



1925-2025

un an avec Howard Phillips Lovecraft

#249 | 12 septembre 1925

**City Swelters in Hottest Sept. 11 in Ten Years;  
Three Men Overcome; Humidity Excessive**

Yesterday was the hottest Sept. 11 in ten years and the humidity made it seem even warmer than it was. The temperature reached 84 degrees at about 1:40 o'clock and the forecaster had to search his records back to 1915 to find a Sept. 11 which equaled this. In that year, however, the temperature reached 87 degrees and in 1912 it got to 88. The record year remains in 1894, when the thermometer touched 90.

The hourly record does not show the peak of 84 degrees, however, as the thermometer dropped back after reaching this mark, and at 3 o'clock showed only 83 degrees. The day's record, with temperature given first and humidity following, was: 9 A. M., 73-98; 10 A. M., 72-90; 11 A. M., 74-90; 12 M., 77-79; 1 P. M., 80-78; 2 P. M., 80-79; 3 P. M., 83-75; 4 P. M., 78-74; 5 P. M., 78-83; 6 P. M., 78-; 7 P. M., 77-; 8 P. M., 76-88; any 9 P. M., 76-88. Humidity is not measured at 6 and at 7 o'clock.

Although the day was no record-breaker, it was hot enough to cause the prostration of three men. Alexander Kaufman, 60 years old, of 348A Douglas Street, Brooklyn, collapsed in front of 30 Cortlandt Street and was taken to the Broad Street hospital. James Elliot, 50 years old, of 291 East 113th Street, was overcome in front of 1,511 Third Avenue and was taken to the Harlem Hospital. Henry Rogers, a soldier of the Eighteenth United States Infantry, fell out of the American Legion parade in front of 19 East Sixty-second Street and was taken to Fort Slocum after he had been attended.

« À Paterson pendant le repas, James Ferdinand m'a indiqué où je pourrais obtenir des informations sur saint Ronan — l'encyclopédie catholique de la Public Library. Il semble qu'il y ait eu douze saint Ronan, tous de bons Irlandais, mais je vais voir si l'un d'entre eux n'était pas un peu plus distingué que les autres, de manière à constituer un sujet

assez probable pour le tableau qui est à l'origine de la présente quête. Il semblerait que deux des Ronan soient vénérés en Écosse comme en Irlande. Ronan était, selon mes suppositions, un personnage celte ancien associé à des guérisons miraculeuses et auquel était consacrée une fontaine en Écosse. J'ai cherché le mythe précis en vain, en fouillant ma bibliothèque pendant quatre heures (une procédure ponctuée par la lecture de morceaux intéressants découverts au cours de cette quête infructueuse), mais je transmettrai l'information dès que je l'aurai trouvée à la bibliothèque publique. Sir Walter Scott a écrit un roman sur ce thème, intitulé *St. Ronan's Well*, que je n'ai pas lu et qui est considéré comme sa production la plus médiocre. »

*Multiplication, toutes ces semaines, dans les lettres à Lillian, de ces recherches concernant un saint Ronan d'Écosse : un projet de poème, à cause de ce mot « tableau » ? Probablement. Se souvenir aussi que Lovecraft connaît, de Flaubert, la Légende de Saint-Julien l'hospitalier (mais pas besoin de cette hypothèse, juste pour comprendre). Il a enquêté auprès de tous ses amis, et moultes fois, et là va partir en recherche à la Public Library, notamment via d'anciens numéros de la revue Atlantic. Le roman de Walter Scott, commencé juste après son solide Quentin Durward, est effectivement bien erratique. Mais nulle mention du saint lui-même, juste du lieu éponyme, cette fontaine où s'est installé désormais un « spa » auquel certainement Lovecraft n'aurait pas eu accès.*

[1925, samedi 12 septembre]

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Up 2:30 p.m. — write — out shopping — down to Milan & library —  
Ronan Atlantic — Prov. in Col. Times — return to 169 — write letters  
— stay up. LDC////

*Levé 14h30. Écrit. Je descends pour des courses, puis diner au Milan  
avant bibliothèque. La revue Atlantic à propos desaint Ronan. Puis le  
livre Providence aux temps coloniaux. Retour au 169. Écrit des lettres.  
Nuit blanche. Lillian.*

Retour horaire quasi employé de bureau : se lever à 14h30, puis le verbe « écrit » sans préciser si c'est l'inferral caravane des lettres (ce qu'il fera toute la nuit ensuite), ou, dans un premier temps, pour lui-même (et cette question évidemment sans réponse, mais que nous continuerons de maintenir pour horizon, à savoir si cette notion de « pour soi », ou pas, vaut pour la correspondance. L'occasion de la lire en fac-simile, puisque nous en avons la chance. Descend-il à la grande bibliothèque au fronton orné de grands lions de pierre, parce que cette quête en impasse d'un saint Ronan l'obsède, et qu'il continue d'avalier — mais lentement, coriacement, progressivement — le livre sur l'histoire de Providence (bientôt trois mois qu'il y revient épisodiquement) ou simplement pour un prétexte intérieur d'échapper au confinement des murs, le petit studio avec ses alcôves (ah non, plus de souris depuis au moins trois semaines) — et c'est dans le *NYT*, jamais eu si grande touffeur et humidité pour un 11 septembre (prononcer sans émotion la date, y parviendrons-nous ?). Sachant aussi que la spécialité du Milan, 42<sup>ème</sup> rue, pile au milieu entre Grand Central et la Public Library (il y est allé si souvent avec Sonia mais souvent aussi, cet été, seul), c'est leur minestrone à volonté, qu'il utilise comme plat complet et calant à souhait. Et puis : nuit blanche. Dans le journal : interviews des cinq rescapés du vol San Francisco Hawaï, presque pas à manger, mais l'eau de pluie tropicale à volonté. Pas de possibilité d'émettre, mais ils parviennent à capter les messages signalant l'abandon des recherches : comment tient le moral ? Allez, et parce que les temps sont âpres, on se consolera avec cette belle métaphore ouvrant conférence londonienne de Marconi, l'inventeur de la radio « sans fil » (à l'époque, on doit encore traduire *wireless*).

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*New York Times*, 12 septembre 1925. LONDRES, 11 septembre — « À mon avis, la radio existait déjà lorsque l'homme préhistorique a compris ou ressenti pour la première fois la signification du sourire d'une jeune fille préhistorique », a déclaré le sénateur Marconi dans un discours prononcé aujourd'hui à l'occasion de l'ouverture de l'exposition sur la radio à Londres. L'inventeur de la radio venait de parler des discussions qui reviennent régulièrement sur la question de savoir qui a réellement le

mérite d'avoir découvert la radio, et sa référence à la radio préhistorique a suscité beaucoup d'amusement. De nombreuses spéculations humoristiques ont été faites sur ce qu'Ève a pu entendre lorsqu'elle a écouté, l'opinion générale étant qu'il devait s'agir d'un message d'Adam. « La radio a réellement commencé lorsque les êtres humains ont réussi pour la première fois à se parler ou ont été capables de comprendre ou de déchiffrer des signaux ou des signes qui leur étaient adressés à distance », a poursuivi M. Marconi. « Ce que je pense avoir découvert, c'est que les ondes électriques sont capables de voyager et d'être reçues sur de très grandes distances. L'art de la communication radio est actuellement en pleine évolution, dont les effets sont encore difficiles à prévoir. Les résultats extraordinaires obtenus ces dernières années grâce aux ondes courtes et la possibilité de projeter ces ondes sous forme de faisceaux couvrant uniquement un angle ou une zone limités semblent indiquer que les stations puissantes et très coûteuses prévues auparavant ne seront plus nécessaires pour les communications à longue distance et qu'un service meilleur et plus fiable peut être établi et maintenu grâce à des stations beaucoup moins coûteuses, fonctionnant à une vitesse plus élevée et utilisant une quantité d'énergie électrique bien moindre. Les ondes électriques s'avèrent beaucoup trop précieuses pour être toujours diffusées dans toutes les directions, en particulier lorsqu'on souhaite communiquer avec un seul espace ou une seule zone particulière. C'est également pour cette raison que de nouvelles stations fonctionnant selon ce que l'on appelle le système de faisceaux sont actuellement mises en place pour assurer la communication entre l'Angleterre, les dominions et les pays étrangers. L'Inde, les dominions et les pays étrangers, sont susceptibles de fournir ce qui pourrait presque être considéré comme une nouvelle méthode de communication, destinée à occuper une place de la plus haute importance pour faciliter et réduire le coût des communications à travers le monde. »

### **Marconi Calls Origin of Radio Prehistoric, Starting With Girl's First Smile on Man**

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Special Cable to THE NEW YORK TIMES.

LONDON, Sept. 11.—"To my mind, wireless existed when prehistoric man first understood or felt the meaning of a smile from a prehistoric girl," said Senator Marconi in a speech opening the radio exhibition in London today.

The inventor of wireless had just spoken of discussions which are revived from time to time as to who is really entitled to the honor of having first discovered wireless, and his reference to prehistoric wireless caused considerable amusement. There was much humorous speculation on what Eve heard when she listened in, the general opinion being it must have been some message from Adam.

"Wireless really began when human beings first succeeded in talking to each other or were able to understand or decipher signals or signs made to them from a distance," continued Signor Marconi. "What I think I did discover is that electric waves are capable of traveling and being received across very great distances. The art of radio communication is now undergoing a process

of evolution, the effects of which are still difficult to foretell. The extraordinary results obtained in recent years by means of short waves and the possibility of projecting these waves in beams covering only a limited angle or area seem to indicate that previously planned powerful and very expensive stations will no longer be necessary for long distance communication and that better and more reliable service can be established and maintained by means of much less costly stations, working at a higher speed and utilizing a far smaller amount of electrical energy.

"Electric waves are proving to be far too valuable to be always broadcast in all directions, especially when it is desired to communicate with only one particular space or area. It is also for this reason that new stations operated upon what is known as the beam system and now being erected for communicating between England, India, the dominions and foreign countries, are likely to provide what might almost be considered a new method of communication, destined to fill a position of greatest importance for facilitating and cheapening communication throughout the world."

## 'MISS CALIFORNIA' WINS BEAUTY TITLE

Becomes "Miss America" as  
Name Is Drawn at Atlantic  
City Pageant.

300,000 WATCH THE PARADE

Crowd Jams Boardwalk as Three-  
Hour Line Passes—Two Are  
Picked From 64 Contestants.

Special to The New York Times.  
ATLANTIC CITY, N. J., Sept. 11.—The West triumphed over the East tonight in Atlantic City's beauty contest when two Western coast girls walked off with first and second prizes. Miss Fay Lanphier, "Miss California," was crowned "Miss America of 1925," while Miss Adrienne Dore, "Miss Los Angeles," was the runner-up in the contest in which girls of almost every State and every large city in the country participated.

As the crown of Miss America was placed on the California girl's brow at the Million Dollar Pier this evening by the official hostess, Miss Lee Bartlett of Atlantic City, the band played "California, Here I Come," while 15,000 people cheered and applauded.

Miss Lanphier is 19 years old. She was the heaviest girl in the contest, weighing 130 pounds. She has long golden hair and blue eyes. In build she is medium. Her measurements follow: Height 5 feet 6 inches, neck 12½ inches, bust 34 inches, waist 20½ inches, hips 37½, arm length 22, wrist 6, thigh 21½, calf 12½, ankle 8. Miss Lanphier resides at 2,908 Eighth Avenue, Oakland, Cal. She is a stenographer.

300,000 on Boardwalk.  
Three hundred thousand persons thronged five miles of Atlantic City's Boardwalk today to witness the grand parade of the Fall Pageant, chief feature of which were the sixty-four girls who came from sixty-four towns hoping to be crowned Miss America, the "most beautiful girl in the land."

Spectacularly decorated floats and rolling chairs bearing the splendidly-garbed contestants were led by officials of the city and the pageant and were accompanied by brass bands, and here and there, for art's sake, possibly, and the encouragement of future candidates for the honor of Miss America's crown, appeared an advertisement for a cosmetic, a railroad and a telegraph company.

For three hours the crowd watched the parade pass. Forgotten were the reminiscences of previous days, when charges of professionalism and commercialism were made by beauties who had maintained their amateur standing and resented the entry of girls who made their livings by their looks. Every beauty who came to Atlantic City was in the parade, amateurs and professionals, contestants and non-contestants.

## HAWAII FLIERS TELL OF 9 DAYS' PERILS; LITTLE TO EAT, SAVED BY RAIN WATER; HEARD RADIO REPORT ALL HOPE GONE

Rodgers Tells Story of His Flight;  
Failure of Fuel Forced Descent

Wind Also Proved Unfavorable—Missed Station Ship but Made  
Perfect Landing—Credit Given to Wilbur and Moses  
for Aid in Project.

By COMMANDER JOHN RODGERS, U. S. N.,  
Commander Seaplane PN-9 No. 1.

HONOLULU, Sept. 11 (AP).—For the benefit of the interested public, I desire to make at this time a definite statement of facts in regard to the voyage of the PN-9, No. 1, from San Francisco to Niihau. Other statements heretofore published by the press are unauthorized by me.

The PN-9 No. 1 and No. 3 left San Francisco approximately at the same time on Aug. 31 No. 2 leading by about twenty minutes. The PN-9 No. 3 was not sighted by No. 1 after departure. Plane PN-9 No. 1 proceeded as per instructions, sailing on a straight course to Niihau.

The wind out of San Francisco was very light from the northwest, gradually hauling to the north. The navigation was done entirely by dead reckoning, no attention being paid to radio navigation. We flew between 200 and 300 feet below the clouds during the night, the sky being thickly overcast and all destroyers were picked up as expected at a distance easily visible from the PN-9, while at the same time the plane was easily visible from the destroyers.

The engine worked perfectly and there were no signs of leaks or any other trouble. The wind changed to northeast, an expected about 600 miles from San Francisco, but was much lighter than had been hoped for.

In the morning it became evident that the gasoline supply was running short and it would be doubtful if we could reach Niihau, due to the fact that expected favorable winds were not encountered. About noon we decided that our gasoline supply would carry us about midway between the Aroostook and the Tanager respectively, the next to the last land the last station ship. I, therefore, decided to land at the Aroostook, which is a fully equipped airplane tender.

Intended to Refuel and Go On.

We still had plenty of gasoline to land, refuel and take off again for Honolulu. This was in accordance with the pre-arranged plan to meet the station ship, which was to be anchored near the Aroostook.

We received radio bearings from her indicating that we were south of her and that on reaching a point where I thought she would be visible and not being able to see her, we changed our course to approach on these bearings.

It became evident that she would not be found on this course. I started to write a message which would give her some clue to our whereabouts, but just then the gasoline gave out. Both engines were cut out simultaneously and we started to glide from about 800 feet.

Lieutenant Connell, who had the radio, made a beautiful landing in the heavy swell, both engines being dead, having no power. Due to total expenditure of gasoline we could not use radio and were therefore out of communication at twilight. I determined our position to be fifty miles north of the Aroostook's station.

We fired a radio antenna on the plane and received without much difficulty everything that was in the air. We asked before the wind, endeavoring to work the plane in toward the Hawaiian Islands, hoping to make Oahu. We made fifty miles a day—that is, an average of two miles an hour, although the plane appeared to be making much better speed.

We cut the plane from one engine when it riggered a jolt. Weather conditions were moderate, although during the afternoon the seas were high.

The plane at all times behaved very well. After the first day we felt sure that unless the weather changed very

small original supply of water, about two canteens a man, stretch over seven days.

On the eighth day a heavy rain squall passed over us and we caught about two gallons in the fabric which had been cut from the lower wings. This enabled us to survive and consequently we were in very good condition when we arrived off Niihau.

All during the trip we realized that an extemporized radio sending set would save our situation to a few hours by giving our position to the searching ships. We tried rigging one up, but were unable to make one which worked a sufficient distance. The receiver, as I have said, functioned perfectly all the time. We knew just what was going on about us.

Steamer Five Miles Away.

Crossing the steamer lane from Honolulu to the Coast, a steamer crossed our bow about five miles ahead in the early morning. Due, perhaps, to the fact that the sun was low and directly in the eyes of the observers, we were not seen.

On the 11th Lieutenant Connell devised his boards, which enabled us to "grab off" the wind about fifteen degrees and were of great assistance to us in getting across Kauai Channel. Without them we could not have made Kauai.

We passed Oahu about forty miles distant, the island being clearly visible, the afternoon of the 8th and headed and close hauled for Kauai.

We had reached a point about fifteen miles off Niihau and were trying to signal that port when we were sighted by the patrol submarine ten miles off Niihau, were taken in tow and towed into the harbor, where the whole island was out to receive us.

One man receiving part or one whole journey was getting the plane anchored safe in the Harbor of Niihau. Finally we got it well secured in a safe place and went ashore. We were taken care of by the good people of the island, who insisted on treating us as invalids, whereas, as a matter of fact, we were in very good shape and perfectly capable of taking care of ourselves.

Men and Plane Stood Test.

The outstanding feature of the trip was that there was no failure of material at any time either in the air or the water. We believe that the PN-9 is a great plane in the air capable of maintaining itself on the surface of the water in ordinary weather almost indefinitely.

The morale of the crew was high. They were always cheerful and worked with as much energy as if they had been getting a full ration every day.

As a matter of fact, it appears from what we heard after our arrival that we were the least concerned people in the world as to our safety.

It should be understood that the flight was planned to be a non-stop flight if favorable winds were found. In event that we struck an unfavorable wind, it was planned that we should refuel from a station ship along the route and take off for Hawaii.

The only miscarriage of the plan was due to our failure to find the Aroostook, the ship we had selected to refuel from, having passed close above all other station ships en route.

ONE SHIP PASSED THEM BY

But Aviators Say They  
Never Gave Up Hope  
of Making Shore.

RODGERS'S HEROISM PRAISED

Men Agree They Owe Lives to  
Him and Tell of His Skill  
and Sacrifice.

GOING TO HOSPITAL TO REST

They Are Now at Pearl Harbor  
Leaving Plane Riding at An-  
chor, Practically Unharmed.

HONOLULU, Sept. 11 (AP).—Commander John Rodgers and his four companions completed their San Francisco-Pearl Harbor journey tonight, entering Pearl Harbor on board the destroyer Macdonough, while whistles of navy and commercial vessels screamed a welcome.

A formal welcome for the aviators had been planned, but it was all but forgotten in the overwhelming demonstration of spontaneous enthusiasm by the crowd which went to Pearl Harbor from Honolulu to greet them. The whistles well expressed the exultation of the crowd at the rescue of Commander Rodgers and his crew.

LIHUE, Island of Kauai, T. H., Sept. 11 (AP).—Refreshed by more than eight hours of sleep, Commander John Rodgers and his four co-aviators of the seaplane PN-9 No. 1 awoke today to find themselves the heroes of the hour.

A brief physical examination showed the fliers to be in good shape except for the natural effects of the exhaustion they suffered while drifting on the non-stop Pacific Ocean for nine days, while scores of ships, submarines and airplanes hunted for them.

The aviators stopped ashore a few miles from here just before 11 o'clock last night after being rescued fifteen miles east of Kauai Island by the submarine R-4 and towed to the beach. With Commander Rodgers were Lieutenant Byron J. Connell of Pittsburgh, assistant pilot; Stiles N. Pope of Jackson, Tenn., aviation pilot; William H. Bwlin of Richmond, Ind., aviation chief machinist's mate, and Otis G. Stanta of Terre Haute, Ind., chief radio operator.

Big Breakfast After Hardtest Diet.  
Coming from the aviators' rooms after they awakened, the navy doctors were confronted by a squad of newspapermen.

"How are they?" was one question. The physicians considered, then one replied:

"Well, they all need a shave!"  
Commander Rodgers awakened at 8:40 A. M. and called for breakfast. The other airmen soon joined him in devouring milk, coffee, fresh fruit, cereals, eggs and toast. It was their first real meal in more than a week, as the only food they would accept from the submarine R-4, which picked them up, was some canned peaches, and all they ate after reaching the hotel last night was a few soft boiled eggs.

The food question was one of the troubles of the trip. When they left San Francisco the fliers had what was looked upon as plenty of food for the journey.



Saturday - Sunday M. D. Wright  
Sept. 12-13, 1925

My dear Daughter William:-

Your card duly arrived, & pending receipt of the promised letter I will take my pen in hand to bring my diary down to date. Let me see - I think I left off Tuesday evening; when, having returned from the barber's, I set out for Lovejoy's to confer about his poetry book & go exploring. Well - I went, found my host in, conferred, & duly set out on the actual expedition; stopping at Lovejoy's favorite Spanish restaurant to get a 25¢ dinner (enormous value) of beef, spiced & stuffed in the piquant manner of old Castile & Aragon. We then fared eastward, following the Brooklyn shore through the overgrown ex-villages of Wallabout & Williamsburg to Greenpoint, in an effort to discover the landmarks mentioned in one of Fawcett's books. Fawcett, you may recall, is the forgotten N.Y. author whose Lovejoy is trying to popularize. Williamsburg seemed to present an aspect considerably different from that of Brooklyn proper, & includes an enormous public market district (like Dyer or Canal St.) whose existence I had never before suspected. Greenpoint - which is the section across the river from 14th St. Manhattan - turned out to be almost exactly the same as when Fawcett so vividly described its unrelieved dreariness. It is a tedious, semi-ogreish region of incredibly ugly wooden houses; & though the piles of cedar lumber which the author locates near the waterfront have given place to warehouses & factories, it cannot be said that the change has contributed anything to the aesthetic tone of the region. In one block we came across the glare of an Italian fiasco much like that which we saw near Brooklyn Bridge the Saturday before, but on the whole less picturesque. Finally we took the car back to Borough Hall & dispensed - agreeing to meet at 8 on the morrow, since Lovejoy decided at the last moment to join the Hudson River outing of the Longs. Sorry, by the way, sent his grandpa a final cautionary notice of such quaint picturesqueness that I will enclose it for you. I returned home, wrote letters, read some, & started out again at 7:45 a.m., arriving at Lovejoy's some, & taking the subway with him for Belknap's. Reaching 96th St. long before the appointed hour of 9:15, we stopped at a cafeteria for light refreshments; finally reaching the Long establishment on time & chatting with Sorry till the entire party was ready. About 9:30 all hands saluted forth - Dr. Long, Mrs. Long,