

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'installerai... — 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 l'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 côte à côte 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

S AID 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 bungalows."

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 133d 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.

A 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 hauling agencies. A bargain was struck—\$50 for one car and \$35 for the other. Their transportation would come to \$85.

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.

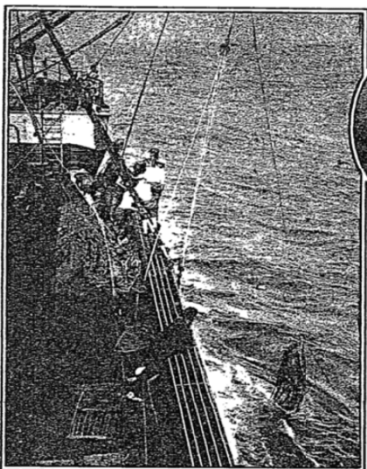
A Model Home.

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 red 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.

forma was not rescued until about sixty-five years ago. There is nothing very surprising in this; it was taken for granted that no creature could exist in a region without the light or warmth of the sun, two factors 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? Granting such premises, it is not to be wondered that no one undertook difficult researches which, they were quite sure, must be useless.

New Species Found

But in 1911 a cable in the Mediterranean, laid at a depth of more than 4,000 feet broke, and when it was recovered to be repaired it was found to be crisscrossed with living creatures. Fortunately some of the pieces of cable were sent to a scientist, who found the animals to be new species.

That gave the initial impulse to the organization of oceanographic expeditions, and the wonderful results achieved by scientists of every nation on such ships as the *Hake*, the *Challenger*, the *Talisman* and the *Albatross* and the life-long devotion of the Prince of Monaco to this branch of science, are perpetuated in hundreds of publications which, voluminous as they are, represent the meagre fraction of knowledge concerning the wonders of the deep.

The difficulties that confront the would-be explorer in this cold, lightless world are great. Imagine a rare of beings so constructed that they could not breathe the medium in which we exist. Suppose them to inhabit a region above the clouds and endow them with a consuming curiosity to learn something of our manner of life. They would perceive contrivances some sort of airship to which to sail above us, and with grappling and dragnet they would scoop up a motley array of objects from which they would endeavor to piece out some picture of our customs and habits. By chance they might pursue their first investigations 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-

permanently soul might it last beneath 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 obstacles to oceanography. The fragmentary results must be slowly and patiently, year by year, pieced into an ever incomplete picture of an incredible world. Any animal from the actual abysses is bound to be distorted by the time it has undergone the devastating change from the tremendous pressure of its normal habitat to our air. And this takes no account of the damage that can be done to frail bodies by nets that are necessarily heavy and coarse-meshed.

On the whole, it is astonishing that a deep-sea haul is ever successful. The accidents that can befall the intricate gear are manifold. It sounds like a simple matter when trawls and tow-nets are idly talked of, but a thousand things can happen amid the bells, blocks, warblers and drums that are necessary to sound-

ing, dredging and trawling. And to the ordinary accidents that occur to any machinery on dry land the added handicap of a ship that may be wildly rolling, first ducking off on the trawling nets and then jerking them taut with the whole weight of her 3,000 tons, and the possibilities of damage will be better appreciated.

In making one of our first hauls the cable became entangled many fathoms below water, in some mysterious way that no one could foresee or explain, and when the winch pulled in the great wide-mouthed otter-trawl from a depth of 1,200 fathoms a huge appalling knot of valuable cable appeared at the surface before our horrified eyes. The quick thinking and expert work of Mr. McLaughlin, the first officer, and the boatmen and crew, averted a serious accident and the loss of cable and trawl.

That evening we were feeling rather depressed when some one had the bright idea of looking up the midships that other expeditions had experienced. The result was a revelation; we read of experts in this work who chartered day after day such items as "Dredge hauls on bottom, lost it and 2,000 fathoms of cable"; "Net tore out of frame"; "Counting wire broke"; "Vane knotted, lost fifty fathoms." The effect on our spirits was marvellous; at once we felt better, and spent the evening happily reading of the vastly greater misadventures that better men than we had suffered.

Necessary Precaution

The factor of time is another that is rarely considered by the uninitiated. The various pieces of apparatus must be slowly and carefully lowered to these great depths and raised again with equal caution. A large otter-trawl is usually left out for two or three hours, and at least an hour must be taken to lower it to any considerable depth, and as much or more time taken to raise

it to the surface, the sounding, one haul with an otter-trawl, and one vertical haul will occupy all the hours of daylight, and this is not counting any time for the most important thing of all, the stowage of the specimens thus acquired and their preservation. Sometimes nets to capture surface forms are put out while the deep-sea apparatus is working, but there must always be vigilant eyes on the different pieces of paraphernalia in use. It is a great gamble, this blind groping under water. When the nets come in, after their journey into a world which we shall never see, every one crowds around breathlessly, ready for anything new and strange. After the trawl has been deposited in a tub of water, every inch of it must be carefully looked over, for some of the most extraordinary creatures are very small and almost transparent.

The color depends to a large extent on the depth from which they are taken. There is the colorless zone, not far from the surface; here

live countless millions of slender, arrow-like, swift animals, appropriately named *Sagittae*, and queer colonial *Siphonophores* forming aggregations, in which each organism has its special duty to perform.

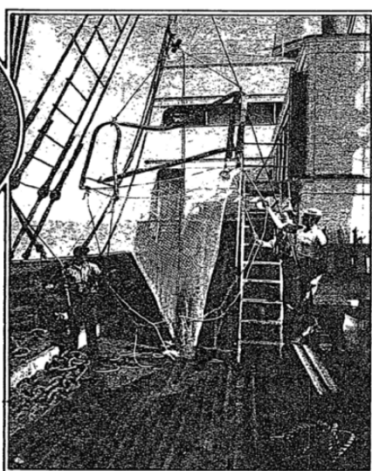
Farther down is the red zone, where, due to the absence of red rays, this color must appear black to the denizens. At this depth all the animals are red, or have this as their dominant color, such as wonderful scarlet crustaceans and squid, and delicate jellyfish, so fragile that except for the areas lined with red they are invisible. At the greater depths black predominates in the pigment of the *Inhalantaria*. And it is here that grotesque ruminant, according to our standards of normality.

Strange Creatures

From this zone we have taken scores of beautiful little cyclopoidea in a single haul. These small fish have jaws reminiscent of those of some of the constricting snakes, for they can unhinge the lower jaw at will in order to swallow disproportionately large prey. The interior of the mouth is furnished with rows of luminous photophores, so that presumably the glowing orifice of the advancing fish is rendered attractive to his prospective victim!

Another spectacular dweller in the depths is *Argyropsocus*, the silver hatchet fish. His head and body are strangely telescoped, giving him a profile like a *Pekinese*. His large scales flash with lovely reflections of silver and blue, and there are symmetrical groups of photophores along his sides which he can dim or brighten.

Here are found the pharynx fishes, a diametrically different species, more or less alike, weirdly fashioned so that they seem to consist entirely of mouths and tails. There is one fish that can swallow another considerably larger than himself, by means of a distensible stomach, which is quite transparent, so that his prey, whole and apparently unharmed, may be viewed from the outside as through a show window. There is an eel-like fish whose tremendously elongated jaws flare away from each other beyond any possibility of meeting, and another that dangles a luminous globe before his mouth at

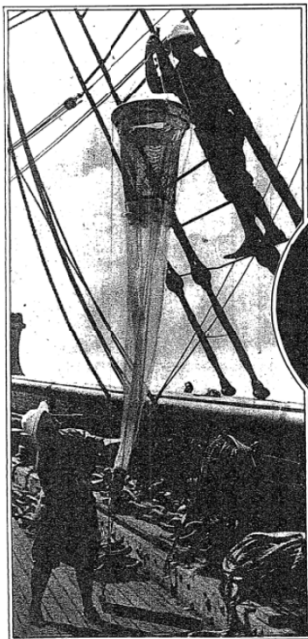
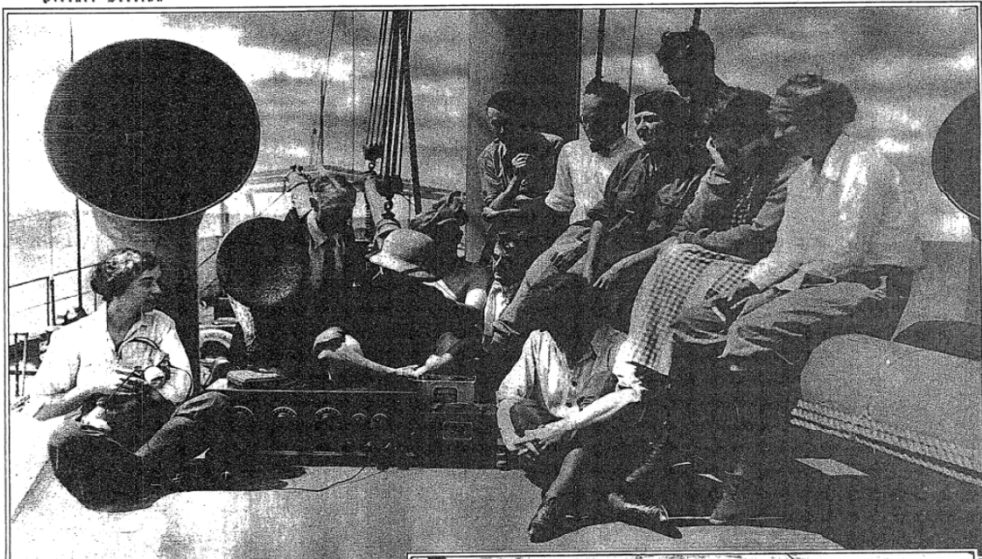


A Six-Foot Dredge Just Up From a Three-Mile Dive to the Ocean's Bottom.



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

(Continued on Page 20)



A BIG NET FOR LITTLE FISH. HALF-METER PLANKTON NETS for Capturing the Smallest Marine Life of the Sargasso Sea, Hauled Aboard the Arcturion by Mr. and Mrs. C. J. Fish. (Times Wide World Photos.)

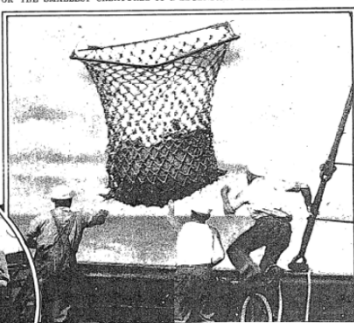
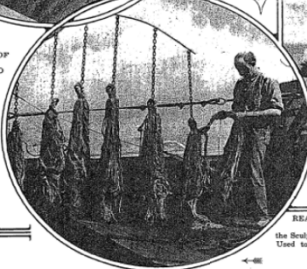
"HANS ACROSS THE SEA" FROM PITTSBURGH: WILLIAM BEEBE and the Crew of the Arcturion Toss It on a Boush March, Cruising in the Sargasso Sea. Above the Starboard Side of the Mythical Atlantis. (Times Wide World Photos.)



SORTING SEAFOOD OF THE SARGASSO SEA ON THE MAIN DECK OF THE ARCTURION. (Times Wide World Photos.)



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



THE LATEST NEWS FROM ATLANTIS: HAULING ABOARD THE ROPE SCALLOP DREDGE With Its Load of Specimens, Sifted Between Africa and America, Where the Members of the Deep Sea Oceanographic Expedition of the New York Zoological Society Are Now Exploring the Ocean Depths. (Times Wide World Photos.)

READING THE SECRETS OF THE CORAL BANKS: DWIGHT FRANKLIN, the Sculptor, Examines the Rope Tangles Which Were Used to Sweep the Ocean Bottom Far Below the Arcturion. (Times Wide World Photos.)

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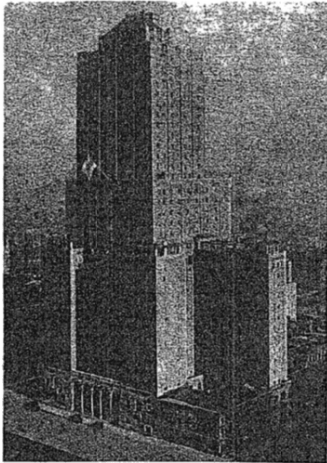
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The Tallest Domicile in New York, the Shelton Hotel.

By ORRICK JOHNS

ON the first time in history the architects of all civilized countries are to bring together their work in a single exposition. No undertaking of such scope and importance has ever before been attempted. Appropriately, this first exposition in which the builders of the New World will stand on equal ground with those of the Old World is to be held here. It opens tomorrow in Grand Central Palace, and will continue on view to the public until May 2.

Perhaps the most striking fact about the event is the casual way in which this unprecedented recognition of American equality in design is accepted by architects. The shades of traditional French authority, of Brahmin conservatism, of foreign academism are not invoked. With the utmost sang-froid and unconcern the American designers have invited their professional brethren of Europe to a friendly rivalry of achievement.

Europe Watches Us

The exposition is officially known as the Architectural and Allied Arts Exposition. New York is the fitting scene of the great builders' show, because the eyes of Europe's architects are on the structural exploits of the United States. It is here, experts agree, that the most significant new things have been done in the building art. The interest of foreign architects in the achievements of America's future has never before been so profoundly aroused. There is vivid and eager curiosity as to what our designers will do next.

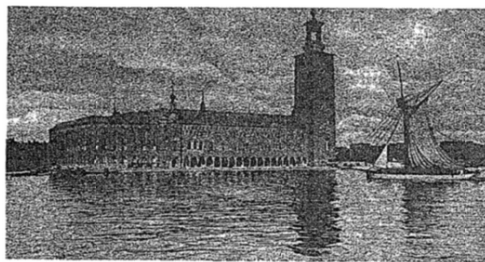
One reason for this interest is that Europe itself anticipates the day of industrialization, the problems of which are in the thick of solving. Our experience and example in high building, factory building, the accommodation of congested populations and the like will help appreciably to meet the growth of those conditions abroad. But this reversal of attitude in Europe is not entirely due to our discovery of the skyscraper. American architects themselves have gone beyond the stage of mere cloud climbing for its own sake.

A spirit has entered into their work, or rather has taken their work by storm, which is understandable to the men of an older tradition.

Architecture here is beginning to give form to the structure and standards of American life. Sensationalism and eccentricities are a thing of the past. Simplicity, strength, feeling are the watchwords of today's designers, and the results in practice point to a genuinely native style. So the architects' show will be also a "skedown" between the craftsmen of Europe and our own, enlivened by a mutual respect that would have been impossible even ten years ago.

In addition to the splendid opportunity for comparative study of international architecture, the exposition will give each part of the country a chance to make its bow to the others. The style of Southern California will rub elbows with that of Maine. This will be one of the most instructive phases of the exposition, for the reason that it will direct attention to the causes of differences in domestic architecture.

American homes present limitless variety, whereas American commercial and industrial building is developing along much the same lines throughout the land; and architects are watching the phases of comparative home design with a view to discovering how far we have come in evolving national characteristics.



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

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 house, of six rooms or less, by the Small House Service Bureau of the Institute to encourage jerry-building. This bureau supplies plans embodying the best architectural talent in the country at low cost.

Discussing the question of larger dwellings, Donn Barber, the architect in charge of entertaining 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 influences have brought about a certain unity of purpose and practice. Economic conditions, the accommodation of big business, city laws and requirements, tend to similarity throughout the country, and these have produced a well-defined 'style' in business architecture, 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. He has seen something in a friend's house that he likes, or he is ruled by some other fad or fancy and wants his house to conform to it. The architect's judgment may tell him that this particular notion is unsuitable to his conditions and personality, incongruous, impractical or even ugly, but such warnings are likely to make little impression on the owner, who is not guided by fundamental principles of design. Consequently our home architecture is wildly heterogeneous.

Sound Style Needed

"I don't refer to differences produced by climate, accessibility to materials, local conditions, in short. These are perfectly legitimate reasons for a certain amount of variety. The trouble lies in a lack of sound architectural opinion, without which you cannot have architectural style. Casualness becomes the rule. Take our schools as an example of improvement in this respect. We have evolved a common agreement and common sense about school design. The result is that now an American high school looks like a high school wherever you find it. Our college groups, in the main, are still a hodge-podge of styles or of no style.

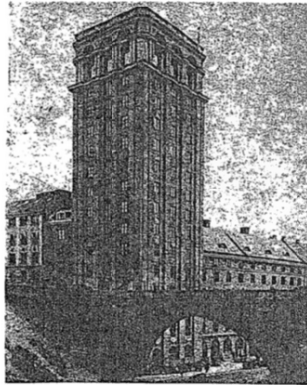
"This sectional exhibit will enable those who are interested in house architecture to study many houses instead of a few belonging to their acquaintances; and it will be possible for the layman to absorb a few sound principles of design. That is one point of this great exhibition; it

ought to give tremendous stimulus and direction to public thought. The pity is that we should not have something comparable to it every year. In Paris they have the annual Salon, which is a national event, participated in by painters, sculptors and architects. Our regular exhibitions, held in this city at the League, heretofore have been seen by few people not connected in some way with the profession.

"At present, therefore, only in the

Harrison, the Bush Terminal Building, by Harvey W. Corbett; the Chicago Tribune Building, by Raymond M. Hood; the American Flamingo Company Building, by Cross & Cross, and the Standard Oil Building, by Carver & Hastings. Mr. Bosson, who is Chairman of the Porelun Exhibition 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



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

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

Alfred C. Bosson, 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 American buildings as the Shelton Hotel, designed by Alfred Loomis

gratifying," said Mr. Bosson. "Delegates from twelve countries will be present with comprehensive exhibits of work, and both Canada and Mexico will be represented. This eager cooperation is understandable when one sees the revival of activity in architecture that is sweeping through certain parts of Europe. Scandinavia and the Baltic States are prolific of new ideas in design. A swath could be cut down through Sweden, Finland, Poland, Czechoslovakia and Yugoslavia, throughout the length of which we should find really great things being accomplished.

Genius Abroad

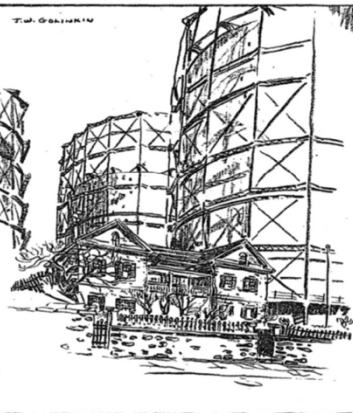
"When the Chicago Tribune Building invited the world to a competition for its new skyscraper home, the second prize was obtained by Eliel Saarinen of Finland with one of the finest architectural conceptions in centuries. In his secluded forest studio Mr. Saarinen evolved a type of design that would substantially comply with the New York zoning laws. He did it by a process of logic and reasoning from fundamental principles.

"The great Town Hall at Stockholm, by Ragnar Ostberg, is another example of Northern European work. Strong and scholarly in conception, with its high tower and striking arcade over the water, and looking nowhere for its essential prototype, this is one of the six most

(Continued on Page 26)

IN THE HIDDEN GARDENS OF MANHATTAN

T. W. SHANNON



Manhattan's Most Ancient Garden

THE garden, which is hidden away in a crowded block in the heart of the city, is a place of great interest. It is a place where the old and the new meet, where the past and the present are united. It is a place where the city's history is written in the stones and the plants. It is a place where the city's future is being shaped by the hands of the people who live there.

On the other hand, there are signs of the modernization of the city. In the midst of the old buildings, there are new ones, tall and modern, reaching up into the sky. They are a sign of the city's growth and its progress. They are a sign of the city's future.

But the garden is still there, a small oasis in the heart of the city. It is a place where the city's history is written in the stones and the plants. It is a place where the city's future is being shaped by the hands of the people who live there.

Cultivation of Backyards Yields a Variety of Flowers and Also Some Vegetables

There is a lot of interest in the hidden gardens of Manhattan. These gardens are a place where the city's history is written in the stones and the plants. It is a place where the city's future is being shaped by the hands of the people who live there.

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"Milligan Place Secretly a Bit of Eden"

BOY SCOUTS

Week's Best Good Turn

Some town's Boy Scouts camped in the timber land some miles distant from the city one recent week-end and noticed a terrible fire rapidly making its way toward a group of farm buildings about a hour's ride from their camp. Hastily arming themselves with axes, pikes, and clubs, the young fire-fighters attacked the flames and worked desperately to bring the flames under control.

After an hour's battle the boys sighted a neighboring farmer, who joined in the rescue work. Hiding his team to a plow, the farmer plowed a furrow across the path of the flames. In the meantime two of the Scouts had made themselves responsible for guarding a treble of the Rock Island Railroad. In the destructive course over fifteen acres of dry grass-grown land the fire was rapidly approaching the railroad property. The boys, however, extinguished the flames. The Scouts and their leaders were complimented by the owner of the farm for their timely assistance in saving the buildings from destruction.

and to perform the other points for ten days. The boys were ready, the boy was duly enrolled in Troop 10.

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Story-Book Man Joins Up. Dennis H. Stowell, author of boy's stories, has entered the active ranks as chief executive of the Pandemonia (Ch.) District Council. Mr. Stowell, formerly President of the Sierra Madre Chapter of Commerce, resigned that post so that he could give more time to promoting the Boy Scout program. Through his influence Robert Mitchell, Mayor of Sierra Madre, also resigned his office to give more time to organizing.

In Memory of Scout Lion. In memory of the son, who was a Scout at the time of his death, Mrs. Phebe K. Warner, writer and, Mrs. Clara D. W. Warner, of Chicago, have donated a \$1000 camp site to the Pandemonia Area Scout Council of that State. The site is twelve miles southwest of Claude in the beautiful Palo Verde Canyon. The land is abundantly timbered with cedar and pine. Stone for use in constructing camp buildings is found in the vicinity.

Horticultural Trees and Birds. America's trees and birds are the special wards of the Boy Scouts. Yearly an increasing number of trees are being planted and tended by troops everywhere; and each Spring witnesses "a building boom in birdhouses." The crowded Borough of Bronx has generously furnished visitors that are looking for homes and the local council hopes to place a house in every tree in its territory and are going ahead with vigor and interest.

Biggest Scout Camp Is Open. The biggest Boy Scout camp in the world, situated on the Kinnelohawke Lakes, Bear Mountain, N. Y., was opened for the Easter vacation. Bronx Scouts had the site to themselves this year. Thirty-five boys and leaders named the famous White Bear Trail, and worked to advance in fire-making, tracking, camp-making, cooking and canoeing. The boys established quarters in the log cabin of Camp Ramothemus, which is one of the twenty-four units composing the big camp.

Brooklyn or Chicago. In Brooklyn, N. Y., or Chicago to be first in largest enrollment of Scouts?

FOCAL POINTS IN THE NEW YORK OF THE FUTURE

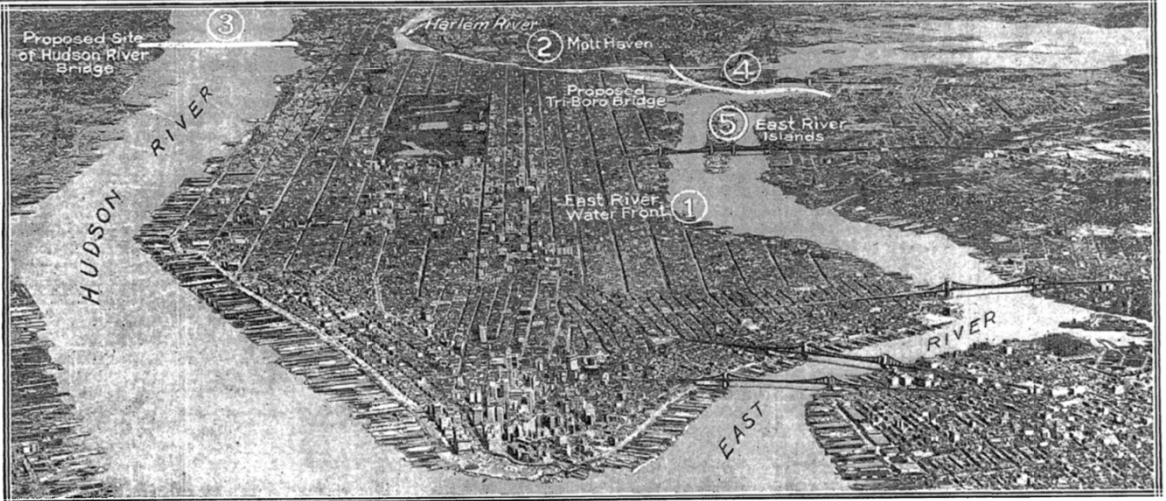


Photo by Fairchild Aerial Surveys.

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 19, 1926.

EX 9

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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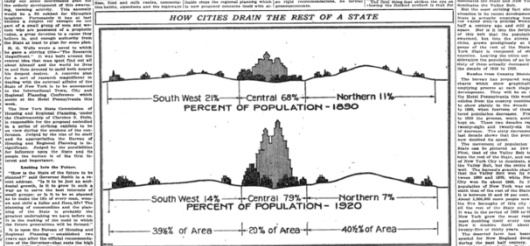
CITY planners and those who have been studying the future of New York City are now beginning to outline a plan for the metropolis of the future. The plan is a family of towns two hundred times larger than Manhattan. The plan is a family of towns two hundred times larger than Manhattan. The plan is a family of towns two hundred times larger than Manhattan.

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GUIDING EMPIRE STATE'S DEVELOPMENT

THE STATE OF NEW YORK is now in a position to guide the development of the Empire State. The plan is a family of towns two hundred times larger than Manhattan. The plan is a family of towns two hundred times larger than Manhattan. The plan is a family of towns two hundred times larger than Manhattan.



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