oct. 30.—Trenton was blissfully unaware that a freak, two-minute, hit-and-run twister yesterday afternoon had sideswiped its south-east corner—in a swamp—and the whirled on down the Kingston highway to the R.C.A.F. base, to rip a hangar, play mad hob with construction shacks, uproot trees, lift barns, smash cars and hurt a dozen workmen.

The city thought it was just a bit of an October blow. And that's all it was in Trenton, which had a most narrow escape from a most harrowing experience.

"We knew nothing," said Constable F. J. Taylor of the Trenton police, "until we were telephoned to rush out to the airport, that there had been an accident. We thought it was a highway accident. It was only when we got there, we found that a cyclone or tornado had struck."

It seems to have been a small, snappy, urgly sample of real southern twister or tornado.

And it did not last more than two minutes. That was the estimate put on it by J. E. Dufresne, general superintendent of the Frontenac Construction Company, who observed and witnessed it.

"Could See the Sun"

During those two minutes the sun shone. "We could see the sun," said Mr. Dufresne.

But it also blew a spiral jigsaw. And it also rained, hailed, thundered and spat lightning. That was what followed the wedding of two big, black, lounging clouds. They suddenly mated in mid-air and staged a crazy rigadoon.

The wonder is that the injury and damage was so slight. Not an air force man was touched. All the hurt were workers with the Frontenac Company of Toronto and the Dagenais Construction Company of Ottawa, firms rushing the building of officers and married men's quarters in the big federal military airport here which has grown to be a handsome place since I last saw it. Most of these workers were local men.

The damage will not be more than $10,000 altogether, it is reckoned. That of the air force was slight. The south wall was torn out of one of the three hangars on the north side of No. 2 highway and a flying boat riding at anchor was overturned. Wing Commander G. O. Johnson, officer commanding at Trenton, told The Star he did not think the flying boat damage would be serious and that it would be completely salvaged.

An hour before the twister hit saw the full complement of R.C.A.F. officers and men, 300 all ranks, out on parade for inspection. That was at 2 p.m. Rain began to fall at 2.15 and the parade was dismissed.

Trees, Poles Fell

Air force men were all in their offices, barrack rooms and quarters when the twister struck and had not even their hair ruffled.

The boiler room was damaged. Power went off temporarily. Telephone communication was cut off as poles snapped. A number of trees were cracked down also, temporarily blocking the highway.

Down the road roared the black wind. It lifted barns on the Saylor and Weese farms. Farmer Weese went out shortly afterwards to see if his horse was all right. His horse was. It stood in the stalls where it belonged, munching an oat or two as if nothing had happened. But the barn which sheltered it was all blown hither and yon.

Children in the Quinte View school, some 20 of them, and their teacher, Miss Marjorie Stauffer, weathered the storm right in its path, though it ripped off shingles from their sturdy shelter. They were just on the east side of the airport.

"Sure," said Raymond Rose, aged 12, "we looked through the window and saw a barn go up. Warren Mallory's barn. It lifted completely up. High! you bet. And there was a car in it and it was not damaged. The barn lifted up and then sort of toppled over."

"Wasn't Scared—Too Busy"

"What else did you see lift?" "We saw a pigsty lift right up and drift. The children thought it was the end of the world was coming. Naw, I wasn't scared—I was too busy."

Miss Stauffer is credited with keeping a cool head and holding the children from running forth in a panic. Luckily the school held firm.

The children were just taking out their books for a hygiene lesson when this Quinte wind she blow lak a drunken hurricane. It blew so hard that it jammed the air force wind register at 100 miles per hour, which is as high as it will go.

The children were just about to start in on hygiene for the day when there was a flash of lightning, a crack of thunder, the windows shook, the blinds rattled and they all felt fear and sought to run. But Miss Stauffer held them, though she must have thought it was the judgment day herself.

In an old cemetery to the east of the airport tombstones were thrown over by falling trees, but the two light sentry boxes at the gates of the port stood four-square and unhurt—though right across the road a side was ripped out of a hangar. It was a freak, twisting wind, as all such sudden local unexplained snifters are freak and twisting, hitting this and missing that, without logic.

Were Swung Off Ground

Take the case of two Indians, workers, whom Mr. Dufresne told me about. They were in the open

(Continued on Page 16, Col. 3)

LIST OF INJURED IN TRENTON GALE

The six men admitted to Belleville hospital after the storm at Trenton yesterday were: Abraham Hagerman, 41, R.R. 2, Trenton; William Lobstic or Labatie, Royal hotel, Trenton; Marino Baldino, Trenton; George Rosenplatt, 51, John St., Trenton; Cameron Yonge, 37, 101 Cannifton Rd., Belleville, and Simon Keegan, 27, Trenton.

Those taken to Belleville hospital, but allowed to go home, were: Gerald Goodwin, Helen St., Trenton, and Rene St. Denis, St. Paul St., Belleville. Among those who were injured superficially but able to go home were: A. Salisbury, 246 Charles St., Belleville; F. Sedore, Tweed; A. Duncan, 72 Frank St., Belleville, and Matt. Corbett, Brighton.

THE EVENING TELEGRAM, TORONTO OCT 30 1936 p40

Hurricane Hit Airport Like Blast of Dynamite

Structures Crumbled Like Egg-Shells – Man Blown Hundred Feet Through Space

Belleville, Oct. 30 (Special)—One man was in Belleville General Hospital in a critical condition and six others were seriously injured when a cyclone of hurricane-like ferocity swept in from Lake Ontario, followed the Bay of Quinte water route to Trenton Air Station and spread a path of destruction in its wake over a half mile square at the airport. Apparently swinging to the south following its orgy of destruction at the Trenton Air Station, eight miles west of here, the cone like whirlwind swept eastward along the Bay of Quinte to Rossmore where it again struck, demolishing a cottage and outbuildings directly across the bay from Belleville.

A recently constructed airplane hangar was extensively damaged when the rear wall was completely blown out by the cyclone. The loss is estimated at $25,000.

In Belleville Hospital, physicians held little hope for the recovery of Abraham Hagerman, of Trenton. The Trenton man, employed on a construction job at the air station, suffered a badly fractured skull when struck by flying bricks. His left side was completely paralyzed, according to Dr. George H. Stobie, of Belleville, and his condition at ten o'clock last night was pronounced as very critical.

OTHERS INJURED

Others injured by falling buildings and flying debris were: Gerald Goodman, of Trenton; R. Rosenplot, of Trenton, who suffered a fractured arm and hand; Wilfred Labadie, Ottawa, plumber; A. Duncan, of Trenton; Cameron Young, of Trenton; and S. Keegan, of Trenton, who sustained a back injury, and cuts and bruises about the head and face. All were conceded an excellent chance of recovery. Dr. J. J. Farley, of Trenton, Dr. McQuaide, of Trenton, and Dr. Johnston, of Trenton, were attending the injured with Dr. Stobie, of Belleville.

The injured were rushed to Belleville in the R.C.A.F. ambulance, and trucks, hastily pressed into service as ambulances.

Two aircraftsmen escaped death by inches.

Scurrying for shelter when the storm struck, the two airmen took refuge in a small store building. They were barely in the building when a telephone pole crashed through it, but missed both men and they escaped uninjured.

CLEAR AWAY DEBRIS

Wreckage was cleared from the grounds of the air base, where 1,500 men are stationed, and a start at repairing the buildings will be made later to-day.

Cement blocks weighing 400 pounds each were tossed about like pieces of paper and came to rest many yards away.

Oddly enough a field of corn stalks nearby was not touched, while in an orchard a short distance away nearly every tree was uprooted. A garage on the farm of Lorne Mallory was blown away, but the automobile in it was not touched. Not even a pane of glass was broken.

The lone seaplane in the harbor was overturned. The other five planes had already been stored in a hangar for the winter.

A class of school children escaped injury when Dorothy Stoville managed to keep the frightened students in the school room. They had run screaming from the room.

Telling a graphic story of the whirling destruction which descended on the busy air station shortly after three p.m. yesterday, Cameron Young, one of those injured, told The Telegram from a hospital cot, that he had been thrown more than a hundred feet by the wind. "I had been working outside on the new apartment building when I saw the sky darkening," Young said. "I could see a sheet of hail coming across the bay, so I got down off the scaffolding to the ground. I hadn't any more than touched the ground when it hit us. It was just as if a dozen kegs of dynamite had exploded all around us. So many things hit me that I couldn't see much of what was going on."

LIVES WIRES ALL AROUND

Simon Keegan, also in Belleville hospital declared that his biggest worry after the cyclone struck, had been that a falling wire would hit him. "There seemed to be dozens of live wires snapping off and falling to the ground around me," Keegan said. "I thought sure somebody would be electrocuted. When the storm hit, it lifted me right off my feet and threw me against what was left of the carpenter's and plumber's building where I had been working. The frame building went right over on its side when the wind struck. I had grabbed one of the beams to keep from being blown away, but the heavy piece of wood was blown out of my hands."

Frank Tiverna, of Trenton, head of a construction crew which had been working outside prior to the cyclone, stated he had seen several of his men injured by flying lumber and falling bricks, although he himself had luckily escaped injury. "About twenty-five of my men were in one of the frame shacks at the time," Tiverna said, "and when the wind hit us, the building was lifted at least three feet off the ground, and carried about ten feet before it piled up against one of the concrete R.C.A.F. buildings. I saw J. MacAuley, and a team of horses he was driving, lifted almost bodily. The horses, wagon and all, were thrown over on their sides in a ditch. C. Carr and H. Andrews, who were also on my gang, were struck by flying pieces of wood almost in front of me. Some pieces of 12 foot two by twelves were hurled like spears through the air, many of them soaring fifty or a hundred feet," Tiverna declared.

WORK JUST COMPLETED

Damage at the air station was extensive, the rear wall of hangar number three, along Highway 2, was completely blown out. Work had only recently been completed, and no equipment had been stored in the building.

The second storey structure work on a new apartment building was also razed and thousands of feet of lumber were scattered over the entire area. A heavy cement mixer was discovered overturned by the wind, and fabric roofs of several cars parked in the enclosure, were ripped to shreds.

The boiler room was also completely demolished, and the R.C.A.F. Fire Squad was forced to battle the wind and falling debris to extinguish a fire which broke out after the building collapsed. Scores of trees lining the highway and on the station grounds were uprooted and large branches temporarily blocked Highway Two. Telephone and Hydro lines were entirely disrupted and telephonic communication with the air station had not been established by midnight last night.

RESCUE FORCES

All physicians in Trenton and vicinity were summoned to the airport to aid in rescue work. The police department "deserted" en masse to superintend operations at the flying field. Ambulances from Trenton and Belleville aided in taking the most seriously hurt to hospital.

Immediately after the storm had passed, a guard was posted at the airport entrance, and none without a definite mission was allowed to enter.

A fire broke out in one of the hangars and was extinguished by the Trenton Fire Department, on the scene within a few minutes.

All the fences on a row of tennis courts in the airport were razed. Commander Johnson's house was "unshingled," but otherwise not damaged. Dozens of trees were completely uprooted and tossed in fantastic position across the airport and adjoining highway.

Eye-witnesses reported a car travelling on the highway was bowled over as the wind struck. The passengers crawled out unhurt.

Hurricane Damage At Napanee $3,000

Napanee, Oct. 30 (Special)—A wind of hurricane proportions that accompanied a rain storm in this district yesterday afternon caused property damage that is estimated at three thousand dollars.

Fourteen Hydro poles are down at the northeast limits of the town. A steel roof was torn off the 60 by 70 barn on the farm of Markland Miles, Newburgh road, some of the sheets being carried a distance of three hundred yards. Another steel roof was partially torn from the barn of Fred Henderson. Chimneys on both houses completely crumpled from the force of the wind.

Record Force Of Windstorm At 100 M.P.H.

Trenton Blow Comparable to Tornadoes That Sweep Florida, Forecaster Reports

Though it lasted only for a few minutes, the miniature tornado which brought destruction and injury to a small area near Trenton yesterday reached a velocity of over 100 miles an hour, and, while it lasted was comparable to the terrific tornadoes that sweep the Southern States and Florida coast, according to the Dominion Meteorological Bureau.

"We have been notified by the R.C.A.F. there that the wind velocity exceeded 100 miles an hour," said Chief Forecaster Frank O'Donnell to-day. It lasted only a few minutes, between 2.40 and 2.50 p.m., but during that short time the barometer dropped from 29.54 to 29.24 and went back to 29.52, all in 10 minutes.

"It was one of those miniature tornadoes which occur usually in the spring or summer when the temperature is higher, though there's no reason why they shouldn't occur at this season. They usually take the form of a small storm area within a larger storm. That's what happened yesterday. Such high wind velocity is certainly unusual."

While it lasted the high wind could be compared as to velocity with the storms of the south, though they lasted longer, he said.

The stormy, uncertain weather of yesterday, with lowering skies and sudden showers was to be expected at this season and should not cause surprise, the bureau advised. This fall has not been nearly so stormy as fall normally is.

Strong northwest winds or moderate gales to-day will decrease by night, the forecaster said. To-morrow will be cool followed by milder weather.

Mrs Carl Madigan
Pointe-au-Baril
Ontario
P0G 1K0

Detroit, Mich, 29 Oct 1936 8.10 pm. Line squall + rain. 2 police officers injured when thrown from their motorcycles. Several plate glass windows and windows in homes blown in.

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