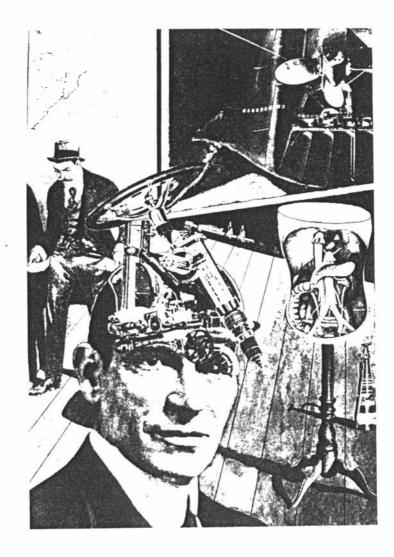
Copyright is owned by the Author of the thesis. Permission is given for a copy to be downloaded by an individual for the purpose of research and private study only. The thesis may not be reproduced elsewhere without the permission of the Author.

Narratives of Conquest and Destruction: The Automobile in the Major Fiction of E. M. Forster and F. Scott Fitzgerald 1910 - 1925



Paul L. Ryder

Narratives of Conquest and Destruction:

The Automobile in the Major Fiction of E. M. Forster and F. Scott Fitzgerald 1910 – 1925

By Paul L. Ryder

A dissertation submitted in partial fulfillment of requirements for the degree of Doctor of Philosophy

Department of English Massey University Palmerston North NEW ZEALAND

November, 1997.

Copyright © Paul L. Ryder & Massey University English Department, 1998.

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photo-copying, recording, or otherwise, without the prior permission of the author or the HOD English, Massey University, Palmerston North, NZ, or the Librarian, Massey University, Palmerston North, NZ. For Anna

And when I looked, behold the four wheels by the cherubim, one wheel by one cherub, and another wheel by another cherub: ... And as for their appearances, they four had one likeness, as if a wheel had been in the midst of a wheel.

(Holy Bible: Ezekiel 12, v. 9-10)

Everything in life is somewhere else, and you get there in a car.

(E. B. White)

Narratives of Conquest and Destruction:

The Automobile in the Major Fiction of E. M. Forster and F. Scott Fitzgerald 1910 - 1925

arratives of Conquest and Destruction argues that the automobile is the mechanistic oxymoron of the modern era. The motor-car uniquely encapsulates the ambivalence which lies at the heart of modern consciousness in that it is at once object and abstraction, icon of romance and of brutality, and symbol of social collocation and cultural dislocation. As the two parts of Narratives of Conquest and Destruction argue, in the works of Fitzgerald and Forster the motor-car is applauded and condemned as: emblem of 'home' and token of guintessential rootlessness, as mechanism for systematised capitalist compliance and for uncheckable transgression, as sign of Weberian instrumental rationality but sign also of romantic consciousness, principal means of self-actualisation (whereby one might be set free) and of annihilation. The motor-car is, furthermore, seen as an index of privilege and powerlessness, art and commodity, symbol of imagination and bland homogeneity, fashion accessory and utilitarian necessity, exponent of virility and icon of impotency, emblem of raw power and of lost aboriginal strength. In short, the motor-car is represented in the literature of Forster and Fitzgerald as both idol and iconoclast: enslaver of all who it liberates; destroyer of all that it conquers.

Whilst such oppositions merit close examination, an even more fundamental tension emerges: that the automobile is at once a principal sign of and *modus operandi* for modernist sensibility. The automobile, then, is not merely epi-phenomenal; not simply the object of more or less abstracted semiological significance but rather erupts through the fictions of Fitzgerald and Forster as a powerful narrative engine: a causative, generative, and transformational necessity thereby becoming not merely a sign but something of a textual *agent provocateur*. To this extent, and to the extent that the motor-car is not unequivocally condemned by the two authors, the structuralism that underpins Part One and Part Two of the thesis is occasionally abandoned in favour of a surface reading that considers narrative texture, thus foregrounding a more complex view of the automobile.

Table of Contents

List of Figures List of Abbreviations for Texts

Introduction

pp. 2 – 5

PART ONE: CONQUEST

Chapter One: Superiority

The roots of desire	pp. 7 - 11
The automobile arrives	pp. 12 - 13
The demise of the horse	pp. 13 - 18
Power for the privileged	pp. 18 - 27
To play the king	pp. 27 - 30
Protection from the poor	pp. 30 - 31
Provoking the poor	pp. 31 - 32
Impertinent servants	pp. 32 – 34
The colour of agency	рр. 34 – 36
The car as home	рр. 37 – 39

Chapter Two: Freedoms

The love of machines	pp. 40 – 42
A new sound	pp. 42 – 48
Sedan seductions	pp. 48 – 59
Getting away from it all: into the garden	pp. 59 – 63
Going faster: the abolition of space and time	pp. 63 – 74
The open car	pp. 74 – 76
Women at the wheel	pp. 76 – 78
Freedom from schedules and responsibility	pp. 78 – 83
Desire for the new	pp. 83 – 85

Chapter Three: *Transcendance*

A knight on the open road	pp.	86 - 98
Magnified man	pp.	98 - 102
Metaphysical yearnings	pp.	102 - 108
Those magnificent men	pp.	108 - 111
A God from a crane	pp.	111 - 114

PART TWO: DESTRUCTION

Chapter Four: Servitude

The stolen purse	pp. 116 – 118
The commodification of artefacts	pp. 118–120

The mass-produced automobile	pp. 121– 125
The colour of conservatism	pp. 125 – 126
Public cars and the public mind	pp. 126 – 130
The absent automobile	pp. 130 – 133
Philosophy and technology: the background	pp. 133 – 136
The literary background	pp. 136 – 144
The rebirth of rationalism	pp. 145 – 146
Fordism	pp. 146 – 154
The technical daemon	pp. 154 – 160
The mechanised mind in the visual arts and film	рр. 160 – 164
The technical mind in modern poetry and prose	pp. 164 – 191
The dehumanised driver	pp. 191–193

Chapter Five: Moving On

Homelessness and the automobile	pp. 194–197
The homeless mind: England and Forster	pp. 197 – 203
The homeless mind: America and Fitzgerald	pp. 203-217
Outpacing ourselves	pp. 217 – 220
The narratives of hurry: Forster and Fitzgerald	pp. 220 – 223
The machine in the garden	pp. 223 – 225
A highway to hell	pp. 225 – 228
Objectionable noises	pp. 229 – 232
Signage and advertising	pp. 233 – 235
Motoring in paradise	pp. 235–239
Be careful washerwoman!	pp. 240-244

Chapter Six: Broken Connections

2	Some introductory bits and pieces	pp.	245 - 246
5	Shattered linkages: Forster's novels	pp.	246 - 250
1	Disconnections: the fiction of Fitzgerald	pp.	250 - 261
1	More broken connections: A Passage to India	pp.	261 - 263
1	Putting the pieces together: foreshadowing and		
	foregrounding death in The Great Gatsby	pp.	263 - 272
1	Reconnections: the machine breakers	pp.	272 - 280

Conclusion	pp. 281–284
Notes	_
Works Cited	
Index	_

List of Figures Between pp. 142 – 143

Figure no.:	Description:	Source:
Cover:	Raoul Hausmann: Tatlin at Home (1920)	Rubin: 42
1.	The defeated horse no. 1	Roberts: 42
2.	The defeated horse no. 2	Roberts: 20
3.	Another view of the horse: Punch 1905	Williams, R. ed.: 117
4.	An advertisement for Benz, c. 1920.	Roberts: 77
5.	1921 Rolls-Royce tourer	Gamier et. al.: 50
6.	A view of police traps: Punch 1906	Williams, R. ed.: 118
7.	The displaced chauffeur	Roberts: 21
8.	1902 Baker electric	OFW : 87: 549
9.	Keystone Kops	Clymer: 180
10.	Keystone Kops	Clymer: 181
11.	Buster Keaton (from an unknown film)	Pursell, C. ed.: 227
12.	Charlie Chaplain: Modern Times (1926)	Pursell, C. ed.: 233
13.	Cugnot's steam-tractor of 1771	Whyte: 8
14.	The Benz of 1885	Whyte: 10
15.	A 1914 Roll-Royce Silver Ghost tourer.	Eves: 61
16.	Aimee-Jules Dalou: Levassor Monument	Tubbs: 18
17.	Charles Sykes: Spirit of Ecstasy	Eves: 48
18.	Andre Aucoc: Gordon Bennett Trophy	Tubbs: 23
19.	Jacques-Henri Lartigue: Hispano Suiza 32 hp	Naylor, C. ed.: 358
20.	Pirelli advertisement	Roberts: 19
21.	Russolo and Patti with Noise Intoners	Bozzela, et. al.: 112
22.	Francis Picabia: L'enfant Carburateur (c.1917)	Green: 51
23.	Marcel Duchamp: The Bride	Golding: Fig 85.

27.	Henry Ford and the 'Model 999'	<i>OFW</i> : 129 : 2,562
26.	'The eyes of a chauffeur'	Roberts: 26
25.	Advertisement for Pierce-Arrow (c.1920)	Burness: 211
24.	Advertisement for the Jordan Playboy (1923)	Burness: 149

List of Abbreviations for Texts

Dowling, D:	BA	Bloomsbury Aesthetics and the Novels of Forster and Woolf
	MD	Mrs Dalloway: Mapping Streams of Consciousness
Eagleton, T:	IA	The Ideology of the Aesthetic
	CI	Criticism and Ideology
Fitzgerald, F. S.	BD	The Beautiful and Damned
	GG	The Great Gatsby
	SP	This Side of Paradise
	SS	The Short Stories of F. Scott Fitzgerald
Forster, E. M.	HE	Howards End
	LJ	The Longest Journey
	PI	A Passage to India
	SS	Collected Short Stories of E. M. Forster
Heidegger, M.	РТ	Poetry, Language, Thought
	QT	The Question Concerning Technology
Lawrence, D. H.	LC	Lady Chatterly's Lover
	PS	The Plumed Serpent
	SL	Sons and Lovers
	Tales	The Tales of D. H. Lawrence
	TR	The Rainbow
	TT	The Trespasser
	WL	Women in Love
Lawrence, T. E.	OA	Oriental Assembly
	SP	Seven Pillars of Wisdom
Leavis, F. R.	СР	The Common Pursuit
	LP	The Living Principle
Marx, L.	MG	The Machine in the Garden
	PU	The Puzzle of Anti-Urbanism in Classic American Literature
Mumford, L.	СН	The City in History
	MM	The Myth of the Machine
Shaw, B.	СР	The Complete Prefaces of Bernard Shaw
	MS	Man and Superman
	Р	Pygmalion
Woolf	CR	The Common Reader
	MD	Mrs Dalloway
	JR	Jacob's Room

Acknowledgements

would like, first of all, to thank my supervisors Associate Professor John Needham and Dr. Scott Eastham. The respective but entirely complementary academic strengths of these men have assisted me greatly in the production of this thesis. I would also like to thank the librarians of the following institutions for making available to me rare publications concerning automobility: Massey University, Palmerston North, NZ; Auckland University, Auckland NZ; New Plymouth Public Library, New Plymouth, NZ; and Sydney University Library, Sydney, Australia. In this connection, and for agreeing to be interviewed, I would also like to thank Sir Len Southward, of New Zealand's Southward Car Museum, Mr. Arthur Symmonds, Mrs. M. V. Clark, and Mr. D. R. Brewster. For corresponding with me, I would like to thank Mr. Peter Ackroyd and Ms Ingrid Piller. For their encouragement, guidance, and academic advice, I would like to thank the following: Prof. David Dowling (University of Northern British Columbia, Canada), Mr. David Craig (ANU, Australia); Professor Richard Corballis (Massey University, NZ); Dr. Norman Austin (Massey University, NZ); Dr. Greg Crossan (Massey University, NZ); and Dr. Doreen D'Cruz (Massey University, NZ). Finally, I would like to thank my wife, Anna, and my three children, Thomas, Lewis, and Julia, for their patience and support over the last four-and-a-half years whilst this dissertation has been written.

Paul Ryder November, 1997.