

1925-2025

un an avec Howard Phillips Lovecraft

#168 | 19 juin 1925

Bacon, Edgar Mayhew (1855-1935), *Narragansett Bay, Its Historic and Romantic Associations and Picturesque Settings*, New York, 1904.

Field, Edward (1858 - ?) *State of Rhode Island and Providence Plantations in the End of the Century*, Boston, 1902.

Gleeson, Alice Collins, *Colonial Rhode Island*, Pawtucket, 1926.

Knowles, James Davis (1798-1838), *Memoir of Roger Williams, the Founder of the State of Rhode Island*, Boston, 1834.

Laswell, George D., *Corners and Characters of Rhode Island*, Providence, 1924.

Lippitt, Charles Warren (1846-1924), *The Battle of Rhode Island*, Newport, 1925.

Munro, Wilfried Harold (1849-1934), *Picturesque Rhode Island*, Providence, 1881.

Pyle, Katherine (? - 1938), *Once upon a time in Rhode Island*, New York, 1914.

Annals of the Town of Providence from its First Settlement to the Organization of the City Government, Rhode Island Historical Society, vol. 5, Providence, 1832.

Richman, Irving Berdine (1861-1938), *Rhode Island : a Study in Separation*, Boston, 1905.

Extrait de la liste des livres concernant l'histoire du Rhode Island présents dans la bibliothèque de H.P. Lovecraft à son décès en 1937 — gratitude S.T. Joshi bien sûr.

[1925, vendredi 19 juin]

Up noon — wrote letters — dinner — read R. I. history — retired.

*Levé à midi. Écrit des lettres. Diner. Lu Annales du Rhode Island.
Couché.*

Et de nouveau cette quasi hibernation (dans la canicule new yorkaise) quand il partage le studio avec Sonia, il écrit mais de nouveau ce sont des lettres (et dont aucune ne nous est parvenue), s'il s'est levé à midi c'est que Sonia le matin a dû partir pour Manhattan, son embauche par nouvel employeur semble confirmée, et c'est elle qui rapportera de quoi dîner, et non grignoter, le soir. Mutité générale. Pourquoi écrire sur Lovecraft, alors que ce matin-même il dort, et qu'il ne lira rien qui nous enseigne sur l'invention fantastique, mais se plonge à longueur de journées dans l'histoire de sa ville de province, sinon parce que c'est peut-être dans cette indifférence même au train du monde, et l'écart où il vous met, que vous traversent les images des grandes forces obscures qui s'y meuvent, et ne sauraient s'énoncer dans le temps même qu'elles vous traversent ? Presque neuf ans séparent le moment où on retrouve Amundsen, disparu il y a trois semaines alors qu'il tentait de rejoindre pour la première fois le pôle nord en avion, et les avions que Lovecraft lancera, dans *Montagnes de la folie*, à l'assaut de l'Antarctique — même pas de lien de cause à effet, même pas d'influence ou de source directe, juste la naissance d'une forme littéraire totalement inconnue, et totalement vertigineuse, depuis cet écart du monde qui ne va progressivement que s'accroître, dans le même déni au présent, puisque Lovecraft ne verra même pas de livre à lui publié de son vivant. En cela aussi ou tout d'abord écrire sur ces notes en elles-mêmes si minces de son quotidien tout au long de son année new yorkaise, puisqu'ils nous les laisse : parce que la même indifférence du monde à ces formes de littérature qui naissent est loi générale, que nous ne savons même pas assurer aux pôles nord et sud de notre vieille planète une préservation minimale, et que c'est ici-même, dans notre si mince aventure à nous, qu'il nous faut retrouver l'élan des découvreurs. Dans le journal : nouvelle alerte concernant l'utilisation du radium. Et puis : le retour d'Amundsen, dont la tentative aérienne a échoué à moins de 30 km du pôle, assez pour en rapporter cette information principale, pas de terre en vue... on s'en réjouit, sans oublier de signaler que la route est libre pour MacMillan. Grève des conducteurs de bus à Paris : les passagers protestent par une opération escargot dans le paiement des billets (ce n'est pas l'actualité de New York, on prend cependant !).

Extension du domaine cinématographique : tourner en mer, pas si simple... Et, puisqu'on avait recopié il y a quelques jours une publicité pour des chaussettes, on continue !

New York Times, 19 juin 1925. D'Orange, New Jersey, le 18 juin. Mme Sarah T Maillefer, domiciliée 174, Main Street, Orange Est, est décédée ce jour à l'hôpital Sainte-Marie, où elle était entrée il y a une semaine, souffrant de ce que les médecins du comté de l'Essex nomment « un type d'anémie pernicieuse ». Mme Maillefer était employée à la Société américaine du radium (*United States Radium Corporation's factory*) et travaillait à peindre au radium les plots lumineux des cadrans de montre. Elle est la septième employée de l'usine à mourir avec des symptômes identiques. Ses proches considèrent que sa mort est due à un empoisonnement au radium. Il y a quelques semaines, la famille de Mme Mailler a porté plainte contre l'usine, la rendant responsable de la maladie frappant Mme Maillefer ainsi que sa soeur, Marguerite Carlough. Les soeurs partageaient la même chambre dans leur maison, et ont travaillé ensemble pendant six ans. Mlle Carlough souffre des mêmes symptômes d'anémie pernicieuse depuis dix-huit mois, et est hospitalisée dans le même établissement depuis plusieurs mois. Le médecin-légiste du comté, le Dr Martland, après avoir procédé à l'autopsie de Mme Maillefer, a déclaré qu'on procéderait à des examens de laboratoire pour savoir si le radium était responsable ou non de ce décès. Le résultat de ces examens sera connu dans six semaines.

Radium Killed Woman, Relatives Declare; She Is Seventh Watch Dial Painter to Die

Special to The New York Times.

ORANGE, N. J., June 18.—Mrs. Sarah T. Maillefer of 174 Main Street, East Orange, died today in St. Mary's Hospital, where she had been a patient for a week, suffering from what the Essex County physician said was a "pernicious type of anaemia."

Mrs. Maillefer was employed at the United States Radium Corporation's factory and was engaged in painting luminous radium dials on watches. She is the seventh employe of the company to die after exhibiting similar symptoms. Relatives assert that her death was caused by "radium poisoning."

Professor Edwin E. Leman, chief chemist of the corporation, died ten days ago after thirteen years continuous working with radium.

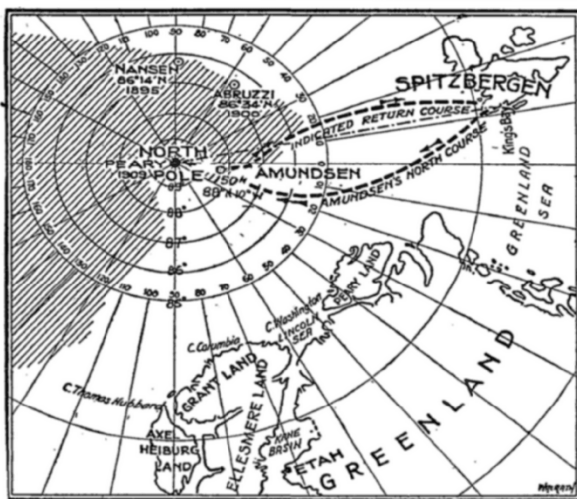
Some weeks ago Mrs. Maillefer's parents started suit against the radium corporation, alleging that it was responsible for the illness of Mrs. Maillefer and her sister, Marguerite Carlough.

The sisters shared the same room at home and had worked together for six years. Miss Carlough has been ailing for eighteen months from the same type of pernicious anaemia, according to physicians at the hospital, where she has been confined for several months.

County Physician Martland, after performing an autopsy on Mrs. Maillefer today said that laboratory tests would be made to determine whether radium was directly responsible for her death. The tests will take about six weeks.

The dead woman's parents said that three years ago she was stricken with what was then believed to be an attack of rheumatism and became lame. Soon afterward she experienced trouble with her spine. They contend radium phosphate was the cause of the trouble. Three weeks ago, they said an X-ray photograph was made and the physicians declared that Mrs. Maillefer was suffering from poisoning caused by constant exposure to radium.

AMUNDSEN BACK SAFE IN SPITZBERGEN; PLANES LANDED 150 MILES FROM POLE; SHORTAGE OF FUEL FORCED RETURN



AMUNDSEN'S ROUTE NORTH AND BACK

AMUNDSEN'S RETURN HAILED IN NEW YORK

American Explorers and Scientists Pay Tribute to His Great Accomplishments.

ELLSWORTH FAMILY ELATED

**Aerial League of America Sends
Congratulations to Amundsen and
His Comrades.**

American explorers hailed joyfully yesterday the announcement of the North American Newspaper Alliance that Amundsen was safe and pointed out that his failure to find land cleared the way for Donald B. MacMillan with his three planes to make the first exploration of the unknown area between the North Pole and Alaska and Siberia.

"Amundsen has carried through a marvelous polar adventure," said Anthony Fiala, leader of the third Explorer expedition, "and has accomplished a wonderful thing in bringing his whole party out. But he has apparently not

"In coming within a couple of degrees of the Pole, Amundsen did as well as I thought possible, considering the

difficulty in getting bearings from a plane. You may set your course directly in an airplane, and make some allowance for wind, but it is impossible to calculate the drift correctly. If you're in a boat your wake shows you how you are drifting, but you can't tell from a plane.

"Ammonium and his party must have overcome great hardships on the way out and undoubtedly faced spells of intense cold. On our expedition we had such cold in the month of July that some of our dogs were killed by blocks of ice that dropped from the rigging.

"A remarkable chapter of polar exploration has been written, even if there

is no definite achievement in the way of discovery. Amundsen apparently reached a point further north than that which has been claimed by any explorers except Feary and Robert Bartlett."

NEAR ROUTE TAKEN BY FEARY.

Amundsen's landing place at 82 de

Amundsen's landing place at 81 degrees 10 minutes north is within a few miles of the route taken by Peary and from the Pole. It exceeds slightly the furthest north of the Abrazul expedition, which reached 80 degrees 34 minutes in 1900, and Nansen's mark of 80

Mrs. Herson E. Prentice, sister of Lincoln Ellsworth, the only American to reach the North Pole, was born in 1892. She is now 37 years old and is a resident of New York City. She is the only woman to have reached the North Pole.

Lincoln Ellsworth, the only American on the expedition, called word to her brother yesterday of the death of their father, J. W. Ellsworth, who financed the expedition. Lincoln Ellsworth induced his father to give \$300,000 for the purchase of two planes for Annumood. Two weeks after the start of the flight.

Two weeks after the start of the flight Mr. Ellsworth, who was 75 years old, was stricken with pneumonia at his home at Florence, Italy, and died in three days. His family asserted that Mr. Ellsworth had been confident to the last of the successful outcome of the expedition, and that worry had nothing to do with his fatal illness.

"We were overjoyed with this news," said Mr. Prentice, brother-in-law of Lincoln Ellsworth, and head of Amundsen's American Committee. "We have never lost faith that they would return safely, and we would have had the same confidence if a year had passed without hearing from them."

John B. Burnham, an Arctic hunter and explorer, pointed out yesterday that "very possible accidents had been suggested except the one that actually did occur to Amundsen."

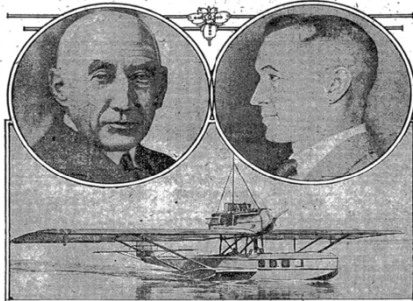
"The possibility that he would make a safe landing in open water and then be frozen in is the only thing that nobody guessed," said Mr. Burnham.

After a careful analysis of the problem

After a careful analysis of the problem facing Amundsen, which was the same as that which he faces himself, Donald B. MacMillan made a list for THE NEW YORK TIMES of the possible accidents and causes of delay which might have happened to Amundsen. One of his suggestions was that both planes might have been damaged and that it

was necessary to reconstruct a new plane from the sound parts that remained in the battered old ones. Again, he suggested that it might have re-

FIGURES IN THE AMUNDSEN POLAR FLIGHT.



In the oval at the left is pictured the leader of the expedition, Roald Amundsen, the Norwegian explorer. At the right is Lincoln Ellsworth, the American participant. Below is one of the airplanes that took the voyagers into the far north.

MACMILLAN FREED
FOR ORIGINAL PLA

Return of Amundsen Party allows Him to Centre on Exploration.

BOWDOIN CHEERS THE NEW

The Peary Reaches Wiscasset From
Boston and Decks Beside
Sister Ship.

Special to The New York Times.
WISCASSET, Me., June 18.—Com-
mander Donald B. MacMillan de-
clares tonight that the name of the safe
rival at Spitzbergen of Roald Am-
undsen is *Therese*.

sen had given his expedition a release of life, and it would now proceed with its original plans for searching the Arctic Continent that Admiral Peary saw but was unable to reach. The men who make up the exploring party

MacMillan announced the line of
tion that he will pursue now that there
is no need for searching for the
party. His two steamers will proceed
Kial, which will be the first base.

was previously planned. From the time forth the expedition will be conducted in the amphibian planes, working in three directions. The Antarctic Continent will be their objective. It is discovered they will also photograph it from the air, compiling a map of the new land.

Two planes will operate out of

the base at Kiah," Commander Y. Millan said. "The third plane will venture out unless called by wire. One plane will act as a shuttle to bring up supplies from the base. All planes will keep in mutual contact by wire. Given good weather we should complete our work in the North within two weeks from the time the planes are assembled."

That, however, will depend entirely on the discovery of land. If land is found the base of operations will be advanced and scientists will be carried from ship for thorough examination of what is found."

DYNAMITE AND SEA NOT HIS IDEA OF FUN

Producer of Movie "Marine Disaster" Tells of Night on Ship
With Explosive Cargo.

LIGHTNING ADDED TO PERIL

Experience Unnerving, Morse Says
—Finds Coast Guard "Very Handy
With Guns."

Charges that the Coast Guard is using its guns promiscuously in a manner menacing life and property were made by Edward P. Morse Jr., President of the National Drydock Company, when he landed here yesterday after sinking a ship in a marine "disaster" for the movies. Countercharges by Commander W. B. E. Jacobs of the Coast Guard and his subordinates reflected on Mr. Morse's engineering skill, on the ground that the sinking was not a complete success, and accused him of sailing without proper papers.

Mr. Morse declared in his office at 80 Broad Street that he had been fired on not once, as previously admitted by Commander Jacobs, but three times. The freighter Corvallis had been sunk stern down in forty fathoms of water while the Revenue Cutter Seneca stood by, as had been previously arranged, according to Mr. Morse, but the stern remained above the surface. Mr. Morse, as soon as the ship had gone down, ordered the captain of his tug, the Mary A. Blekel, to return to New York.

The tug had gone five miles when it was overhauled by a patrol boat usually used as a rum chaser and told to come back, according to Mr. Morse. No reason was given, he said, so the tug kept on. A shot from the patrol boat changed Mr. Morse's mind. When they got back to the scene of the wreck an officer on the bridge of the Seneca, he said, inquired, "Do you think you are going to run off and leave this mess?" Mr. Morse replied that he and almost every one else on the ship was seasick, that there was insufficient sleeping accommodation, and not much to eat. The Seneca's reply was an order to remain and destroy the "mess" which, Mr. Morse admitted, was a menace to navigation. Mr. Morse said he shouted back:

Wanted Seneca to Clean Up.
"We haven't anything to do with it. This is where you told us to sink her, and it's your business to clean up the ocean. You've got the equipment."

The Seneca was obdurate. Mr. Morse said he asked for a physician to take care of his men, who were most unhappy by reason of the rolling swell of the ocean. "Nothing doing!" was the reply from the Seneca, as Mr. Morse quoted it.

"Do you mean to say we are under arrest?" Mr. Morse asked.

"No, you are simply detained," was the answer.

Mr. Morse went on to tell how he said

Parisians Turn Laugh on Bus Strikers; Pay Fares as Slowly as They Ride

Copyright, 1925, by The New York Times Company.
Special Cable to THE NEW YORK TIMES.

PARIS, June 18.—Bus drivers of Paris have adopted a novel form of strike. Some of them today, instead of proceeding through city streets at the usual speed, crawled along at a snail's pace, causing congestion of traffic and great inconvenience to workers, many of whom reached their places of employment late this morning, being fined or reprimanded.

The hours chosen for the disagreeable manifestation were the busiest of the day in the early morning, when Parisians were hurrying to work, and noon, when they were hurrying to lunch. Although, generally speaking, the public is good-natured, it lost its temper today. In several instances drivers were threatened and forced to travel faster. This evening, however, the ready-witted Parisians hit upon more effective reprisal measures against the strikers by adopting snail-like paying their fares. Their counter-movement began on the boulevard buses this evening and in an hour the thing had become a city-wide joke.

Every passenger began taking as many

minutes to find change as were lost through the drivers' dilatory tactics. Every pocket had to be carefully searched, pennies were dropped on the floor and in an amazing number of instances change had to be counted half a dozen times before the passengers were satisfied.

Perspiring conductors in many cases gave up the task of trying to collect fares and held a consultation with the drivers. This had the effect of speeding up the buses to break-neck speed, which seems not unlikely to be even more disturbing than the "go slow" tactics.

The reason for the strike is dissatisfaction with the basic wages, employment with transport company beginning at a fixed figure of 450 francs a month. The company, replying to the workers, says that those not satisfied with the present wages should not have sought employment with it.

It is understood the agitation is due largely to Communist elements among the men.

NEW ENGLAND.

NEW ENGLAND.

for a Vacation of Lasting Charm Come to Rhode Island Shores

It's great to forget everything but the joy of living, as you do along the Rhode Island Shores. The roll of the surf over glass smooth beaches; joy, happiness, and hilarity everywhere around you make these world famous resorts ideal for summer vacation.

Newport is a brilliant social center created out of a beautiful setting with wonderful sea vistas. It is a unique and enjoyable resort enlivened by the naval romance that surrounds it. Newport Beach ranks high among those famous throughout the world.

Watch Hill is in reality a group of hills and has a fine sickle shaped beach that extends perpetual invitation to disport in the water. Westerly is the Gateway to this appealing resort.

Narragansett Pier is chock full of fun and gaiety. Its great crescent beach and charging surf of warm sea water teem with pleasure seekers. Beach life is a riot of color and rivals great European resorts.

Rhode Island Shores are a convenient resort section affording a multiplicity of seashore pleasures—golf, riding, sailing, fishing—and all contribute to its charm.

Complete information at
Consolidated and Grand Central Ter-
minal Ticket Offices.

For a descriptive booklet write
THE VACATION BUREAU

Room 118-R, Pier 14,
foot Fulton St., North River



**The New England Steamship Company
The New York, New Haven & Hartford R. R. Co.**

The 10 marks of an educated man



ONE REASON most of us make slow progress is that we never take a mental inventory. We never face the blunt questions: "Just what qualities and equipment must a man have to be truly educated?" "How much have I?" "What do I lack?"

THE FIRST ARTICLE in *The American Magazine* for July is one of the most interesting ever published in this magazine. It gives ten tests which every man can apply to himself.

It deals with people you know, and with situations common to all active lives. Why did this man double his output, and that man lose a fortune? Why did this ten million dollar com-

ern go on the rocks? The writer of this extraordinary piece of mental analysis is a scientist. But he is more. He is a great human being. He has been poor and is now well-to-do. He has been sick and made himself well.

He has known, as well as any man, what it is to be out of a job, finding all day with pick and shovel. He has known, also, the joy of success on two continents.

In a word, he has run the whole gamut of human experience, and it is this which makes his article truly great. Not merely how he writes, but what he is; not only the learning in his story, but the LIFE.

He travelled 150 feet in 30 years

That was the physical feat—the distance between the first hole and the last where he now sits as president of a great life insurance company. His physical trip was a million times richer. Page 46.

What do amateur photographers photograph first?

The answer of a leading magazine says: "I should think that the first thing we should photograph is a man who has made a mark in the world." Page 46.

Is there anything you wish your wife wouldn't do?

Here's a husband who is "hard but not harsh," "understanding but not indulgent," "firm but not inflexible." He is the man of the hour—what is your answer? See page 46.

What tamed the man who tames the birds?

John White has a superb bird collection, given to him by the Canadian government. He has tamed him once. There's a way to tame him into your work. Page 46.

The richest woman in the world

She is not who you may think she is. She is the woman who has made a mark in the world. She is the woman who has made a mark in the world. She is the woman who has made a mark in the world. Page 46.

What one man doesn't want

Edith Green's answer has made a mark in the world. She is the woman who has made a mark in the world. She is the woman who has made a mark in the world. Page 46.

He gives away all his income

A great old story started by giving away all his income. He is the man who has made a mark in the world. He is the man who has made a mark in the world. Page 46.

Are you conscious or unconscious?

Do you know what you are doing? Do you know what you are doing? Do you know what you are doing? Page 46.

The July American Magazine

THE CROWELL PUBLISHING COMPANY • 250 PARK AVENUE • NEW YORK

JOHN DAVID

The Smartest New York Fashions Of The Day And Night

Comfort From The Ground Up

Comfort from the ground up is the very best of comfort. It is the very best of comfort. It is the very best of comfort. Page 46.

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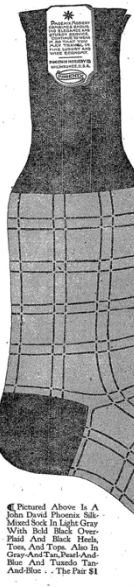
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Exclusive, But Not Expensive



Cool-Feeling, Smooth-Fitting, Long-Wearing, Smart-Looking Summer Socks

John David Phoenix Hose

☐ The Name You Think Of First And A First When You Think Of Socks. In Fact, Phoenix Hosiery. The Quality Is Traditional. The Fit Is Proverbial. The Comfort Is Unquestionable. The Style Is Inimitable. The Price Is Equitable. Men Who Don't Do Things By Halves Will Buy Them By The Dozen.

In Addition To The Sock Illustrated We Present

John David Phoenix Improved Medium-Weight Sock in Black, Navy, Grey, Tan, Light Grey, White, and all other colors. 75¢
John David Phoenix Extra-Fine Pure-Toned Sock in Black, Navy, Grey, Tan, Light Grey, White, and all other colors. 85¢
John David Phoenix Rib-Knit Sock with Vertical Stripes in Black and White, Black and Blue, Grey and Tan. 85¢
John David Phoenix Extra-Fine Full-Palmed Sock in Black, Navy, Grey, Tan, Light Grey, White, and all other colors. 45¢
John David Phoenix Half-Palmed Sock in Black, Navy, Grey, Tan, Light Grey, White, and all other colors. 45¢

☐ Pictured Above Is A John David Phoenix Sock-Medium Weight In Light Grey With Bold Black Over-Pad And Black Heel, Toe, And Tongue. Also In Grey-And-Tan, Red-And-Blue, And Tuxedo Tan-And-Blue. . . The Pair \$1

COMPARE!