

1925-2025

un an avec Howard Phillips Lovecraft

#212 | 2 août 1925

« Dimanche, je me suis levé à midi, ai épousseté ma chambre et, à 16 heures, j'ai accueilli Loveman — qui semble s'être bien requinqué et qui portait un nouveau costume bleu (avec une bande blanche) acheté à Cleveland pour 22,50 dollars — une meilleure affaire, peut-être, que celui qui depuis peu fait ma propre fierté. Nous avons parlé de littérature en général, et nous nous sommes lu l'un à l'autre quelques œuvres récentes — deux poèmes qu'il avait écrits dans le train, et moi l'histoire que je venais d'achever. Ces poèmes (qu'A E P G vous fera parvenir — j'en ai fait une copie) sont excellents, et Loveman a déclaré qu'il considérerait mon histoire comme ayant beaucoup de force et de mérite. Il n'y a pas d'autre choix que de s'en remettre à l'imagination de l'auteur. Le soir, nous sommes allés dîner chez John's, où j'ai mangé mes boulettes de viande et mes spaghettis habituels (passés de 30 à 35 cents, je suis bien triste de le dire !), plus café et crème glacée. Loveman m'a ensuite dit adieu pour prendre le métro, car il avait un rendez-vous avec son hôte au café Double-R. Je suis rentré à la maison, j'ai écrit des lettres et j'ai pris le temps de les lire. Je suis donc rentré chez moi, ai écrit quelques lettres et je me suis couché. »

[1925, dimanche 2 août]

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Up noon — write — Loveman call 4 p m — discuss — read him my story  
— type his poems — out to John's with him for dinner — see him to  
subway — buy *Weird Tales*, return, read, write, & retire.

*Levé à midi. Écrit l'histoire pour Weird Tales. Loveman vient sur les  
quatre heures. Je lui lis mon histoire, puis dactylographie ses poèmes.  
On va au John's ensemble pour le dîner, et je le raccompagne au métro.  
J'achète le Weird Tales du mois, retour, écrit & couché.*

Pas content, Lovecraft : chez John's, la boutique de Brooklyn où si souvent il est allé seul ou avec Sonia, ou autrefois avec Lork, le spaghetti-boulettes de viande est passé de 30 à 35 cents, ce qui ne l'a pas empêché de compléter par glace à la vanille et café : n'a-t-il pas écrit une histoire qui lui vaudra un chèque solide ? L'après-midi, visite de Loveman et la dactylographie concerne deux poèmes écrits dans le train retour de Cleveland — en quoi écrire un poème dans le train change la nature de l'écriture ? Voilà ce qu'il aurait dû expliquer sa tante, mais non, il dit qu'ils ont parlé « de littérature en général ». Et rien concernant sa lecture à voix haute de la nouvelle commencée il y a 24 heures exactement, sur laquelle il a travaillé toute la nuit, repris brièvement avant l'arrivée de Loveman. Donc, *Horreur à Red Hook*, dans cette étape fondamentale qui sépare la version manuscrite de la version dactylographiée : Lovecraft change-t-il des mots ou des phrases à mesure, annote-t-il son manuscrit en même temps qu'il lit, a-t-il lu l'intégralité du texte ? Et dit-il à Loveman, faute de le dire nous-mêmes, ce qu'il avait préalablement accumulé de notes, ou bien si, à Prospekt Park ou à la Public Library, il avait pris la peine de ses deux synopsis préalables. Et c'est après avoir raccompagné Loveman au métro qu'au kiosque il achète le 23ème numéro de *Weird Tales* (144 pages, 25 cents, daté septembre), avec tout à la fin, un poème de Frank Belknap Long, son propre texte *Le temple* écrit deux ans plus tôt, voisinant la deuxième nouvelle publiée par *Weird Tales* de Robert E Howard, bien longtemps avant que commence leur correspondance. Loveman de retour à New York, et comme si rien n'avait changé cette demande implicite de prise en charge (on peut supposer qu'il n'a pas retrouvé de travail avant sa venue), c'est avec Lovecraft qu'il devra se mettre en quête d'une nouvelle chambre, en attendant il loge avec Sarah et Martin Kamin au-dessus de leur librairie, puisque Kirk, de retour provisoirement à Cleveland, lui a laissé son divan. Lovecraft s'éloigne du kiosque, se place sous un lampadaire, sort son achat : regarde-t-il à l'intérieur ? Non, ce qu'il regarde

c'est la couverture, les tons rouges sur les tons noirs, le couteau qui se lève. Et, dans le cartouche en bas à gauche, donc sur la couverture elle-même, pour la première fois, son nom ! Allez, c'est toujours une jeune héroïne dénudée qu'on assassine (pas dans l'histoire de Lovecraft, on ne tue que les matelots et officiers du sous-marin), mais à cause de ça il me semble bien pâlot, le supplément littéraire du *NYT* (toujours en régime d'été, c'est aussi la raison) et je m'en tiens là !

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*New York Times*, 2 août 1925. De Detroit, le 1er août. La police et la direction des pompiers ont établi aujourd'hui à approximativement 2 millions de dollars les dégâts causés par la tempête d'hier dans Detroit et ses environs. Les chutes de pluie ont été évaluées à 11,7 cm ce vendredi entre 6 h 20 du matin et 1 h l'après-midi. Les plus grosses pertes concernent les usines dont les machines en rez-de-chaussée ont été inondées, et aux dégâts routiers. De nombreux commerçants ont perdu leurs marchandises stockées en sous-sol et d'innombrables maisons ont été inondées. Dans l'usine Ford de Rivière Rouge, des milliers d'hommes ont délaissé leur travail pour manier les pompes dans deux bâtiments où l'eau grimpait et a mis hors service deux turbines électriques, et la direction n'a pas communiqué le coût des dégâts. Richard Krell, 35 ans, a été surpris alors qu'il tentait de couper l'arrivée du gaz dans sa cave et a été retrouvé noyé avant que ses voisins puissent le sauver. Mme Thelma Goulding, opératrice téléphonique à Redford, a été gravement commotionnée par un éclair qui a frappé la ligne avec laquelle elle communiquait.

# Weird Tales

*The Unique Magazine*



September  
1925  
25¢

Stories by  
O. Henry  
H.P. Lovecraft  
Frank Belknap Long Jr.  
and other authors

**THE GARGOYLE**  
A TALE OF DEVIL WORSHIP  
by Grege La Spina





# One-Profit Car Triumphs! Studebaker Sweeps to New Sales Peak

\$455 Down

Studebaker's new car is a real money-maker. It is a car that will pay for itself in the first year. It is a car that will give you a new car every year. It is a car that will give you a new car every year.



This is a Studebaker Year

## A Year Ahead of Its Time The Duplex—more up-to-date than newest "yearly models"

The Duplex is a car that is a year ahead of its time. It is a car that is a year ahead of its time. It is a car that is a year ahead of its time. It is a car that is a year ahead of its time.

At the time this advertisement is written, Studebaker is a car that is a year ahead of its time. It is a car that is a year ahead of its time. It is a car that is a year ahead of its time.

There are a few of us who think that the Studebaker car is a year ahead of its time. It is a car that is a year ahead of its time. It is a car that is a year ahead of its time.

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THE STUDEBAKER CORPORATION OF AMERICA

Studebaker is a car that is a year ahead of its time. It is a car that is a year ahead of its time. It is a car that is a year ahead of its time.

Studebaker's Great Dealer Organization—Authorized service at 3000 points throughout the United States

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At a time when the production of the automobile industry is undergoing a momentary lull, Studebaker's sales are on the rise. The company's sales for the first six months of 1926 are up 10 per cent over the same period last year.

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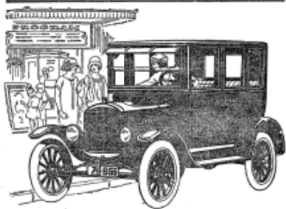
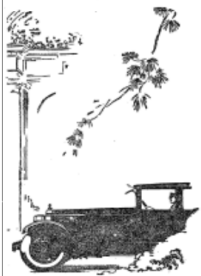
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You Can Still  
Enjoy a Car  
Without Extravagance  
in New York

### Consistent leadership

PACKARD's cars have always been regarded as extra sources of car and comfort, of performance and delivery.

PACKARD is now the first to offer a special warranty and first spring suspension, designed for use with low pressure tires.

As the wheel of the improved Packard you may find just what the newest evidence of Packard leadership means to the Packard owner.

The new Packard is called the Packard Sedan. It is a car that is a year ahead of its time. It is a car that is a year ahead of its time.

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Perhaps you think car-ownership is impractical for you in New York—involving too much worry and expense.

If so—talk to any Authorized Ford Dealer. Ask him for facts and figures about owning and operating a Ford car in New York City—how easy it is to buy, how little it costs to run, its high re-sale value, its smaller expense for garage rental.

Let him tell you, too, about the comfort and convenience of a Ford Closed Car—its ease of handling, its comfort and safety, its reliability, its long faithful service.

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# Motor Car Price Reductions

Bureau is in the automobile manufacturing business. But Bureau personally has his methods of trying to get the public.

Months ago Auburn dared to tell the truth, and exposed some of the fallacies in the claims of volume-producers car builders.

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crack on the nose and a wicker weight champion may pass into oblivion.

Auburn crushed the high, top-heavy style of motor car on the nose in January, 1926.

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one should consider to buy a motor car.

Auburn calls efficient, economical, lasting transportation, combined with a design two years in advance of our competitors.

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Auburn engineers by never being off their guard, by always reaching for improvement have led a new high road for quality years for others to catch up and imitate.

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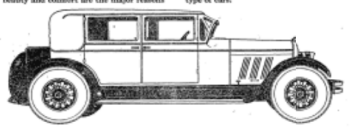
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6 SEAT AUBURN 8 SEAT

AS Auburn dealers in the New York District are shown below: