



H C N fumigation

—will surely kill moths, beetles or any insects in upholstered furniture, rugs, mattresses, etc. The fumigation can be done overnight and the furniture returned the next day.

Mothproofing, rug cleaning.

Security Storage

1140 FIFTEENTH ST.

A SAFE DEPOSITORY FOR 40 YEARS

C. A. ASPINWALL, PRESIDENT



LILY POOLS

—rock gardens, get our estimate and plan of all kinds of EVERGREENS, etc. All work guaranteed.

HYATTSTVILLE NURSERY

28 Oakwood Rd. Hyattsville

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NAVY TO TEST BELL

ABLE TO SAVE 18
New Device Will Be Tried Out
on Fatal S-4 at Early
Date.

(Continued From Page One.)

substitute for the "lung," which will remain the primary escape contrivance for American submarines. It will be used in emergencies where use of the lung is impracticable. Such contingencies are when the water is too cold for safe escape by means of the "lung" or when members of the crew of the disabled vessel are too weak from gas poisoning or injuries to help themselves. The new rescue chamber, it is thought, might have effected the release of the men trapped in the ill-fated British submarine *Posedon*, sunk recently in the China Sea. Had it been in existence at the time of the S-4 disaster, too, serious loss of life probably would have been averted. As in the case of the "lung," which was the invention of American naval experts, the Government will make no attempt to keep the design of the new apparatus secret. Under this policy the rescue chamber undoubtedly will be made available to other navies.

Tests at 100 Feet.
In the tests with the S-4 at New London the chamber will be tried out at depths of 100 feet or more, with conditions simulating those of an actual disaster. The deep sea experiments will follow immediately after several preliminary tests to begin June 22 at the New York navy yard. Experiments with three previous types of bells were conducted at Key West during the winter of 1930, with varying degrees of success. As a result of those tests the three types were abandoned in favor of the new design, which has been developed in the bureau of construction and repair of the Navy Department under direct supervision of Lieut. Comdr. Allen R. McCann. Because of McCann's intensive work in designing it, the rescue chamber has been referred to as the "McCann bell," but McCann modestly declines to accept credit for its invention. He declares it is "a bureau development," to which a number of persons have contributed valuable ideas and advice. Technical details of construction were handled by Lieut. Comdr. J. W. Page of the Naval Construction Corps.

Fear-Shaped Chamber.
The bell as now evolved is a large, pear-shaped chamber of steel, self-contained air motors for drawing it to the deck of a submarine by means of a steel cable, previously hooked to an eye on the hatch of the sunken craft by a diver. It is operated by a crew of two men, who stay in an air-tight upper compartment. The air is supplied and light and telephone services through cables from a tender. The narrow, lower half of the bell is open to the sea. When the bell is drawn flush against the deck and around the hatch of the submarine, a rubber gasket presses tightly against a circular steel plate around the hatch and completes a seal. The water in the lower part of the chamber then is expelled, making of the chamber a huge "vacuum cup" which is held rigidly to the deck by the pressure of the water outside. In case the submarine is listing badly the bell may be clamped down with bolts.

With the lower compartment empty of water, it is possible then for those in the upper section to open a water-tight hatch, descend to the deck of the submarine, open the hatch of the vessel and allow the submarine crew to enter the bell. The number of men who can be rescued at each trip is governed only by the space limitations of the upper chamber. It is estimated about 20 men, including the crew of the bell, can crowd into this chamber if necessary.

Ascent Is Regulated.
With the rescued men safe in the upper compartment the operators of the bell have only to replace the submarine hatch cover, reflood the lower compartment by the turn of a lever, and the buoyancy of the bell causes it to break away and rise to the surface. The speed of ascent may be retarded by a "braking clutch," connected with the cable hooked to the submarine.

Water ballast equal to the weight of each man taken aboard the bell is emptied before the ascent, to compensate for the added weight. The ballast is carried in large cans, each containing 80 pounds of water, and is discharged by the simple process of dumping the contents of the cans into the lower chamber before the latter is sealed off and refilled with water.

On reaching the surface the chamber is hauled partly out of the water by a crane, small hatch on top is opened and the rescued men are taken aboard the tender. The bell then may return immediately for another load of passengers.

Throughout its journey to the bottom and back the men in the bell are in constant telephonic communication with the tender by means of a battery-operated telephone system. High-powered searchlights are used to illuminate the murky depths of the ocean.

If obstructions, such as radio antennae or other deck equipment, block the path of the bell, it will be possible to raise the pressure inside the chamber to that of the sea, expel the water from the lower compartment and descend to the mouth of the bell with a hack-saw, sledge or crow-bar to clear away the obstacle. Such pressure, although extremely uncomfortable, is no more dangerous than that sustained by a diver at similar depths.

The novelty of the new design is that the bell is controlled from within, is buoyant enough to swing independently of the motion of the tender on the surface, and is stable at all stages of descent.

Other types tried out at Key West lacked one or more of these attributes.

Old Type Abandoned.
The first bell tested by the Navy after the S-4 tragedy was a non-buoyant steel cylinder fitted with three hand-operated winches to which were connected three light anchors. The anchors were dropped at opposite sides of the submarine and used to center the bell over the submerged vessel's hatch. Contact with the S-4 was achieved in the trials after much difficulty, due to pitching the surface vessel, and the type finally was abandoned.

The second bell consisted of a pressure-proof steel shell designed to be hauled down to the stricken submarine by a buoy line released by the sub's crew and reeled in by a hand crank within the submarine. It was found that the exertion necessary to haul the bell down was exhausting to the submarine crew and required a number of relief shifts. If only a few men were alive, it would have been a tremendous task to reel the bell down. Conservation of physical energy is essential in such emergencies, and the bell was abandoned as impractical.

The third device was somewhat like the type eventually approved, except that it was not divided into two compartments. Since the mouth was open to the sea, it was necessary to keep the pressure within equal to that of the sea. This bell proved devastatingly unstable near the surface.

It tipped and bobbed about, spilling bubbles of compressed air out of the mouth and threatening the lives of the men experimenting with it. After the bell reached quieter depths, however, no trouble was had in centering it over the hatch and completing the "rescue." This type required a rather elaborate "seat" of special construction around the hatch of a submarine.

New Bell Costs \$10,000.
The new rescue chamber can be constructed for \$10,000 or less and requires but minor alterations to the hatches of the Navy's submarines. The only changes would be a flat steel plate around the hatches, so that the rubber gasket of the chamber will seat smoothly, and a few small eyes to which the bell could be clamped when special conditions necessitate.

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Submarine Rescue of the Future Pictured



This is an artist's conception of how one of the Navy's new submarine rescue chambers would look in operation. The side of the bell is cut out to show method of entering chamber from disabled submarine. The drawing is based on official blue prints.

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FLEMING APPEALS

FOR ISLAND HELP
201,000 Porto Rican Children
Slowly Starving, He Says
in Plea.

Due to a critical condition now existing in Porto Rico, Robert V. Fleming, president of the Riggs National Bank and treasurer of the Washington division of the Porto Rico Child-Feeding Committee, yesterday issued an appeal for funds to help feed 201,000 children seriously undernourished and "many slowly starving."

The Washington division is asking for generous co-operation of all those interested in the well-being of children to help save the undernourished, stunted and often diseased school children of this Nation's island possession. The division asserted thousands of these unfortunate have been subsisting on a single meal a day.

Over 200,000 Hungry.
President Hoover recently had a survey made under the personal direction of Dr. J. S. Crumline of the American Health Association, and it showed almost a quarter of a million children are suffering from malnutrition. Forty-two thousand of them, the survey showed, were being fed one meal a day, at a cost of \$10 per child for the school year.

Mr. Fleming in his appeal pointed out that President Hoover has asserted that "this is an American job," and the treasurer added that "our country would not permit any other to step in and help them. Yet they suffer. May we have an early response from you?" Other members of the Washington group explained yesterday that while the devastating hurricane of 1928, causing property damage of \$100,000,000, focused Nation-wide attention upon the condition of children and funds were raised to meet the emergency, it soon became apparent that malnutrition was of long standing and that children must be fed if a constructive health program was to be carried out against the menacing amount of disease reduced.

Feeding Part of Program.
This feeding is a part of the unified endeavor to cover a period of six years—fighting tropical diseases, teaching public health, establishing hospitals and clinics and reconstruction work, with several recognized agencies co-operating and Gov. Theodore Roosevelt directing it.

Gov. Roosevelt in a recent Nation-wide appeal declared that "these Porto Rican people are worthy of every help we can give them. They are intelligent, industrious and loyal American citizens, but have been the victims of poverty and disease. We are working out a practical program of recovery, but in the meantime we cannot refuse food to the children, when so many of them are desperately hungry and sick."

FOSSIL BEAST'S MODEL
IS DIFFICULT CARGO
Hump Has to Be Cut Off and Tires of Truck Deflated to Get Under Bridge.

By the Associated Press.
CHICAGO, June 13.—The driver of an automobile truck got back home in Chicago from New York Thursday with a life-sized model of a titanotherium, the last one of which scientists say died about 30,000,000 years ago.

He reported that he had to cut off the big fellow's hump and let the air out of the tires of his car in order to get underneath some of the bridges on the overland trip, which ended at the Field Museum. Prof. Elmer S. Riggs, associate curator of paleontology at the museum, said the beast was something like an elephant and something like a rhinoceros and used to skip about in Nebraska and the Dakotas.

The chamber is designed to operate at a depth of 400 feet and will have been tested to a depth of 600 feet before being issued for general use, Comdr. McCann stated.

"We have every reason to believe the rescue chamber will be a complete success," Comdr. McCann declared yesterday. "We think we have taken care of every possible contingency and we are looking forward to the New London tests with considerable confidence."

Grocers Attention
We have a splendid used meat or vegetable display case for sale at reasonable price. Suitable for ice or electric refrigeration.

Domestic Service Corp.
1706 Conn. Ave. N.W.

On Sale Monday, Tuesday and Wednesday Only
Special attention to phone orders. Special delivery service has been arranged.

GUDE'S GARDEN SHOP
A. GUDE SONS CO. District 5784
747 14th St. N.W.

NOTICE
To the Public

This Sunday, June 14th, the CAPITOL GASOLINE STATION will be closed to make room for the new Botanical Gardens which will occupy its site. During the past thirteen years of its existence pretty nearly every Washingtonian with an automobile has been serviced at this station and its remarkable success has been due to the splendid patronage you have given us in the past, and for which we take this opportunity to most heartily thank you. We trust in the near future to be favored with your patronage again in some other location.

Capitol Gasoline Station
1st and Maryland Ave. S.W.

SALE
White Gold Filled Frames
\$2.75
regularly \$5
50c a week

New, graceful, sturdy frames. They keep your lenses in perfect adjustment. Be fitted tomorrow—we will put your old lenses in free.

Castelberg's
1004 F St. N.W.

SALE
White Gold Filled Frames
\$2.75
regularly \$5
50c a week

New, graceful, sturdy frames. They keep your lenses in perfect adjustment. Be fitted tomorrow—we will put your old lenses in free.

MAN POSING AS GIBBONS

FINED IN CAMDEN, N. J.
Wearing of Patch Over Wrong Eye
Leads to Arrest of Los Angeles Resident.

By the Associated Press.
CAMDEN, N. J., June 13.—A fine of \$100 or three months' imprisonment was imposed today on the young man arrested here yesterday charged with posing as Floyd Gibbons, the former war correspondent.

The prisoner, who gave his name as Henry McMillan Luciwitz of Los Angeles, was arrested when it was noticed that he wore a patch over his right eye, whereas Gibbons wears one over the left eye.

Luciwitz told police he had stayed at New York hotels under the name of Gibbons and flew here yesterday from the Newark Airport under the former war correspondent's name. The airport management is still waiting for \$90 for the hire of the plane.

NEW YORKER GIVES BOND
ON CHARGE OF BIGAMY
California Society Woman Asserts
He married Her Without Obtaining Divorce.

By the Associated Press.
SAN FRANCISCO, June 13.—Thorn-ton Lothrop Motley, 30, prominent New Yorker, was free on \$1,000 bail yesterday on charges of bigamy lodged against him by Mrs. Yvonne Corrine Pollon Motley.

Mrs. Motley, herself prominent in California society, charged her husband, whom she married here August 18, 1930, never had been divorced from his first wife, Mrs. Anabel Parker Motley of New York.

Motley, until recently, was connected with a brokerage house here. His father was a figure of Wall Street until his death about a year ago.

SALTZ BROTHERS' ENGLISH SHOP FOR MEN
A SALE OF
1200 Pairs Men's
\$1.00 Silk Hose
55c
(6 Pairs for \$3.00)

Pure Silk with Lisle Heel and Toe.
Every pair is of perfect quality. Made by one of America's finest mills. In neat stripes, checks, panel and other designs.

Size 9½ to 12.
Every Man Will Want at Least 12 Pairs.

SALTZ BROTHERS
1341 F STREET N.W.

WRECKING!

A View of the Capitol Gasoline Station at 1st and Maryland Avenue Southwest

Monday morning we start wrecking the buildings, etc., on this job. Carefully dismantled equipment and fixtures and materials from this operation to be sold at GIVE-AWAY PRICES.

200 BUILDINGS
Including Warehouses, Hotels, Office Buildings, etc.
3 City Blocks, Bounded by Pennsylvania Avenue, 9th, 10th and B Streets

Materials from This Vast Operation Being Offered at Sacrifice Prices for Quick Disposal—We Only Have a Limited Time in Which to Sell All Fixtures, Lumber, Brick, Etc.

BRICK
Handmade Brick
\$4.50
Per Thousand

LUMBER
Electric Elevators
Complete, each \$100
Bank Vault Doors with Time Locks. Also safe deposit boxes and steel warehouse doors, size