Riots to Understand Einstein Theory
Yet Reporters Wrote About Mob, Not Science

Marlen E. Pew, editor of Editor and Publisher The Fourth Estate, writing in issue of January 18:

A SIGNIFICANT riot occurred recently at the American Museum of Natural History in New York. Police reserves were rushed to the scene when 4,500 persons broke down iron gates and mauled each other to get into a lecture hall to hear a free talk and see a film program arranged by the Amateur Astronomers' Association. The object of the performance was graphically to explain the complicated Einstein theory of relativity which, it has been said, only a half dozen persons in the world are mentally equipped to understand. No one was badly hurt in the scrimmage and no arrest was made.

I have been much interested in editorial comment on this affair. One New York newspaper attributed the riot to the large number of people now living in the metropolis—a crowd might be collected by any sort of attraction. Another comment was that the show was free and naturally brought out a crowd. So far as my observation goes, no one has believed it possible that 4,500 person tried to get into a hall of 1,500 seating capacity because they wanted to see a scientific picture and hear a scientific lecture. This argues that people who go to free shows do not know or care anything about the Einstein theory. Mobs should only be interested in prize-fights, sex magazines, baseball, short skirts and chewing gum, it would appear.

But I think the contrary is true. There is probably more real thought about the theory of the great German-Swiss physicist concerning the fundamental nature of time and space among the type of young folks who battled at the doors of the museum in the park uptown than there is in half a dozen high-toned and heavily subsidized universities in these parts.

The late Edwin E. Stimson, as director of Science Service, once circulated among an indiscriminate group of individuals a questionnaire to determine news preferences in the field of science. It revealed that the overwhelming majority are mainly interested in astronomy and archaeology.

Ozone Useless For T. B. Medicine

Low concentrations of ozone are not of much use in treating tuberculosis in guinea pigs, Dr. H. B. McDonnell of the University of Maryland has reported to the Association of Official Agricultural Chemists. Dr. McDonnell's report was based on results of five years of work.

The pigs were inoculated with tuberculosis and given ozone in concentrations ranging from one part per million to one-tenth part per million. The weaker concentrations had little or no effect on either the pigs or the course of the disease. The stronger concentrations did not ameliorate the disease nor did they prolong the lives of the pigs. In fact, the stronger concentrations of ozone seemed to have the opposite effect of shortening the pigs' lives.

Dr. McDonnell said he has not done any work on the effect of ozone on tuberculosis in human beings and has not attempted to apply the results of his work with inoculated guinea pigs to the problem of tuberculosis in men.

Automotive Meeting—Continued

ators millions every year. If a policy of standardization were adopted, manufacturers could make fewer types of bodies on a mass production basis and lower the cost of the product, the speaker declared.

The best effort so far to obtain greater uniformity on legal rulings and restrictions concerning large motor vehicles is the Hoover Code, it was said. This code was formulated in 1925 by the National Conference on Street and Highway Safety. States and cities are gradually modeling their laws after its recommendations.

Feeding the Engine Better

A RADICAL change in automobile carburation has become widespread during the past three years and has greatly increased engine efficiency, said E. H. Shepard, carburetor engineer.

The substitution of downdraft for updraft carburetion came as soon as the pressure fuel feed system succeeded the vacuum system. Old updraft carburetors had to be below the pressure tank so that gas would run into them. Downdraft carburetors are on top of the intake manifold. From the automobile industry, the new type is now penetrating the marine engine field.

In the updraft carburetor the fuel joins the air stream above the fuel level in the float chamber while in the downdraft unit the venturi opening is below this level. The downdraft carburetor, it has been found, will supply fuel just as the engine requires it much better than the other type. It shows a 10 per cent. increase or better in power between 1,600 and 2,300 revolutions per minute.

More beautiful automobiles will follow the wide adoption of the front wheel drive, Joseph Ledwinka, body designer, predicted to the Society.

The cars of the future will gain beauty largely through decreased overall height, Mr. Ledwinka said. They will be long and graceful.