

home & return. ~~the trip~~ **THUR.**
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 write letters - ballads an. **2**
 out 6:30 to meet SH - dinner for's -
 6:30 - open car to Covey Isl. - show -
 - then gaily - subway home - out with
 - washer - return.

1925-2025

un an avec Howard Phillips Lovecraft

#181 | 2 juillet 1925

Meanwhile - I hold your breath at this point for a decisive statement - I HAVE BOUGHT THE SUIT! It is a beautiful coat only \$25.00, I was obtained at a well-known chain store "called" "Maurice Clothes", whose low prices have always been somewhat striking. Before long I shall send you a photograph of myself in the new outfit, & in the interim will display the exact goods by enclosing a sample. You may keep this, so as to be always familiar with the fabric of my de luxe indigenous, for I have prepared another for B.P.P. They let me have the chopped off cloth of both trousers - bottoms, so that I can not only be very free with samples, but can keep a useful reserve fund for patching. The fit is surprisingly excellent - 39 coat - & the cut is the same, absolutely plain & conservative one which my clothing has always had. The suit in general has a certain pleasing resemblance to an very first long-trouser outfit, purchased at Brown & King's in April 1904. Too bad that suit went unadorned earlier, so that Gump might have seen me in love trousers!

dining at John's Italian restaurant. On that occasion we sat near the front, & I, who was facing the street, noticed through the window a clothing display on the opposite side. The price-mark \$21.50 attracted me; so that after dinner we began to investigate; & in the end - although we found nothing for \$21.50 - we came upon the delightful 25.00 specimen which now hangs immaculately (& I hope safely) in my closet. I have worn it twice - but it really seems too good to wear. Of the gang, only Leeds has seen it, but he went into ecstasies over it. Wednesday night we went at Sonny's, & then I shall display it more widely. I told them about it at the last meeting, & have given samples to Sonny & Martin. It was finally ready on Friday evening, July 3. All told, I think I have a remarkably good suit. Considering the pitiful \$25.00 I paid for it, I hope to set shortly.

Où Lovecraft raconte deux fois dans la même lettre l'achat du costume, tant cela le rend euphorique. Noter, en bas des rectos devenus versos, l'en-tête de George Kirk, libraire de livres rares à Cleveland, Ohio, lequel lui en a remis avant-hier tout un stock désormais sans usage, et les enveloppes idem. On va profiter du retour des lettres pour nourrir avec un peu plus de certitudes la traversée des jours !

[1925, jeudi 2 juillet]

Up early — finish Leeds work — write letters — ballots arr. out 6:30 to meet SH — dinner Joe's — clothes — open car to Coney Isl. — shows — cotton candy — subway home — out with invader — retire.

Levé tôt. Fini les articles pour Leeds. Écrit des lettres. On reçoit les bulletins de vote. Je retrouve Sonia à 18 h 30 chez Joe. Vêtements. Bus pour Coney Island, les spectacles, la barbe à papa. Retour par le métro. Je dois sortir jeter la souris. Couché.

Ah oui, Lovecraft mangeant de la barbe à papa ? Et si on le laissait nous raconter lui-même l'équipée à Coney Island, la barbe à papa, et... la subreptice et nocturne équipée pour se débarrasser de la souris ? « Dans l'après-midi, S. H. m'a appelé me demander de la rejoindre en ville et dîner chez Joe ; peu avant mon départ, les bulletins de vote United sont arrivés. Chez Joe's — où S. H. est arrivée avant moi — nous avons pris le monstrueux repas mentionné précédemment : steak haché, oignons, spaghettis, pommes de terre, jambon rôti et sauce, glace et café — grand Dieu, quel régime pour un vieux monsieur corpulent au régime ! Nous sommes ensuite allés faire récupérer le costume, puis pris un bus à impériale pour nous rendre à Coney Island. Nous n'avions pas du tout l'intention de descendre, mais comme l'endroit était incroyablement peu fréquenté, nous l'avons fait, et nous avons par hasard assisté à quelques-uns des spectacles de leurs monstres de foire. Dans l'un d'entre eux, on peut encore voir l'original de P. T. Barnum, « Zip, the What-is-It », qui a probablement plus de 90 ans aujourd'hui. À l'époque de Barnum, « Zip » (dont je reproduis ici le profil) était présenté comme un demi-singe et vêtu d'une peau velue censée être sa peau naturelle. Aujourd'hui, il apparaît en tenue de soirée immaculée, sourit aimablement et joue des airs simples au violon et au xylophone. L'époque est trop sophistiquée pour les charlataneries de Barnum, et « Zip » intéresse surtout les gens qui ont fait partie de l'entourage du grand forain. Cette créature est en réalité un habitant semi-idiotique des îles Andaman, qui fait partie d'un groupe de Malais nains vivant dans les Indes orientales. Il a été recueilli dans son enfance par un marin bien avant la guerre de Sécession et, depuis, il végète dans les spectacles de monstres les uns après les autres. Vivant faiblement et légèrement, il n'affiche pas son âge et fera probablement sourire une autre génération. Autre bizarrerie, une nouvelle invention appelée « barbe à papa », vendue par deux jeunes Japonais pleins d'entrain. Il s'agit, à première vue, d'une masse pelucheuse de coton pur, mais qui, introduite dans la bouche, se réduit

immédiatement à un point de sucre infinitésimal. Une autre attraction était le nègre intelligent Perry — le même silhouettiste qui a fait les portraits de notre bande l'hiver dernier quand il officiait au Capitol Book Shop à Broadway près de la 51^e rue. Avec l'arrivée de l'été, il a suivi les foules — et la silhouette de S.H. ci-jointe prouve que sa main n'a rien perdu de sa virtuosité singulière. Elle pourra rejoindre votre permanente. Une autre, mais avec chapeau, sera bientôt envoyée à A E P G. Vous pourrez ainsi les comparer et décider laquelle des deux veut l'autre. Il était plus de minuit lorsque nous avons pris le métro pour rentrer à la maison, & à notre arrivée, nous avons trouvé le deuxième envahisseur capturé. Je l'ai emmené dans le conteneur à ordures le plus proche, j'ai célébré l'enterrement et je suis retourné à ma retraite. On peut supposer que Coney Island est moins saturé de foule le jeudi que le dimanche. On n' imagine pas les Lovecraft mettre les pieds dans l'eau. Manger à deux une barbe à papa leur va très bien (à la vanille, comme pour les glaces, n'est-ce pas, Howard ? — je me permets de plaisanter, mais essayez donc de vous représenter sa tête, descendant de son premier étage au 169 de Clinton Street, Brooklyn, tenant à la main le piège à souris pour tout jeter à la poubelle de la rue, préférant acheter le lendemain un nouveau piège à 5 cents que de toucher la bestiole ? Mais quelle bonne idée et quelle balade, pour le prix d'un ticket de bus, que s'en aller au couchant, dans la chaleur de juin, sur l'impériale d'un bus pour Coney Island...

New York Times, 2 juillet 1925. A G Velten, capitaine du cargo Saugus de la United States Shipping Board, amarré au quai de Milton Street, à Brooklyn, a raconté hier comment son navire avait eu une collision avec un iceberg montagneux au large de Cape Race, s'échouant sur sa partie immergée pendant plus d'une heure avant qu'un mouvement inexplicable les dégage. L'iceberg était plus haut que les mâts du navire, dit-il. Les canots de sauvetage avaient été mis à la mer et un S.O.S. envoyé. « C'était un peu avant 4 heures du matin, le 23 juin, a dit le capitaine Velten. Le Saugus venait de Valence, en Espagne, transportant à New York une cargaison de citrons et d'oignons. Pour gagner du temps, nous avons pris la route du Grand Cercle, qui en cette saison croise souvent des icebergs venus des glaciers polaires. La nuit avait été brumeuse comme j'ai rarement vu, et je suis resté veiller dans la cabine de pilotage pendant douze heures. Nous étions à moyenne vitesse, traversant un champ de growlers avec de faibles parties émergées. Toutes les deux minutes, le quartier-maître faisait sonner la trompe de brume. Puis vint l'appel : — Iceberg droit devant la proue, sir ! Je commandai immédiatement à la salle des machines le renversement de vapeur, et en même temps je voyais surgir devant nous un mur de glace. Le quartier-maître a mis la roue à quatre-vingt-dix degrés et nous l'avons évité. Nous reprenions juste notre respiration, pensant l'avoir évité, quand le veilleur cria de nouveau : — Iceberg droit devant ! Je n'eus le temps d'aucune manœuvre, nous étions au ralenti mais c'était trop tard. Il y eut un grand craquement. Nous sentîmes le mouvement du bateau cesser. Liés l'un à l'autre par une arche souterraine, il y avait devant nous un iceberg encore plus grand que celui que nous avions évité. La masse de

glace émergeait du brouillard à plus de douze mètres au-dessus de nos têtes. » Le S.O.S. a été capté par le Rijndam, le President Harding et le cargo Astral. Le capitaine du President Harding, à environ 160 kilomètres au nord-est, télégraphia qu'il se dérouterait à toute vapeur pour lui porter secours. Le Saugus, pendant ce temps, avait poussé ses moteurs à leur maximum. « On ne croyait pas qu'on s'en tirerait sans assistance, dit le capitaine, mais nous tentions le tout pour le tout. Et soudain, il y eut un énorme craquement sous le bateau et nous étions dégagés ».

9 WRECK SURVIVORS ARRIVE ON TUSCANIA

Liner Comes Into Port With
Flags at Half Mast—Bears
Body of Schooner's Master.

CLEAR STEAMSHIP CAPTAIN

Fishermen Do Not Blame Him for
Collision—Say Both Vessels Were
Sounding Fog Horns.

The Anchor liner Tuscania arrived yesterday from Glasgow and Moville with nine survivors of the seventy-one fishing schooner Rex from Gloucester, Mass., which was sunk Sunday morning by the steamship, and the body of their captain, Thomas Downey of Lowell, Mass., who was drowned with fourteen members of the crew.

The shipwrecked men were all well except Edward Surgette, who sustained cuts on the face from wreckage and was in the liner's hospital. They bore up bravely and did not say much about their narrow escape from death. It is a part of their daily routine at sea to catch fish for the markets of the big eastern cities at the risk of their lives. Most of the men are fatalists, and believe that when their number is isolated to the marthead they must go.

When Thomas Glanagh of 43 Cleveland Street, Gloucester, a bronzed, weather-beaten man, 60 years old, stepped on the deck of the Tuscania, with salt water streaming from his skin and his big seaboots, he said to the officers standing by, "It's a chilly day," and then went below to get some hot coffee.

Flanagan, with his clean shaven face and blue eyes, is a fine type of the fisherman who have made Gloucester famous in song and story for more than half a century. He did not blame Captain David W. Bone, the master of the Tuscania, for the collision. Both vessels were blowing their fog horns, he said, but they did not hear each other in time to avoid the accident. He added that after the Rex had been sunk Captain Bone did all he could to save the lives of the crew. The man who was picked up and taken on board the Tuscania was every man and woman shown to them, the mate of the fishing schooner said.

"We left Gloucester in the Rex," he continued, "on June 13 and were trawling for halibut. There were about 7,000 pounds of fish in the hold at the time the Rex was sunk."

"The crew numbered twenty-four, and the youngest member was little Charlie, the nine-year-old son of Austin Pirih, the cook. All hands were on deck at 4 o'clock Sunday morning getting nets ready and preparing bait in their oilskins and seaboots. The cook was below in the galley and his son was asleep in his bunk. I never saw either of them come upon deck. We had anchored off the southeast end of Querns Bank in eighty-five fathoms, and as the fog got thicker the horn was sounded at the regulation intervals. Suddenly we heard the powerful blast of a steamship whistle and something big loomed out of the fogbank ahead of our craft, and the next minute her bow had cut through the Rex amidships and we were all in the water. There could never have been picked up and taken on board the Tuscania."

Ship Rides Iceberg Unharmd for an Hour; Freed Mysteriously After S O S Is Sent

Captain A. G. Velten of the United States Shipping Board freighter Saugus, which docked at the foot of Milton Street, Brooklyn, told yesterday how his ship had collided with a mountainous iceberg off Cape Race, resting on a submerged ledge for more than an hour before an unexplained movement brought her clear. The berg had towered over the masts of his vessel, he said. Lifeboats were swung out and an S O S was sent.

"It was a little before 4 o'clock of the morning of June 23," said Captain Velten. "The Saugus was bound from Valencia, Spain, for New York with a cargo of lemons and onions. To save time, we were taking the Great Circle route, which at this season abounds with ice from northern glaciers. The night had been as dirty and foggy as I have seen, and I had been on watch in the wheelhouse for twelve hours. We were proceeding at half speed through a field of growlers, or floating hunks, dotted with small bergs. Every two minutes the quartermaster would sound a blast on the whistle."

"The lookout called out, 'Berg on the port bow, sir!' I rang the engine room telegraph for steam astern, as I saw looming out of the fog a towering pile of ice. The quartermaster swung the wheel hard over and we cleared it."

FLORIDIAN—Lv. N. Y. 9:15 A. M.—Next day Savannah 9:05 A. M. Jacksonville 12:20 noon. Tampa 7:15 P. M. St. Petersburg 9:10 P. M. Seaboard 142 W. 42d St.—Adv.

"We had just caught our breath and thought we were safe when the lookout sang out again: 'Berg dead ahead!' I hadn't yet signaled to proceed, so we were moving slowly, but it was too late. There was a dull crash. We felt the motion of the vessel cease. Joined by a ridge of ice to the berg that we had shaved was a still larger one. The ship had slid up onto a submerged ledge of it. The mass of ice loomed out of the fog about forty feet higher than our radio antenna. It looked as if we were in for it."

After lifeboats had been swung out, Captain Velten said, the wireless operator was instructed to flash an S O S, which was picked up by the Rijndam, the President Harding and the freighter Astral. The captain of the President Harding, some hundred miles to the northeast, notified Captain Velten that he was rushing to his assistance.

The Saugus, in the meantime, Captain Velten said, had been running her engines full speed astern. "There didn't seem to be much chance of getting off without assistance," he declared, "but we were trying everything. Suddenly, at 8:20 Greenwich mean time, there was a faint shudder throughout the vessel, and before we knew it we were clear."

Half price matinee today, Ziegfeld great-est success, Leon Errol in "Louie the 14th." Cosmopolitan Theatre, Columbus CK.—Adv.

Shanley's to Join List of Passing Landmarks; Owner Sells Lease of His 42d St. Restaurant

Shanley's restaurant at 117 West Forty-second Street will soon join the Shanley's of Times Square, Rector's, Delmonico's, Jack's and Brown's Chop House as another of New York's departed institutions.

Patrick J. Shanley, proprietor of the restaurant, sold his lease yesterday to the Resal Realty Corporation and will turn the business over to the new owners on July 10. M. Glaser, President of the Resal Realty Corporation, announced that the new owners would make alterations and continue the place under another name.

Mr. Shanley came to Forty-second Street fifteen years ago with the uptown movement after keeping pace with it for twenty years downtown. Now

after thirty-five years of restaurant keeping, he announced he would retire. He, too, as did the proprietors of Jack's and Brown's and the others, admitted New York has changed. It's no longer appreciative of restaurants once patronized by actors and artists, philanthropists and politicians, captains of industry, globe trotters and folk who liked good food.

"Did prohibition have anything to do with your deciding to retire?" he was asked.

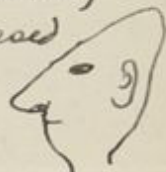
"Did it have anything to do with the others deciding to retire?" asked Mr. Shanley.

He said his plans are to visit Miami with his brother Thomas, make a trip to Europe and then return, possibly to enter the real estate business.



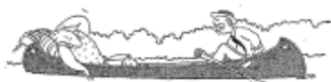
La spéculation immobilière à Broadway : c'est 42^{ème} rue aussi que Lovcraft et Sonia vont au Milan, un restaurant italien bien plus modeste que le Stanley. Construire, construire, construire : le propriétaire vient d'annoncer sa fermeture, et sa vente à un promoteur.

Coney Island. We had not intended to get
 off at all; but finding the resort phenomenally
 uncrowded, we did — incidentally patronising
 some of the assorted freak shows. In one
 of them there still survives P. T. Barnum's
 original "Zip, the What-is-it" — now
 probably over 90 years of age. In Barnum's
 day "Zip" (whose profile I here reproduce)
 was exhibited as a semi-ape, dressed
 in a furry skin supposed to be his
 natural hide. Now he appears in
 immaculate evening dress, grows
 amiably, & picks out simple tunes on the
 violin & xylophone. The age is too sophisticated
 for Barnum's charlatanism, & "Zip" chiefly
 interests people as having been part of the
 great showman's entourage. This creature is
 really a semi-idiotic Andaman Islander
 — one of a dwarf Malay stock inhabiting
 the East Indies. He was picked up as
 a boy by a seaman long before the Civil
 War, & has since vegetated in one freak
 show after another. Living feebly & lightly,
 he does not show his years; & will probably
 excite the saules of still another
 generation. Another oddity was a new
 invention called "cotton candy", sold by a
 pair of brisk young Japanese. This is, to all
 external appearances, a fluffy mass of pure
 cotton; but upon being introduced into the
 mouth shrinks at once to an infinitesimal
 sugary dot. Still another attraction was
 the smart nigger Perry — the selfsame



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For Golfers

- Pure-flax Belgian Linen Knickers, full-cut \$3.95
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- Cleatsook Golf Suits of light wool crash, \$4.85
- Sweaters and Golf Hose to match . . . \$9 to \$15
- Golf Hose of imported combs, with fancy tops \$1.35
- All-wool Golf Hose, with plain legs and fancy tops in 16 different colors . . . \$1.55
- Striped silk sport 'elms \$1.15
- Flannel Knickers \$9.50 to \$15
- Linen Golf Caps . . . \$1, \$2.50 and \$3

For Tennis Players

- White Flannel Trousers, non-transparent \$8.75
- White half hose, made of pure wool . . . \$1.50
- Weber and Heilbronner special shirt of white broadcloth, collar attached and neckband style, also oxford \$1.95
- Manhattan White shirts . . . \$2.50 and up
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- Bradley-Katz Bathing Suits, one and two-piece, blue, black and striped . . . \$5 to \$7.50
- Our special feature Bathing Suit, one and two-piece, navy and black \$5.15

- Striped bathing shirt with trunks striped on sides to match, our own colors . . . \$4.15
- Sweaters, jersey and coat styles, to match our striped bathing suits . . . \$2 and \$2.50
- Locker Sundals \$2
- Beach Robes of imported French Ratons, \$6.95
- Terry Robes in a very large variety, \$5 to \$40

For Week-Enders

- Flannel Suits, three-piece, skeleton silk-lined, single-breasted . \$45. Double-breasted, \$50
- Palm Beach Suits \$16.50
- Mohair Suits \$19.50
- Flannel Trousers, white, pearl, and silver grey, some in striped effects . . . \$8.75 to \$15
- Equine Silk full-fashioned hose . . . \$1
- Musico Athletic Underwear, 75¢ to \$5 per garment. Unionsuits . . . \$1.25 to \$10
- Our own special Unionsuit, made of fine combed yarn, a wonderful value . . . \$1.55
- Cross Country light-weight silk hose . . . \$6
- Assorted fancy half-hose 55¢
- Fashionknit Neckwear \$2.50, \$3 and \$3.50
- Footed Neckwear \$1 to \$3.50
- Bats \$1 to \$1.50
- Fancy Silk Neckwear . . . \$1 to \$4.00
- Best-Ever House Slippers . . . \$3 and \$4
- Manhattan Shirts \$2.50 to \$10



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BARNSDALL CORPORATION

To holders of Sinking Fund Convertible Gold Bonds, Eight Per Cent., due January 1, 1931, Series A and Series B, issued under the Trust Agreement of the Barnsdall Corporation with the Guaranty Trust Company of New York, as Trustee, dated January 1, 1921.

NOTICE is hereby given, pursuant to the provisions of Article Sixth of the said Trust Agreement, that the Barnsdall Corporation intends to redeem on July 15, 1925, and on that date will redeem, Bonds of the said issue, of the following series and serial numbers, respectively, as determined by lot in accordance with the provisions of Section 40 in the said Article Sixth:

SERIES "A"

BONDS OF \$1,000 EACH, LETTERS "M"

1	457	487	1003	1353	1669	2014	2356	2723	3088	3512	3403	3732	4193	4570	4853	5098	5356	5656	5880	6248	6467	6725	7014
10	458	488	1004	1354	1670	2015	2357	2724	3089	3513	3404	3733	4194	4571	4854	5099	5357	5657	5881	6249	6468	6726	7015
11	472	502	1019	1367	1674	2016	2358	2725	3090	3514	3405	3734	4195	4572	4855	5100	5358	5658	5882	6250	6469	6727	7016
15	473	503	1021	1368	1675	2017	2359	2726	3091	3515	3406	3735	4196	4573	4856	5101	5359	5659	5883	6251	6470	6728	7017
16	480	510	1033	1376	1684	2024	2366	2734	3098	3522	3410	3739	4201	4576	4859	5104	5362	5662	5886	6254	6472	6729	7018
22	489	519	1042	1385	1693	2031	2375	2743	3105	3531	3419	3748	4208	4583	4868	5109	5370	5670	5894	6261	6471	6727	7019
26	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5113	5371	5671	5895	6262	6473	6728	7020
30	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6474	6729	7021
31	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6475	6730	7022
38	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6476	6731	7023
40	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6477	6732	7024
41	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6478	6733	7025
42	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6479	6734	7026
43	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6480	6735	7027
44	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6481	6736	7028
45	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6482	6737	7029
46	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6483	6738	7030
47	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6484	6739	7031
48	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6485	6740	7032
49	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6486	6741	7033
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51	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6488	6743	7035
52	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6489	6744	7036
53	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6490	6745	7037
54	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6491	6746	7038
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56	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6493	6748	7040
57	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6494	6749	7041
58	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6495	6750	7042
59	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6496	6751	7043
60	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6497	6752	7044
61	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6498	6753	7045
62	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6499	6754	7046
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84	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6521	6776	7068
85	490	520	1043	1386	1694	2032	2376	2744	3106	3532	3420	3749	4209	4584	4869	5114	5372	5672	5896	6263	6522	6777	7069
86	490																						