



1925-2025

un an avec Howard Phillips Lovecraft

#170 | 21 juin 1925



*142 avions en simulation de combat, courses en 8 entre poteaux et démonstrations de voltige rassemblés au Miller Field de Staten Island, 35 000 spectateurs, 2 amerrissages forcés pile entre Staten et Brooklyn, à vue de Lovecraft : mais il faudra encore 10 ans à William Faulkner pour écrire et publier son « Pylone », magistral et glauque...*

[1925, dimanche 21 juin]

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Up noon — breakfast — read Providence books — dust room — SH out shopping — dinner — more reading — out to drugstore — more reading & retiring.

*Levé à midi. Petit-déjeuner. Lu les }Annales{ de Providence. Fait le ménage. Sonia va faire des courses, on dine. Je sors pour la pharmacie. Encore lu, puis couché.*

Une semaine ardue s’amorce pour le commentateur : aujourd’hui c’est dimanche, mais Lovecraft et Sonia restent dans leur coquille de Clinton Street, quelques courses, ménage, puis lire — et lire : toute cette semaine, Lovecraft avance dans ses livres sur l’histoire de Providence et du Rhode Island, peut-être croisant les différents volumes (puisque’il ne cite pas de titre particulier). Puis, mais en fin de semaine, il recevra les épreuves du *United Amateurs*, on n’aura que peu de grain à moudre ici qu’importe, on explorera le contexte. Par exemple, que Baudelaire et Lovecraft meurent au même âge, Baudelaire comme Lovecraft trop tôt, l’un avec un livre mutilé et l’autre sans livre : c’est de façon posthume qu’on rajoutera aux *Fleurs du mal* les derniers poèmes, et qu’on y réintègrera les *Épaves*. Le rapprochement n’est pas outrepassé : ce sont les deux à avoir le plus honoré Edgar Poe, et l’avoir compris. Baudelaire pourrait nous aider à comprendre en quoi Lovecraft est pourtant, même sans livre, et même avant les grands récits, *radicalement écrivain* : lui, c’est les *Salons*. Bien sûr, des textes de commande qui l’aident à tenir, même si ça ne le libère pas des incessantes requêtes d’argent à sa mère, alors que la moitié de son héritage paternel restera disponible à sa propre mort, et comme en partie les traductions de Poe l’auront matériellement aidé (mais, quand Poe devient une diffusion massive, trop tard pour Baudelaire qui en a vendu forfaitairement les droits à Lévy). Les *Salons*, pour Baudelaire, ou l’hommage à Delacroix, c’est affirmer une esthétique, et se constituer comme écrivain, alors même que les *Fleurs du mal* ne sont qu’ébauchées (paradoxe que *L’albatros* ou *La chevelure* soient toujours les plus utilisés scolairement, et que ce qu’y lit Walter Benjamin sur la ville toujours autant ignoré). On ne doit pas pousser ce genre de rapprochement, qui a pourtant d’autres curieuses symétries : Baudelaire est convaincu que ses *Poèmes en prose* sont une avancée esthétique considérable, alors que c’est dans le vers qu’il culmine — c’est avec Rimbaud et Lautréamont que s’écrit le rêve en prose de Baudelaire — tandis que Lovecraft s’acharne à une poésie fantastique, ses *Fungi from Yuggoth*, qui ne renversera aucun modèle, tandis

que ses récits en prose ne cessent de produire un vertige unique. Lovecraft, en 1925, a 35 ans. Il écrit depuis toujours, et le germe de son univers narratif remonte à 1919. Dès 1920 et 1921, son écriture est trouvée, au moins sur un format bref, ainsi que son univers : ainsi au moins *L'étranger* (*The Outsider*) ou *Dagon* dès le premier éclatement de 1917. Ses récits sont des publications de magazine, et c'est seulement avec *L'appel de Cthulhu*, qui sera pensé dès ces prochaines semaines à New York, mais écrit au retour à Providence, que le premier cercle de reconnaissance va s'élargir. C'est ce jeu antagonique, incomplet, asynchrone pour lequel revenir à Baudelaire peut éventuellement nous armer : pour accéder à ce soi écrivain, il faut se l'imposer dans sa propre tête, tout aussi radicalement que sera l'œuvre, alors qu'elle ne se révèle encore que par bribes, et tant de résistances. Et moi dans dix jours je fais le voyage de Providence bien sûr pour voir le manuscrit de ce carnet de 1925, mais aussi pour savoir exactement ce que comporte ce *Baudelaire : his poems and proses* édité en 1919 qui est dans la bibliothèque personnelle de Lovecraft, et auquel il emprunte en 1922 cette exergue à *Hypnos* : « À propos du sommeil, aventure sinistre de tous les soirs, on peut dire que les hommes s'endorment journellement avec une audace qui serait inintelligible si nous ne savions qu'elle est le résultat de l'ignorance du danger. » Quant au meeting aérien qui a lieu sur Staten Island, et que Lovecraft aperçoit probablement de sa fenêtre, pourquoi avoir laissé le soin à cet auteur qui fait bien 20 centimètres de moins que lui en taille et n'est jamais venu à New York encore, William Faulkner, le soin de s'en saisir pour fabriquer le génial *Pylône*, mais dix ans plus tard, quand il aurait pu, lui, s'y coller dès ce jour — Lovecraft qui tiendra pourtant, trois ans plus tard, à s'offrir son baptême de l'air ? Suppléments du dimanche : 195 pages pour le *NYT*, que Lovecraft et Sonia achètent bien sûr. Malgré les assertions d'Amundsen, qui dit qu'il n'a rien vu, MacMillan compte encore démontrer l'existence d'une terre arctique, sur le chapeau du monde. Radium : enquête ouverte sur l'ensemble des usines (production de peintures fluorescentes notamment). Record battu dans la bureaucratie new-yorkaise : 12 ans pour répondre à une lettre. Autre record : 22 jours de soleil en continu à Londres. Conrad best-seller à titre posthume : noter via le parallèle avec Kipling la naissance d'un archétype publicitaire pour les *grandz'écrivains*. Un beau portrait de Barbusse, à égalité de celui de Whitman. Et recréer les conditions d'un débat à armes égales sur la théorie de l'évolution ? Il semble que le *NYT* y croie encore...

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*New York Times*, 21 juin 1925. Trente-cinq mille personnes se sont rassemblées hier à Miller Field sur Staten Island pour assister aux évolutions de 142 avions, voir des tanks affronter des chasseurs aériens dans la plus réaliste des batailles, et frémir quand les parachutistes se jetaient dans le vide. Les dix-sept démonstrations proposées par la 27ème division des gardes nationaux de l'Air Force et des corps de Marines se sont déroulées sans un seul accident. Sinon que deux parachutistes, pris dans une rafale de vent imprévue, furent jetés à 300 mètres du rivage et qu'on dut les repêcher, ils s'en sortent au moindre mal. Deux civils, alors qu'ils revenaient en avion du meeting pour rejoindre Roosevelt Field, Long Island, se sont écrasés sur un arbre lors d'une panne de moteur près de Huntington, Long Island. Le passager a été gravement blessé, le pilote en a réchappé indemne. Le meeting réunissait plus de pilotes experts qu'on ne l'avait jamais vu dans le pays, et tous les types d'avion concevables, du Sikorsky géant ou au gros porteur Buranelli-Remington jusqu'aux plus fins chasseurs. Les grands avions de ligne sont montés à l'assaut du ciel et ont accompli des cercles majestueux autour des spectateurs. Quant au plus petit des chasseurs, il a atteint la vitesse de deux cents kilomètres/heure. Vrilles, plongées, poursuites, loopings autour des gros avions ils semblaient des moineaux en colère après un aigle. En piqué, ils semblaient frôler le toit des hangars, et leurs moteurs en rugissant assourdissaient les spectateurs. À midi il y avait déjà 15 000 personnes pour les admirer, et, au cours des heures suivantes, en train ou en voiture, des milliers d'autres les rejoignirent : on estime à 2000 voitures celles qui étaient sur le parking officiel.



*Le terrain d'aviation militaire de Miller Field, sur Staten Island, en gloire aujourd'hui, sera abandonné en 1969, et actuellement reconverti en terrains de football.*



## 142 PLANES PUT ON BIGGEST AIR CIRCUS EVER GIVEN HERE

35,000 Persons at Miller Field  
Thrilled by Stunts and the  
Swarm in the Sky.

### TWO FLIERS SAVED AT SEA

Jump With Parachutes, Then  
Wind Rises and Carries  
Them Off Island.

### RAIN FAILS TO HALT SHOW

Breath-Taking Loops Near Earth  
Made Without Accident, but Two  
Fliers Crash on Way to Event.

Thirty-five thousand persons encircled Miller Field on Staten Island yesterday and witnessed the evolutions of 142 airplanes, saw tanks engage sky-fighters in a realistic battle, and gasped as parachute jumpers dropped from rushing aircraft.

The seventeen events listed by the National Guard Twenty-seventh Division Air Force, drawing entrants from many Army, Navy and Marine Corps posts, went through without a single accident. Two parachute jumpers, however, furnished an unexpected thrill when a rising wind sent them out to drop in the ocean about 1,000 feet from shore. Both were rescued, little the worse for their experience.

Two civilians in a plane bound from Roosevelt Field, L. I., to the air meet, figured in an accident when the engine of the plane missed and the plane crashed into a tree near Huntington, L. I. The passenger in the craft was seriously injured. The pilot escaped unhurt.

More planes and more expert pilots were in the show than in any air meet ever held in this part of the country. The daring stunts of the fliers thrilled thousands from 11 A. M. until 7 P. M. In a great square about the field the competing aircraft were lined up in a display that included virtually every type of plane—from the huge Sikorsky and the big-winged Baranelli-Remington air liners, down to tiny, fast pursuit types.

## MACMILLAN SAILS; SEEKS ARCTIC LAND

Ships Bowdoin and Peary Have  
Rousing Send-Off From  
Wiscasset.

### LOOK FOR ARCTIC CONTINENT

Explorers Will Study Locations  
for Naval Air Bases—May  
Not Fly to the Pole.

*Special to The New York Times.*

WISCASSET, Me., June 20.—At 2:38 Eastern Standard Time this afternoon the two-masted auxiliary schooner Bowdoin slipped her moorings at the old whale wharf here, eased off into the Sheepscot River and Lieutenant Commander Donald B. MacMillan's voyage to discover unknown polar lands had begun.

From the wharf came the sound of a whistle. At the sound scores of school children released several thousand brightly colored red and yellow balloons. The wind caught them and they flared out into a great cloud of drifting brightness. The edge of the cloud passed over the moving Bowdoin and some of the balloons caught in her rigging.

Thousands of people thronged the shore nearby and cheered as the boat began to move out. From across the wide stretch of river came answering cheers from other spectators who could be seen crowded on other spots of vantage. Horns sounded from the hundreds of automobiles parked within view of the spectacle. Scores of pleasure craft tooted their whistles. From somewhere inland the long drawn wall of a siren could be heard. An ambitious yachtsman fired a tiny ship's cannon and an airplane engine zoomed as the pilot crossed and recrossed the ship's trail high in the air above.

As the Bowdoin began to gain way, three gray painted eagle boats, the navy's official escort, began to creep over the water. Pleasure boats, fell in behind the Bowdoin. She made a wide turn, circling on her course, and passed once more in front of the whale wharf.

## ALL RADIUM PLANTS IN FEDERAL INQUIRY

Labor Department Starts  
Search to Discover the Cause  
of "Radium Necrosis."

### HEARS OF NO OTHER CASES

New Occupational Disease Would  
Affect the Workmen's Com-  
pensation Law.

Word was received yesterday in East Orange, N. J., where seven employees of the United States Radium Corporation have died within a year from what is believed to be a new occupational disease called "radium necrosis," that the United States Department of Labor had ordered a general survey of all radium plants in the country for information about occupational diseases resulting from handling radium.

The question of workmen's compensation is a leading issue, it was learned, in the investigations of both the Federal and New Jersey Departments of Labor. If "radium necrosis," or whatever disease it is that causes the death or illness of radium workers, is found to be an occupational disease, it was said, steps will be taken to bring it under the workmen's compensation laws.

Dr. Andrew S. McBride, New Jersey State Labor Commissioner, in an interview in Atlantic City yesterday, said that the State Labor Department had been handicapped in its inquiry by lack of authority to investigate conditions in radium factories in other States. The only information it had, he said, was that no similar trouble existed elsewhere than in New Jersey. He indicated his belief that the Federal investigation should bring satisfactory results in collating information from radium plants everywhere in the country, although he criticized the Federal authorities for failing to cooperate with him.

Wetting paint brushes with the tongue and lips when painting watch dials with luminous paint is the only possible cause for the disease so far discovered, according to Dr. McBride.

#### Seeking Cause of Necrosis.

"We have done everything possible to place the blame for the cases of jaw necrosis discovered in the East Orange plant," said Dr. McBride. "Reports of John Roach, Deputy Commissioner in charge of the investigation, lead us to believe that the wetting with saliva of brushes used in painting watch faces and other articles to be illuminated is the cause. However, we still are investigating the possibility that inhalation of the fumes of the luminous paint may be responsible, and this investigation will be continued."

## Took Seven Years to Answer a Letter; This Delay by City Counsel Cited as a Record

Transit Commissioner LeRoy T. Harkness asked yesterday how long it should take the Corporation Counsel to reply to a letter. He then answered his question by saying that in one case at least it was seven years and made public a letter delivered at the offices of the Transit Commission on Thursday in reply to a letter written seven years ago. The letter related to a proceeding to fix the grade of East 174th Street, in the Bronx, and contained a list of property owners which had been requested by the old Public Service Commission, predecessor of the Transit Commission.

"With an experience running over more years than I care to remember in public office," said Mr. Harkness, "I thought I had seen instances before of long delay in public affairs, but a letter delivered at the office of the Transit Commission Thursday morning sets the record. It is dated June 17, 1925, and answers a letter dated June 19, 1918, sent to Corporation Counsel Burr by William L. Ransom, then counsel to the Public Service Commission."

"The delay in carrying out this public improvement, however, goes back to 1908, or seventeen years. This official delay is so glaring that the story is worth the telling."

"Under date of April 30, 1908, George S. Coleman, then counsel to the Public Service Commission, advised the commission that, according to Section 61 of the Railroad law, under which the application was made, formal action would

have to be taken by the Board of Estimate and Apportionment.

"Accordingly, on May 8, 1908, the matter was referred back to Borough President Haffen, and he was furnished with a copy of the opinion of Mr. Coleman."

"Then the matter slept for ten years. 'At a meeting of the Board of Estimate on May 10, 1918, the map or plan of the City of New York was changed by laying out and establishing grades for East 174th Street. Under date of June 14, 1918, Secretary Haag of the Board of Estimate transmitted the papers to the Public Service Commission for action on its part."

"On June 19, 1918, William L. Ransom, then counsel to the Public Service Commission, wrote to William P. Burr, then Corporation Counsel, pointing out that a necessary prerequisite for action upon such application was the furnishing by the city of a list of the names of the owners of property adjoining the railroad and the part of East 174th Street to be opened."

"Finally and under date of June 17, 1925, the Corporation Counsel answers the letter of June 19, 1918."

Mr. Harkness added that it might be supposed that a letter it had taken seven years to compose would be a formidable document, but it was not.

The letter gave the names and addresses of the owners of sixteen pieces of property. It was signed by Arthur J. W. Hilly as acting Corporation Counsel.

## London Marvels at 22 Days of Sunshine; Outdoor Events Fill the Social Calendar

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By Wireles to THE NEW YORK TIMES.

LONDON, June 20.—All London is celebrating the beginning of the fourth week of perfect weather—such an unusual occurrence that pessimists are wondering if it will be paid for by a wintry July and August. With the exception of literally a few drops several days ago, it has not rained for twenty two days, and as a result the much-vaunted green grass of England is turning brown. The drought, as some newspapers now refer to this dryness, is widely discussed and the question is humorously asked by one observer if the words of the well-known American tune regarding the lack of rain now so popular in London has a special meaning for Londoners.

The height of the London season was reached today with the polo match between the United States and British armies, and tomorrow one of the most colorful features of the season—Ascot Sunday, on the Thames, will find thou-

sands of gallily dressed men and women on the historic river or lunching and dining on its lovely banks.

Tennis enthusiasts, of whom there are legions in England, will have a two-weeks' feast beginning Monday at Wimbledon, and in addition there are golf championships, the horse show, two royal courts at Buckingham Palace, whereas a number of Americans will be presented, and the Royal Air Force pageant.

At all these events, Americans will be found in large numbers, as they were at the polo games today and at Ascot during the week.

Because of the uninterrupted sunshine women have indulged in a riot of color in contrast to the usual conservative tones seen in London, and although there is some indication this evening that the dry spell will be broken, the weather forecaster promises another heat wave next week.

## Why You Should Live in Yonkers

"I came to Yonkers 18 years ago and am more impressed than ever with the city as a place of residence and the splendid opportunities for investment."

—Robert Boettger, President, Chamber of Commerce; Chairman, Zoning Board of Appeals.

**LOCATION:** Yonkers adjoins New York City on the North, and covering an area of about 22 square miles between the Hudson on the West and Mt. Kisco, Bronxville and other communities on the East, comprises a very beautiful stretch of Westchester County.

**HOME DEVELOPMENTS:** Yonkers contains many communities of interest to the home-seeker. Home-developing companies, one of which already is developing six Yonkers communities, are important factors in the progress of the outlying sections of the city.

**SCHOOLS:** 23 Public Grammar Schools, 4 High Schools; \$7,000,000 building program for additional Senior and Junior High Schools and Elementary Schools, are features of importance.

**HEALTH RECORD:** Yonkers stands first in the State for 1924, and third in the United States.

**THE CITY ITSELF:** Population 118,000. About 17,000 commuters to New York. Convenient shopping centers. Six banks aggregate over 75 millions in resources.

**TRANSPORTATION:** 3 divisions of the N. Y. Central Railroad pass through Yonkers with stations at fourteen points in the city. Running time to Grand Central, 30 to 40 minutes. The Putnam Division, with its "open-air route," via the Elevated, is now being electrified. Connection by trolley is also made with the subway. Buses are running to many sections from Getty Square, the main business center.

**ROADS, PARKWAYS, etc.:** Excellent automobile roads lead in every direction from Yonkers, connection with New Jersey being by a local ferry to Alpine. The Westchester Parkway System is now being developed at a cost of \$20,000,000, and holds many advantages for the home-owner.

**CLUBS:** Several private country clubs, with golf and tennis facilities, are within the city limits. Van Cortlandt Park, to the South, with its public golf course, also offers recreational opportunities.

**INQUIRIES:** May we help you find a home in Yonkers? This office is always at your service.

YONKERS CHAMBER OF COMMERCE  
35-41 South Broadway  
Tel.—7225.

# WHITMAN ETCHED NEW YORK IN VERSE

Proposal That Statue Honoring Him Be Erected Stirs Memories of the Poet's Life Here

**N**OW, after more than a century, the poet who has been called "the greatest of our poets" is being honored in a new way. The proposal that a statue be erected in his honor, which has been made by the City of New York, has stirred memories of the poet's life here. The poet, who was born in Long Island, N. Y., in 1819, and died in New York City in 1895, was a man of many talents. He was a poet, a writer, a journalist, and a publicist. He was also a man of great courage and conviction. He was a man who believed in the power of the individual to change the world.

There were years of controversy over the proposal. Some people felt that the poet was not worthy of such a honor. Others felt that the poet was a man of great courage and conviction, and that he deserved such a honor. The City of New York, however, has decided to erect a statue in his honor. The statue will be erected in the City Hall Park, in New York City.

The statue will be a bronze statue of the poet, standing on a pedestal. The pedestal will be made of granite. The statue will be the work of the sculptor, John S. Sweeney. The statue will be dedicated to the poet on June 21, 1937.

The statue will be a tribute to the poet's life here. The poet lived in New York City for many years. He was a man who loved New York City. He was a man who believed in the power of the individual to change the world. He was a man who was a great poet, a great writer, a great journalist, and a great publicist.

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Walt Whitman in 1855

Whitman, depicted in the portrait above, was a man of many talents. He was a poet, a writer, a journalist, and a publicist. He was also a man of great courage and conviction. He was a man who believed in the power of the individual to change the world. He was a man who was a great poet, a great writer, a great journalist, and a great publicist.

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Whitman in Younger Dress

# BARBUSSE TELLS HIS WAY TO PEACE

Portrayer of War's Horrors Says Strife Has Never Profited Humanity, and Believes the World's Only Hope Lies in International Recognition—Censures America's Traditionalism

**H**ENRI BARBUSSE, the French writer and peace advocate, has written a new book, "The Way to Peace," which is a collection of his essays on the subject of international recognition. The book is a collection of his essays on the subject of international recognition. The book is a collection of his essays on the subject of international recognition.

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Henri Barbusse

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# "COME YOU BACK TO MANDALAY"



At Last! This universal writer at a price for all

YOUNG people, the booklover's old friend, has a new book to offer. It is a book that is a collection of his essays on the subject of international recognition. The book is a collection of his essays on the subject of international recognition. The book is a collection of his essays on the subject of international recognition.

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