

1925-2025

UN AN AVEC HOWARD PHILLIPS LOVECRAFT

#102 | 14 AVRIL 1925

Baltimore. Ce stylo et ce papier si mauvais sont vraiment baltimoriens. Seulement, ils ne veulent pas l'avouer. Je continuerai plus tard, parce que je vais manger du poulet de Baltimore, la vraie variété. Baltimore n'est pas si mal. J'ai passé une heure agréable avec le libraire Janvier et, bien que je n'aie pas fait d'affaires avec lui, nous nous promettons de nous aider mutuellement. Ce soir ou demain vers midi, je me rendrai à Wilmington, puis à Philly. Si tu m'envoies un mot, envoie-le au Centaur Book Shop, Philly. Je suis au « China » et j'ai commandé du poulet chow mein. Je suis allé dans un autre restaurant mais il y avait des tables en dur et j'ai eu envie de jazz et de confort. Les nappes de papier c'est le seul papier sur lequel je peux écrire, et j'ai envie d'écrire, mais il y a le repas, et je n'ai pas eu le temps de manger depuis le petit déjeuner... Rapport : absence totale de poulet, comme d'habitude, du moins dans le chow mein, alors qu'on en voit courir dans la cour. Café exceptionnellement bon. Je n'aime pas l'habitude sudiste des biscuits chauds. J'aurais aimé manger à nouveau dans le joli petit trou de Washington. Baignoire correcte, même si j'ai été déçu lorsque j'ai découvert que l'eau froide était l'eau chaude. Baltimore parle de chevaux, de femmes et de choses comme les bijoux d'occasion (achetés à ceux qui se ruinent aux courses) et autres choses du même genre. Un curieux mélange de nord et sud Je suis dans la chambre 301, The Rittenhouse, et je suis amoureux de cette chambre. Je m'en arracherai cruellement demain matin, ne m'arrêterai qu'à Trenton, et atteindrai la gare de Penna dans le courant de l'après-midi. [...] Je serai heureux de revenir. Je n'étais pas fait pour être vendeur itinérant. « George » signifie « homesteader ». Mais j'aime bien cet hôtel. George Kirk, lettre à Lucile, 14/16 avril 1925.

[1925, mardi 14 avril]

Write — rest — write — Belknap call — ship mod. break — out to Prosp.
Park — return — Belknap lv. — dinner — write — SL call — out to
Tiffany & SL ho. in rain — home & write — retire. [In margin :
RUSSELL ARRIVES].

*Écrit. Repos. Écrit. Belknap passe. Ma maquette de bateau tombe et se
casse. Je sors à Prospect Park, puis retour. Belknap repart. Dîner. Écrit.
Loveman arrive, on descend au Tiffany sous la pluie. Retour, puis écrit.
Couché. (En marge : Arrivée de Russell !)*

Écrire, puis se reposer, puis écrire. Balade avec Belknap jusque Prospect Park, puis retour, dîner, écrire. Au tour de Loveman, on se retrouve au Tiffany malgré la pluie (c'est tout près), puis écrire. Lovecraft aura mentionné quatre fois dans la journée qu'il écrit : toujours ce compte rendu en vingt pages de l'excursion à Washington ? Kirk lui continue le voyage, après Washington étape Baltimore, qui ne tomberait pas sous la fascination de Baltimore ? Pas de pèlerinage sur la tombe de Poe. Tournée des libraires : outre les achats de livre, il semble qu'il cherche à placer auprès d'eux des exemplaires de la correspondance de Bierce, qu'il a éditée à Cleveland, avant la venue à New York, après Baltimore remontée par étape, Philadelphie bien sûr puis Trenton, pourtant bien plus petite. À Philly, le Rittenhouse Hotel a été reconstruit dans les années 1970 et existe toujours : de classe, pas étonnant qu'il ait pu de nouveau disposer d'une baignoire ! Dans le journal : ils sont plusieurs milliers de garçons d'ascenseur à New York, ils étaient en grève la semaine dernière, le chiffre est apparu à cette occasion. Quel beau décor alors pour conte de fée à l'américaine : même si pas de trace de la carrière ultérieure de ce Gustave Fioretti. Expérimentations de téléphonie sans fil de Londres à New York : encore quasi un secret militaire. 38 000 œufs de Pâques envoyés par les enfants d'Amérique au président Coolidge : bon appétit ! Un babouin s'échappe du zoo de Central Park, on l'abat. Changement d'ère : Ford lance le projet d'un avion de fret, l'Air Flivver, liaison Chicago-Detroit quotidienne envisagée, prix de vente 25 000 dollars, fret trois passages ou 250 kilos.

New York Times, 14 avril 1925. Un manteau de fourrure féminin, quelqu'un qui prend l'ascenseur dans la Bourse de New York, une école de danse défunte dans New Haven, un autre quelqu'un en recherche décomplexée d'un salaire provisoire, voici tous les éléments qui se sont rassemblés pour que le nom de Gustave Fioretti apparaisse sur le

programme du Metropolitan Opera pour les représentations de cet été et cet hiver. En ce moment, arborant une épée, ou n'importe quoi qu'on lui dit de tenir, en première ligne du chœur. Et dans la journée continuant de monter et descendre les passagers de l'ascenseur de la Bourse. Au début de l'histoire, Gustave Fioretti, qui vient juste d'avoir ses 29 ans, dirigeait une école de danse à New Haven, dispensant aux nouvelles générations l'art des pas et de développer son propre talent de Terpsichore. Certains des élèves payaient, d'autres non. Un jour Fioretti découvrit que son associé était parti avec la caisse. Il ferma sa boutique et vint à New York. L'hiver vint, et ses rafales glacées. Sa soeur voulait un manteau de fourrure. Fioretti emprunta pour le lui payer. Les traites pour le manteau étaient implacables, et Fioretti dut se mettre en quête d'un travail. Le mieux qu'il trouva fut garçon d'ascenseur. Et un jour il ne put honorer sa traite avec sa paye. Le prêteur se rendit à la Bourse, et réclama sa dette à ses employeurs. Les directeurs administratifs de la Bourse prirent en charge le problème et non seulement remboursèrent l'obligation, mais, en l'interrogeant, décidèrent qu'il fallait l'aider à progresser et s'y mirent avec fougue. Arthur Longendyke, secrétaire de la compagnie gestionnaire du bâtiment de la bourse obtint que Miss Galli, maître de ballet et première danseuse du Metropolitan, reçoive Fioretti pour une audition, et le recrutement pour les chœurs s'ensuivit. Mme Galli lui donne actuellement trois leçons par semaine, et la prochaine saison il sera danseur solo. Fioretti fait toujours monter et descendre son ascenseur, mais pourrait bien dès l'an prochain ne plus se consacrer qu'à son art.

Elevator Boy in Stock Exchange Going Up; To Dance Solos in the Metropolitan Opera

A lady's fur coat, a passenger elevator in the New York Stock Exchange, a defunct dancing school in New Haven and an unabashed collector for a salary loan agency, all figure actively as reasons for the fact that the name of Gustave Fioretti will appear on the program of the Metropolitan Opera Company at performances this Fall and Winter. Fioretti will figure as a solo dancer. Just now he carries a spear, or whatever else he is handed to carry, in the first line of the chorus, evenings. In the daytime he runs an elevator in the Stock Exchange Building.

To start the story, Gustave Fioretti, just turned 29, possessed a dancing academy in New Haven, where he taught the rising generation how to dance, while he was polishing his own terpsichorean skill. Some of the pupils paid. Some did not. One day Fioretti discovered that Overhead had danced off with his income. He promptly shut up shop and came to New York.

Winter ensued with chilling blasts. His sister wanted a fur coat. Fioretti ob-

ligated himself to pay for it. These payments were regularly insisted upon by the seller of the garment, and Fioretti, on arrival in New York, hustled for a job. The best he could get was in the elevator. That failed one day to pay the instalment on Fioretti's loan.

The loan merchant promptly marched upon the Exchange. He exhibited to its officials the lien on Fioretti's salary. The personnel department of the Exchange took up the problem and not only satisfied the obligation but in a spectacular interview ascertained that young Mr.

Fioretti could shake a most amazing leg. Stock Exchange officials, who saw his steps immediately became bulls on his future. Arthur Longendyke, Secretary of the Exchange Building Company, says the management got Miss Galli, the ballet mistress and première danseuse of the Metropolitan, to grant Fioretti an interview. His engagement in the chorus followed. Miss Galli gives him lessons three times a week. Next season he will be a solo dancer.

Fioretti still runs his elevator, but next year will abandon business entirely for art.

Gloria Swanson in "Madame Sans Gene," Grande Premiere, Rivoli, Friday evening, 8:20. Tickets at Rivoli, Elbato, Criterion Now.

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MAD BABOON SHOT AFTER PANIC IN PARK

Hundreds of Children in Monkey House When the Duke Escapes From Cage.

KILLS RINGTAIL MONKEY

Vicious Simian About to Leap From a Window When Bullet Halts Him.

The Duke, the most dangerous baboon the Central Park Zoo keepers have ever had to keep, escaped from his iron cage yesterday by a feat of prodigious strength, decapitated the monkey in the adjoining cage and after four hours of excitement was shot to death by a policeman.

Hundreds of school children, taking advantage of the Easter holidays, were spending Monday morning in the park. At about 10:30 many of them, along with nursemaids and a few adult visitors, were attracted to the old monkey house in back of the Arsenal Building at Sixty-fourth Street and Fifth Avenue by an outbreak of monkey cries. Ringtails, lynxes, ocelots, coatmundi and spider monkeys and Chackma baboons, apparently having a powwow in monkey language, were all locked safely behind bars, or so the keepers thought them to be. Consequently the curious crowd was allowed to fill the place and be amused by the unusual antics.

The Duke, a gray ball of animated viciousness, 19 years old and weighing 110 pounds, was scurrying from side to side of his cage. He seemed to be uncontrollably annoyed by Paddy, a little ringtail who has spent the last three years in the cage adjoining.

With the arrival of the crowd of laughing children, who made fun of the monkeys or tried to feed them peanuts, the Duke's rage mounted. According to Robert Hurton, the Duke's keeper ever since he came to the Central Park Zoo from Barnum & Bailey's Circus some four months ago, the Duke has always hated children. This, said Keeper Hurton, is unusual in a baboon. Most baboons like children.

The Duke distinctly did not. To show it he suddenly decided upon a course of action.

Wrenches Cage Door Loose.

The entrance and exit to the Duke's cage is through a door in the top, gridded with half-inch bars. Out of respect for the Duke's great strength and viciousness Head Keeper James P. Coyle had had an extra heavy padlock put on the grill. In addition to this the door was lashed down with iron wire.

38,000 Children Roll Eggs at White House; They Cheer the President and Mrs. Coolidge

Special to The New York Times.

WASHINGTON, April 13.—More than 38,000 youngsters, with their mothers or nurses, attended the egg rolling in the White House grounds today. Children also covered the hills of the Zoological Garden, and those living near the Capitol had their sport there.

Once it was a real contest. The eggs were started under their own momentum at the top of the Capitol hill, and the owner of the egg which went the furthest won the eggs of his rivals. When the hill gave way to the series of steps President Hayes turned over the White House grounds to the children, who now merely roll their eggs in the grass.

The first children began to arrive at the White House gates at 9 A. M., and by 3 P. M., when the Marine Band began to play, the grounds were filled with the rolling little folk.

Mrs. Coolidge, clad in white, appeared in the grounds before the crowds became so dense, accompanied by her two dogs. She shook hands with many of the tots till the rush toward her became so great that the dogs, Bob Roy and Paul Pry, got nervous in the excitement, and she had to lead them to the south portico, where she entertained some of the children of Cabinet members.

President Coolidge walked into the grounds on his way to luncheon. There went up a cry of "Oh, the President!" Children fell over each other to get their first glimpse of him, and many an egg was demolished in the rush to points of vantage.

One child from out of town was introduced later to the President in the executive offices. He told the President that he liked the White House and the big grounds and said: "I am going to be President some day."

Small boys did a rushing business in renting themselves out as sons to childless men and women who wished to gain entrance to the grounds. The union scale appeared to be 10 cents an impersonation.

The crowds were so congested that several women fainted and had to be sent to the Emergency Hospital. At 6:30 after playing "The Star-Spangled Banner," the Marine Band sounded taps and Mrs. Coolidge waved farewell as the juvenile army melted away, leaving a trail of eggshells on the battle-ground.

Transatlantic Wireless Phone a Success, Declares London Paper of Secret Tests

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Special Cable to THE NEW YORK TIMES.

LONDON, April 13.—Secret wireless experiments from British stations have resulted in a success which brings within a measurable distance the time when telephone calls between this country and the United States will be possible, declares The Morning Post.

The experiments have been conducted from Rocky Point, in America, and two places in England, in Somerset and Wiltshire. Results, the newspaper says, prove very definitely that the day of the public wireless telephone and regular transatlantic commercial service is near at hand. The high-power station at Rugby when completed will be the English equivalent of Rocky Point.

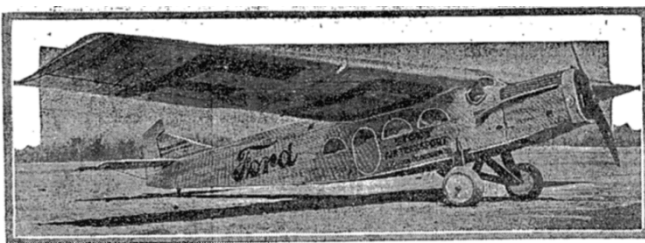
The experiments, which have been kept a dead secret, have indicated that

wireless telephony is a commercial possibility during the mornings, evenings and nights of Summer, while from September to the end of April communication of a commercial standard can be maintained during the whole twenty-four hours, except at sunset. Sunset presents difficulties which may never be overcome.

It is almost impossible for the conversations to be tapped. The Morning Post says, when the plans are completed for transmission of regular messages, each station will be connected with a large central exchange, so that when a subscriber calls "Transatlantic trunks," he will be switched to an exchange that will put him on to the New York or Rocky Point exchange, and this exchange immediately will switch him to the required number, whether in Chicago or San Francisco.

LINCOLN MOTOR CARS.

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PRECURSOR OF THE FUTURE FORD "AIR FLIVVER"
Which Made Its First Flight Yesterday.

Wide World Photo.

AIR FREIGHT LINE STARTED BY FORDS

Continued from Page 1, Column 6.

started down the field to the position for the take-off. He soared into the air, circled the field once and started on his journey.

Henry and Edsel Ford and the others gazed at the plane until it disappeared and then they turned their attention to a passenger train, which at the time was entering the eastern city limits of Dearborn, on its way to the Western city. They conjectured on the time which would be made by the train and the plane, and a new series of prophecies concerning the transportation of the future were produced.

The plane passed over Bryan, Ohio, 18 minutes after the start, averaging 138 miles an hour.

Other Air Lines Planned.

"This is the beginning of a new form of transportation for the company," Edsel Ford said after the plane had left.

"We have been using trains, automobile trucks and steamships, and now we have airplane transportation. Another ship similar to the first is now being built in the Stout factory and it will be placed in service as soon as it is shipped."

"Ultimately we hope to link our plants at Chicago, St. Louis, St. Paul and at Iron Mountain, Mich., with air transportation lines similar to this one. The hydro-electric plant at St. Joseph will be connected with the plant at St. Louis, which, in turn, will be connected with the Chicago plant. Detroit will be a terminus for the Chicago and St. Louis lines. Interfactory mail probably will make up much of the cargoes of these ships. Urgent shipments of material parts for which a sudden need arises will constitute the bulk of the loads."

"We are not announcing the schedule of this system of transportation. In a sense we are experimenting with this Detroit-Chicago line. For the present the plane will make the round trip every other day. When the other plane is completed a round trip will be made each day. The service, however, is a perma-

nent one. We hope to learn more about its use soon. There is no intention of accepting for shipment any freight or mail except that of the company. This is strictly a Ford enterprise operated solely by and for the company's business."

The Ford Motor Company does not contemplate the manufacture of airplanes. We will buy the planes built at the factory here in Dearborn by the Stout Metal Airplane Company, to which we will give all our assistance. Launching of the plane carries out in a preliminary way the ideas of Edsel Ford, President of the company, in promoting commercial aviation.

Arrival at Chicago Field.

CHICAGO, April 13.—The airplane again, Dearborn, first of a fleet of freight-carrying airplanes that is expected to link cities of the Middle West within a few months, landed here at 11:13 o'clock this morning from the airport of the Ford Motor Company at Dearborn, Mich.

No passengers were in the ship during this flight. Pilot Edward G. Hamilton and Harry Russell, mechanic, alone accompanied the load of 1,005 pounds of Ford parts as the ship landed amid the cheers of a crowd of more than 1,000 persons.

The ship, which was constructed to carry eight passengers, the crew and 2,000 pounds of freight, bore a total load of 1,215 pounds today.

The flight caught the imaginations of all who are interested in aviation because it marked the beginning of the most elaborate venture ever made in commercial flying.

Fords Interested in Making Airplanes.

It is known to the initiated that the plane service starting yesterday, as described in this dispatch, is really the first part of a Ford program for stimulating aviation. The Ford Motor Company and its son Edsel have started their own airplane service not only to quicken and reduce the cost of mail and express service, but also to provide a means of effort for practical facilities for testing aviation equipment which they may produce.

It is no secret in Detroit that Henry Ford wants his son Edsel to become the same figure in aviation that he himself has become in the automobile field. Edsel's ambition is to produce Ford's of the persons and which can be turned out by mass production methods which will per-

mit their sale for two or three thousand dollars.

The Stout metal plane, which is the first flying machine to meet with the approval of either Henry Ford or Edsel, may be produced in unlimited quantities. At present it sells for \$25,000 and it is powered with the expensive Liberty engine. The Liberty is a military motor developing 400 horsepower and is practicable only in large planes. Edsel as President of the Ford Motor Company is supervising laboratory experiments with all kinds and types of engines in an effort to develop a small, light motor capable of propelling small craft. At present he believes that a radial, air-cooled engine will prove to be the ultimate power unit for Ford planes. Air-cooled motors are lighter than water-cooled types, and to be practicable for small machines an engine must develop greater power in proportion to its weight.

"Air Flivvers" to Come Next.

As soon as such an engine can be produced, light planes will be built. They will carry two or three passengers or an equal weight in cargo. The entire facilities of the Ford plant will be available for production and marketing of the Ford machines when Edsel concludes that he can build practicable planes with engines that will keep them in the air a reasonable length of time.

Ford assembles everywhere will be set to work selling planes and engines and popularizing aerial travel and transport. The "Maiden Dearborn" is one of twin ships built for the Ford Motor Company. The other, which is about ready to take the air, may be named the "Maiden Detroit." Their peculiar qualities which set them apart from other light commercial construction. With the exception of the upholstery in the pilot's seat and a few minor accessories they are built of duralumin, a metal alloy stronger than steel, as against seven times as strong as steel. They can be parked in the open for indefinite periods without being damaged by the elements.

They are 500 pounds lighter than any commercial craft of their size in Europe. Measuring 40 feet from tip to tip of the thick wing and with a body 10 feet long, the Stout plane looks like a huge silvery bird in flight.

One-way flights between Detroit and Chicago should average about two and a half hours by plane, as against seven hours by railroad. Incidentally, it is known that every time period is filled with the Ford plane, the Ford Company saves \$1.50 (above all expenses) in postage.



Prince William of Sweden perfecting profile and setting about duties in living in "Cosmopolitan" May Cosmopolitan.

The Lonely Man of Iceland . . . story of single man . . . by Peter B. Kyne.

Beloved of a million readers, Kathleen Norris is making thousands of new friends by her new story "The House of Justice" . . . May Cosmopolitan.

The Duke of Devon . . . A story of a Duke's life . . . the famous story was now written by Lewis Cole.

James Gray picks up pen . . . A day in the life of this famous American and lover of the great outdoors . . . May Cosmopolitan.

PRINCE WILLIAM of SWEDEN is a regular fellow. He prefers a camel to a Rolls-Royce . . . an African hut to a palace . . . simplicity to pomp . . . and a writer's fountain pen to the royal scepter. The new combined Cosmopolitan and Hearst's International is proud to be the first magazine in America to publish his short stories. "THE PHANTOM LOVER", a thrilling adventure in the jungle, is a feature of the May issue.

"We sat up until 1:15 reading Mary Roberts Rinehart's 'THE RED LAMP,' now running in Cosmopolitan. We haven't stowed away so satisfactory a thriller for some time. Watch for it."

THE PHANTOM LOVER in the Bestselling Stories of Literature.

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