

~~- up soon - write letters -FRI.~~  
~~- dinner - read R. I. history 19~~  
~~- retired~~

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]

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

*Levé à midi. Écrit des lettres. Dîner. 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'accentuer, 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 cadrons 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 Maillefer 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 employee 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.



## 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. 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 stem 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. Bickel, 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. The reason was given as said, that 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 said that he and almost everyone else on the ship was of the opinion that there was insufficient sleeping accommodation, and not much to eat. The Seneca's reply was an order to remain and defend the men, 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.

"The captain want an to tell how he said

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

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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 soon, when they were hurrying to school. Though, generally speaking, the public is good-natured, it lost its temper today, and the bus drivers were threatened and forced to travel faster.

This evening, however, the ready-  
will Parisians hit upon more effective  
measures against the strikers

by adopting snail-like methods in paying their fares. Their counter-movement

was to pay the fare as they were

riding 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, who had the effect of speeding up the buses to break the spirit, which seems not unlikely to be even more disturbing than the "go slow" tactics.

The ready-will Parisians, like the satisfaction with the basic wages, employment with transport company beginning at a minimum of 450 francs a month. The company, realizing that the workers says that those not satisfied with the present wages should not have sought

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

### NEW ENGLAND.

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