Midget Golf Popular in London; Course Makers Work Overtime

London.—Midget golf, which has been all the rage in the United States for some time, quickly conquered London on its inauguration here last week. Star golfers played on the miniature course opened by the Kit-Kat Club and another widely advertised course attracted a record number of Londoners, all eager to try the new game for themselves.

Designers and makers of baby golf courses are working day and night because the promoters are eager to take advantage of the public's present interest. The fact that it is an indoor as well as an outdoor game is regarded as a considerable advantage and it is believed that the rapidly multiplying courses should draw some of the large crowds that thronged the ice skating rinks which were so popular last Winter.

The green fee for an eighteen-hole round with the use of a putter and ball varies from the equivalent of 25 to 50 cents.

Doctors Declare Turk Is Only 100

Official Records Show 111 Years As Extreme Case of Longevity—Turk's 156 Years Disputed.

Is Zaro Agha really 156 years old, as the daily papers tell us? He will have a hard time proving it, thinks Science News-Letter, a Science Service publication (Washington). Says this paper:

"The old Turk, Zaro Agha, with his birth certificate showing 156 years of age, who is now being proclaimed to credulous New York as the oldest human in the world, will have a hard time convincing scientific skeptics that he has lived so many years.

"Old he is, without a doubt, but those who have looked into such claims in the past are laying their scientific wagers that he is not much more than a hundred or so.

"In fact, the most extreme case of longevity that medical records show fully authenticated was not quite 111 years. That record was substantiated by the English investigator, Dr. T. E. Young, who in the early part of this century considered close to a million cases of supposed centenarians and found only thirty persons who from other outside evidence could be shown to have lived a hundred years or more. Of the thirty, 21 were women and 9 were men.

"Medical statisticians hold to their idea that extreme old age is a rare phenomenon although in the million or more deaths annually in the United States at least several hundred death certificates show ages of over a hundred and occasional ones will show such startling records as 120 years.

"When such cases are looked into it is often found that mistaken identity confers upon the supposed centenarian his remarkable record. Repeatedly instances like this are uncovered: John Jones was born and his baptism duly recorded, but he died at the age of fifteen years and through an oversight his death was not registered. In the same year that he died another male child was born to the same parents and named John Jones, perhaps in commemoration of his deceased brother. The second John Jones was never baptized. When he reaches the age of 85 or 90 his appearance of extreme senility attracts attention and the baptismal records apparently show that he is a hundred or over. The aged gentleman basks in his seemingly well authenticated record of extreme age.

"America has had its claimants to age records. Uncle John Shell, of Kentucky, who was exhibited as 'the oldest living human being' with a claimed age of 131 years, was pronounced after a careful investigation of his case to be 'about one hundred years old, possibly a year younger or older.'

"Despite the fact that authenticated cases of human longevity to over a hundred years are few, man is nearly the longest lived of all mammals. The common idea that whales and elephants attain many more years than man is not credited in scientific circles. But some species of fish may live to over 260 years according to the best evidence and reptiles are reported to have lived 175 years. Birds may have a life span of a few years longer than man in some instances."

WHEN MEDICOS MEET

One of the most famous organizations in the world—the British Medical Association—has just recently finished its annual meeting. But not anywhere in Great Britain—this year the "Doctors' Parliament," as the five-day meeting of the Association is sometimes called, is being held in Canada.

This isn't the first time that the B.M.A. has met in the Dominion, though it has not gone there since 1906. Some of the greatest doctors in the Empire attended the meeting.

To the man in the street, the meetings of the B.M.A. are always very interesting, because the discussions cover a wide range of subjects, many of them of a kind that appeals to everybody.

The human side of the gathering also interests the general public. Last year, for instance, an enterprising journalist discovered that the doctors, who knew all about the benefits of a light diet, were consuming large quantities of beefsteaks and similarly "solid" eatables.—Answers.

HIDDEN CITY FOUND BY MEXICAN SCOUTS

Mexico City.—The U.S. Department of Education announced recently that Boy Scouts had discovered a new archaeological zine in the wilds of the State of Guerrero. Among the figures discovered is a large stone sphinx bearing a marked resemblance to that in Egypt.

Government archaeologists are leaving forthwith to study the zone, which, according to the discoverers' preliminary reports, probably includes an entire buried city. A number of hills in the zone are believed to cover pyramids. On the summit of one there is a huge globular stone covered with a kind of hieroglyphics.

The department communique said that there was no known record of the zone, which it was believed had never been seen before by a white man. The discoverers brought photographs of the sphinx and other relics with them as proofs of their find.

Tropics Again Hear Roar of Hurricane

The Tyhoon's Brother Is An Inevitable Visitor in Southern Regions.

Once more the terror of the hurricane that sleeps in the doldrums of the South Atlantic has been roused to sweep over the islands that it periodically visits. The great storm that struck San Domingo last week and caused heavy loss of life had entered the Caribbean Sea earlier in the week, passing north of Martinique, touching Dominica and moving in a northwesterly direction along a path that hurricanes have traversed many times before.

September is the great month for the hurricanes that time and again have cost hundreds of lives and millions of dollars in property losses. The season begins toward the end of July, and usually ends in October, although there are November hurricanes. As to the path they take, these brothers of the typhoon are capricious. Sometimes they spend their ful force harmlessly at sea, and only scientific observers in their recording laboratories and captains of stray ships who observe the portents afar know of their existence. At other times they run the ful course of those Caribbean islands that stretch like a by-path of stepping stones from South America to the North American coast.

LONG PATH OF DESTRUCTION

A hurricane moves along its course like a gigantic tumbleweed, rolling across a prairie. It is a whirl of wind with a usual velocity of from 80 to 100 miles an hour, though higher velocities have been recorded. The whole storm moves forward at a rate of from 10 to 15 miles an hour. Within the centre there is a partial vacuum. This is usually about twenty miles wide. The storm area rolling around it is often 300 or 400 miles wide, cutting a swath with its furious power of wind and rain through the country it traverses.

How does a hurricane originate? The absolute answer to that question cannot be stated. But most scientists believe that in some small sea area below the paths of the trade winds the equatorial heat causes a central mass of air to rise, starting a vertical circulation. Eventually the rising air reaches a level of sufficient cold to change its water vapor to drops of water. This produces what is called heat of condensation.

If the rising air mass is small, a thunderstorm is formed, but if the development is of sufficient magnitude a hurricane may be on its way to creation. The heat liberated establishes relatively high temperatures in the rising mass, accelerating the circulation and the rate of condensation. This recurring process is probably the manner in which the hurricane, revolving in a counter-clock-wise direction as it travels, maintains itself.

The devastation that the hurricane leaves in its wake is a phenomenon known to all who have lived in its region. Last September a hurricane visited Nassau in the Bahamas that damaged practically every building on the island. Many lives were lost. For days the city was flooded and in darkness. Telephones were out of commission, and it was some time before communication could be established with the outside world even by radio. The sea wall was broken in several places by the force of the wind-driven sea. Many vessels anchored in the harbor were wrecked. Boats were swept up out of the water and carried across roads to land near the steps of residences.

Florida has many times felt the force of the hurricanes that sweep through the Caribbean. The disaster of 1926 is still vivid in many memories. It was first noticed on Sept. 14. The next morning it was north of Porto Rico, and on the afternoon of the 16th it passed over lonely Turk's Island. Twenty-four hours later the storm had crossed the Bahamas, and on the morning of Sept. 18 it was battering the Florida towns at the end of the peninsula. By the afternoon of the next day the hurricane had crossed the northern bight of the Gulf of Mexico and was approaching Pensacola, where it renewed its havoc.

AN INEVITABLE VISITOR

The hurricane is a part of life in the West Indies The natives look for it as practically an inevitable occurrence during the hurricane months. And, more often than not, they are correct in their annual expectation. To have their houses blown down, their crops ruined, and much of their personal property destroyed is a part of the implacable scheme of things. In some years, however, there are no violent hurricanes—merely gales that blow themselves out quickly and cause little or no damage.

Although the weather man cannot control the hurricane, he has, with the aid of radio, so perfected his system of reporting any tropical disturbance that the storm is plotted almost as soon as it makes its appearance. When a hurricane develops in the Caribbean the news is promptly broadcast to vessels at sea, and the path is traced day by day. Due warning is given to all ports likely to be involved.

There are 741,800 agricultural workers in Great Britain; this is 28,500, or nearly four per cent, less than last year.

Treasure Quests Still Lure Hardy

Richer Prizes Yet to be Found by Adventurous Sports.

Another chapter in the story of man's never-ceasing search for hidden treasure was written recently in the locating off Cape Finisterre, France, of the sunken hulk of the steamship Egypt with its cargo of $5,000,000 of gold and silver. Rich as this prize is—and it has yet to be brought to the surface—there are far richer hoards resting at the bottom of the sea of many a coast. Pieces-of-eight in Spanish galleons sunk by English raiders or the fury of storms, golden ingots aboard liners sent to Davey Jones's locker in war or shipwreck, still wait to be retrieved by adventurous spirits. Hundreds of syndicates and individuals have engaged in this romantic quest, but failure, not success, has generally attended their efforts.

Probably the most successful undersea hunt for gold was that conducted in ninety feet of water off the coast of Ireland, when $35,000,000 in the hold of the White Star liner Laurentic sunk by a German submarine in 1917, was recovered. Efforts at recovering the gold were begun in the summer following the Armistice. At first the operation was difficult and nerve-wracking. The Laurentic's sides bulged and her decks collapsed. Extensive dynamiting and a general disarrangement of the wreck was necessary. Months passed before any real headway was made, and then the gold began to come up. Every last coin was retrieved.

Another success was recorded in the case of the liner Oceana, struck by another vessel near Gibraltar some years ago. She was taken in tow, but rough weather caused her to sink about twenty miles from Dover. The water was deep and she lay on the bottom apparently secure from the reach of man. But a daring diver pried open her treasure room and recovered about $4,000,000.

DEEP DIVING FOR TREASURE

Other successes, less notable, may be cited. One hundred years ago a Turkish fleet bearing booty from Greece was met by a combined French, British and Russian armada and sunk in the Mediterranean in Navarino Bay. Of the $50,000,000 cargo about $250,000 was recovered. In 1915 Captain Benjamin Leavitt, in the steamer Blakely, found the wreck of the frigate Cape Horn, sunk about sixty years ago in the Pacific off the coast of South America, and recovered about $600,000 in copper. Although the value of the salvage was not so impressive as some others, its importance lay in the fact that the metal was taken up from a depth of 318 feet. The treasure of the Egypt, incidentally, lies 400 feet down, where the pressure is extremely great.

Although careful preparation, financing, and the use of modern diving equipment make the successful hunting of sunken gold largely a matter of calculation, luck often enters the picture. In 1924, near Nassau, a young American girl was engaged to do fancy diving for a motion picture company producing an undersea film. One day as she was deep in the clear waters around the island she saw the figured handle of a chest lying in the sand. Tackle was brought and the chest brought to the surface. It contained Spanish doubloons of the vintage of 1790, valued at nearly $50,000.

More than $250,000,000 in bullion is estimated to have been recovered from the wrecks of treasure ships by French and English syndicates, which sell shares in the venture to the public. The total of the unrecovered treasure, however, exceeds this sum by many times. And although the approximate locations of many of these undersea fortunes have been known for years, the treachery of the ocean and the difficulties of working below certain depths have prevented salvage.

Many of the tales of Spanish galleons, heavy with gold, sunk at certain locations. Perhaps the most famous is that of the ship Pereira, supposed to have carried the pay of the Spanish Armada in 1588. She was driven through the English Channel by the storm which helped Drake repel the invaders, and sank off the Isle of Mull in Tobermory Harbor So far the hulk has given up little of value, but in all the romance of treasure-hunting no richer prize is believed to exist. Promoters speak of at least $10,000,000 aboard the Pereira and investors hasten to buy shares. No less than fifty companies have tried to reach the treasure.

THE GREATEST TREASURE.

In Vigo Bay, on the northwestern coast of Spain, lies the largest known lode of "drowned gold,' that of the Vigo Bay plate fleet. It is believed to have amounted to $100,000,000 in gold and silver ingots, sent to the bottom of the bay amid the flames of burning ship and the roar of battle. It was the costliest single blow ever inflicted upon Spain's New World commerce. In 1703 the flotilla put forth from Cartagena, Porto Bello and Vera Cruz, guarded by twenty-three French ships of war. British raiders were combing the seas for this rich argosy. It took refuge in Vigo Bay, but that haven proved of little help. The British, with their Dutch allies, smashed into the bay and fired many of the galleons. Seeing that the capture of the remaining ships was inevitable, the Spanish Admiral ordered them set afire, and they disappeared one by one beneath the waves.

SPANIARDS FIND JOY IN SILENT FILM

Madrid.—Old silent films, made and shown in the United States 10 years ago, and in some cases more, are having quite a run in Spain this summer.

The programs of most of the movie theatres here just now are made up of reels that Hollywood ground out long before the talkie era. This is to fill the gap until a sufficient supply of Spanish-language talkies can be produced, whether in the United States or in Spain itself, to give a steady run of talkie programs to the Spanish theatres equipped for them.

Interesting photograph showing an officer tent-pegging at mounted police tournament and horse show, held recently at Gordon Fields, Ilford, England.

Claims Cooking Spoils Good Food

Doctor's Alarming Theory Based on Blood Tests, He Says.

Paris.—In cooking most of his food, modern man does not merely deprive his diet of certain health properties that only uncooked food contains, but actually shortens his span of life by poisoning himself.

This is the startling verdict of Dr. Paul Rouchakoff, who has submitted to the Pasteur Institute a report on important research work he has been conducting at Nice.

In this report he contends that man ought to have an average span of life of 140 to 160 years, if only he could be persuaded to cease from making his food toxic by cooking it. The doctor's theory is based largely on a series of blood tests. He has found that after cooked foods have been eaten, there is an immediate increase of white corpuscles in the blood stream, whereas no such increase is observed after the consumption of raw food.

The cooking of the food, he argues, therefore causes the development of certain poisons, which necessitate an increase in the number of white corpuscles required to eliminate them. Thus a great drain is put upon the body's reserve of strength and resistance, which is wasted in fighting the toxins voluntarily absorbed.

One of the doctor's collaborators here, discussing the theory, said he saw no reason why, with attention to the dietary and hygienic laws now being laid down by science, we should not very greatly increase the length of lives.

A "VACCINE" MEAL

A great many people who consult doctors for digestive and other troubles are surprised to dearn that most of the foods they like best are bad for them, and that the things which the doctor sets out on a diet chart are those which they believe they cannot eat or drink.

Thus, there are many people to whom milk in large quantities would be a most valuable article of diet, but they cannot drink it without suffering stomachic pain, sickness or fever.

Professor Besredka, of the Pasteur Institute, has now changed all that. Those upon whom eggs, milk, fish and wine act almost as poison may absorb them without the least inconvenience if one hour before eac hmeal they will take what the doctor describes as a "vaccine meal."

It is a question, says the professor, of preparing the stomach for what it is to receive much in the way that vaccines prepare the blood to meet the attacks of microbes.

His suggestion is that a patient who cannot tolerate milk, for instance, should one hour before his meal-time take about a tablespoonful of milk. An hour later he will be able to take without the least inconvenience as much as three pints of it.

The same thing applies to eggs. These can be easily digested if one hour before they are eaten in any quantity the patient has one tablespoonful of raw egg. Many people find that the eating of strawberries produces a rash and abdominal pains. They may enjoy their strawberries if they will eat only one at first and then indulge their appetites an hour later.

Power of Vision

Our life is just as narrow as we let it be. If we live in a lonely country place miles from a railway, we can study the plants and animals about us until we come to understand something of the secrets of the universe. If our lot is in a great city, we have opportunities of studying human nature—seeing with our own eyes the development of characters as strange as ever novelist put into his books. Multitudes of men walked the same streets with Dickens without seeing a hundredth part of what he saw. It is the power to see, and not the object to be seen, that we lack, and this power may be, to a certain extent, cultivated by practice.

Aviatrix Honored in Wales

Thousands watched unveiling of monument to Amelia Earhart, famous aviatrix of Boston, at Burry Port, Wales, England, to commemorate her feat of crossing the Atlantic with Wilmer Stutz in 1928, and landing at Burry Port. Sir Arthur Whitten Brown, co-pilot with late Sir John Alcock, officiated.

New Device That "Hears Light" Will Overcome "Fog" Danger

Chicago, Ill.—A new aid for airplane pilots seeking to land on fog-bound airport, a device that "hears" light, was revealed recently.

It is the invention of Earl C. Johnson, Chicago scientist, who displayed the development to a group of aeronautic experts attending the national air races, including Major James [illegible] little, noted for his blind-landing work last year for the Guggenheim fund.

Hanson utilizes invisible magnetic waves emanating from a bank of neon tubes, intercepting them with a device in the cockpit that causes a steady hum in earphones clapped to the pilot's ears and activates an electrical altimeter that shows the number of feet the plane is above the ground.

Impurities Give Glow to Radium

Radiothorium and Mesothorium Compounds Used to Produce Luminous Paint.

Only impure radium is luminous, according to a report made by Prof. [illegible] Tyler, chief engineer of the rare metals and non-metals division of the Bureau of Mines, Department of Commerce. The fact that a faint glow often comes from tubes of radium salts is explained by the fact that the salts contain impurities, Mr. Tyler said.

"Radium alone is not luminous," Mr. Tylers statement reads. The faint glow that sometimes is exhibited by tubes of radium salts is owing to impurities. By mixing radioactive material with phosphorescent substances, notably with zinc sulphide, a paint that will glow in the dark may be produced.

"According to one authority, it was a shoemaker of Bologna who, more than 300 years ago, that a spar heated in charcoal possessed the property of glowing in the dark if it had been exposed to light. Other phosphorescent powders, mostly based of zinc sulphide and alkali sulphides, were discovered subsequently, and were used for producing temporary stage effects, for example, long before the discovery of radium made it possible to maintain the phosphorescent glow for an indefinite period."

Mr. Tyler said that the ingredients and formulas for producing luminous paints change from time to time. In the United States, he said, paint, used on watch dials had consisted mainly of crystalline zinc sulphide mixed in various proportions of radium, mesothorium and radiothorium to obtain the greatest degree of luminosity. At first zinc sulphide was made luminous by radium alone, but later chemical methods were found by using mesothorium and radiothorium.

"As reported by Dr. Hartland, the paint used by girls in a New Jersey factory contained chiefly zinc sulphide, rendered luminous by activation with about 20 to 30 per cent. radium and from 70 to 80 per cent mesothorium containing radiothorium. He quotes other authorities to the effect that these paints may contain all the way from 7 to 3 and even 4 milligrams of radium element to 100 grams of zinc sulphide. Impurities may be added to the zinc sulphide as follows: Cadmium, .05 per cent; copper, .001 per cent; manganese, .0002 per cent."

Mr. Tyler describes the British practice of using luminous paints, saying that they are of great military significance. In England luminous paints are used for the illumination of dials, gun sights and compass cards and any other forms which would betray the presence of the military to the enemy. During the World War the British government bought eight grams of radium for war purposes.

SAN DOMINGO RAZED BY FIERCE HURRICANE

Santo Domingo, Dominican Republic—The city of Santo Domingo, oldest ancient settlement of the white man in the new world, was almost totally destroyed by a hurricane that swept over the eastern end of the island of Haiti.

The hurricane struck Santo Domingo at 2 p.m., Sept. 6, and blew for four hours. Houses in the aristocratic quarter were razed to their foundations. Dwellings of the poor disappeared on the wings of a wind estimated to be blowing around 150 miles an hour.

Scenes whose horror exceeded anything witnessed here in ten years followed its passage. President R. Trujillo took personal charge of the relief work The entire army was called out.

It is believed that 900 persons were killed or injured.

KEEP YOUR HAT ON

Would you like to be a hat tester? It is a strange job, for it means sitting in the sun with a thermometer clamped to your skull and wearing hats of different kinds one after another. Hat-makers don't believe in the present no-hat craze, and one of them wants to demonstrate that the best way to keep your head cool is to wear a hat.

Twenty-four years ago a similar job was offered and a volunteer for it was soon found. The temperature of the head was taken whilst he was wearing all kinds of hats, and here are some of the results: a yachting cap, 87 degrees; a policeman's helmet, 91 degrees; a bowler, 92 degrees; a top hat, 89 degrees; a straw hat, 82 degrees; a tweed cap, 94 degrees; a panama, 84 degrees.

Large Trees Successfully Moved With the Help of Trucks

Tree moving is no longer a mystery or a novelty. Giant elms and oaks that have been three or four generations growing, are uprooted, carried upon underslung trucks specially constructed for their great weight and may be transported many miles at the behest of landscape architects.

One of the record feats of tree moving was performed recently in Japan. A venerable gingko tree—the elder statesman of the species planted in front of New York's City Hall—was transplanted in the new Congress Park in Tokyo. The tree is five feet in diameter. Moved with it was a ball of earth surrounding the roots that measured twenty feet across and nearly eight feet thick. The entire weight was eighty tons. Five hundred men labored a month to move the tree—a painful operation involving beams and rollers, for motor trailers and innovation that have not reached Japan.

The Japanese have long been expert at tree moving. In Shiba Park in Tokyo rises a gingko tree nearly 400 years old and eight feet in diameter. Originally it stood a quarter of a mile away.

World's Airmen Begin Congress

Lighting of Routes As Aid to Night Flying and Insurance of Fares on Program.

The Hague.—Since 1918, when competition between nations in aviation turned to the scientific and commercial side, four great international congresses have taken place—in Paris, London, Brussels and Rome. A fifth is being organized at The Hague. The meetings, except for the first, which is being held in the Arts and Sciences Building, which accommodates 3,000 persons, are being held in the Binnenhof, famous in recent years for the Reparations and Peace Conferences.

Some idea of the magnitude of the work may be gained from the fact that 500 experts in various branches of aviation, traffic, science and technics, legal matters, medical questions and tourism, have inscribed their names as members. Twenty-one countries are represented.

TO DISCUSS NIGHT TRAVEL

A number of papers of great general interest in matters will be entered and read which directly concern the airplane passenger. On of these is that of the lighting of air routes for night travel. On this subject members of three different nationalities are presenting papers. P. van Braam van Vloten, a Dutch member, deals with the subject from the scientific point of view; W. H. Hampton and C. E. Ward, of the British Air Department, discuss "the requirements for aerodrome and air route lighting at the present time," and two Germans, F. Born and H. Stuhler, discuss the effect of large neon tubes by which the loss of power resulting from filtration of red lights is avoided.

To the business man who either travels by air or uses the airplane for consigning goods, the paper by Herr Wrongsky, director of the Lufthansa undertaking on "Co-operation between the airplane and other means of transport" will be of exceptional interest.

OBLIGATORY INSURANCE URGED.

The papers by the Frenchman, A. Grandjean, on "Uniform rules for marks of identification on military airplanes," and that by Andre Kaftal on "Obligatory insurance of passengers in aerial transport," will have a wide and general appeal to public interest.

Curiously, the subject of aerial tourism has found little favor, and only three papers have been submitted. These, however, cover the subject very thoroughly, one dealing with formalities and facilities, another with security in aviation, while the third deals indirectly with this subject by discussing that of instruction and examination of apprentice pilots of airplanes engaged in tourism.

Equally important to the passenger is the section given over to medical matters, for not only is air-sickness in all its aspects being discussed, but the health conditions of the pilot are receiving considerable attention. The need for specialists in these matters is generally admitted, and two Dutch doctors roundly assert that "the medical specialist in aeronautic complaints must himself be a pilot." Between thirty and forty papers on medical subjects have been entered.

INFLUENCE OF RADIO STUDIED

The influence of radio on aviation is not ignored, and beside the references to it in the report of the American liaison committee there are contributions to the discussion by the Marconi Wireless Telegraph Company, Dr. W. Moller and Herr F. Eisner (Germany), and A. Celloni, F. Marino and U. Cuerra (Italy). Captain N. Macmillan, the English pilot, will talk about "Problems of air transport from the pilot's point of view."

Besides the theorists and those who have ideas they wish to advance, the membership includes many distinguished aviators. From England Sir Sefton Brancker is coming, Lady Bailey, of "Capo to England" fame, also is to be present.

LONDONERS, WITNESS $5,000,000 BLAZE

2,000 Flee From Tenement Homes In Wapping District.

London.—Two thousand persons fled from tenement homes before flames which broke out in Wapping, London East End district, recently.

Three hundred firemen used ten miles of hose in fighting the fire.

It was estimated that the blaze which started in a spice warehouse, did damage of from £1,000,000 (about $5,000,000.

"The past is a bucket of ashes."—Carl Sandburg.