

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

1925-2025

un an avec Howard Phillips Lovecraft

#251 | 14 septembre 1925

1926

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 is represented by the Master Control Thermodyne—launched in the *fourth* the time of the automobile. 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 denies himself the pleasures of an automobile today because there is possibly other room for improvement? "Radio" may be the "horseless carriage" of either—perhaps the former—but the age of experiment is past. Today in Thermodyne we 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!

Master Control—Six or Five Tubes

Thermodyne

Guaranteed and Serviced For One Year

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 stations you want at a time, and automatically filters out the others. You may distinguish between them as clearly as you do between the different colors of the rainbow.

Simplicity of Operation

The famous Master Control Thermodyne has graduated from "radio"—is almost automatic in its simplicity. You simply turn to the wavelength of the station you want and in it glides. The antenna is automatically adjusted to the best position, regulation of volume, balance, tone, and elimination of interferences. 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 squeaks and squawks of the primitive radio

of the past. You get the program you want, smoothly, clearly, instantaneously—with no interference.

Volume Safely Regulated

Thermodyne has volume if you want it. Adjusted to its lowest resonance, it will bring in a station so softly that it will easily fill a large hall. Or, at the other extreme, it can be brought so low that wonder music are scarcely louder than a whisper.

Master Lumineum—every

Thermodyne has a Master Lumineum—every

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. You will be surprised at the beauty you can see in it. 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 at the cigar store, or any other place, ask about our *partial payment* plan and the *liberal trade-in* offer on your old set. You'll find the Thermodyne is not only a joy to own—it's easy to own.

UNITED CIGAR STORES DEPTS.

All Stores Open Evenings

42nd & Park Ave.—Plaza Bldg. (Cable No. 89)
5th & 5th Ave.—5th Ave. (Cable No. 100)
125th & Lenox Ave.—125th St. (Cable No. 101)
125th & 125th Sts.—144th St. (Cable No. 102)
Broadway & 42nd St.—Broadway & 42nd St. (Cable No. 103)

If

Send me on *United Form* and wire, \$5
and cash and
mail it to *United Cigar Stores*,
Dept. 44 West 25th
Street, New York City.

Without incurring any obligation to
purchase, I would like to receive a demonstration of Thermodyne in my home.

What radio have you now?

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-t-il l'idée de couper avec l'écriture infinie des lettres et d'en revenir à « son travail sur ses histoires » : *& buckle down to fictionnal 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 Dieudonné 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 flyers were toasted and cheered, and as they stepped 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 aviators had心得 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 roll 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 the longest non-stop record flight. To encourage French aviators to retain for France the record, which is now held by Captain Lemaitre and Captain Arrachart, who flew from Etampes to French Guinea, 1,967.25 miles, last February.

Etampes, 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.