

write letters - rest on couch -
MON. 14 - write more letters -
 stay up -

1925-2025

un an avec Howard Phillips Lovecraft

#251 | 14 septembre 1925



Radio and Motor Cars Now Abreast in Their Progress Towards Perfection

**In Five Short Years Radio Has Reached The Same Peak
That It Took The Automobile Twenty Years To Attain**

In automobiles twenty years of development have produced the straight "eight."

In "radio," an equally high point of development—represented by the Master Control Thermodyne—has been reached in *one-fourth the time*.

In 1920, you were justified in waiting for "radio" improvement just as you were justified in hesitating about buying the crude "horseless carriage" of 1905. But who

**Master
Control—Six
or Five Tubes**

Thermodyne
(Ther-may-dyne)

In Thermodyne you have all that is best in "radio"—refined, simplified and perfected.

Super-Selectivity

Thermodyne is super selective. Even in the heart of New York, with eighteen stations broadcasting at once, it brings in the various stations, one at a time, *absolutely without interference*. And as a clear and easy distance getter, it has no

Simplicity of Operation

The famous Master Control—with its single-dial graduated into octaves—is almost automatic in its simplicity. You simply turn to the wavelength of the station you want and it glides. The smaller knobs are for refinement of tone, regulation of volume, and elimination of interference. You may not always need them, but when you do, they are there.

No "Set Noise"

Thermodyne is carefully adjusted at the factory to prevent "set noise." The squeals and squawks of the primitive radio

denies himself the pleasures of an automobile today because there is *possibly* still room for improvement? "Radio" may not be absolutely perfect either—perhaps it never will be—but the age of experiment is past. Today in Thermodyne you have a set that, in relative performance, equals the finest automobile.

Don't deny yourself the delights of a Radio any longer! Enjoy them now—with Thermodyne!

Volume Fully Regulated

Thermodyne has volume—if you want it. Adjusted to its greatest resonance, it will bring in a program so loudly that it will easily fill a large hall. Or, at the other extreme, it can be brought so low that woodruff music are scarcely louder than a whisper, although still perfectly distinct.

Stores Lamentations — Free

Prove these things for yourself! Thermodyne is sold at United Cigar Stores all over Greater New York. Stop in at any one of them and ask to have it demonstrated right where you are going to use it—your *own* home. It will obligate you in no way whatsoever. But it will show that Thermodyne is all that we claim it to be—the Super-Radio.

Trade in Your Old Set

And while you are arranging for the demonstration, ask about our partial payment plan and the liberal trade-in offer on your old set. You'll find that Thermodyne is not only a joy to own—it's *easy to own*.

UNITED

CIGAR STORES RADIO DEPTS.

All Stores Open Evenings

42nd St. & Park Ave.,—Platten Bldg. (2nd fl. & 5th fl.)
 4th Ave., 4th St. & 5th Ave.—7th Lanes on, (near 8th St.)
 10th Ave., near 12th St.—14th St. 13rd Ave.
 Broadway, Atlantic & 7th Ave.

1905



1920



If

there is one
 United Store
 near you, all
 set coupons and
 mail it to United
 Cigar Stores, Radio
 Dept., 44 West 14th
 Street, New York City.

Without incurring any obligation to
 purchase, I would like to have a demon-
 stration of Thermodyne in my own
 home.

If possible, please enclose, state what "Radio"

Name _____

Home Address _____

Telephone Number _____

[1925, lundi 14 septembre]

Write letters — rest on couch — write more letters — stay up.

*Écrit des lettres. Puis allongé sur le divan. Encore écrit des lettres.
Nuit blanche.*

On l'a vu dans la lettre en annexe à date d'hier, où il reprenait à l'identique cette phrase pour Lilian : enfin manifeste-il l'idée de couper avec l'écriture infinie des lettres et d'en revenir à « son travail sur ses histoires » : *& buckle down to fictional work*. Alors patientons ? S'atteler, oui : to buckle down, Howard, to buckle down ! Ah, et puis : invention de l'autoradio — paré pour *Route 66* !

PARIS, 13 septembre — Robert Thierry, le célèbre aviateur français qui, avec Dieudonné Costes, avait quitté l'aérodrome situé à la périphérie de Paris à l'aube aujourd'hui pour effectuer un vol sans escale de 4 000 kilomètres à destination de Bagdad, a été tué et Costes blessé lorsque leur avion s'est écrasé dans la Forêt-Noire près de Fribourg, en Allemagne, et a été détruit. La nouvelle, reçue ce soir, a provoqué un choc violent dans les milieux aéronautiques français. Une foule nombreuse de passionnés et de responsables s'était rassemblée ce matin à l'aérodrome de Villesauve pour assister au départ des aviateurs, qui avaient l'intention de battre tous les records de vol sans escale, non seulement en atteignant Bagdad, mais aussi en volant jusqu'au golfe Persique sans atterrir. Les aviateurs ont été acclamés et applaudis, et lorsqu'ils ont décollé, ils ont laissé derrière eux la ferme conviction que leurs efforts seraient couronnés de succès. Mais avant la fin de la journée, la nouvelle est parvenue à Paris qu'ils avaient connu un accident dans la Forêt-Noire. L'appareil français s'était écrasé au sol et avait été détruit. Quelques heures plus tard, un télégramme signé par Costes est arrivé à Paris depuis l'hôpital de Fribourg, annonçant laconiquement : « Thierry est mort ». On suppose que les aviateurs, ayant perdu leur cap à cause d'un brouillard qui recouvrait la Forêt-Noire, avaient décidé de descendre et que l'appareil s'était retourné dans les airs. L'itinéraire qu'ils avaient prévu de suivre ne passait pas par Fribourg, mais par Belfort et la Suisse. Au moment de quitter l'aérodrome, l'avion semblait lourdement chargé. Il transportait 2 353 litres d'essence et 190 litres d'huile. Il a fallu vingt hommes pour pousser l'avion sur le terrain et il a roulé plus de 1 000 mètres avant de s'élever dans les airs. Costes était aux commandes. Thierry et Costes ont pris le départ hier matin dans le but de remporter l'un des nombreux prix offerts par le sous-secrétaire d'État français à l'aéronautique pour un vol record en ligne droite sans escale. L'objectif était d'encourager les aviateurs français à conserver pour la France le record, actuellement détenu par le capitaine Lemaître et le capitaine Arrachart, qui ont volé d'Étampes à la Guinée française, soit 1 967,25 miles, en février dernier. Bagdad, située à environ 2 500 miles d'Étampes, était l'objectif le plus proche de Thierry et Costes. Avec un peu de chance, ils espéraient toutefois aller encore plus

loin, jusqu'à Bender Abbas, sur le golfe Persique, ou Karachi, en Inde. Cette dernière ville se trouve à 3 750 miles de leur point de départ.

French Airman Killed, Companion Hurt, In Attempt to Beat Non-Stop Record

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Special Cable to THE NEW YORK TIMES.

PARIS, Sept. 13.—Robert Thierry, the noted French flyer, who, with Dieudonne Costes, left the airdrome outside Paris at dawn today to make a 4,000-kilometer non-stop flight to Bagdad, was killed and Costes was hurt when their plane fell in the Black Forest near Freiburg, Germany, and was destroyed. The news, received this evening, caused a severe shock in French aviation circles.

A large crowd of enthusiasts and officials gathered at the Villeneuve airdrome this morning to watch the departure of the aviators, who intended to smash all non-stop flight records, not only by reaching Bagdad but by flying as far as the Persian Gulf without landing. The fliers were toasted and cheered, and as they hopped off they left behind the firm conviction that their efforts would be crowned with success.

Before the day was over, however, the news reached Paris that they had met with disaster in the Black Forest. The French machine had crashed to the ground and had been wrecked. Within a few hours a telegram arrived at Paris from the hospital at Freiburg, signed by Costes, saying, laconically, "Thierry is dead."

It is presumed that the aviators, losing their course because of a fog which

hung over the Black Forest, had decided to descend and that the machine turned turtle in the air. The itinerary they had planned to follow was not by way of Freiburg but by way of Belfort and Switzerland.

In leaving the airdrome the plane gave the impression of being heavily laden. It carried 2,353 liters of gasoline and 190 liters of oil. It took twenty men to push the plane into the field and it rolled more than 1,000 meters before rising into the air. Costes was in command.

Thierry and Costes started yesterday morning in an attempt to win one of the several prizes offered by the French Under Secretary of State for aeronautics for a record straight-line non-stop flight. To encourage French aviators to retain for France the record, which is now held by Captain Lemaître and Captain Arrachart, who flew from Etampes to French Guinea, 1,967.25 miles, last February.

Bagdad, about 2,500 miles distant from Etampes, was the nearest objective of Thierry and Costes. With good luck, however, they hoped to go still further, to Bender Abbas, on the Persian Gulf, or Karachi, India. The latter place is 3,750 miles away from their starting point.