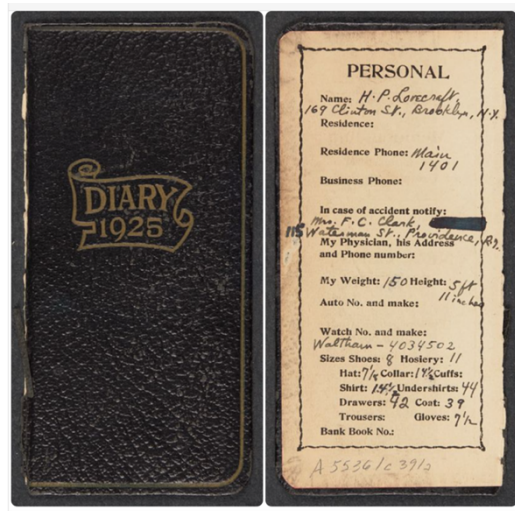


1925-2025
UN AN AVEC HOWARD PHILLIPS LOVECRAFT
#21 | 21 JANVIER 1925



« 1925-2025, un an avec Howard Phillips Lovecraft » est une proposition du site Tiers Livre, à partir du « diary » tenu par l'auteur tout au long de l'année 1925 à New York. Il comporte pour chaque envoi : la notation logogryphe originale de Howard Phillips Lovecraft, sa traduction/expansion française, un commentaire ou développement portant sur les références et le contexte, ainsi que la traduction brève d'un article du *New York Times* du jour. L'envoi (PDF double page) est accompagné d'un fac-similé du journal de Lovecraft à la date correspondante (source : Brown University), d'illustrations ou fac-similé pris au *New York Times* du jour, ou de photographie d'archives de la ville du New York des années 20.



On déménage !

[1925, mercredi 21 janvier]

Up noon — packing — see moving men — read — Boys at Belknap's —
all pres, adjourn cafeteria — adjourn 1:30 — home & writing ///WROTE
LDC.

*Levé à midi. Cartons. J'attends les déménageurs. Lecture. On se
retrouve chez Belknap avec les Boys. Quand tous sont là,
cafeteria jusque 1h30. Puis maison et écrire : lettre à Lilian.*

« Kirk a beaucoup de livres anciens et rares, aussi il nous fallut tout ce jour même et le suivant », écrit Lovecraft à sa tante. Pour le déménagement il leur a fallu emprunter les services d'un camionneur mais ils ont désormais voisins de palier, et Kirk a payé son loyer d'avance. Le midi ce sera chez Belknap ou madame leur a préparé des toasts au fromage (*welsh rarebit*, une tranche de cheddar sur tranche de pain puis mettre au four !), quoique Belknap lui-même déteste le fromage, ce que nous sommes bien aise d'apprendre. Quant à Lovecraft, ardeur guerrière au retour, « *I have now ventur'd home & taken my pen in hand to attack some heavily accumulated mail* » : le courrier en retard passe avant la littérature. La neige tombée l'avant-veille a tenu, même si Lovecraft n'en parle pas — l'accident qui en résulte sur le métro aérien nous permet cependant de comprendre un peu mieux ce qu'il y a sous le mot qui revient souvent dans le carnet, « *elevated* » (nous avons un seul mot pour le métro, qu'il soit dessus ou dessous, eux différencient *subway* et *elevated*) — comment saurait-on sinon que le coiffeur sous les voies de la 110^{ème} rue s'appelle Moretti ? Un petit tour dans le journal du jour : vous vous souvenez du pianola qui rassemble Albertine et le narrateur de la *Recherche* ? Malgré la concurrence du phonographe, on les perfectionne encore. Et la première voiture électrique, vous y croyez ? Non ? Eh bien si !

New York Times, 21 janvier 1925. Des rails gelés, la neige aveuglante, accident sur le métro aérien, vingt-cinq blessés dont trois graves. Vingt-cinq personnes blessées, trois d'entre elles hospitalisées, quand une rame de sept voitures s'est écrasée hier à l'arrière d'un train similaire arrêté à la station de la 110ème rue du métro aérien. Pendant presque deux heures, la première voiture du train percuteur est restée dans un équilibre périlleux en travers des rails de la structure, qui à ce niveau est celui d'un immeuble de quatre étages, le deuxième point le plus haut de la ligne. Les rideaux opaques de la neige tombée peu après 3 heures de l'après-midi, le léger virage de la voie qui gêne la vue et la glace sur les rails qui démultiplie la longueur de freinage sont les causes de l'accident, telles qu'exposées par les responsables de voie, la police et les représentants de la Commission de Transit et du Collège des Transports. La circulation vers le nord, sur la voie locale, après l'arrivée des secours, a été arrêtée au sud à la 116ème rue et a repris

au-delà du point de collision entraînant un retard pour la foule de ceux qui rentraient chez eux. Une heure et quarante minutes après l'accident le train qui avait été heurté a pu être emmené au dépôt, et trois heures et vingt minutes plus tard les voies étaient libérées et la circulation pouvait reprendre. Les réservistes des deux postes voisins ont été mobilisées pour prendre soin des passages et de la foule qui s'était rassemblée sous les voies, sur la fausse rumeur qu'il y avait beaucoup de morts. La police a évacué la foule entassée directement sous les trains accidentés, quand les chalumeaux acétylènes utilisés pour séparer les deux trains encastrés ont commencé à envoyer leurs étincelles de métal sur la rue en contrebas. C'est seulement le fait que le conducteur du train entré en collision, Arthur Ferguson, vingt-cinq ans de service sans un blâme, avançait à une allure qu'il qualifiait « d'escargot », qui a empêché que l'accident prenne des proportions plus graves, et risque qu'une ou plusieurs voitures, dans un télescopage à plus grande vitesse, soient jetées en contrebas. En raison de la neige qui tombait épaissément au moment de l'accident, et du fait que ses freins n'ont pas pu pleinement fonctionner à cause des rails givrés, Ferguson insiste qu'il était à très basse vitesse quand il a abordé le virage juste avant les quais de la station 110ème rue. Selon son rapport aux enquêteurs, il avait ralenti son allure déjà très basse alors qu'il commençait l'imperceptible descente vers la station. Les tentatives de Ferguson pour contrôler le train ont été corroborées par les passagers qui ont remarqué le grincement des freins alors qu'il essayait d'arrêter le train. Devant lui, et invisible à cause de la neige, la rame de sept voitures conduites par Martin Sheridan, rencontrant les mêmes difficultés, s'était arrêtée à l'extrémité du quai, et presque tous les passagers étaient descendus de voiture, attendant sur le quai la reprise de la circulation. Ferguson aperçut soudain l'arrière du train et poussa ses freins à fond. Ils répondirent, mais les roues glissèrent sur la surface gelée des rails et les trains se heurtèrent avec une grande force malgré toutes ces précautions. La plateforme du premier wagon et celui de la dernière voiture du train arrêté s'encastrèrent. Les vitres des deux wagons explosèrent, et les passagers furent jetés les uns contre les autres ou sur le sol, tandis que ceux qui étaient debout pour attendre la station étaient précipités sur les parois. Le sergent Marra, du poste de la 123ème rue Ouest, vit le train approcher et entendit le bruit du choc. Il se précipita dans un magasin et téléphona au Central de la police, qui dépêcha des ambulances depuis les hôpitaux de Harleiment et Kinckerbocker. On descendit les passagers blessés des deux trains dans le Moretti Beauty Shop, qui est construit sous les voies même de la station.



New York sous la neige, Janvier 1925, et déraillement d'un « elevated » en 1922 (nota : photo devenue légendaire, mais ce n'est pas l'accident décrit dans le NYT du jour, repris ici).

CRASH ON ELEVATED IN STORM; 25 HURT

Continued from Page 1, Column 5.

second train, after discharging a few passengers at the 110th Street Station, the highest platform on the line, started slowly northward at 3:20 o'clock. Owing to the snow which was falling densely at the time and the fact that he had found his brakes unable to function fully against the slippery rails, Ferguson maintained very low speed as he negotiated the sweeping curve just beyond the 10th Street stop.

According to his story, as told later to the investigators, he decreased his already low speed as he started down the almost imperceptible down-grade leading to the next stop. Ferguson's account of his movements in control of the train were borne out by passengers who reported that his brakes gripped and ground as he tried to slack his pace.

Ahead and cut off by the falling snow was the seven-car train in charge of Motorman Martin Sheridan of 696 Ninth Avenue. Sheridan, encountering the same difficulties as Ferguson, had halted his train at the further end of the 116th Street platform and all but a few passengers were out of the cars. Several were awaiting clearance of the car platform to enter the train.

Ferguson suddenly saw the end of the train ahead loom up. He shoved his control down sharply and put the last ounce of air on his brakes. They held, but the wheels just slid over the smooth surface of the rails and the trains came together. The force was great, despite the precautions. The vestibule of the first car of the second train and the last coach of the colliding train bent and mashed, were locked together.

The windows in the two cars of both trains immediately next to the cars in contact were shattered. Passengers in

seats were tumbled against each other or thrown to the floor, while those who had been standing awaiting the stop to get out were knocked over.

Sergeant Marra of the West 123d Street Station, down in 110th Street, saw the trains come together and heard the slight roar that resulted. He ran into a store and telephoned Police Headquarters and ambulances from Harlem and Knickerbocker Hospitals were dispatched. The reserves from the West 135th Street and West 123d Street stations were hurried over in command of Inspector Van Keuten, Deputy Inspector James Post and Captain J. J. Wall.

Passengers on the trains were taken down to the Morrell Beauty Shop, which is in the building connected to the station by a bridge, and there Dr. Koler and Dr. Goldberg treated their hurts. Charles Winger, guard on the second train; Mrs. Johanna Barboni, a passenger, and Matthew Touhey, those who were most seriously injured, were taken to the hospitals.

Meantime emergency crews were at work endeavoring to disentangle the trains. Major Gen. John F. O'Ryan of the Transit Commission arrived early, but declined to make a statement pending completion of his investigation.

Philip C. Matthews, Executive Officer of the Board of Transportation, who also made a preliminary survey of the accident, said that he would not comment until he had gone over all the facts. Frank Hedley, President of the Interborough, also withheld his opinion.

Molten Metal Drips.

As the emergency machinists worked onlookers were treated to an astonishing pyrotechnical display, due to metal of the entangled cars touching the third rail. The crews found it necessary to cut through parts of the cars as they clung together, to separate them. Dripings from this operation caused the police to clear the crowd away. No fire developed as the result of the collision, but Truck No. 40, summoned when the first report flashed into Police Headquarters, stood by.

After the cars were disconnected, it was found that the rear trucks of the last car of the train struck were off the rails. Jacks were used to lift them

back in place and this operation had to be conducted with extreme care due to the danger of a slip which might cause the cars to fall to the street. At 6 o'clock the first train was pulled up to the barns for repairs to its last car, and at 6:45 o'clock the second train was moved on.

Traffic on the Sixth and Ninth Avenue lines of the same system were tied up for fifteen minutes last night when the last car of a Sixth Avenue local train, bound to South Ferry, short-circuited as the train neared the Sixty-sixth Street station. A burst of flame shot out on either side of the car and an alarm brought Deputy Chief Dougherty and fire-fighting apparatus. A ladder was run up to the elevated structure.

The motorman of the train, however, had shut off the current as soon as he had reached the station and passengers had left the train without hurry. The shoe which caused the short circuit was tied up to prevent contact with the third rail and the local proceeded. Several men passengers on trains stalled between the Seventy-second Street and Sixty-sixth Street stops, impatient at the delay, walked to the stations.

Inspector Van Keuten conducted an investigation into the accident last night at his office in the West 123d Street Station. He explained that the inquiry was merely to get the facts first-hand so that he could make a proper report to his superiors. Participating in the investigation were Inspector Post, Captain Wall, Lieutenant Louis Hyams, John S. Fahler, representing the Transit Commission, and Ferguson, motorman of the train that crashed into the one ahead.

According to the police, Ferguson told them that the block signal between the 110th Street and 116th Street stations showed a clear track. He did not make a point of this, however, saying that the accident had been due solely to the weather and the fact that the brakes could not function properly on the icy rails. A Police Department photographer took down his statement. One question was asked by Mr. Fahler and that was whether Ferguson had his motorman's window open or closed at the time of the crash. Ferguson replied, according to the police, that the window had been closed.

CRASH ON ELEVATED IN STORM; 25 HURT

e Ninth Avenue Train, North-
bound, Runs Into Another
at 116th Street Station.

4 THREE SERIOUSLY INJURED

- Accident Laid to Icy Rails and
Blinding Snow—Following
Trains Diverted.

Twenty-five persons were injured, three of them seriously enough to warrant hospital care, when a seven-car Sixth Avenue local crashed into the rear of a similar train halted yesterday at the West 116th Street station of the elevated system. For nearly two hours the first car of the colliding train tilted perilously toward the railing of the structure, which is level with five-story-building roofs at that point, the second highest on the line.

The blinding curtain of heavy snow which was falling shortly after 3 o'clock, a slight curve in the tracks which cut off the view ahead and ice-sheathed rails which defied brakes were the causes of the accident as developed at a preliminary investigation by officials of the road, the police and members of the Transit Commission and the Board of Transportation.

Northbound traffic over the local tracks, after the delay caused by the arrival of emergency crews, was shunted south of the 116th Street station to the express tracks and continued beyond the point of the collision with little delay to the homegoing crowds. An hour and forty minutes after the crash the train which was hit was moved to the barns, and three hours and twenty minutes later the tracks were cleared for the resumption of northbound local traffic.

Reserves Handle Crowds.

The reserves from two precincts were called to handle the passengers and the crowd that gathered below the structure on the false report that many had been killed. The police cleared the crowd from beneath the interlocked trains, when acetylene blowpipes, used to cut the locked trains, began sending molten metal to the street.

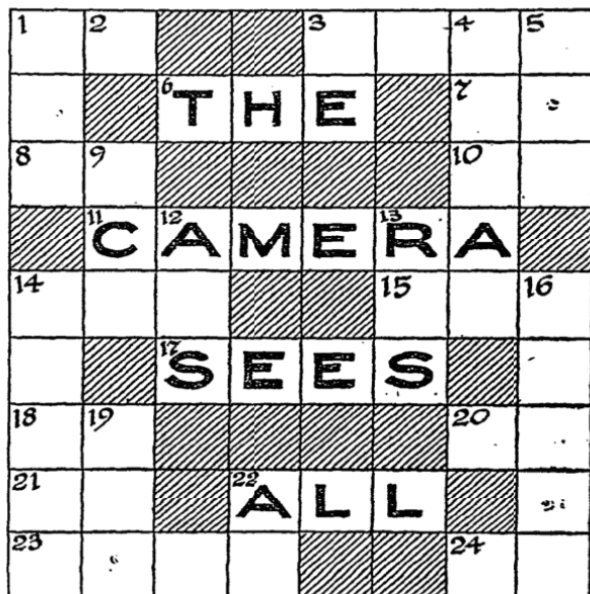
Only the fact that the motorman of the colliding train, Arthur Ferguson, twenty-five years an elevated motorman without a blemish on his service record, was proceeding at a pace he called "snailing," prevented the accident from attaining serious proportions, with the chance of one or more cars, telescoping under the impact of greater speed, toppling to the street below.

The three persons who went to hospitals and those who were treated at a first aid station established on the platform were as follows:

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The National Picture Magazine

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DEFINITIONS

HORIZONTAL

1. Where the Mid-Week Pictorial is printed (Abbrev.)
3. A representation of the surface of the earth (Plu.)
6. The definite article.
7. Every individual considered separately.
8. Royal Academician (Abbrev.)
10. A neighboring State, on the Sound.
11. What makes the pictures in the Mid-Week Pictorial.
12. Possessive of the neuter pronoun.
14. Possessive pronoun.
15. The feminine form of the French indefinite article.
17. The function of the eyes.
18. The past participle suffix of most verbs in English.
20. Thee (German).
22. The whole quantity.
23. What Leander did to the Hellespont.
24. The neuter noun.

VERTICAL

1. The negative connective particle.
3. Same as 21, Horizontal.
4. One of the products of Georgia, not the peaches.
5. What the Court did when it was in session.
9. A deed.
12. Balaam's little animal friend.
13. An abbreviation for the people of the Soviet Republics.
14. A section of the daily news.
16. Vesuvius's mission in the world.
19. An adjective for the year 1925.
22. This continent (abbrev.)

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