

up soon - meet SH Peab. Lib.
Show Morgan collection - dinner
tomorrow - back to Brooklyn - SAT.
soccer - house - read + **28**
unite - SK + SL call - depart for
NMEL - house. Shakes 9:30pm -
SL call - unite letter SH - retire

1925-2025

UN AN AVEC HOWARD PHILLIPS LOVECRAFT
#59 | 28 FÉVRIER 1925

It was then that he began that rambling tale which suddenly played upon a sleeping memory and won the fevered interest of my uncle. There had been a slight earthquake tremor the night before, the most considerable felt in New England for some years; and Wilcox's imagination had been keenly affected. Upon retiring, he had had an unprecedented dream of great Cyclopean cities

of titan blocks and sky-flung monoliths, all dripping with green ooze and sinister with latent horror. Hieroglyphics had covered the walls and pillars, and from some undetermined point below had come a voice that was not a voice; a chaotic sensation which only fancy could transmute into sound, but which he attempted to render by the almost unpronounceable jumble of letters, *Cthulhu fhtagn.*

C'est alors qu'il raconta cette histoire abracadabrante, mais qui éveilla un souvenir endormi et provoqua l'intérêt fiévreux de mon oncle. Il y avait eu une légère secousse de tremblement de terre la nuit précédente, mais la plus importante qu'on ait ressentie en Nouvelle-Angleterre depuis plusieurs années ; et l'imagination de Wilcox en avait été vivement affectée. En s'endormant, il avait eu un rêve comme jamais auparavant il n'en avait fait, avec de grandes et cyclopéennes cités faites de blocs titaniques et de monolithes tombés du ciel, tout dégoulinant de vase verte dans une horreur sinistre et latente. Des hiéroglyphes couvraient les murs et les piliers, et, à un moment déterminé, depuis un point au-dessous, était venue une voix qui n'était pas une voix ; une sensation de chaos que seulement l'imagination pouvait transmuer en son, mais qu'il tenta de rendre par ce fouillis de lettres confus et quasi imprononçable : « *Cthulhu fhtagn* ».

L'appel de Cthulhu, rédigé début 1926 au retour à Providence, a été en partie conçu (les synopsis notamment, et les notes du Commonplace Book) à Clinton Street. Le souvenir de la secousse sismique du 28 février aura contribué à la genèse ?

[1925, samedi 28 février]

Up noon — meet SH Pub. Lib. Shew Morgan collection — dinner
automat — back to Bklyn — groceries — home — read & write — GK &
SL call — depart for NM&L — house shakes 9:30 p m — SL call —
write letters SH — retire.

Levé midi. Je retrouve Sonia à la bibliothèque, je lui fais visiter la collection Morgan. On dîne à l'Automat. Retour à Brooklyn. Courses à l'épicerie. Maison. Lu & écrit. Appel de Kirk et Loveman, qui partent pour NM&L. Tremblement de terre le soir à 21h30. Loveman rappelle. J'écris des lettres pour Sonia. Couché.

C'est donc la troisième fois que Lovecraft se rend à l'exposition des manuscrits de la collection Morgan, à la bibliothèque de la V^e Avenue. Le soir la ville tremble, compte rendu dans le journal demain : la secousse est assez intense pour que Lovecraft s'en souvienne quelques mois plus tard, écrivant *L'appel de Cthulhu*. Pas trouvé ce que représente ce « NM & L » où s'en vont Kirk et Loveman : lecture dans une librairie ? Et de nouveau l'époux en renfort pour les questions administratives de Sonia : contentieux avec l'ancien employeur après le licenciement, candidatures pour nouvel emploi, prise en charge des problèmes de santé ? Ce sera le menu principal pour les jours venir. Dans le journal : le tremblement de terre ce sera demain alors on triche, le voilà aujourd'hui. L'alcool au volant : eh oui, dès la prohibition. Et puis Borglum retrouvé et écroué : mais il refuse de dire où est la maquette qui permettrait la reprise du monument en chantier.

New York Times, 28 février 1925. Les vapeurs d'un baril d'acide brisé ont fait 16 victimes la nuit dernière, dans la soute du vapeur Lenape de la Clyde Line, en chargement au Pier 36, North River, au pied de Charlton Street. Quatorze d'entre eux ont été emmenés à l'hôpital Saint-Vincent. Deux étaient en condition sérieuse, mais on compte sur leur guérison. L'un est inconscient, on n'a pu savoir son nom. Le dernier est Harry Moore, domicilié 51ème rue Ouest, contremaître de l'équipe qui a été atteint alors qu'il organisait les premiers secours. Le Comité de la Santé Publique a commencé une enquête. La cause exacte de l'accident n'a pu être déterminée, les blessés n'étant pas capables de donner un témoignage cohérent sur ce qui s'était passé dans la cale lorsque les vapeurs ont été émises. Huit hommes y travaillaient à ce moment. Une autre équipe se préparait à les rejoindre. Moore, le contremaître, était sur le pont et commandait la descente de la marchandise dans les cales. Le chargement embarqué comportait des barils de cyanide de calcium, et c'est l'un d'eux qui a causé l'accident. On ne sait pas comment le baril s'est brisé, mais après avoir envoyé la charge aux hommes à l'œuvre dans les soutes, Moore les entendit tousser et appeler au secours, et lui-même sentit les vapeurs. Appelant sept hommes travaillant avec lui sur le ponton, il descendit dans la

cale, qui n'avait pas encore reçu beaucoup de cargaison. Alors que les sauveteurs rejoignaient leurs compagnons dans la cale, ils les entendirent gémir sous l'effet de l'acide. Moore et ses compagnons furent eux-mêmes affectés par l'acide, mais il essayèrent de transporter les victimes jusqu'à l'échelle de secours. Avant que toute opération de remontée ait pu être accomplie, eux-mêmes s'écroulaient. À cet instant, les personnels du port avaient été informés, et une autre équipe d'hommes fut envoyée dans la cale, réussissant à remonter toutes les victimes sur le pont.



Pier 36, East River, années 20/30.

EARTH TREMOR SHAKES A DOZEN STATES; NEW YORK TREMBLES WITH REST OF EAST; SHOCK DISTINCT BUT NO DAMAGE DONE

Tremor Loosens Pin of Seismograph Here; Fordham Unable to Fix Its Exact Centre

Owing to the proximity of the disturbance, which was estimated at 400 miles, Professor J. F. O'Connor, in charge of Fordham University's seismograph, was unable to fix the exact centre of last night's earth tremor. The violence of the tremor caused one of the recording pins of the instrument to fall off.

The seismograph record shows that the disturbance began at 9:21 and its greatest intensity lasted four minutes. The tremor was strongest between 9:21 and 9:23. At 9:25 the violence of the tremor was not so noticeable, but the sensitive seismograph continued to record vibrations in the earth for more than an hour after that.

Special to The New York Times.

WASHINGTON, Feb. 28.—Experts at the Georgetown University Observatory obtained records of the earth tremors, which were described as most severe, for this section of the country. The tremor was most pronounced from 9:24 to 9:28 o'clock, at a point about 500 miles from Washington, in the vicinity of Boston. Instruments were reported as recording tremors of less severity at 11 o'clock. Those in charge of the observations were unwilling to offer any opinions concerning the probable cause of the tremors until more complete reports were obtained.

NEW HAVEN, Conn., Feb. 28.—Dr. Adolph Knopf, Professor of Geology at Yale, said tonight that the extent of the earth tremor felt through the northeastern part of the United States tonight would indicate that it was the greatest in extent and intensity since the earthquake which shook the eastern part of this country in 1755.

"Since that time there have been quakes of unusual severity, notably the Charleston (S. C.) quake of 1860 and the California earthquake of 1906," said Dr. Knopf, "but the extent of these was not nearly as great as the reports of tonight's tremor would indicate it to have been, although in both cases there was greater intensity and considerable destruction of life and property."

QUIVER IS REPORTED OVER MANY STATES VIBRATIONS SEND HUNDREDS TO STREET

Cities From Brunswick (Me.) to Louisville Feel Sway in Buildings.

SOME TELEPHONES PUT OUT

Two Apartment Houses Collapse in Schenectady as Families Flee Into Street.

Reports from Boston, Springfield, Mass., Albany, Detroit, Chicago, and Louisville indicated that last night's east tremor had been felt over a wide territory. Buildings were shaken in many cities. Press dispatches said the tremors lasted from thirty seconds to two minutes.

The first seismograph report of the quake came from Canisius College at Buffalo, where the instrument recorded minor shocks for fifteen minutes after the major tremor.

Telephone communication was interrupted in several localities, notably in Springfield, Mass., where two distinct shocks were strong enough to break several trunk lines.

Complete reports as to the boundaries of the earthquake area were lacking last night, but telephone messages from Montreal to The Associated Press said the quake was noticeable there, and that it had also affected Sudbury, Ontario, 300 miles north of Toronto.

New Yorkers Tell of Their Experiences and Sensations During the Tremor.

SHOCK MAKES SOME DIZZY

Women and Children, Frightened at First, Laugh When They See All Is Safe.

Last night's tremor of the earth was felt throughout the metropolitan district, the shock being most pronounced in Harlem, but nowhere was there any report of damage or injury.

The tremor gave the earth a "wavy motion"—something like the billowing of the ocean many reported—shaking pictures on the walls and causing chandeliers to swing.

Those on the upper floors of buildings felt the movement more distinctly than others. The shock seemed to be most severe in Harlem, where hundreds of persons left their homes.

In Times Square theatregoers declared they had not noticed any movement of the floor, but several of the managers on Forty-second Street said they probably would not have recognized a tremor because of the continued blasting for the new subway in Forty-first Street. Several traffic policemen who were on duty felt a tremor though they were being jolted.

One-hundred persons living in the six-story building at 174-176 Canal Street

COMES AT 9:23½ O'CLOCK

Freakish Quiver Rattles Windows and Rocks Furniture Here.

MOST SEVERE IN HARLEM

Brings Audience to Its Feet in Brooklyn—Breaks Fordham Seismograph Needle.

CENTRE IS BELIEVED NEAR

Fordham Scientist Estimates Origin Was About 400 Miles Away.

New York City was shaken roughly at 9:23½ o'clock last night by an earth tremor which was felt widely along the Atlantic coast and as far West as Wisconsin and South to Louisville and Richmond. The tremor also was felt in Canada.

The trembling was severe enough to cause alarm in many parts of the city, but there was no damage. An undulating floor and creakings of woodwork caused some to shed tears and caused those attending a matinee theatrical performance at the Packer Institute in Brooklyn. Rattling crockery, banging windows, swinging chandeliers and overturned furniture in apartment houses in Harlem caused many to flee to the streets.

The tremor was felt in all parts of New York City, but with great local variations in severity, depending partly on the type of buildings in which it was experienced. As usual, the tremor acted freakishly, apparently skipping one block and giving a vigorous shock to the next.

Reports that began pouring in from all sides immediately after 9:23 showed that the tremor had been only "felt" by the residents of all parts of New York City but had been experienced distinctly in many parts of New Jersey and generally along the Atlantic Coast.

Clock Stopped in Jersey City. The tremor registered the moment of its occurrence here with exactitude by stopping the clock in the Chief Dispatcher's office of the Erie Railroad in Jersey City.

The duration of the shock varied from half a minute to two minutes, according to different reports of it.

The slipping of a great rock mass deep in the earth's crust somewhere in the eastern part of the United States must have been the cause of the tremor, according to geologists.

As the tremor rippled through the city, windows and walls rattled in Harlem, there was a good deal of nervousness which would probably have been whipped into a panic had the cause been known at the time. But elevated trains, heavy trucks on rough streets, rattling for foundation and other causes, had produced similar though fainter results so frequently that the population was slow to scare. Few

Première fois que je triche : puisque c'est seulement demain 1^{er} mars que le New York Times racontera le tremblement de terre évoqué par Lovecraft ce samedi.

Says Airplane Makes Battleship Obsolete

Continued from Page 1, Column 1.

related something of his experience. He told how destroyers were deployed. He said that destroyers were deployed to ways, keep ships apart, support and otherwise solve war problems such as are involved in the present situation. The commanders of the destroyers had to work out immediate movements without detailed instructions from the Commander. He recalled how the "Tumult" had been used in the first action.

"Suppose in case of war," the Admiral said, "we have a certain air force in the navy. It must be handled by the men. If we have an air force of 100 planes manned by naval men and let me mark them on the same board, as we do now, with those drawn, etc., I know we will succeed."

Urge Navy Training for Pilots.

"Gentlemen, if you have an air force now, you must have men to man it as could be had, and send them to sea as they did not have naval training. I would say, if you have an air force, there is no way I could give them an order. That mind is true, that if an air force exists, it must be handled by naval officers."

He recalled that the British had a great fleet which had been destroyed. From the same country came the statement:

"From the shore out must be under the command of naval men. That is what he said, for ships going to sea to be used in war, must be handled by naval men, which he differed from General Mitchell."

The air power and submarines adequately developed. Admiral Sims commented that naval aircraft would render it impossible for an army to send forces across the ocean to inflict damage on another country.

He recalled that the British had a great fleet which had been destroyed. From the same country came the statement:

"Any nation lost a fleet of vessels."

Admiral Sims added: "Can exist in the presence of an enemy submarine unless it is going at great speed and is zigzagging."

The Admiral quoted a storm of magazine writers who had written with a cruising radius of 6,000 miles would have to be sustained.

"You might as well put your hand on your thumb as to all the world to find a submarine in motion with your fingers; then you have got to go back home."

The Admiral continued that it would be difficult to sustain a fleet over one-third of the fleet to keep one-third at the front.

Limit on Submarines.

He declared that it was unfortunate that the Limitation of Armament Conference had not been able to agree on a limit on submarines.

He declared that the submarine was the most important criticism that leveled at submarines after the war and that the submarine was the best weapon.

Thus to appear an article for Current History, while he told the facts as he then viewed it important.

"I made it clear then," he added, "that the submarine was the most important, nothing more important than the submarine."

Admiral Sims discussed its great operating radius and the navy's ability to operate across the sea unless it was limited by the impossibility of American ports.

"All the power in the world cannot drive it away, because it is invisible," he asserted. "It is twice as big as an airplane and can fly 100 miles and used legitimately under international law and under the dictates of humanity."

The Admiral pointed out that the submarine was the only ship that could not be destroyed.

"They are three times as big as a sailing ship."

Calls Anti-Aircraft Fire Futile.

Discussing the importance of air control, he said that ships of a navy without air protection could only shoot at planes from the deck, which was entirely inadequate. He then launched into a discussion of gunfire, a subject he had been discussing with the Roosevelt-Voigt Administration. He told of the difficulties of gunnery, and then asked what he had told them about defects in the navy.

"The remarks you made were right," he said, "but when they say and, you can't get it out of their heads."

The Admiral continued to see the light on the other side. He continued, referring to the Roosevelt-Voigt Administration, the Rodney and the Nelson, have in their after parts anti-aircraft guns, which are built into the planes and in their front parts, though they are really cruisers."

"That is a big advance for the British to make," said the Admiral. "It is the best development."

He declared that the big guns are deadweights and are carried at least speed.

"It is a terrible slip, just the same," he said.

Asked to discuss Secretary of War's idea of the importance of naval air, the Admiral said:

"Of course, the opinion of the Secretary of the Navy is not of great military value." It is derived from the General Board. He then turned his head, from which he goes his information. He then said he failed to give the airplane its just due.

"With all respect," he continued, "they are not built up to fit to conform to what the Commander-in-Chief of the Navy wants."

Upheaved Admiral Julian.

Admiral Sims continued, although a store has been made. Guam is 3,200 miles to the westward, and if it were well defended, it would be extremely difficult to defend the Philippines with greater safety than the fleet was there it would be physically impossible to survive."

An air expedition, however, could not go back to the base of supplies in the fleet and reach the Philippines only if the fleet moved along. Guam is 3,200 miles to the west of the centre of the Pacific Ocean.

It was with the centre of the Pacific Ocean under the command of the Japanese.

Urge Base New Philippines.

The navy, the Admiral said, wanted to defend Guam adequately, but found it difficult to get the money.

There was a question as to the President and his Cabinet and the committee of Congress, he continued, that the people did not represent the representatives because the people do not understand the situation. They are not taught.

Admiral Sims recalled that once when approached by the Japanese, he was informed that there was doubt among naval officers that the Japanese could be trusted.

Admiral Sims said that the funds desired that were given to him were not given to him again. What were the members of the General Board?

"Admiral Sims seemed to view the correctness of this view without practical experience." You are bringing the experts to tell us their experiments to tell us their things.

When the laughter subsided, Admiral Sims added:

"I am not trying to be smart with you. Mr. Reid remarked that it was possible to get the information placed before the committee."

"You can get it in the General Board, but it is an impartial jury and they are not. You have no naval traditions behind you."

Mr. Reid asked if air training would be held at the General Board.

"We should not notify Guam, but that would be helpful," said Admiral Sims.

"But it would be helpful, wouldn't it?"

"With a gang like that I would have thought it would be about it," the Admiral snapped back.

A moment later, when the questioning was over, the Admiral said:

"A moment ago, when the question was over, you asked me what we could come to Newport and see what we are doing."

The Admiral continued with an explanation of the importance of sending fliers, for example, to the General Board, in that connection recommended new bases.

"The Scandal of Jutland, when the British were beaten, was due to the lack of communication between ships. Admiral Sims said they would not change the situation, unless you open the door to the Japanese."

Discussing the safety of continental defense against Germany, he said:

"Any nation adequately equipped across the ocean could not be whelmed across the sea," he added.

Speaking again of the possibility of submarine warfare, the Admiral said that such a result in the event of war would be disastrous to the Navy in command of the surface of the ocean.

Says We Lag in Submarines.

In response to another inquiry about the value of the merchant marine, he stated that a navy is absolutely unable to operate across the sea unless it has ships to supply itself.

Admiral Sims discussed its great operating radius and the navy's ability to sustain a fleet unless it was limited by the impossibility of American ports.

"Any nation adequately equipped across the ocean could not be whelmed across the sea," he added.

Speaking again of the possibility of submarine warfare, the Admiral said that such a result in the event of war would be disastrous to the Navy in command of the surface of the ocean.

Needed Battleships in World War.

Mr. Reid asked if the battleship had performed important service in the Great War.

"Oh my Lord, yes, it did—for Human's sake!" exclaimed the Admiral.

"We were able to use every vessel we had in keeping down the submarine."

He added that the Grand Fleet was able to keep the German fleet under him.

"What did the fleet do the airplane take?"

"That's very easy," he answered. "It didn't take out or others."

He then said the British had asked for 300 ships to be towed by destroyers for attacking German barges, as there were no planes capable of flying more than 150 pounds at the end of the war.

Admiral Sims said that the British general, also that the airplane did much to save the Western Front.

"Well, I don't believe we should have been defeated," he added.

"We should have been impotent without air domination." No army can contend if its enemy controls the air," he continued, adding that the airplane was essential for observation alone.

"The airplane does not have to be flying low," under the handbook, he had said. "It would not be flying at 10,000 feet."

Admiral Sims said that the airplane had been although he could get \$300,000 a month, although he could get \$300,000 a month for aviation that it was a red herring.

"The money is not available for aviation," he said.

"You only know the construction of organization like that," he said.

"That man (Moffett) has done a good stunt."

He then discussed censorship in the navy and his prospects for men speaking their minds.

"Of course they are free. They are in the service," he said.

"You can't say anything, he will have to take the consequences."

"I might not write anything," he added.

The Admiral had his own opinions to hold, but when the question arose as to

"I've got a wife and three children. I would like to spend some day to a week."

Admiral Sims knew that John J. Pershing, who had been sent to China, might be turned down for promotion by the Chinese.

"The Chinese are afraid to go against the heads of the General Board, and the other heads," he said.

"The Chinese are afraid to go against the heads of the General Board, and the other heads," he said.

On selection would he be precluded

from being a military weapon."

Mr. Reid asked what a commander could do if he were to get the air point of view on a situation.

"This is that the information received from aloft is accurate. The man in the air is not bound by any rules in order to report, he insisted. The commander must handle all arms of the fleet.

Aircraft Investigating Committee laid

this afternoon that only 14 per cent of the expenditures for the Army Air Service made since the close of the war were for personnel and equipment. Headquarters of the appropriations were devoted to day, housing and maintenance of aircraft, and the investigation and maintenance of aircraft.

Perkins read in part as follows:

The following are my answers to the questions which you sent me regarding

"1. The policy of the War Department in regard to the use of aircraft before the Department testifying before Committee on Appropriations was published in the *New York Times* on Feb. 22, 1923.

"The rule of the department will, therefore, be to use aircraft in accordance with policies and facts which the public interest demands. Officers are similarly to testify as to their opinions and beliefs before congressional committees of the Senate and House of Representatives on various matters,"

"The purpose will speak under such safe

fit as the Secretary of War sees fit to name."

Personal verbal instructions were given in the Fall of 1922 as follows:

"1. All personnel of the Air Service and to the officers of the Air Service in instructions to the following effect:

"You can get it in the General Board, but it is an impartial jury and they are not. You have no naval traditions behind you."

Mr. Reid asked if air training would be held at the General Board.

"You are more hopeful than am I," said the Admiral, who was more languid.

"But it would be helpful, wouldn't it?"

"With a gang like that I would have thought it would be about it," the Admiral snapped back.

A moment later, when the questioning was over, the Admiral said:

"A moment ago, when the question was over, you asked me what we could come to Newport and see what we are doing."

The Admiral continued with an explanation of the importance of sending fliers, for example, to the General Board, in that connection recommended new bases.

"The Scandal of Jutland, when the British were beaten, was due to the lack of communication between ships.

"The formation of the enemy ships while we do not understand that sort of thing," he continued, still insisting that the British were beaten because they did not carry out instructions in a case of emergency.

"The Commanders of the fleet must be trained to think."

"The Admirals must be trained to think."

"Admiral Sims said that he had been told by the British that the German fleet had been brought down there," the Admiral continued, "that is in the hands of other admirals, and he was with the captain of my destroyers."

Statement that he transcribed the foregoing instructions. Any statement or record of the Air Service officers is made in the interests of justice.

Testimony before the Committee on Appropriations on Feb. 8, 1923, that General Mitchell had been reprimanded by the Pacific Fleet and had been reported to the War Department, and was after the statement was made to your committee that it had been cleared. This was done at various times, by General Officers who have received the consideration.

Statements were also made by General Officers who have received the consideration.

There was a report in the *New York Times* between the army and navy officers in the fall of 1922, in a letter dated June 20, 1922, from Maj. Gen. Sumner, then Department of War, to the War Department.

"The statement was made to your committee that it had been cleared. This was done at various times, by General Officers who have received the consideration.

Statements were also made by General Officers who have received the consideration.

In order that there may be no misunderstanding, I desire to say that I have never engaged in any controversy on this subject, nor have I ever made any statement with reference thereto. The statement with reference to him on his arrival, however, was not made until the decision to which reference has been made.

"3. Of the \$54,000 expended on operations of the Air Service since the war, \$6,000,000 represented estimated value of issues from the War Department, \$10,000,000 was expended for new aircraft; \$76,000,000 for pay, housing and other services, \$10,000,000 for operation, maintenance, and development of aircraft.

These statements have been made, the only question being the wisdom of the expenditure.

"The amount spent on aircraft has been spent.

Many people evidently believe that the amount spent on aircraft is excessive.

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NEW YORK, SATURDAY, FEBRUARY 28, 1925.

Found Dazed in Auto That Killed an Old Man, Driver Goes Violently Insane When Jailed

Michael Guzzo, a tilesetter, of 93 Stuyvesant Avenue, Brooklyn, was locked in a cell at the Gates Avenue Station, Brooklyn, last night on the charge of homicide after his automobile had killed an aged, unidentified man at Myrtle Avenue and Taaffe Place.

Guzzo's machine crashed an instant later into an elevated pillar and was smashed. Patrolman Frank J. Kupack, who arrested him, found him dazed. He seemed dazed when the cell door was locked upon him.

In a few minutes the jail guard heard Guzzo move about the cell mumbling. Presently he shook the cell door frantically. He shouted unintelligibly a moment and then began shrieking.

The guard ran back and found Guzzo running madly about the cell, striking the wall with his head, falling to the floor and shouting incoherencies about "killing a man."

Dr. Smith of St. John's Hospital, summoned by the police to examine him, ordered Guzzo removed immediately to Kings County Hospital for observation. He said he believed he had become unbalanced mentally from shock.

The man killed by Guzzo's automobile appeared about 70 years old. In his pocket was found a printed card with the name of Dr. Ames, 152 East Twentieth Street. On the other side was written the name of Mrs. E. A. Sterling, 1,068 Broad Street, Newark, N. J. The body was taken to the Brooklyn Morgue.

No Decrease in Drunken Auto Driver Peril; Liquor Costs 355 Their Licenses in 3 Months

Half of the automobile drivers whose licenses have been revoked in New York during the past three months lost their permits because of intoxication, it was disclosed yesterday by Charles A. Hartnett, State Commissioner of Motor Vehicles.

"I am sorry to say that there seems to be no appreciable decrease in the number of intoxicated drivers on New York roads," said Mr. Hartnett at a luncheon of the Motor Truck Association of America at the Café Boulevard yesterday. "Of more than 750 licenses suspended or revoked during the last three months 355, practically half, were due to intoxication. We have made a rule, and are abiding by it, that the driving license of no person which has been revoked for intoxication can be restored for at least one year. That does not seem sufficient, and it will probably be necessary to inflict severe penalties in many cases."

"More severe penalties are also going to be inflicted on the speeder. On this type of violation the bureau has, during the last six months, followed a policy of toleration and education. It has met with considerable success, but hereafter drivers who are arrested and whose records show a wilful disregard for public safety in highway driving

will have their licenses suspended or revoked."

Mr. Hartnett announced that his department intends to make a State-wide survey to learn if many trucks are being operated on licenses issued for lighter vehicles.

"I have been told," he continued, "that many owners have taken out licenses and paid fees for trucks of three to four tons capacity and are using them on vehicles which are qualified to carry double that load. That is a violation of the law and we simply wish to ascertain if such cases exist. The Motor Vehicle Bureau is anxious to protect the roads and public safety as much as possible. It is not the object to burden any one unduly, but we do want honest cooperation in enforcing the law."

The Commissioner said that the new Motor Vehicle act signed by Governor Smith recently gives automobile owners the right to use 1926 license plates five days before the expiration of 1925, and is expected to aid in preventing much of the usual year-end rush in obtaining new registry numbers.

Joseph Husson, President of the association, presided at the luncheon, and those present extended a vote of thanks to L. S. Campbell, who retired recently from the presidency after serving four years.