

## EXPERT DECLARES SKYSCRAPERS NOT UNMIXED BLESSING

Counsel for New York City  
Club Opposes Tall  
Buildings.

NEW YORK, Jan. 7.—The cock-a-doodle-doo idea of civic pride is one of the direct menaces to the lives of workers in American cities. Every day, millions of dollars are utterly wasted through idleness enforced by congestion.

The dance of death in crowded streets claims a number of victims every week that is equal to a major catastrophe.

"Oh, but these things are inevitable," says Municipal Pride. "We are a great city. We must have tall buildings to be truly metropolitan."

"Applesauce," responds Henry H. Curran, who made the foregoing criticisms. "Babbits and Babel Towers are threatening our lives. Like weeds, cities are growing fast and tall. Also like weeds, they are giving no thought to cultivation."

This man Curran, who dares to call the haughty skylines by harsh names, is leading the fight against the skyscraper invasion of New

## Girl, 14, Merits Opera Audition



Robby Cook, 14, of Pensacola, Fla., whose radio voice won her an audition in New York before Giulio Gatti-Casazzi, general manager, and Otto H. Kahn, chairman of the board of directors of the Metropolitan Opera.

York. He is counsel for the City Club, which believes that decentralization is the only solution to an in-

creasingly serious problem. He is a former soldier, once nominee for mayor and ex-commissioner of Immigration.

"Probably our most startling argument against building congestion is furnished by this statement from fire headquarters in New York: 'If, in the uptown theater and garment sections or in the downtown business district, all the buildings were emptied simultaneously of their usual throngs, the streets would be piled seven-deep with humanity.'"

"This is not the nightmare of an alarmist," says Curran. "If a hurricane or earthquake did strike New York—even though only enough bricks and windows fell to create a panic—the greatest tragedy in our history would result from the sudden jamming of millions into the streets."

"Traffic conditions already are intolerable. Streets cannot be widened further; the city cannot afford to build more subways. Anyway, if we attempt to lessen congestion that way, relief is temporary. By the time new subways are completed, they are lined with new skyscrapers."

"These same conditions are true, to a somewhat lesser extent, in almost all our major cities today."

Already there are more than 2,000,000 people who travel in and out of Manhattan every day in addition to the throngs that live on the island. By the end of 1926 plans will have been filed for nearly 100 new factory and office buildings of skyscraper proportions. These will be occupied by 150,000 new people—enough to fill 150 ten-car subway trains.

Three Killed Daily

"Three persons are killed every day by motor vehicles in New York,"

says Curran. "This is double the death rate of five years ago, but still it increases. And one of these three dead is a child of less than 15 years. Where children lack parks, they play an exciting game of hide-and-seek with motor trucks—and too often the trucks win. This is municipal murder—and we allow it to go on."

"There are plenty of economic disadvantages to this concentration. Loss of time from congestion is almost incalculable. Motor trucks have hours of enforced idleness every day. The skyscraper itself is not a good investment. Above the first two or three stories no more rent is realized than is necessary to pay the interest."

The answer to the skyscraper problem is decentralization, says Curran. That will mean smaller buildings and more space, room for motor cars and pedestrians to move quickly and safely. American cities must learn to grow horizontally. If they must have tall buildings, space should be provided around them that is equal in area to the room that would be taken up if the buildings were laid on their sides.

Same Problem in Chicago

"Chicago, with its small loop district, faces the same problem as does New York—the attempt to multiply many-fold the area of business districts," he pointed out. "Other cities, however, are bothered needlessly because of a mistaken municipal pride and inter-city rivalry. For instance, Detroit is to have an eighty-one-story building—the highest in the world."

"Modern buildings, in the main,

are ugly as sin. They are square, uninteresting blocks looking like up-ended trunks in a baggage room. A building ordinarily should be no higher than the street on which it faces. If it does go higher, it should have an additional equivalent of open space around its base."

"Strict zoning laws are the only way out. We do not object to skyscrapers simply because they are high, but because they mean congested traffic and consequent accidents, unhealthy crowding, lack of light and air, downright ugliness, and loss

of time. Correct those faults and you may build a mile high if you like."

### GREGG WILL IS FILED

Leaves Stock to Son, Charles—Real, Personal to Others.

The will of William W. Gregg, president of Gregg and Son, Inc., local cleaning firm, who died last week, was filed for probate Thursday in the Marion County Probate Court.

The Bankers Trust Company was named executor.

Gregg left his common stock in the company to his son, Charles F. Gregg, and the remainder of personal and real property to his children: John V., Robert E., Walter W. and Buelah C. Gregg.

Gregg was residing in Spiceland, Ind., at the time of his death.

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The names and addresses of 25 Indianapolis people are printed and scattered among today's Want Ads.

Each of these 25 people can obtain a card good for one pound of delicious "Nancy Hart, old-time, home-made candy" by calling at the Want Ad counter at The Times.

It is not necessary to order a Want Ad, subscribe to The Times or spend one cent to secure your candy, just find your name, come to The Times office and identify yourself and get your ticket. Then go to any of the following Nancy Hart Candy Shops and secure a pound of delicious candy.

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