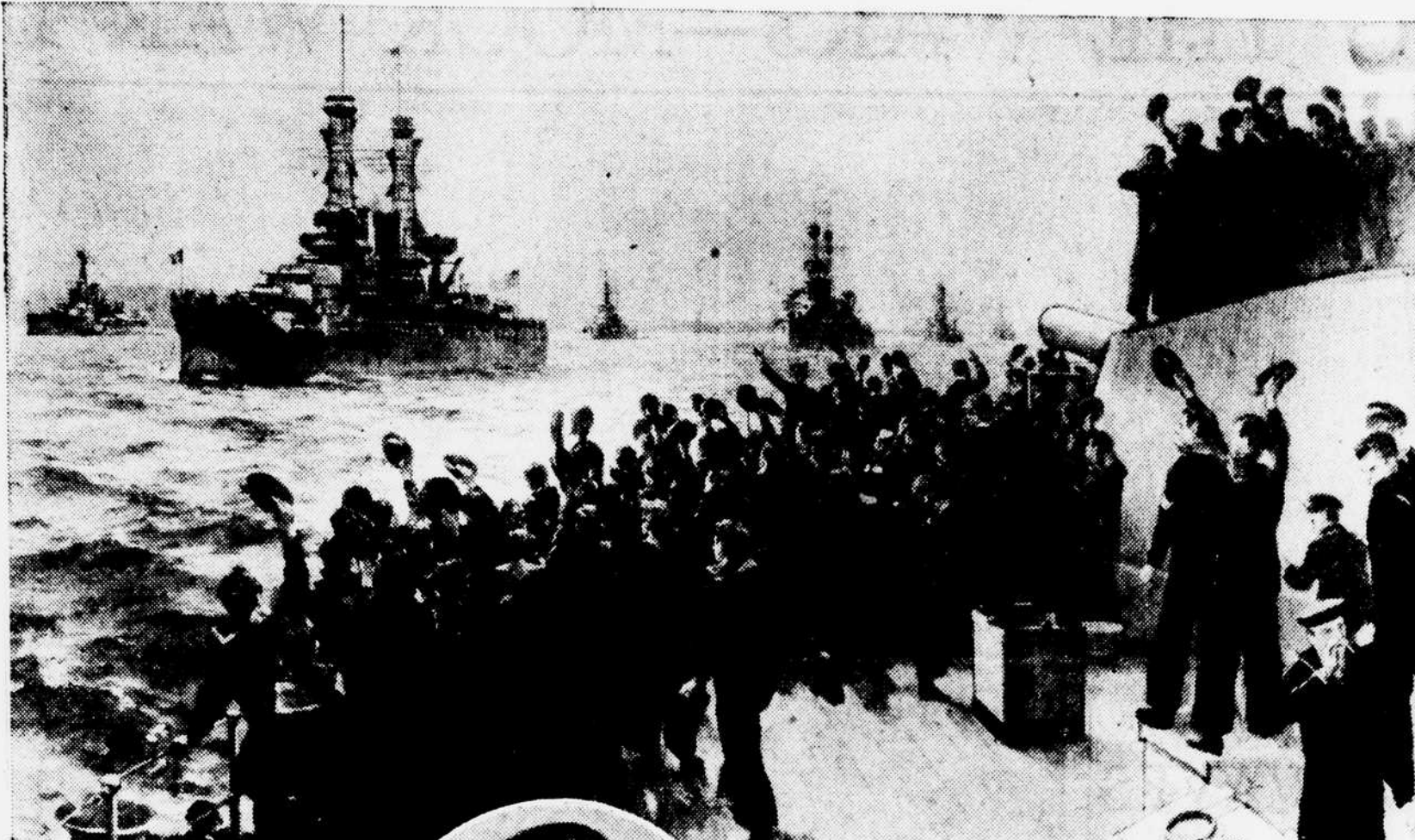


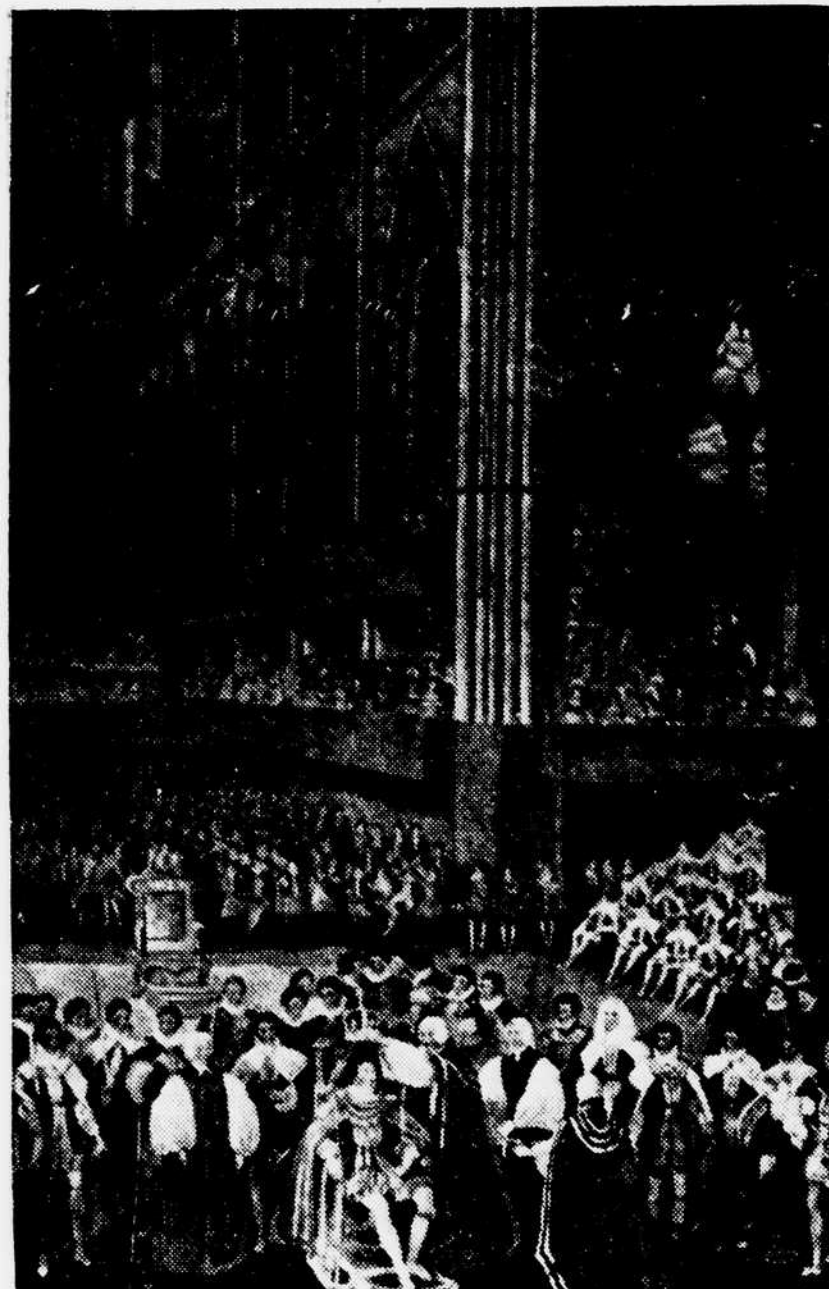
AMERICAN NAVY HONORS SAILOR KING

Battleship New York and Admiral Rodman, on Great Peace Mission, Will Turn Thoughts of British Royalty to Time When England's Standard Was Flown Over American Man-of-War—Coronation Glamour.



Officers and crew on board a welcoming battleship are shown cheering the fleet in December, 1917.

The United States Fleet arriving at Scapa Flow, Scotland, to join the British Fleet during the World War. From a painting by Bernard Gribble.



A scene in Westminster Abbey during the coronation of George VI.



Official coronation medal, side bearing likeness of King George VI.

By W. A. M.

THE American Navy is going to do special honor to the new sailor King, who will soon be crowned to Britain's throne.

For already the U. S. S. New York, flagship of that contingent of American battleships that served with the British Grand Fleet in the North Sea during the World War to guard the shores of England, has sailed from these shores. And, representing America's Navy and the Roosevelt administration, is that eminent Washingtonian, Admiral Hugh Rodman, one of the few senior sailors still spared from the war, who commanded the Yankee battleships that did duty across the foam.

And this will be particularly fitting for the coronation, for King George VI is a sailor himself, as was his distinguished sire.

The New York is back in Britain again—this time on a peaceful mission, as the warship representative of the American Government at the coronation. She outfitted at the Norfolk, Va., Navy Yard, having been detached from the fleet prior to the war maneuvers that are now going forward in the Pacific. And in England she is most welcome, for that gray battleship aided in guarding Britain's own shores during the perilous war days from the German U-boats, from the Fatherland's battleships and cruisers and destroyers.

Britain's late sailor King, the beloved George V, father of the monarch whose coronation is soon to take place, trod the deck of the New York during those nervous days of the World War, as did the Duke of Windsor—the former King Edward VIII. The new King was a junior officer then.

KING GEORGE VI had been a cadet at Osborne and at Dartmouth. He joined the cadet ship Cumberland and visited the West Indies and Canada. During his younger days he was particularly interested in engineering.

As Prince Albert he was a midshipman on H. M. S. Collingwood in 1913. He led the regular life on an ordinary junior officer, stood watches and all the rest of it, even though he was the King's son. When the World War broke over England he found himself aboard the Collingwood, but an attack of appendicitis sent him ashore soon thereafter for an operation.

In 1915 he rejoined his ship, but subsequently went ashore to relieve his father of some of the official duties that were bearing down heavily. For a time King George VI served in the operations division of the British admiralty in London.

As a subaltern once more he went to sea, in 1916, on the Collingwood. Following in his father's footsteps, he used the telescope and binoculars, paced the deck, ate in the officers' mess, carried out routine drills, stood watches and led the wartime life of an officer in his majesty's navy.

In the battle of Jutland, King George VI played a part, as a naval officer. His ship, the Collingwood, engaged an enemy cruiser, fought off a destroyer of the Fatherland and exchanged shots with another cruiser. Britain's future King was in the forefront as Prince Albert, little dreaming that a score of years later he would be lord of the entire British fleet. He was mentioned in the official dispatches of the battle for his cool conduct. In fact, it is related that he made cocoa for his gun crew, as was his wont, during the engagement.

As Duke of York, King George VI was promoted to rear admiral in 1932. In 1918 he was in the Royal Naval Air Service and a year later he was removed from the active list. In 1920 he was promoted to the rank of commander and in 1925 to captain. He is now an admiral in the British Navy, having come up from a midshipman.

AND so Admiral Rodman and King George VI speak the same language—the tongue of sailors. And there will be reminiscing of the grim days in the North Sea, when they were shipmates, out to fight the foe, to keep a wary eye for the Kaiser's warships and his feared U-boats—

stealthy undersea craft, the wolves of the ocean, a generation back. There will be chatting of days in the Grand Fleet, shrouded in mist, somewhere between Scotland and Norway and they scouting for the enemy fleet—the Imperial High Seas Fleet of Germany. There will be a discussion of the navy yesterday—and today—and, maybe—tomorrow.

For Admiral Rodman, the Kentucky, is a bridge between those World War years afloat and today, but his service stretches back to the times of the windjammers—and he will be able to tell the King some tales of them, too. But, in all probability, when Admiral Rodman and King George VI get a moment together, the conversation will turn to that other George that sat recently upon Britain's throne—the fifth George, the father or him who is to be crowned. For Admiral Rodman and King George V were good friends and spent many hours together during their strenuous war days.

And now, it's back to Britain for the admiral, under more peaceful circumstances. He lives here at the Westmoreland Apartment House, 2122

California street. On April 28, he sailed, with Gen. John J. Pershing, World War commander of the A. E. F., from New York on the S. S. President Harding. Gen. Pershing is also representing the American Government at the coronation, as is James W. Gerard, former Ambassador to Germany, who is Special Ambassador on this occasion, and left some time ago for England.

The President Harding was due at Plymouth, England, on May 6. Admiral Rodman proposed to spend some time motoring in the south of England before proceeding on May 9 to London, where he will stay at the Ritz, as one of the official guests of the King.

FOLLOWING the coronation, Admiral Rodman is to stay in London for a time and then witness the review of the British fleet on May 20 at Spithead, off the south coast of England. The admiral's old flagship, the U. S. S. New York, will be in the line of foreign warships, floating the procession of Britain's floating fortresses.

Admiral Rodman is scheduled to return to the United States in the New

York and she is due back around May 30—Memorial day—at Annapolis, Md. Then the New York is to participate in the midshipmen's practice cruise, with the U. S. S. Arkansas and U. S. S. Wyoming. The vessels will visit Germany, Greece and Italy. En route to Kiel the squadron will transit the famous Kiel Canal, the Navy Department announces. The midshipmen will leave Annapolis on June 4. Upon their return to these shores, the latter part of August, the vessels will rehearse and fire short-range battle practice on the southern drill grounds off the Virginia capes.

Commanding the U. S. S. New York is Capt. L. F. Welch, U. S. Navy. Admiral Rodman himself commanded the vessel as a younger officer, prior to his designation as commander of the 6th Battle Squadron of the Grand Fleet during the war. The commander in chief of the Grand Fleet at that time was the late Admiral Sir David Beatty of the Royal Navy of Britain.

One of the worst storms in Admiral Rodman's experience was encountered when a gale overtook the division of American battleships in November, 1917, off the Newfoundland Banks, as

his outfit was en route to the British Isles. The wind was estimated to have reached 120 miles an hour.

The high wind whipped away heavy stanchions, twisted steel plates and ripped off boat davits. The green sea poured over the decks and ships were tossed about like corks. Frequently the wind shifted, making maneuvering the more difficult.

The 28,000-ton New York, flagship of Admiral Rodman, was put to a test, but her makers had builded well and she rode out the gale successfully. As her former commanding officer, the admiral knew her peculiarities. Her commanding officer during the war was the late Capt. Charles F. Hughes, later chief of naval operations, an efficient seaman.

RADIO was forbidden on that cruise of secrecy, so visual signals had to be resorted to. And through the thick weather they were barely visible. Capt. Jonas Ingram, famous football player and coach at the Naval Academy, was Admiral Rodman's flag lieutenant.

The American fleet of battleships reached Scapa Flow on December 7,

1917. They were cheered by Admiral Beatty and the officers and crew of H. M. S. Queen Elizabeth—and other units of the British fleet.

And then the Americans in the North Sea served under Admiral—later Earl—Beatty. Around the Orkney and Shetland Islands, north of Scotland, the American warships, under Admiral Rodman, played hide and seek with Kaiser Wilhelm's U-boats. But the watery battle line extended to Norway and the Skagerrack—and Denmark, with Heligoland occupying a very prominent part in the picture.

For a year Admiral Rodman served in the Grand Fleet and was able to say later that "there was never the slightest friction, petty jealousy, misunderstanding or any serious personal obstacle to overcome."

The American warships adopted the British signal code, visual and otherwise, and even the secret code of the London government was utilized. The American battleships were assigned one of the two fast wings of the battle force and until the end of the conflict held this important position.

At times Admiral Rodman served

under British admirals who were his superiors. At others he was commanding British junior admirals. Doubtless he will meet many of them in London and they will reminisce over their days together during the hectic war time in the drab North Sea—how the American warships became integrated with the British Grand Fleet and operation went smoothly.

Upon one historic occasion during the war, the American squadron was in the vanguard, leading a projected attack on the German high seas fleet, but the seamen of the Fatherland thought better of it and changed position before contact actually was made. And so the American battleships were deprived of the honor of leading the British warships into battle.

PERIODICALLY, the American battleships had brushes with the German U-boats. The flagship New York was rammed on one occasion and her bottom dented and her starboard propeller demolished. On her way into drydock to get repaired, now those erstwhile children are grown—and maybe some of them will be in London or the south of England for the coronation of Britain's King and Queen. With throbbing hearts, running more quickly they will gaze upon the New York—symbol of the Babe of Bethlehem during the dark, dreary war.

The officers of the American Navy received many invitations to stay with the wealthy Britishers during brief periods ashore during the war.

King George V visited the New York many times officially. He made a searching inspection of the vessel, and with the keen eye of a sailor he looked her over and pronounced her in shipshape.

When George V was the Duke of York he was crossing from Halifax to a speedy battle cruiser and went down into the engine room and threw a few shovelfuls of coal into the furnace. Admiral Rodman recalled this during one of the visits of the monarch to the New York and asked if he would do as much for his vessel.

The Emperor of India bowed down like any stoker, and with a brand-new shovel threw some coal into the furnace of the battleship. The "black gang" showed their appreciation of his majesty's democracy by appropriate recognition and displayed his picture on a bulkhead.

Admiral Rodman, over coffee and cigarettes, would entertain the King of England in his cabin when the monarch visited the New York. The Prince of Wales often accompanied him.

THE Queen Elizabeth was Admiral Beatty's flagship, and thither Admiral Rodman went often, to confer with the high-ranking naval authorities of Britain.

When King George first visited aboard, over the New York floated the royal standard of Great Britain. Walking along the deck on that occasion, Admiral Rodman said:

"Your majesty, this is a historic day and a proud one for us, for this is the first time in history that the royal standard of Great Britain has ever flown officially over an American man of war."



Westminster turns on the lights in preparation for the coronation.



Official coronation medal, side bearing likeness of Queen Elizabeth.

New York, but she escaped destruction. Off the coast of Norway, on another occasion, enemy submarines fired at the New York, but deft maneuvering saved the battleship.

In those stirring days the New York and her sister warships plowed their way through heavy seas, with clinging snow, slashing hail and high winds beating down upon her at times. Without lights, the vessels had to maneuver under these trying conditions and navigation was indeed difficult. It was no place for green seamen. Mine fields of the Germans beset their path and they had to keep a wary eye out for these, as well as the tell-tale periscopes of the U-boats, or the bubbling track of the deadly torpedo.

But there was some relaxation. Ashore and afloat some form of athletics was indulged in. Base ball, track meets, fencing, boxing, golf and tennis were on the schedule. Entertainment aboard, movies, small dances, vaudeville and music whiled away some of the dreary hours. The high command realized fully the value of morale—more potent than guns.

THE New York is remembered gratefully in Edinburgh, Scotland. For while overseas she followed out the custom of the American Navy and held open house for poor children at Christmas. When the war was it its height the New York was in Edinburgh. One hundred and twenty-five children, orphaned for the most part by the war, were guests of the officers and enlisted men on the gayly-decked ship. The tots were given presents and entertained royally.

Christmas dinner, with all the trimmings, was served. A special present to the understudied visitors, more welcome than blue bloods. In addition, two shining silver shillings—"two bob"—were given to each child. And now those erstwhile children are grown—and maybe some of them will be in London or the south of England for the coronation of Britain's King and Queen. With throbbing hearts, running more quickly they will gaze upon the New York—symbol of the Babe of Bethlehem during the dark, dreary war.

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HELIUM TAKES NEW ROLES AS AGENT IN SAVING OF LIVES

Rare Gas, Owned Largely by American Government, Has Been Found to Have Great Value in Caisson Disease and Breathing Needs.

By Lucy Salamanca.

THE United States Government has been urged to sell helium at cost for medical use, so important a factor has this natural gas become in saving human lives. Before the House Military Affairs Committee, a few days ago, Dr. Alvin R. Barach of Columbia University testified that he had had to let several patients die because he had been unable to obtain helium, and contributed interesting facts with respect to the value of the gas in treatment of asthma. Dr. Barach stated that, in the last 16 months, he had had five cases "where the heart was stopped, and was revived by the use of helium." Yet helium is so expensive that few persons can afford treatment.

Dr. Barach appeared before the congressional committee in support of a bill providing for the sale of helium at cost, and for repurchase of the gas by a Federal committee. If this bill is passed upon favorably, it will mean that the vast resources now available in the Government plant at Amarillo, Tex., could be utilized to a great extent in medical therapy, and be put to work saving life and health in fields where experimentation is proving this curious element to be highly efficacious.

The United States owns practically all of the available helium in the world, exclusive of that which emanates from the sun's rays or comes directly from the sun itself, and exclusive of small quantities to be found in Canada and Mexico. Helium is produced commercially only in the United States, and the sources of the gas are owned by the Government, the plants deriving it are Government

operated and controlled, and the distribution of the product is in the hands of the Government. Up to June, 1936, the plant at Amarillo, Tex., had turned out 73,350,975 cubic feet since April, 1921, with a production of 4,663,355 cubic feet from July, 1935, to June, 1936, according to testimony offered by the United States Bureau of Mines at the recent hearings.

Of this amount about 25,000 cubic feet have been supplied to the United States Public Health Service, which is co-operating with certain hospitals throughout the country in the medical use of helium. Persistent requests by doctors and hospitals for the gas for medical use indicate a new and growing demand that the Government is making ready to meet.

THE use of helium for medical purposes is practically new in the history of therapy. And the discovery of its importance in this field is the result of extensive experiments conducted by the United States Public Health Service, in co-operation with the Bureau of Mines, extending over a period of years.

The experiments began when Dr. R. R. Sayers, assigned to the Bureau of Mines from the Health Service, began a series of investigations with W. P. Yant, associate chemist of the Bureau of Mines, and J. H. Hildebrand, professor of chemistry of the University of California and consulting chemist of the Bureau of Mines, to study the use of helium-oxygen mixtures in the mitigation of caisson disease.

under compressed air in caisson or diving work, when decompression to normal atmosphere takes place too quickly, and thus the abundance of gases produced by an excess of oxygen in the blood have not had time to escape or disperse, forming nitrogen bubbles. These nitrogen bubbles are especially dangerous if they locate in the brain or spinal cord, where they may give rise to paralysis or death. The formation of such bubbles produces what divers and tunnel workers term "the bends." It was to eradicate this disease, or make it less prevalent, that the United States Public Health Service and the Bureau of Mines began their studies of the effects of helium as a therapeutic agent.

THE United States Navy was also interested in such investigations, for methods of eliminating or mitigating the hazards of diving work were important in connection with salvaging and marine engineering operations. The use of the gas in producing synthetic helium-oxygen atmosphere was given credit for the successful salvaging of the hull of the United States submarine S-51, which was accidentally sunk near Newport by the coastwise steamer City of Rome.

As a testimonial to the work of the scientists of the Bureau of Mines in developing this new safety factor in diving operations, the ship's bell of the ill-fated S-51, salvaged from the depths of the sea, was presented to the Bureau of Mines by the naval commander who had been in charge of the salvaging operations. The bell, retrieved by Chief Torpedoman Francis Smith from a depth of 135 feet, is now mounted in the lobby of the Pittsburgh experiment station of the Bureau of Mines. It is the first tribute to helium as a life saver.

Following the salvaging of the submarine by the use of artificial helium atmosphere, further experiments were conducted upon animals and revealed many interesting facts about the properties of this curious element that pointed to its value in restoring nor-

mal breathing functions to individuals who were suffering from any of the respiratory diseases or acute attacks of any nature retarding breathing operations.

BY COMPARING the solubility of helium and nitrogen, the experimenters discovered that helium was not only possessed of the advantage of lower solubility, but of greater diffusivity than nitrogen. Since it is the nitrogen that is breathed in during compression that is responsible for bubbles forming in the blood, it occurred to the experimenters that such a gas as helium, which was less soluble and diffused more widely, if substituted for the nitrogen, would eliminate the possibility of the diseased condition known as "the bends."

Helium, as the lighter of the two gases, they felt, would diffuse through of the tissues and body fluids more readily than nitrogen. With this in mind, they experimented on white rats, and later on guinea pigs, making comparative tests with helium and with nitrogen. The results of these tests gave relative data that can be applied to men with a fair degree of accuracy. Small animals were found to stand more rapid decompression than man.

The periods of exposure varied from one to five hours, to study the effects of the helium. For the purpose of developing and exaggerating any deleterious effects the same animals were subjected to repeated exposure. Some were later killed and examined for pathological symptoms, and the remainder were observed for several weeks for the development of any unusual symptoms. The tests were conducted in an especially constructed pressure chamber, in which the effect on the subject was the same as in a diving suit under water.

A comparative examination of all results of these tests gave clear evidence that the condition of animals being exposed to the helium-oxygen mixtures was far better than that of animals who had been subjected to nitrogen-oxygen mixtures. It was ascertained from these tests that divers or

Salvage Work and Diving Operations Made More Effective Through Methods Which Utilize Rare Element—Tribute at Bureau of Mines.

men working in tunnels under compressed air could work for longer periods and descend to depths beyond the practical limits with compressed air when a mixture of helium-oxygen, instead of the nitrogen-oxygen of normal atmosphere, was breathed.

THE investigators were then interested in learning how these conclusions might be turned to advantage in other fields of medical therapy. One of the first problems that confronted them was to learn whether this natural gas had any deleterious effects on body tissues. Tests of its physiological effects were carried out. The same animals that had been used in the first tests were used again and were exposed from two to four times for periods varying from one to three hours to a pressure of 10 atmospheres. These tests were all conducted within a period of three to seven days. The animals were then killed for pathological examination. One case showed degeneration of one kidney and spots on the liver—findings not uncommon in guinea pigs. The remainder were found to be apparently normal. Four other guinea pigs were exposed on eight consecutive days to a helium-oxygen mixture at 10 atmospheres' pressure for one hour, and decompressed in 25 minutes. These animals were observed for four weeks, with no apparent effects or symptoms.

To ascertain if any discomfort would be occasioned the human being by breathing helium, the gas was inhaled by several of the investigators for periods up to two hours. There was no noticeable effect, except a temporary rise in the pitch of the voice.

The gas was found to be as agreeable and pleasant as normal air. The peculiar properties of helium gas and their effect upon the human body have been turned to account by physicians everywhere, and there is a growing tendency to rely upon this element in cases where the patient experiences difficulty in breathing the ordinary atmosphere of nitrogen and oxygen. Patients who, because of asthmatic or other respiratory diseases, cannot inhale or physiologically consume ordinary atmosphere to retain the spark of life, have been found to respond with almost miraculous ease to the properties of helium-oxygen atmosphere.

One of the greatest drawbacks to the use of the gas as a therapeutic agent has been, heretofore, its great expense. But whereas in 1917, when helium first became important as a gas to be used as a lifting medium for balloons and airships, it was selling in small quantities at the rate of \$2,500 per cubic foot, it is now produced at the Bureau of Mines Amarillo helium plant in millions of cubic feet, with operating costs of less than 1 cent per cubic foot.

China Turns to Ancients.

CHINA, no stranger to famine, has decided to go back hundreds of years to the days of the ever-normal granary and will establish a system of nation-wide storage pools which will have a capacity of 400,000,000 bushels of grain.

For several years the government has been studying the problem of developing ample stocks of millet, rice, wheat and kaoling. Details are still to be perfected.