

*say up*

write letters — out shopping —  
Locality Sonny call — read Sonnets &  
discuss — Out with Sonny — Playboys ho.  
<sup>SAT.</sup>  
Fraunces' Tav — Hawn Sq. — Rh. Sup. 7<sup>th</sup> St.  
Chatham Sq. + Chinatown — St Patrick's  
Charlton St. — dinner return to 169  
+ read. retire.

1925-2025

UN AN AVEC HOWARD PHILLIPS  
LOVECRAFT

305 | 7 NOVEMBRE 1925



FRAUNCES' TAVERN, CORNER OF PEARL AND BROAD STREETS.

[1925, samedi 7 novembre]

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Write letters — out shopping — LDC/// Sonny call — read sonnets & discuss — out with Sonny — Planters ho. Fraunces' Tv. — Hanover Sq. — Ph. Sug. Ho. Chatham Sq. & Chinatown — St Patricks — Charlton St. — disperse — return to 169 & read. retire.

*Écrit des lettres. Sorti pour des courses. Lettre Lillian. Frank Belknap Long arrive, on lit ses sonnets et on discute. Je sors avec lui.*

Aide requise pour « Planters Ho. », merci ! Peut-être Lovecraft et Belknap Long ont-ils pris le ferry en bas d'Atlantic Avenue, puisqu'ils arrivent directement sur l'extrême sud de Manhattan (où maintenant il y a le ballet de l'héliport mais non, ce n'est pas un de leurs moyens de locomotion habituels), et se rendent à la Fraunces Tavern, qui reste aujourd'hui encore le plus vieil immeuble de Battery Park, construit en 1719 par un huguenot français (même si reconstruite à l'identique en 1907). Au moment de leur visite, au rez-de-chaussée un restaurant plutôt pour les banquiers et boursicoteurs que pour eux, mais au deuxième étage un musée avec reliques révolutionnaires, puisque George Washington à la déclaration de l'indépendance, y avait dit adieu à ses officiers. Itinéraire plus classique ensuite, remontée vers China Town via Hanover Square puis Chatham Square, l'église St Patrick et qu'une fois au métro Charlton Street Sonny remonte vers les hauts de Manhattan et Lovecraft chez lui. Parmi les curiosités du traditionnellement très bref numéro du *NYT* le samedi (38 pages), ce violoncelliste anglais qui débarque (ah tiens, un ami de Maeterlinck) le matin, donne son concert le soir et repart le lendemain, vive la Cunard.

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*New York Times*, 7 novembre. Londres, 6 novembre — « Si les premiers colons américains devaient se présenter aujourd'hui à New York, la plupart d'entre eux, sans exclure ceux du Mayflower, seraient immédiatement envoyés à Ellis Island », écrit John Fortescue, historien anglais, à propos des Américains de l'époque de la Révolution dans *The George III Papers*, chroniqué dans le *London Times*. Tout au long de son ouvrage, qui témoigne d'une étude approfondie des écrits laissés par le roi anglais contre lequel les Américains ont gagné leur indépendance, M. Fortescue défend avec zèle George III, le décrivant comme un monarque très calomnié. « Les Américains étaient un peuple très curieux, dit M. Fortescue. À ses débuts, la Virginie était principalement peuplée de criminels. Au XVIIe siècle, la Caroline était un refuge pour la racaille de la terre. La Nouvelle-Angleterre avait été colonisée principalement par les fanatiques les plus aigris et les plus étroits d'esprit qui prêchaient la liberté de conscience et désiraient la liberté de persécuter. » Les actions des premiers Américains qui ont défié les Britanniques poussent M. Fortescue à cette critique : « Un accord

aurait pu être conclu sans la résurgence de l'esprit révolutionnaire latent en Nouvelle-Angleterre. C'était là le véritable problème, car l'esprit révolutionnaire est celui qui désire tout sauf un règlement à l'amiable, qui ne compte que sur la violence et l'intimidation et qui croit que seule la force peut réprimer la force. Il y a eu beaucoup d'erreurs du côté anglais, mais du côté américain, il y a eu des actes délibérés de malveillance et de malice orchestrés par des hommes du type révolutionnaire habituel, ce qui a rendu impossible une issue pacifique au conflit. Les Britanniques ont finalement recouru à la force, mais trop tard. Ils étaient menacés de sécession de l'empire. Les Américains eux-mêmes, confrontés à une sécession similaire, ont employé exactement le même remède. La question était en principe identique dans les deux cas. »

## CROSSES THE OCEAN FOR ONE NIGHT HERE

**English 'Cellist Arrives to Play at Concert and Will Sail Again Today.**

**JEREMIAH SMITH JR. BACK**

**Commissioner for Hungary Says Nation Prospers—Hails League as a Growing Force.**

The Cunarder Aquitania docked yesterday from Southampton and Cherbourg three hours behind schedule after a moderately rough voyage. She had a good list of passengers and 5,000 sacks of mail.

One of her first cabin passengers was Sheridan Russell, an English 'cello player, 22 years old, who came over to play for one night at the home of Mrs. J. B. Thomas, 135 East Nineteenth Street, and will sail today at 10 A. M. for Plymouth on the French liner Patrie, a former man-of-war to the grandson of Harry Russell, who wrote "A Life on the Ocean Wave." "Cheer, Boys, Cheer," and other ballads sixty years ago. He is a nephew of Landon Russell, the composer.

Sheridan Russell's last visit to this country was the Fall of 1919, when he came over with Maurice Maeterlinck, the Belgian poet, and his mother, to whom he taught English, but he admitted that the author of "The Blue Bird" was not an apt pupil. He said that as no had offered him to come over on the program he had accepted the invitation of Mrs. Thomas to come to New York and play at her reception.

John P. Smith, Mr. Commissioner General of the League of Nations for Hungary, arrived on the Aquitania for a three months' holiday in Boston and left for New York yesterday. He said that industrial conditions had improved in Hungary during the present year and that unemployment was very small.

"The budget was balanced last year," he said, "and it will be balanced this year and balanced again next year, which is a pretty good indication that the country is financially sound. The currency is stabilized and the economic conditions are improving. The improved prosperity of Hungary, which is an agricultural country, is permanent and not due to any temporary or artificial causes."

Mr. Smith said that in his judgment the League of Nations was growing more powerful all the time. Its principal power, he added, is the confidence of the member nations in its ability to settle international disputes. This confidence, Mr. Smith said, is increasing daily. The Greco-Bulgarian imbroglio had increased the prestige of the League of Nations.

"The overnight action which the League of Nations took in settling this controversy," declared the High Commissioner of Hungary, "shows the power of the international organization in a genuine emergency. Had the League not been in existence, this little war would have been made and many other nations would have been drawn into it; and even far-away nations would have been watching so as to jump into the action, and there has been an opportunity to do so."

Another passenger on the Aquitania was the Duchess of Rutland, who said she came to visit her daughter, Lady Diana Cooper, at Boston.

## ***Historian Says First American Settlers Would Be Held Up Under Present Laws***

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Special Cable to THE NEW YORK TIMES.

LONDON, Nov. 6.—"If the first American settlers were to present themselves in New York now, most of them would, perhaps, not excluding those on the Mayflower, be consigned at once to Ellis Island," writes John Fortescue, the English historian, concerning Americans of Revolutionary days in "The George III Papers," which are appearing in the London Times.

Throughout his work, which indicates a thorough study of the writings left by the English King against whom the Americans won their independence, Mr. Fortescue zealously champions George III, painting him as a much-maligned monarch.

"Americans were a very curious stock," says Mr. Fortescue. "Virginia in its early days had been peopled chiefly by criminals. Carolina in the seventeenth century was a refuge for the rascality of the earth. New England had been settled mainly by the poorest and narrowest fanatics who prated

about liberty of conscience and desired liberty to persecute."

Action of the early Americans in defying the British moves Mr. Fortescue to this censure:

"Some kind of an agreement might have been reached but for a revival of the dormant revolutionary spirit in New England. That was the real trouble, for the revolutionary spirit is that which desires anything rather than an amicable settlement and which relies only on violence and intimidation and believes only force can suppress force."

"There was much blundering on the English side, but on the American there was deliberate mislead and malice mingled with most of the usual revolutionary type, and this made a peaceful end of the dispute impossible. The British at length, but too late, resorted to force. They were threatened with secession from the empire. Americans themselves were confronted with a like secession employed exactly the same remedy. The issue was in principle identical in both cases."

## ***Signs to Guide Fliers on Pacific Coast Will Be Put Up by Standard Oil Company***

Sped to The New York Times.

WASHINGTON, Nov. 6.—Major Gen. Mason M. Patrick, chief of the Army Air Service, received today a telegram from Phillip H. Patchin of San Francisco, assistant to the President of the Standard Oil Company of California, announcing that the company had completed plans to establish an extensive system of signs for aviators along airways in Pacific Coast States, showing the names of towns in large, white block letters on roofs of the Standard's warehouses at bulk distributing stations. The company, it was stated, had many such stations on the coast.

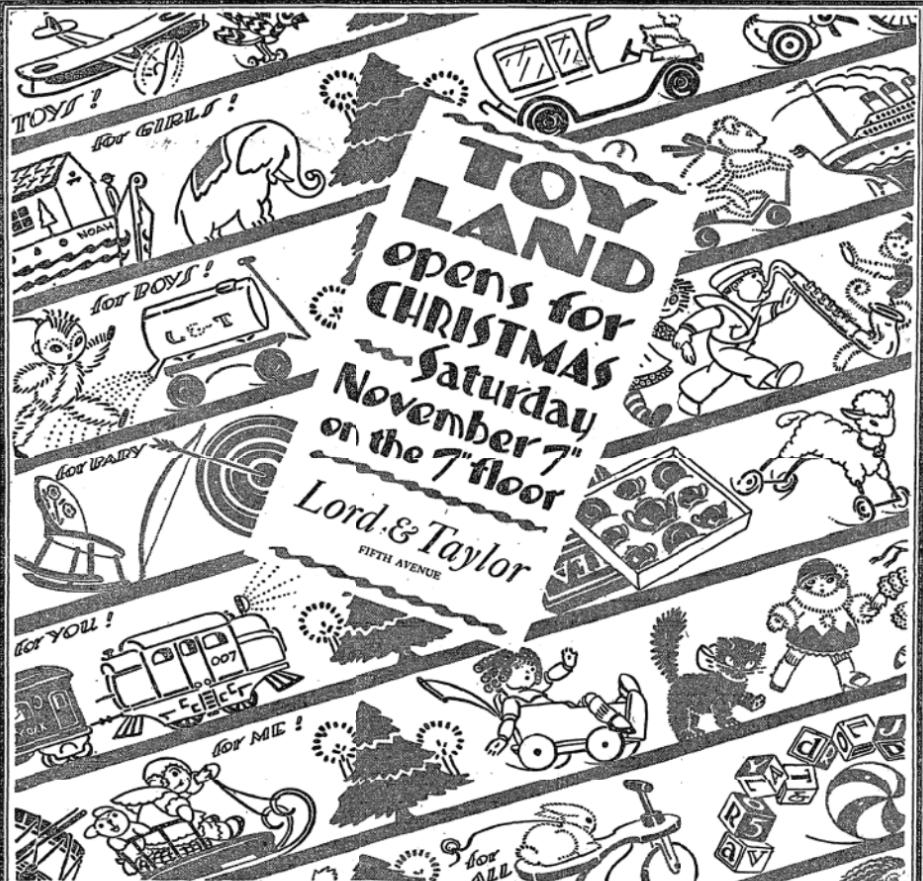
Steps have been taken by the company to put up signs along the present airways from Seattle to San Diego and from San Francisco to Reno, Mr. Patchin said, and he added that as aviation develops and requirements demand, the Standard will place signs elsewhere, particularly adjacent to landing fields, the number of which is constantly growing.

Mr. Patchin's message was received in reply to a letter which General Patrick sent to the various branches of the

Standard Oil Company suggesting their assistance in adding to the safety of air traffic. General Patrick stated that as the Standard operated stations generally throughout the country and that as many of them were on direct lines of air traffic, the Government would appreciate it if the company would cooperate to the extent of installing signs with the names of towns in letters large enough to be seen by aviators flying at lower altitudes.

Many of the large railroads of the country, as well as other large corporations with stations along the lines of airways, also have been asked to build signs to assist Government pilots. The Standard Oil of California was the first to respond to the invitation.

Like offers of cooperation in making airways safer for Government pilots have been made by the San Francisco Office of the Standard to the Bureau of Aeronautics of the Navy and the Air Mail Service of the Post Office Department.



*Lord & Taylor*

FIFTH AVENUE