



1925-2025

un an avec Howard Phillips Lovecraft

#185 | 6 juillet 1925

reading & retiring. Yesterday - Sunday - I was up at noon, had breakfast, read the Times & Weird Tales, & did some writing for St. In the late afternoon we went to Prospect Park by open car, walked around three sides of that leafy realm, lingered in the delectable Vale of Cashmere, & having emerged on the Plaza, (near the Roman Arch) walked homeward along Flatbush Ave., stopping at an excellent Chinese restaurant near the Atlantic Ave. railway station for an ample Chow Mein dinner. Thence we returned home via State St. & retired. Today I was up at noon & ducked the room, & have been writing over since, save for the time when St. prepared a home dinner. It is now evening, & I shall shortly go out to mail this epistle & get some groceries. Then I shall read in Weird Tales & retire - which brings this diary squarely to the end of July 6th. Tomorrow we may go on another excursion - we'll see when the time comes. And Wednesday we'll see when the time comes at Sonny - Child's. Sonny,

Quoi de mieux, pour un apprentissage par reconnaissance visuelle de l'écriture manuscrite de Howard Phillips Lovecraft (just kidding) que de s'exercer sur des contenus qu'on a traversés ici, l'excursion d'hier — et complément d'information : c'est dans un restaurant chinois qu'on s'était arrêtés au retour), et la journée calme d'aujourd'hui ? Rappel, pour mémoire : plus de 1800 documents numérisés dans le répertoire « Lovecraft » de la Brown University, accès libre aux chercheurs, et donc pour nous gratitude.

[1925, lundi 6 juillet]

Up noon — dusted room — wrote letters. SH arr — dinner — more
writing — out for groceries — read & retire. LDC////

*Levé midi. Fait le ménage. Écrit des lettres. Retour de Sonia. Écrit
encore des lettres. Sorti faire des courses. Lu & couché. Lillian.*

Rien à commenter qui ne serait redondant. Des lettres, des lettres, des lettres :
comme une sorte d'état naturel, que parfois la fiction viendrait traverser (mais
pas aujourd'hui). Il boucle la lettre à Lillian qui nous a aidés ces derniers jours.
Et marée basse dans le journal : c'est le lundi, ils se reposent du dimanche !

New York Times, 6 juillet 1925. Un feu causé par un court-circuit sur le pont de
Williamsburg a interdit toute circulation sur le pont pendant trois heures hier matin. Une
poutrelle, en partie consumée par la chaleur intense, était si affaiblie que les ingénieurs
du Département des Bâtiments et Structures ont déclaré que le pont n'était plus apte à
supporter le passage des trains rapides de la B.M.T., et que leur circulation ne reprendrait
qu'après le changement de cette poutrelle, attendu cet après-midi. Le feu s'est déclaré à
14 h 45. La circulation des piétons et des voitures a repris trois heures plus tard, et la
circulation des autobus urbains un peu après. Le Département des Bâtiments et
Structures a proposé à la B.M.T. l'utilisation des autobus de la ville sur simple
présentation du billet de la B.M.T., pour tous les passagers du métro allant de Manhattan
à Brooklyn.



*It powers the boat
That meets the truck
That hauls the load
To market town
It drives the car
That carries the mail
To the market in the town
It's the gas that's best
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SHORT CIRCUIT BURNS HUGE BRIDGE GIRDER; STOPS B. M. T. TRAINS

Rapid Transit on Williamsburg
Span Declared Unsafe Till
New Beam Is Put In.

ALL TRAFFIC OFF 3 HOURS

Emergency Trolley and Bus
Service Installed to Handle
B. M. T. Passengers.

REPAIRS BY NOON TODAY

Late Fourth of July Homebound
Crowds Delayed—Arrange-
ments for Today.

A fire on Williamsburg Bridge, caused by a short circuit, early yesterday morning stopped all traffic over the bridge for three hours. A girder, partly consumed by the intense heat, was so weakened that engineers of the Department of Plant and Structures declared that the bridge was unsafe for the passage of the B. M. T. rapid transit trains and their operation will not be resumed until the replacement of the girder, which is expected to be some time after noon today.

The fire took place at 2:45. Vehicular and pedestrian traffic was resumed three hours later and the operation of the surface cars, which are run by the city, soon afterward. William Wirt Mills, Commissioner of Plant and Structures, offered to William S. Menden, President of the B. M. T., the use of the bridge cars, and "block" tickets were issued to the B. M. T. passengers, entitling them to free transfer to the bridge cars and to the B. M. T. subway in Manhattan. This process was reversed for passengers going from Manhattan to Brooklyn.

Buses to Aid Service.

Special arrangements for the accommodation of the thousands of passengers who cross the bridge daily in B. M. T. trains were announced by the company for this morning or until the resumption of its regular service. The company will augment the bridge car service by buses and will put into effect shuttle service in the Centre Street loop and issue emergency transfer tickets to enable passengers to continue to their destination by B. M. T. lines without paying an additional fare.

REMOVE 41 BODIES FROM BOSTON RUINS

While Digging Goes On Police
Capture Four Looters, Wound-
ing One in Scuffle.

SEARCH FAR FROM ENDED

Some of the Injured Likely to
Die—Governor Fuller Orders
Swift Inquiry.

Special to The New York Times.

BOSTON, Mass., July 5.—Forty-one bodies, of whom thirty-three in all had been identified, had been recovered at a late hour tonight in the ruins of the Pickwick Club building on Beach Street.

Although more than 200 rescue workers were removing the debris throughout the day, not a body was recovered from early forenoon until 6 o'clock tonight.

As the flood of electric lights once more illuminated the scene new groups of victims were found among the tangled mass of timbers, iron beams, bricks and plaster. Every moment brought forth evidence of other victims still more deeply imbedded in the wreckage.

Firemen, elevated road workmen and employees of the city Public Works Department comprised the crew that labored in the ruins of the five-story building, which sent scores to death or serious injury when it collapsed early yesterday morning.

The flood lights created a picture resembling the stage of a theatre without curtains. The scene was one of cross-sections, showing portions of rooms still hanging from the back walls of the wrecked building, with some furniture still in place and pictures hanging on the wall, while beneath the workers continued the task of recovering bodies.

The balconies filled with spectators were real balconies, the fire escapes of the surrounding buildings, and one side, overlooking the whole area, was the Olympia Theatre with its signs completing the stage picture.

The authorities refused tonight to estimate the probable number of dead in the calamity. It has been impossible to check up on the total of merrymakers at the club. Some of the sixteen injured, now in the hospitals, are likely to die.