



1925-2025

un an avec Howard Phillips Lovecraft

#238 | 31 août 1925



*Paterson, 1925, gare d'arrivée et gare de départ, aujourd'hui
Lovecraft se remet de son escapade.*

[1925, lundi 31 août]

Rise late — write letters — retire late.

Levé tard. Écrit des lettres. Couché tard.

Ce qui est parfait pour la fin d'un tel mois. Dans le journal : MacMillan de retour au Groenland, la question géographique majeure : comment de minuscules avions s'élançant de Los Angeles peuvent se diriger au-dessus de l'océan vers ce point tout aussi minuscule qu'est l'archipel de Hawaï ? Et un incident ferroviaire atypique à Coney Island.

New York Times, 31 août 1925. Une jante de pneu utilisée comme cerceau par un enfant a provoqué une immobilisation de vingt minutes sur les lignes Sea Beach et West End de la B. M. T. entre Coney Island et la gare de Bay Parkway à Brooklyn hier après-midi. La jante en acier est tombée dans la tranchée, atterrissant sur un rail de d'alimentation et provoquant un court-circuit. Vers 15 heures, un enfant s'amusait à courir derrière son cerceau à une courte distance au nord de la station de la ligne située à l'angle de la quatre-vingt-sixième rue et de l'avenue X. Faisant rouler son cerceau le long de la rue au-dessus des voies, il lui donna une forte poussée avec son bâton pour l'envoyer à un compagnon. Le cerceau heurta une pierre et, virant à angle droit, plongea par-dessus une petite clôture jusqu'à la voie ferrée. Les garçons ont regardé vers le bas pendant un moment, selon des témoins, puis ont disparu. La jante a heurté les voies à 15 heures et a immédiatement provoqué un court-circuit. L'alerte s'est répercutée à la centrale électrique et le courant a été coupé. Les trains circulant dans les deux sens sur cette partie de la ligne alimentée par la même source d'énergie s'arrêtèrent soudainement, plusieurs d'entre eux entre les gares. L'équipe d'urgence de la centrale électrique s'est immédiatement mise à la recherche de la cause du court-circuit. Les passagers des trains, dont beaucoup avaient l'intention de participer aux plaisirs dominicaux de Coney Island étaient impatients de rentrer chez eux, s'agitaient tandis que l'équipe d'urgence cherchait la cause de l'immobilisation. Interloquée, l'équipe de secours a suivi sa procédure habituelle et retrouvé l'appareil suspect. Vers 15h28, alors que le problème avait été localisé près de la 86ème rue, l'un des hommes aperçut la jante et le mystère fut résolu. L'équipe a écarté la jante des rails. Le courant a été rétabli et les trains ont recommencé à circuler à 15h30.

NAVY PLANES FLY FOR HAWAII TODAY

Two Will Surely Start From San Francisco and a Third Will Go Alone on Wednesday.

FINAL TESTS PROMISING

Non-Stop Flight of 2,020 Miles Is Longest Ever Attempted Across the Ocean.

Special to The New York Times.

SAN FRANCISCO, Aug. 30.—Two giant navy seaplanes will start the flight across the Pacific Ocean to Hawaii tomorrow. They proved their fitness in official tests conducted today at San Pablo Bay.

A third plane, the PB-1, was worked upon feverishly all day at Criss Field by a crew that hoped to get it ready in time to join the flight. After the tests at San Pablo had been concluded Captain Stanford E. Moses, commander of the flight project, called a conference at the Olympic Club for late tonight to decide finally if the third plane should participate.

At the conference it was definitely decided that the two PN-9 planes would hop off at 2 o'clock tomorrow afternoon as previously scheduled, leaving the PB-1 behind for further service trials with her new engines, which were only installed late today.

This ship will take the air on Wednesday and attempt a solitary flight to the island port.

At the tests over San Pablo Bay today the PN-9 No. 1, flagship of the flight, took off successfully after three trials. The PN-9 No. 2 went into the air after four trials. She was fully loaded and was carrying eight men, four more than her normal crew.

"Everything passed off beautifully. These planes are ready for the flight." This was the comment of Captain Moses after he had witnessed the tests.

"No changes have been made in the plans for the start of the flight," Captain Moses said. "The two PN-9 planes successfully accomplished their full load test flights and are ready to leave at the appointed hour tomorrow afternoon. The PB-1 plane has already conducted full load tests, which were accomplished to the satisfaction of flight officials."

The flight to Hawaii as planned by the navy is to be the longest trans-oceanic journey ever made by heavier-than-air machines in one continuous flight. The distance from San Francisco to Kahului Point, Island of Maui, where the planes will touch land, is 2,020 miles. If one of the planes descends to the surface of the water for any reason whatever, the conditions of the flight will be declared violated and

Boy at Play Ties Up Coney Island Trains; Rolls Hoop on Rails and Causes Short Circuit

A runaway tire rim being used as a hoop by a boy caused a twenty-minute tie-up on the Sea Beach and West End lines of the B. M. T. between Coney Island and the Bay Parkway Station in Brooklyn yesterday afternoon. The steel rim fell into the cut, landing on a running rail and a third rail and causing a short circuit.

At about 3 P. M. the boy was having a great time of it racing behind the rim a short distance north of the Eighty-sixth Street and Avenue X Station of the line. Wheeling the hoop along the street above the cut he pushed with a companion and gave a hard push with his stick. The rim bolted forward, struck a stone and, veering at right angles, plunged over a small fence down to the tracks.

The boys gazed down for a moment, people who saw the incident later said, and then disappeared. The rim struck the tracks at 3 P. M. and immediately caused the short circuit. The trouble becoming apparent at the power house,

and the current was shut off. Trains headed both directions in that portion of the line fed by the same power source came to a sudden halt; several of them between stations.

The emergency crew at the power house started at once to find the reason for the short circuit. Passengers in the trains, many of them intent on participating in the Sunday pleasure of Coney Island and some anxious to get home, became restless as the emergency crew sought the cause of the tie-up.

Mystified, the crew went through its accustomed procedure and found suspected apparatus in working condition. At about 3:28 P. M., when the trouble had been localized near Eighty-sixth Street, one of the men perceived the rim and the mystery was solved.

The crew lifted the rim off the rails. The power was turned on and the trains started moving again at 3:30 P. M.

The FAMILY UPSTAIRS, Galety. Now—Biggest Comedy Hit in 20 Years.—Adv.

Gardener Who Wrote Threats to Himself Questioned After Fire on the Shewan Estate

George Alcorn, a former gardener on the estate of Mrs. James Shewan, wife of the wealthy shipbuilder, at Garrison, N. Y., was questioned yesterday by the Connecticut State Troopers at Ridgefield, Conn., after a \$10,000 outbuilding on the Shewan estate had burned and Alcorn had told of receiving threatening letters.

According to State Troopers at Garrison who were called in when Alcorn told of the threatening missives, the gardener admitted having written the letters to himself. They said that he explained that he had been assigned to quarters alone in a building remote from the big mansion and that he found the nights lonely. He thought, they said, that by writing letters he could influence Mrs. Shewan to assign another employee to keep him company or else permit him to share the quarters of the house servant staff.

Reports that Mrs. Shewan had declared that "a member of my family" received one of the threatening letters were denied emphatically at the Shewan home yesterday. A representative of the family was inclined to treat the matter lightly. Alcorn, it was said, had

been a voracious reader of mystery thrillers.

Alcorn went to work on the estate two weeks ago. A few days ago he got the first of the threats. He reported its receipt to the Shewan household, including Mrs. Shewan, her three daughters and a son-in-law. Then Alcorn reported that a "big, strange man" invaded his lonesome quarters, beating him and then warned him to leave because the place was to be burned down. Sergeant James Buckley and Trooper Arthur Kley of the Garrison post of the State Constabulary were called in.

They said that the letters were fakes and that Alcorn had admitted writing them himself. Last Thursday he was brought before Judge John M. Lowry at Garrison and advised to leave town. A policeman escorted him to the railroad station. The outbuilding was destroyed by fire on Friday.

State Troopers who questioned Alcorn said that he had fully accounted for his movements after leaving Garrison on Thursday, and they were convinced that he could not aid them in their investigation of the fire.

MacMillan Party Halts to Visit Norse Ruins in Greenland

WASHINGTON, Aug. 30 (AP).—The MacMillan Arctic expedition set aside today to visit the ancient Norse ruins at Godhaven, Greenland.

A message received at the Navy Department today from Lieut. Commander Byrd, commanding the navy section, announced the arrival of the steamer Peary at Umanak yesterday and said Godhaven would be visited today.

Umanak is just north of Disko Island, on the west coast of Greenland, and the Norse ruins are only a short distance in the interior.

The expedition arrived at Umanak after a quick run across Melville Bay, which unexpectedly was found clear of ice.