

1925-2025

un an avec Howard Phillips Lovecraft

#248 | 11 septembre 1925



3 h. Couché, s'endort. 4 h. Dort. 5 h. Dort. 6 h. Dort. 7 h. Dort. 8 h. Dort.  
 9 h. Dort. 10 h. Dort. 11 h. Dort. 12 h. Dort. 13 h. Dort. 14 h. Dort. 15 h.  
 Dort. 16 h. Réveil. 17 h. Sort poster une lettre par avion. 18 h. Écrit. 19 h.  
 Écrit. 20 h. Crackers au fromage, puis gaufrettes vanille guimauve.  
 21 h. Écrit. 22 h. Écrit. 23 h. Écrit. 0 h. Écrit. 1 h. Écrit. 2 h. Écrit. 3 h.  
 Couché, et recommencer.

*(Projet d'un roman conceptuel intitulé : une journée dans la vie de  
 Howard Phillips Lovecraft). Image : Post Office Brooklyn, 1910.*

[1925, vendredi 11 septembre]

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Up at 4 p.m. — write — out to air mail — return & write — retire.

*Levé à 16 h. Écrit. Parti poster lettre par avion.  
Retour & écrit. Couché.*

Oblitérer une lettre envoyée par avion ? Probablement pour Alfred Galpin, à Paris, et lui raconter le séjour new-yorkais de Lee, sa jeune épouse, mais pas de trace. Version développée (enfin, reformulée en une seule phrase) pour la tante Lillian : « Vendredi, je me suis levé à 16 heures et j'ai écrit tout l'après-midi et toute la nuit, me couchant à 3 heures du matin. » Rassurant : aucune mention du mot « lettre », il est donc revenu à ses ébauches et histoires ? Dans le journal : on a retrouvé, à quelques miles du but, les cinq aviateurs manquants de l'équipée aérienne depuis San Francisco, un sous-marin les a récupérés : à 15 miles donc de Kauai, dans l'archipel d'Hawaï, après une dérive de 500 miles, neuf jours après son amerrissage, malgré les bateaux militaires postés à intervalles réguliers sur la route. Un déluge de publicités pour la transition des pailles d'été aux feutres d'automne, Baudelaire y aurait trouvé matière pour *Élégie des chapeaux* inachevée — on vous les économise ! Vous vous souvenez de la récente découverte par Loveman, dans une liasse de lettres acquise lors d'une vente, d'un autographe de Keats ? Cette lettre d'amour autographe qui réapparaît nous donne l'échelle de ce qu'il a pu ressentir !

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New York Times, 11 septembre 1925. HONOLULU, 10 septembre (Reçu à New York vendredi 11 septembre, 00 h 30) — Le commandant John Rodgers, commandant de l'hydravion naval PN-9 n° 1 porté disparu, et son équipage de quatre hommes ont été retrouvés vivants ce soir à quinze miles à l'est de Kauai par le sous-marin R-4. L'île de Kauai se trouve à 64 miles à l'ouest-nord-ouest de l'île d'Oahu. Oahu, dont Honolulu est la principale ville, était la destination du grand hydravion qui traversait les eaux du Pacifique. L'avion a été aperçu flottant peu après 16 heures cet après-midi, lorsque le sous-marin R-4 a rejoint les destroyers de la flotte de recherche. Le sous-marin était commandé par le lieutenant Osborne qui, après avoir récupéré Rodgers et son équipage, a immédiatement informé les autorités navales que l'avion était remorqué et arriverait au port dans la nuit. Le message du lieutenant Osborne, outre le fait qu'il indiquait que les hommes étaient sains et saufs, ne donnait aucune information sur leur état, se contentant de dire qu'il avait pris l'avion en remorque. Un message tardif du R-4 intercepté ici ce soir disait : « Le sous-marin R-4 remorque un avion transpacifique vers Nawiliwili (île de Kauai) et prévoit d'arriver vers 8 heures. Veuillez envoyer de petits bateaux à notre rencontre au mouillage. » Rodgers et son équipage ont quitté San Francisco le 31 août pour tenter un vol sans

escale vers Honolulu. L'après-midi suivant, vingt-quatre heures après le décollage de son hydravion, le PN-9 n° 1, l'avion et son équipage ont disparu à environ 300 miles de leur destination. Les derniers messages du PN-9 n° 1 indiquaient que ses réserves d'essence étaient presque épuisées et qu'un atterrissage forcé était prévu. Les navires de guerre stationnés le long de la route de vol ont immédiatement lancé les recherches, mais rien n'a été vu des hommes disparus jusqu'à ce soir. C'est au large de la côte de Kauai que le dragueur de mines Whippoorwill a signalé avoir vu des fusées éclairantes un jour ou deux après le début des recherches de l'avion disparu. Une fusée blanche et deux fusées rouges, ou roquettes, auraient été aperçues. Immédiatement après vérification des calculs, les opérations de recherche ont été transférées dans cette région, qui se trouvait bien en dehors de la zone précédemment fouillée. Lorsque la nouvelle de la découverte de Rodgers et de ses hommes a été confirmée par la marine ici, les journaux d'Honolulu ont publié des éditions spéciales et les habitants de la ville ont laissé éclater leur joie, dans des scènes qui rappelaient l'armistice. Les marins en uniforme blanc de la flotte, dont certains avaient été compagnons de bord des hommes du PN-9, n° 1, se sont mêlés aux civils dans une ruée impatiente pour obtenir les journaux relatant la nouvelle. Rodgers et son équipage étaient en bonne santé. C'est ce qu'indiquait un message intercepté par un opérateur radio amateur de Nawiliwili, qui disait : « Demande l'envoi d'un remorqueur à Nawiliwili pour Rodgers et son équipage, qui sont en bonne santé. » Dès que la nouvelle de la découverte de l'hydravion lui est parvenue, l'amiral S. S. Robison, commandant en chef de la flotte de combat, a ordonné à tous les navires engagés dans les recherches de revenir immédiatement à Pearl Harbor. Les officiers de la marine ont fait l'éloge et rendu hommage au commandant Frank C. Martin, commandant de la base sous-marine locale, qui a positionné ses sous-marins de manière à ce qu'ils puissent repérer l'hydravion 216 heures après sa chute en mer. Le destroyer McDonough a quitté Pearl Harbor à 20 heures ce soir pour se rendre à Kauai afin de récupérer les cinq aviateurs et les ramener à Honolulu. Les cinq hommes sont : le commandant John Rodgers, commandant de bord, Washington, D.C. ; le lieutenant Byron J. Connell, copilote, Pittsburgh, Pennsylvanie ; Skiles N. Pope, pilote, Jackson, Tennessee ; William H. Bowlin, chef mécanicien aéronautique, Richmond, Indiana ; Otis G. Stantz, chef radio, Terre Haute, Indiana.

# FIVE MISSING HAWAII FLIERS ARE FOUND ALIVE BY THE SUBMARINE R-4, 15 MILES EAST OF KAUAI; DRIFTED 500 MILES IN NINE DAYS ON THE OPEN SEA



LONG-MISSING AIRMEN WHO ARE SAFE.

Left to Right—W. H. Bowlin, Lieut. J. J. Connell, Commander John Rodgers, S. B. Pope and O. G. Stantz.

## STATE TO GET PARK BY HECKSCHEE GIFT; LONG FIGHT ENDED

His \$250,000 Will Be Used to  
Buy the Taylor Estate at  
Islip, L. I.

WEALTHY OPPOSED SITE

## 10,000 Vienna Officials Strike, Even Halting Criminal Courts

Copyright, 1925, by The New York Times Co.  
Special Cable to The New York Times.  
VIENNA, Sept. 10.—Federal of-  
ficials here went on a three-hour  
strike this morning as a demon-  
stration for their demand for a  
rise in salary which they contend is  
overdue.

More than 10,000 officials  
marched to City Hall, where a  
protest meeting was held. During  
the strike all work was suspended  
in Government offices and courts  
of justice.

A dramatic scene occurred in one  
of the criminal courts, where at  
10 o'clock sharp the guards attend-  
ing a prisoner on trial were told  
shoved the prisoner out of the

## NEUTRAL AIR INQUIRY IS URGED BY DAVIS; WILBUR DISAGREES

Army Demands Impartial Sift-  
ing of Mitchell Charges—Un-  
necessary, Navy Holds.

DISCIPLINE ONLY ONE ISSUE

Army to Handle That Alone

## First Aerial Diner Ready; Airplane Sleeper Designed

Copyright, 1925, by The New York Times Co.  
Special Cable to The New York Times.  
LONDON, Sept. 10.—The first  
aerial restaurant car in the world  
leaves the Croydon airfield next  
week on the regular Paris service.  
The Giant Bulls Express Vickers  
Air Express, the biggest and most  
luxurious in the world, has been  
fitted with an electrically operated  
buffet. A uniformed steward will  
be in attendance and meals will  
be served to twenty passengers on  
tables like those in Pullmans.

Another machine, to be known as  
the Orient Air Express, now is be-  
ing designed to rush day and night  
from Paris to Constantinople. It  
will be a winged replica of a sleep-

## PLANE SIGHTED FLOATING

Submarine Takes It in  
Tow and Is Making  
for Island Harbor.

## HOPE NEARLY ABANDONED

But Navy Pressed Search Over  
a Wide Area Since Disap-  
pearance Sept. 1.

## THANK GOD! SAYS WILBUR

Plane With Missing Men Found  
Where Flares Were Sighted  
Soon After Disappearance.

By The Associated Press.  
HONOLULU, Sept. 10 (Re-  
ceived in New York Friday,  
Sept. 11, 12:30 A. M.)—Com-  
mander John Rodgers, com-  
mander of the missing naval  
seaplane PN-9 No. 1, and his  
crew of four men were found  
alive tonight fifteen miles east  
of Kauai by the submarine R-4.

Missing Since Sept. 1.  
The island of Kauai is sixty-  
four miles west by northwest  
of the island of Oahu. Oahu,  
of which Honolulu is the prin-  
cipal city, was the destination  
of the big seaplane in its flight  
across the waters of the  
Pacific.

The plane was sighted float-



NAVAL SEAPLANE PN-9, No. 1, WHICH CARRIED THE LOST FLYERS.

1 P. M., on Sept. 1. The message read, "Running out of gas, will probably have to land at Aradstock or Tanager. Please stand by." The Aradstock and Tanager were two patrol ships, the last two of the ten that were stationed on the route between San Francisco and Honolulu.

The fliers had covered approximately 1,700 miles when their last message was received and had only about 400 miles to make in order to complete their journey.

The plane had previously been tested in a non-stop flight at Philadelphia and with a maximum load flew a distance considerably longer than the distance between San Francisco and Honolulu. Consequently it was at first believed that they would be able to complete the last lap of the journey, but not taking any chances, Captain Stanford E. Moses, in command of the flight, from his headquarters in San Francisco, issued orders directing the patrolling destroyers to go to the aid of the airplane.

Other vessels were sent out from Honolulu and land aircraft flew from that place many miles at sea in a fruitless effort to locate the missing men. Passenger and tramp steamers plying some section of the North Pacific were ordered to be on the lookout for the disabled plane and its crew.

The destroyer fleet that was homeward bound after visiting Australia and New Zealand, was diverted from its course and ordered to join in the search.

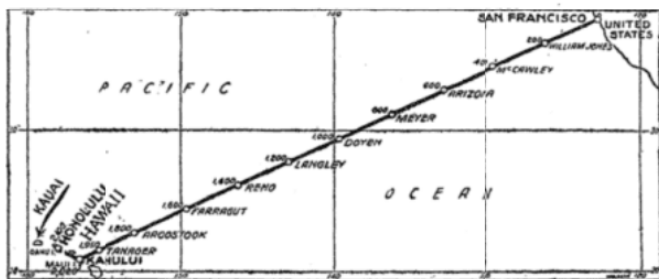
**Hope Was Virtually Abandoned.**

Day after day passed and no word was heard of Commander Rogers and his four companions. Some erroneous reports were received and wireless operators in different sections of the country reported hearing from the men. None of these reports, however, was authentic and finally the Navy Department and Captain Moses had virtually admitted that they had given up hope of finding the men alive.

On Sept. 7 Captain Moses said: "We have virtually given up hope of rescuing the crew. We now have eleven destroyers fueling at Honolulu for the purpose of engaging in a final survey of the waters where the PN-9 No. 1 came down. We have done all that could be done."

Though Captain Moses's statement was generally regarded as the epitaph of Commander Rogers and his men, there was no let up in the search. The Navy Department took the forlorn hope that the men were still alive, and the search was continued.

The great fear was expressed that the heavy seaplane, with its motors stilled on account of lack of gasoline, might have hit the ocean with such force in its descent that the hull would be split, or at least its seams opened, so that it would soon become waterlogged and



ROUTE OF THE SAN FRANCISCO-HONOLULU FLIGHT.

Showing the island of Kauai, where the missing plane was found, and the navy guard ships, stationed 200 miles apart during the 2,100-mile flight, the longest ever attempted.

## Relatives of Missing Fliers Overjoyed at News of Rescue; Captain Moses, Who Prepared Flight, Overcome With Emotion

HAVER DE GRACE, Md., Sept. 10 (AP).—Members of the family of Commander John Rodgers of the seaplane PN-9 No. 1, were overcome tonight when informed by The Associated Press that the entire crew of the plane had been found alive and well.

When the first dispatches were read to Robert Rodgers, brother of the commander and spokesman for the family, there was a moment's silence, and then he asked:

"Will you please read that again?"

Assured that the news was true, Mr. Rodgers cast aside all doubt and expressed the family's relief and happiness.

"We had always been optimistic," Mr. Rodgers declared, however, adding that the Commander's mother had been the most hopeful of all the family.

Rear Admiral John A. Rodgers, U. S. N., retired, father of Commander Rodgers, the brother said, was the least optimistic, knowing better than the others the conditions faced by the aviators.

The Rodgers family have kept in close touch with developments through The Associated Press from the start of the flight.

PITTSBURGH, Pa., Sept. 10 (AP).—Mrs. Richmond F. Ball, cousin of Commander Rodgers, was for a moment speechless from joy when informed by The Associated Press tonight that the commander

and crew of the missing seaplane PN-9 No. 1, had been found alive.

"Oh! can it be true?" she exclaimed. "Are you sure, sure that it is true? We had almost given up hope."

A moment after hanging up the receiver Mrs. Ball telephoned to be sure that the crew of the seaplane had been found alive.

"I will call Commander Rodgers's mother at Haver de Grace right away," she said.

RICHMOND, Ind., Sept. 10 (AP).—"Oh, thank God, my prayers are answered," cried Mrs. E. E. Orr tonight when informed the crew of the seaplane PN-9 No. 1 had been found alive.

Milton Bowlin, machinist mate of the plane, is a nephew of Mrs. Orr.

"I've never really given up hope that they would be found," Mrs. Orr told The Associated Press.

TERRE HAUTE, Ind., Sept. 10 (AP).—"Never once did I give up hope that my husband would be found," said Mrs. Otis G. Stante, wife of the radio operator of the PN-9 No. 1, when informed tonight that the missing crew was safe.

Special to The New York Times, PITTSBURGH, Pa., Friday, Sept. 11.—"This is the first news I have had of the finding of my son and I am too overjoyed to say much," was the state-

ment of James R. Connell, father of Lieutenant Byron James Connell, Assistant Commander of the PN-9 No. 1, when notified early today of the finding of the men last night.

When told that his son and the other members of the crew were all safe Mr. Connell was unable to speak for several minutes. When he could talk he begged to be excused from saying much, as he was "too happy."

JACKSON, Tenn., Sept. 10 (AP).—When informed by a correspondent of The Associated Press that her brother, Shiles R. Pope, alternate pilot of the PN-9 No. 1, and other members of the crew of the plane had been rescued, Miss Patricia Pope, sister of the flier, was overcome with emotion. She requested that details of the finding of the fliers be told to her friend, Miss Natalie Gilbert, whom she had been visiting near the family home here since the plane disappeared. Miss Gilbert declared that Miss Pope had given up practically all hope of seeing her brother alive.

SAN FRANCISCO, Sept. 10 (AP).—Captain Stanford E. Moses, U. S. N., the man who had charge of preparations for the flight, was so overcome with emotion by news of finding the crew of the PN-9 No. 1 that he begged to be excused from making a statement.

Captain Moses received the news first from The Associated Press. He said he would try to make a formal statement, but...

# KEATS LOVE LETTER IS BROUGHT HERE

Obtained for American With  
Unpublished Autographs of  
Lamb and William Blake.

POET WROTE OF THE GRAVE

Charles Lamb Admitted Fondness  
for Product of the Juniper Berry—  
Blake Liked Good Company.

Three unpublished autographs written by John Keats, Charles Lamb and William Blake, have been brought to this country from England by Barnet J. Beyer, head of Barnet J. Beyer, Inc., dealers in first editions.

Negotiations were under way, it was reported yesterday, for the purchase of the autographs by an American collector. The manuscripts are from a group of manuscripts collected by a William Upcott, a contemporary of the writers.

The letter of Keats is to his fiancée, Fanny Brawne. It was his last letter to her before sailing for Italy on Sept. 19, 1820. There is a suggestion that Keats had a premonition of his death, which occurred the following February, for he says: "The world is too brutal for me. I am glad there is such a thing as the grave. I am sure I shall never have any rest till I get there."

The Brown referred to in the letter is Charles Armitage Brown, a friend with whom Keats lived for some time. Dilke is Charles Wentworth Dilke, also a friend.

In contrast with the touching letter of Keats is the unpublished original manuscript of Charles Lamb. Written in his whimsical vein for his autobiography, Lamb describes himself as having a "face of face slightly Jewish, with no Judean things in his complexional features." He mentions that, "because he has been guilty of obtruding upon the public" and says that in fact they were his recreations. "and his true works may be found on the shelves of Leaden Hall Street filling some hundred folios." This is a reference to his thirty-three years of service as a civil servant.

Tough "a small eater but not drinker," Lamb confesses to "a partiality for the product of the juniper berry." Lamb is not generally known to have had a fondness for gin.

The autograph of William Blake is a unique explanation of what the poet considered should go into an autograph. The autograph is surrounded by a nude male figure, beautifully drawn in Blake's characteristic style, with the words, "William Blake, one who is very much delighted with being in good company." At the sides are the date, "Jan. 15, 1809" and the statement "born 28 Novr. 1757 in London and has died several times since."

The autographs are said to have evoked great interest among bibliophiles who have seen them. A friend of Prime Minister Stanley Baldwin tried to persuade Mr. Beyer to dispose of the autographs in England, but Mr. Beyer declined.



It is a fact that the clock is a very important part of our lives. It tells us the time of day and night, and it helps us to keep our schedules. Without a clock, we would be lost in time. The clock is a symbol of order and discipline. It reminds us that time is precious and that we must make the most of it. The clock is also a symbol of progress. It shows us how much time has passed and how much we have accomplished. The clock is a constant reminder that we are all moving forward, and that we must keep up the pace.

THE NEW YORK TIMES  
SPECIAL TEN DOLLAR  
ADVERTISING OFFER  
FOR THE MONTH OF SEPTEMBER  
1934  
Pay \$250.00 to \$750.00  
Pay \$25.00 Weekly  
Pay \$25.00 Weekly  
This offer is available to all advertisers who place their ads in the New York Times for the month of September 1934. The offer is subject to the approval of the Advertising Department of the New York Times. The offer is not available to advertisers who have placed ads in the New York Times for the month of September 1934.

## Sing Sing Has Fewer Drinkers Than Drys; More Single Offenders Than Married Ones

OSSINING, N. Y., Sept. 10.—More criminals received at Sing Sing are abstainers from liquor than drinkers, more are single than married and more were employed than were idle when they got into trouble, according to statistics given out today by Warden Lewis E. Lawes relating to 1,217 offenders admitted during the State fiscal year that ended on July 1 last.

Four times as many criminals confessed their guilt as denied it, stood trial and were convicted. White prisoners outnumbered negroes five to one. Offenders admitted were from 16 to 74 years old and the average age of the arrivals was 28. The number of native born was 888; aliens, 329; single, 670; married, 502; widowed, 30; divorced, 15; employed, 753; idle, 432; pleaded guilty, 980; convicted after trial, 237; abstainers from liquor, 777; drinkers, 440; first offenders, 733; second, third, fourth offenders, &c., 484.

The average minimum sentence of the first offender was four years, two months and nineteen days, while the average term for recidivists was four years, ten months and ten days. Three-fifths of the 1,217 criminals admitted during the year had not been convicted of a felony before.