

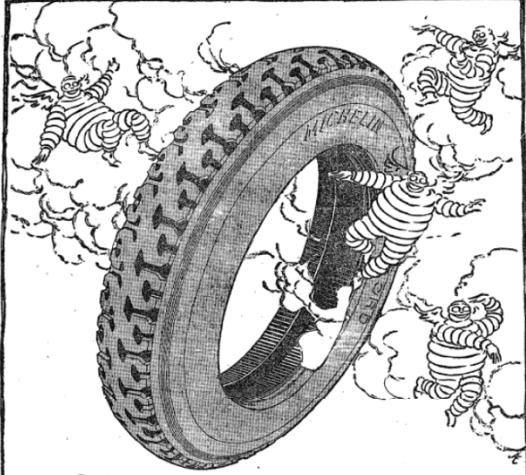
APRIL, 1925

up late - write. Boys call - deliver -
Cop. return - out to cinema **SUN.**
Wynn. Andersons - Scotch **19**
Bakery - 5c lo. All 50% less -
Expense - write future

1925-2025

UN AN AVEC HOWARD PHILLIPS LOVECRAFT

#107 | 19 AVRIL 1925



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[1925, dimanche 19 avril]

Up late — write — Boys call — dinner — Boys return — out to cinema
Magn. Ambersons — Scotch Bakery — SL lv. RK & GK home —
disperse — write & retire.

Levé tard. Écrit. Arrivée des Boys, on déjeune puis ils repartent. On va au cinéma voir The Magnificent Ambersons. Soir Boulangerie Écossaise. Loveman repart, Kleiner et Kirk chez moi, puis s'en vont. Écrit, puis couché.

Prix Pulitzer en 1919, *The Magnificent Ambersons* est un roman paru en 1918, grand succès comme tous ces livres touchant à l'épopée individuelle et familiale de l'Amérique. De cette adaptation filmique de 1925 (sous le titre *Pampered Youth*), un enfant de 15 ans cette année-là en fera en 1942 son deuxième film : Orson Welles. Ce qui manque, à nouveau, c'est le commentaire oral que Lovecraft n'a pas dû manquer de déverser sur son ami Frank Belknap Long, de sa voix pointue, tout au long du retour dans Manhattan. Et le *New York Times* de ce dimanche contribue à sa façon à cette épopée de la maison individuelle américaine...

New York Times, 19 avril 1925. Le conducteur du métro aérien ligne L direction Brooklyn dit : « Un de ces jours, je m'achèterai une maison 50 dollars et je m'installerais... — Il faudra que tu m'expliques ça, dit le passager... — Et je devrai emprunter 30... » Le conducteur explique : « Tu vois tous ces wagons ? Quand ils sont fichus la compagnie les revend au personnel pour 50 dollars. À toi de les remorquer, et si tes mains sont à l'aise avec un marteau et une scie, à toi ton bungalow... » Bill Balcom a été l'inspiration pour nombre d'entre eux. Actuellement conducteur sur la ligne Interborough, il avait transporté voici quelques années un wagon de marchandise sur la 133ème rue. D'abord il l'a utilisé comme simple rangement dans sa cour, puis cuisine d'été. Pendant la guerre, il a équipé de marches, de sièges, pour les installations du gouvernement à Hog Island. Mais la paix est revenue, et le wagon était toujours là. À côté, il y avait un wagon de métro aérien, vidé de ses équipements. Un jour, Bill Balcom et un ami plaisantaient à propos des wagons : « Il y tiendrait un appartement, là-dedans... » Les habitants de l'immeuble où vivait Balcom venaient de recevoir un avis d'expropriation pour la construction d'une école. Il aurait bientôt à chercher un toit : « Et je venais de le trouver, dit-il ». Il a négocié avec Interborough, puis avec les transporteurs. On conclut sur 50 dollars pour le premier wagon et 35 pour le deuxième. Le transport s'élèverait à 80 dollars. Ça a été « un fichu boulot », il peut le dire, pour dégager les wagons de leurs essieux, les sortir des voies et les remorquer jusqu'à sa parcelle dans le Bronx. Et tous les passants s'arrêtaient regarder le convoi, pour lequel

on avait stoppé pendant une heure la circulation. Finalement les deux wagons furent posés à même l'excavation qu'avait préparée Balcom, qui put se mettre au travail. Un an et demi plus tard, une famille de quatre personnes emménageait dans les deux wagons, devenus une maison de huit pièces. À la jonction des deux wagons, on aperçoit encore un peu d'acier rouge. Le reste a été recouvert de stuc, et il a construit des chambres en étage sur le toit, tandis que le pignon est aménagé en véranda faite des anciennes portes du wagon, avec une table basse dont le plateau de verre est venu de France il y a 42 ans, dit-il avec fierté. Les deux wagons ont été placés côté à côté dans le sens de la longueur, les parois mitoyennes enlevées et les séparations transversales établies pour créer trois pièces. La maison de Bill Balcom est devenue un lieu connu de pèlerinage pour ses amis et collègues. « Bill, comment on fait pour acheter deux wagons ? », c'est en général leur première question après la visite. « Tu es sûr que t'arriveras à mener le boulot jusqu'au bout ? », répond Bill. Ce qui généralement refroidit les enthousiasmes.

WORN-OUT ELEVATED CARS MAKE COMFORTABLE HOMES

SAID the Brooklyn "L" conductor. "Some day I'm going to buy me a house for \$50 and settle down."

"How about letting me in on that?" suggested the passenger. "I think I could raise \$50."

The conductor explained. "See all these elevated cars? Well, some day they will wear out. Then the company will sell them to the men for \$50 apiece. They can haul them off, and if they are handy with hammer and saw they've got their bungalow."

Bill Balcom has been an inspiration to many of the men. He is a motorman now on the Interborough lines, but several years ago he ran a work train in and out of the 113d Street yards. There had been a sample car in the yards, used as sort of an office. During the war it was fitted up with steps, seats and things for the Government to use at Hog Island. But peace came too soon for it to fill its mission, and the car continued to sit. Near by was a condemned wooden elevated car, from which the fittings had been removed.

Happy Thought.

One day Bill Balcom and another man were poking around in the cars. "Lots of room in here," Bill remarked; thereupon an idea was conceived. The land on which Balcom's home stood had been requisitioned for a school. Before long he would have to seek a new roof. "Here it is," Balcom thought.

He dickered with the Interborough, then with haulage agencies. A bargain was struck—\$50 for one car and \$35 for the other. Their transportation would come to \$81.

It was "some job," he can tell you, to get those cars off their wheels and off the tracks and on to the elongated drays that a motor truck was to haul

out to his twenty-five-foot lot in the Bronx. As the equipage moved along the streets, people stopped to look. Traffic was held up an hour at one point on the Boston Post Road. But the kindly policeman merely turned his back with the remark: "You are more to be pitied than censured."

Finally the two cars were dumped on the street in front of the excavation Balcom had already dug. Teams were used to swing the cars into position. Then Balcom proceeded alone. A year and a half ago his family of four moved into the cars, now to all appearances a neat little eight-room bungalow.

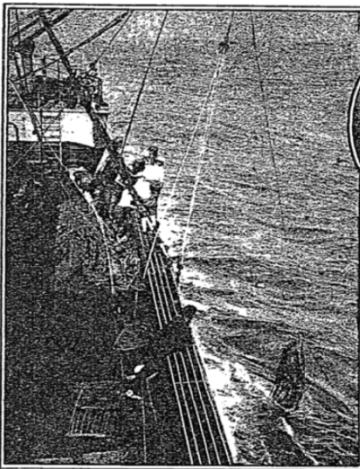
A Model Home.

As one passes down the collar steps, where the two cars were joined, he may notice a bit of the bulging outside of an old rd car. The rest of the exteriors have been concealed with stucco. On top is a gable roof that covers two rooms built over the cars. On the front is a sun-parlor made of old doors, the plate glass of which came from France, the owner proudly points out, forty-two years ago.

Mr. Balcom had the cars placed about four feet apart, with their long sides parallel. He took off the side of one and built an extension to connect them. Then he partitioned each into three rooms.

Bill Balcom's car house is a point of pilgrimage for his friends and fellow-workmen. "How about helping me to get a couple of cars?" is usually their response after inspection.

"Do you think you could swing the job of putting them in shape?" Mr. Balcom challenges. And his details usually dampen enthusiasm.



A Near Tragedy—Quick Action in Stopping the Engines Saved the Tangled Trawls From Ruin.

Folks are not unused until about six years ago. There is nothing very surprising in this; it was taken for granted that no creatures could exist on a region without the light of the sun, and when the sun was without which life was presumed to be impossible. It was also known that at a mile-depth the pressure of the water amounted to a ton to the square inch, and what conceivable animal could withstand that? Considering that no one had undertaken difficult researches which, they were quite sure, must be useless.

New Species Found

But in 1910 a cable in the Mediterranean, laid at a depth of more than 6,000 feet broke, and when it was recovered to be repaired it was found to be encrusted with living creatures. Fortunately all the pieces of cable were sent to a scientist, who found the animals to be new species.

Thus began the certain impetus to the organization of oceanographic expeditions, and the wonderful results achieved by scientists of every nation. In this connection the Challenger, the Tullyman and the Albatross, and the life-long devotion of the Prince of Monaco to this branch of science, have participated in hundreds of publications which, voluminous as they are, represent the meager fraction of knowledge concerning the wonders of the deep.

The difficulties that confront the would-be explorer in the cold, dark, bottomless sea are great. Immensity of being, so constructed that they could not breathe our dense atmosphere and with eyes that were unable to penetrate the mists in which they exist, impel them to inhabit a region above the clouds, and endow them with a consuming curiosity of form, function and our manner of life. They would reinforce construct some sort of shipshape in which to sail above sea, and with grappling and dragging they would sweep up the vast areas of the ocean from which they would endeavor to piece out some picture of our customs and habits. And as they might surmise their first invasions over a completely uninhabited desert, and then for a long time it would be generally accepted that there was no life on the earth. Some-

per cent and eight of lost boats in New York and secure a heterogeneous collection from which he might or might not make some correct deductions.

This absurd idea really gives a conception of the difficulty to be overcome. The fragments, minute and broken, must be slowly and patiently pieced together if any reasonable picture of the creature is to be had.

Any animal from the actual abysses is bound to be distorted at the time it has undergone the devastating changes of the pressure, perhaps out of its normal habitat to our thin air. And this takes no account of the damage that can be done to the animals by means that are necessary, however, to capture them.

On the whole, it is astonishing that a deep-sea haul is ever successful. The accidents that can befall the men, the great and all too frequent like a simple matter when trawls and trawls are often taken off, but a thousand times can happen and the belts, blocks, winches and levers that are necessary to sound such or more time taken to raise

long, dredging and trawling. And to any machinery on dry land the added handicap of a ship that must be while running, the hauling of the trawling nets and then jerking these taut with the whole weight of her 3,000 tons, and the possibilities of the machinery being annihilated.

In making one of our first hauls the cable became entangled many fathoms below in the most dangerous way that no one could conceive or explain, and when the sloop pulled in the great wide-mouthed trawl drawn from a depth of 3,000 fathoms a most surprising kind of valuable cable appeared at the surface before our horrified eyes. The quick thinking and expert work of the crew, the captain, the engineer, and the boatswain and crew, averted a serious accident and the loss of trawl.

That night, we were feeling rather depressed, when some one had the bright idea of looking up the numbers that other expeditions had experienced. The result of this calculation, we read, of experts in this work who chronicled day after day the accidents in it and the fathoms of cable: "Dredge caught on rock, torn in half and lost 10 fathoms"; "Dredge caught on submerged wire brush"; "value of trawl lost, fifty fathoms". The effect on our spirits was remarkable. At once we felt better, and spent the evening happily reading of the vastly greater misfortunes that better men than had suffered.

Necessary Preparation

The failure of these expeditions is rarely considered in the uninitiated. The various pieces of apparatus must be slowly and carefully lowered into these great depths and lowered again with equal care. A large after-trawl is usually left out for two or three hours, and at least an hour must be taken to lower it to the surface, the men being exhausted.

The color depends to a large extent on the depth from which they are taken. There is the coloration

of the surface, the sounding, "the bottom, millions of slender, arrow-like, weird, abominable, apparently named Nautilites, and queer colonial Siphonophores forming aggregations, in which such organism has its special duty to perform. There are the fish, however, elsewhere, due to the absence of red rays, this color must appear black to the denizens. In this depth all the denizens are red, red, red, as their dominant color, such as wonderful scarlet crustaceans and orange and white fish, so that they that except for the red, tinged with red they are invisible. At the greatest depth black predominates in the mind of the inhabitants. And here we have that greatest riddle, according to our standards of normality.

Strange Creatures

From this zone we have taken scores of beautiful little cyclophones in a single haul. These small fish have jaws reminiscent of those of the piranha, but they are not so strong, so ferocious, so sharp, so that they can unjoint the lower jaw at will, in order to swallow disproportionately large prey. The interior of the mouth is lined with rows of luminous photophores, so that presumably the gaping orifice of the devouring fish is rendered attractive to its attractive victim!

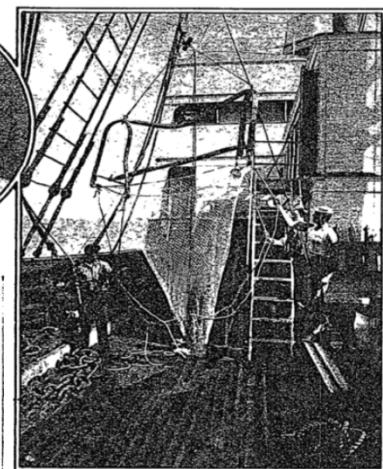
Another spectacular dweller in the depths is argyropelus, the silver fish, a silvery fish with a long, slender body and a strange, telescopic eye, a profile like a Pekingese. His large scales flash with lovely reflections of silver and blue, and there are symmetrical groups of photophores along his sides which can dim or brighten.

Here are found the pharynx fishes, a most different species, more or less like a shark, but such that they seem to consist entirely of mouth and tail. There is one fish that can swallow another fish considerably larger than itself, by means of a distensible stomach, which is quite transparent, so that its prey, whole and apparently undamaged, may be seen from the outside through a show window. There is an eel-like fish whose tremendous elongated jaws flare away from each other, and the possibility of meeting, and after that drags a luminous globe before his mouth at



Dr. Beebe and His Aids Examining a Haul of Mid-Atlantic Sponges.

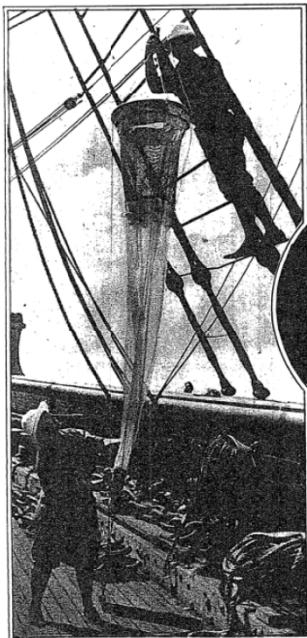
(Continued on Page 20)



A Six-Foot Dredge Just Up From a Three-Mile Dive to the Ocean's Bottom.



"HANDS ACROSS THE SEA" FROM PITTSBURGH: WILLIAM BEEBE and the Crew of the Arcturus Turn In a Sardine Net They're Hauling in the Sargasso Sea, the "Squid Hole" of the Mid-Atlantic. (Times Wide World Photo.)

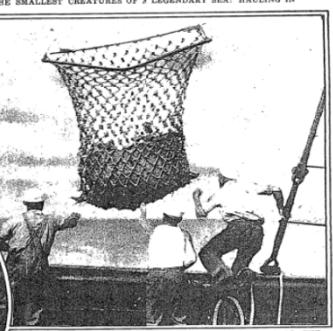
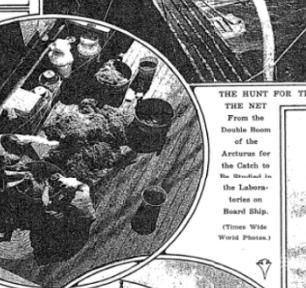


SORTING SEAWEED OF THE SARGASSO SEA ON THE MAIN DECK OF THE ARCTURUS. (Times Wide World Photo.)

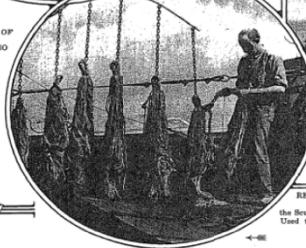
A BIG NET FOR LITTLE FISH: HALF-METER PLATES OF NEW YORK FOR CAPTURING THE SQUID MANTIS LIFE OF THE SARGASSO SEA, HAULED ABOARD THE ARCTURUS BY MR. AND MRS. C. J. FISH. (Times Wide World Photo.)



THE HUNT FOR THE SMALLEST CREATURES OF A LEGENDARY SEA: HAULING IN THE NET. From the Double Room of the Arcturus for the Catch to Be Strained in the Laboratories on Board Ship. (Times Wide World Photo.)



THE LATEST NEWS FROM ATLANTIS: HAULING ABOARD THE ROPE A CALICO DREDGE. With Its Load of Specimens Midway Between Africa and America, Where the Members of the Deep Sea Oceanographic Expedition of the New York Zoological Society Read the Secrets of the Coral Banks. DWIGHT FRANCIS TURNER, WHOSE SCULPTURE IS SHOWN, WAS ONE OF THE SCIENTISTS WHOSE DREDGES DRAINED THE OCEAN DEPTHS. (Times Wide World Photo.)



*This is
Marie Antoinette
riding to her death*



DO YOU KNOW her tragic story? How the once beautiful queen of France, broken and humbled, her beauty gone, was jostled through the bloody streets of Paris to the guillotine? Have you ever read what Edmund Burke wrote about the French Revolution—one of the great, fascinating books that have made their mark on history?

Out of all the millions of books in the world there are a few, and only a few, so great that they will never die. These are the books that every intelligent person *must* know.

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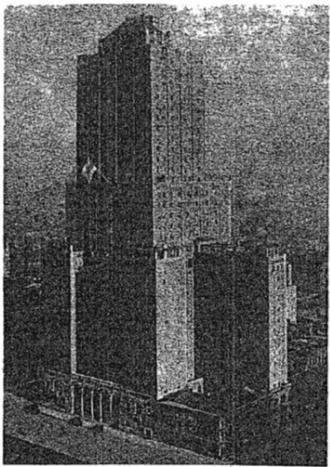
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The Tallest Domicile in New York, the Shelton Hotel.

By ORBICK JOHNS

For the first time in history the architects of all civilized countries are to bring together their work in a single exposition of scope and importance has ever before been attempted. Appropriately, this first exposition in which the leaders of the New World are to meet on equal ground with those of the Old World is to be held here. It opens tomorrow at Grand Central Station, and will continue to the 26th of May.

Perhaps the most striking fact about the exhibit is the way in which this unprecedented recognition of American design is accepted by the world. There is also a traditional French, authority, or Brahmin conservatism, of foreign nations, that is not avoided. With the utmost frankness and unconcern the American designers have invited their professional brethren of Europe to a friendly ride in our民主制.

Europe Watches Us

The exposition is officially known as the Architectural and Allied Arts Exposition. New York is the fitting scene of the meeting, not alone because the eyes of Europe's architects are on the structural exhibition of the American school, but experts agree, that the most significant new things have been done in the building art, in industrial design, and architecture in the achievements of America's future has never before been so profoundly roused. There is vivid and intense interest to what our designers will do next.

One reason for this interest is that Europe is still suffering the day of industrialization, the problems of which we are in the thick of solving.

Our experience and example in high industrial factories, in the accommodation of congested cities, and the

reform of the structures and standards of American life. Sensationalism and excessiveness are a strain of the past. Simplicity, strength, freedom are the characteristics of today's designers, and the results in practice point to a genuinely new era.

In addition to the splendid international architectural exhibition, the exposition will give each part of the country a chance to show its best to others. The style of Southern California will rub elbows with that of Maine. This will be one of the most interesting parts of the exhibition, for the reason that it will direct attention to the cause of differences in national architecture.

American homes present commercial variety, whereas American commercial and industrial building is definitely a matter of taste. We have throughout the same taste throughout the land; and architects are watching the phase of comparison. The American who will be interested in how far we have come in evolving national characteristics

ARCHITECTURE TURNS TO GENIUS OF AMERICA

World's Building Designers Here to Study Our Contributions in Progress of Their Art

that run through the group of States. Interest attaches also to what is being done in the field of the very small, the field of the house. The Small House Service Bureau of the Institute to encourage Jerry-building. This bureau supplies plans embodying the best of American talent in the country at low cost.

Discussing the question of larger dwellings, James J. Hill, the architect in charge of erecting, the delegates, said:

"The American home has lagged far behind our great city structures in simplicity and national expression. In the field of large building powerful and commanding, but about a certain unity of purpose and practice. Economic conditions, the cost of labor, big business, city laws and requirements tend to similarity throughout the country, and these have produced a well-defined style. There is, however, even a certain 'opinion' as to what is architecturally good among business men."

"The home builder, on the other hand, has few clear ideas, as a rule, but has something in a friend, house he has built, or by some other fair or fancy and wants his house to conform to it. The architect, however, can tell him that this particular notion is unusual to his conditions and personal taste. He is nervous, impulsive or even ugly, but such architects are likely to make little impression on the owner, who is not guided by fundamental principles. Let me assure you that our home architecture is wildly heterogeneous."

Sound Style Needed

"I don't refer to differences produced by climate, accessibility to material, local conditions, etc. These are perfectly legitimate factors. There are perfectly legitimate reasons for a certain amount of variety. The trouble lies in a 'lack of sound principles' that are not based on which you cannot have architectural style. Casualness becomes the rule. Take our schools as an example of improvement in this direction. We have evolved a common agreement and common sense about school design. We have not, however, now a high school anywhere that looks like a high school wherever you find it. Our college groups, in the main, still offer a hodge-podge of styles of no style."

"The sectional exhibits will enable those who are interested in these reforms to study more houses instead of a few belonging to their acquaintances, and it will be possible for the layman to absorb a few sound notions of style."

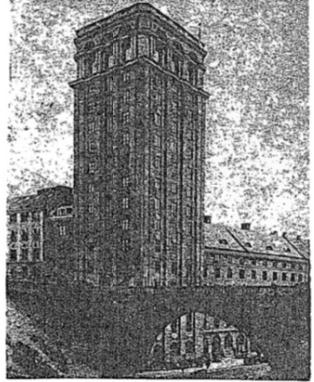
That point of this great exhibition, it

ought to give tremendous stimulus and direction to public thought. The point is that we should not have to go to Europe to every year. In Paris they have the International Building and Cross & Cross, and the Standard Oil Building, by Carrere & Hastings. Mr. Bossom, chairman of the American Delegates Committee, was struck by the signs of fresh architectural inspiration abroad since the war.

"The interest that foreign architects are showing in this exhibition is

Hermon, the Bush Terminal Building, by Harvey W. Corbett; the Chicago Tribune Building, by Raymond M. Hood; the American Financial Building, by Cross & Cross; and the Standard Oil Building, by Carrere & Hastings. Mr. Bossom, chairman of the American Delegates Committee, was struck by the signs of fresh architectural inspiration abroad since the war.

"At present, therefore, only in the



The Highest Office Building in Europe, "King's Tower," in Stockholm.

style of our large-scale architecture can we stand comparison with Europe, where the principles are more generally understood in all lines of architecture and where architectural opinion is alert."

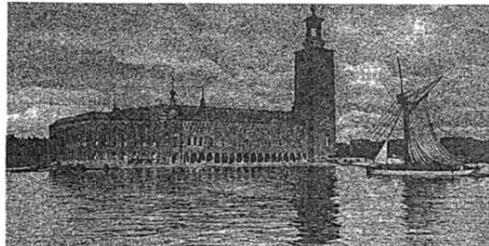
Alfred C. Morris, New York architect, has been making a special study of the new architecture of Europe, examples of which will be exhibited, along with models of such famous buildings as the Louvre, designed by Alfred Loomis

graffiting," said Mr. Bossom. "Delegates from all over the world will be present with comprehensive exhibits of work, and both Canada and Mexico will be represented. This eager cooperation is understandable when we consider that there is an architecture that is sweeping through certain parts of Europe. Spain and the Balkans, for instance, are producing new ideas in art. A swath could be cut down through Central Europe, Poland, Czechoslovakia and Yugoslavia, the length of which we should find really great things being accomplished."

Genius Abroad

"When the Chicago Tribune Building turned the world to a competition for the most beautiful tower, the second prize was obtained by Eliel Saarinen of Finland, with one of the finest architectural concepts. In centralizing his model, first in his studio Mr. Saarinen evolved a type of design that would substantially conform to the Chicago zoning laws. He did it by a process of logic and reasoning from fundamental principles."

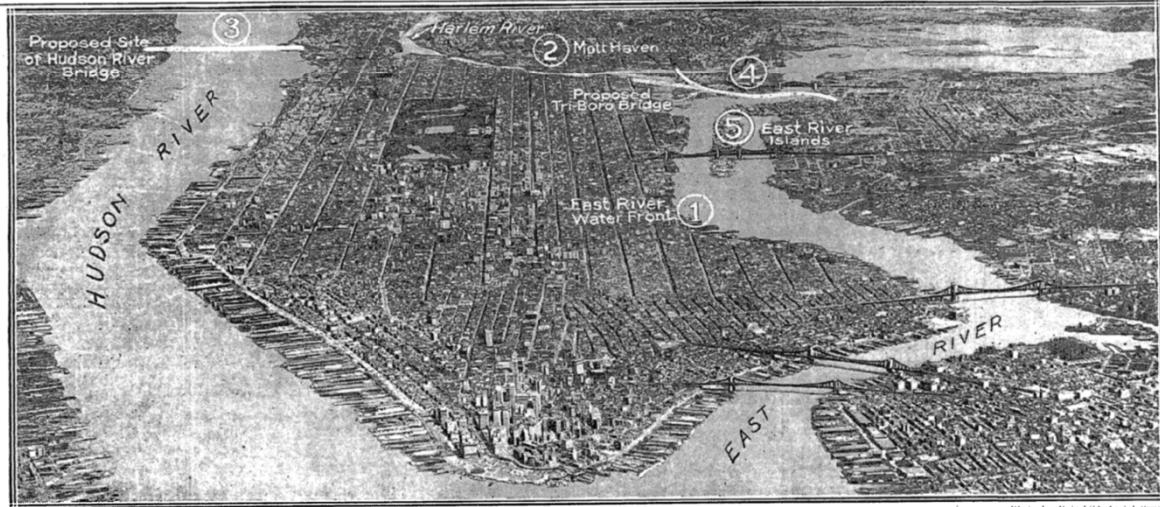
"The great Town Hall at Stockholm, by Ragnar Östberg, is another example of North European work. Starting with a blank conception, with its high tower and striking arcade over the water, and looking somewhere for its essential prototype, this is one of the six most



The Great Town Hall at Stockholm, Completed Since the War.

(Continued on Page 38)

FOCAL POINTS IN THE NEW YORK OF THE FUTURE



1—Along This Section of the East River a New and More Beautiful Skyline May Rise. 2—In the City of the Future Mott Haven Will Probably Be More Important Than Forty-Second Street. 3 and 4—Bridges Near Fort Washington and Hell Gate Would Open New Jersey and Long Island to the Growing Traffic of Upper Manhattan and the Bronx. 5—The East River Islands, Turned Into Parks, Would Be Ideal Breathing Spaces for the Crowded Upper East Side.

THE NEW YORK TIMES, SUNDAY, APRIL 15, 1928.

PLANNERS OUTLINE A MAJESTIC NEW YORK

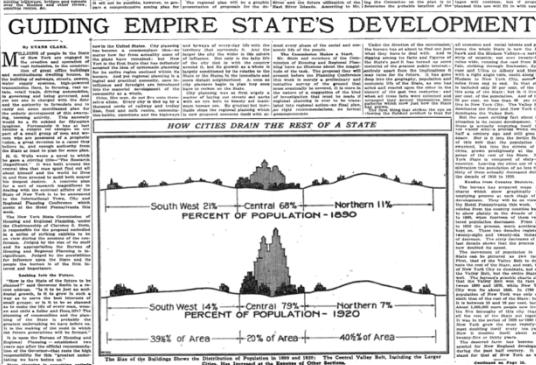
General Director of Committee Visualizes the Metropolis of the Future, a Family of Towns Two Hundred Times Larger than Manhattan

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GUIDING EMPIRE STATE'S DEVELOPMENT



continued on Page 10