Payroll Deductions Are Explained for Employees

Certain deductions are made each pay day from the checks of employees, some of which are made to comply with federal regulations such as retirement funds, and some of which are made for the convenience of employees such as hospital dues and insurance premiums.

We had hoped, in the News, to be able to set up a fixed table so that everyone would know just what deductions came from each pay check. But, because of the fact that hospitalization and insurance rates vary according to ages and other circumstances, it has been impossible to fix a set table.

However, we thought employees would like to know that each month three percent of all salaries up to $900 goes to their retirement or pension fund, and that this three percent is matched with a like amount by the Railroad. It puts aside from its treasury another three percent for the employees' unemployment fund, to which the individual pays nothing. In other words, each month the Company contributes slightly in excess of $60,000 to take care of pension and unemployment insurance for its employees.

Hospitalization and insurance rate deductions are from the workers' wages, and range from 90 cents to $5.20 per month, depending upon the various ages, etc., of the holders of the policies.

Silence Golden These Days

Idle talk helps the enemy. The War Dept. has asked railroad officials and employees not to discuss with anyone any plans of the armed forces for the movement of army personnel or equipment. Also, the War Dept. has asked that railroad employees on passenger trains not point out locations of defense industries or government properties.

G. M. & O. Boys Now Serving Uncle Sam

This quintet of transportation department boys didn't wait for Uncle Sam's call. Instead, they volunteered as a unit in the Army aviation corps, were inducted at Camp Shelby and are now stationed at the bombardment wing base at Jackson, Miss. Reading from the left, they are: T. J. Carpenter, Jr., Max E. Jones, Jr., Ben F. Crawford, Jr., J. E. Maye, and W. D. Heath, Jr., shown with Statistician R. H. MacDonald, a veteran of World War No. 1, who is bidding them goodbye. All five boys were clerks.

Claims Attorneys Named

Appointment of W. S. Murphy and H. T. Danner as acting claims attorneys for the Railroad has been announced by Gen. Atty., D. S. Wright, Mobile. Mr. Murphy has an office in the Gen. Office Bldg., Mobile, while Mr. Danner has an office in the Henderson Bldg., New Albany, Miss. Gen. Atty. Wright also announced an extension of territory for Claims Atty., C. M. Wright.

Hostess In Last Official 'Run'

Miss Jean Bell, Mobile, will be doing her hostessing soon for Lt. Thomas G. Greaves, Jr., Ft. Benning, Ga., Army instructor. Hostess on the Rebels for the past year, she will be married to Lt. Greaves on Feb. 28. Hostess Bell made her last run Feb. 15. She has been succeeded, as regular hostess, by Miss Rose Lyn Barnard of Memphis, who has been with Railroad for some time.
NEW BUILDING POSTOFFICE HAS BIG JOB—Arranging, filing and distributing the mail for the new eight-story general office building of the G. M. & O. at Mobile comprises a job as large as that of a postoffice in a town of several thousand persons, says Johnny Crawford, manager of mails, shown in center circle giving instructions to Messenger Lionel Clinton. The building postoffice, in Room 216, handles mail for 485 persons in the new building and for between 200 and 300 more in the Frascochi shops and the Beauregard street station. Upper left photo is of Philip Jouliian, left, and Peter J. McGuire, clerks, arranging the morning mail; upper right, Philip puts mail in proper racks; lower left, Mr. Crawford watches Perter Roberts and Bobby Pollar, both of traffic dept., use the addressograph machine, and at lower right Charles Miller operates the mimeograph machine, which uses on the average of 80,000 sheets a week. The mailroom boys make four trips daily for U. S. mail, run messages and mail every 15 minutes in the building—a mammoth job in itself. Manager Crawford began in this department four years ago as a clerk.

A Line Editor Says . . .

HERE’S A PATRIOT

(From The Columbus (Miss.) Dispatch)

The case of Mr. E. M. Nolen, an employee of the G., M. & O. Railroad, is interesting and exemplary in the field of patriotism.

It runs like this:

Mr. Nolen received a check for back wages.

Did he spend it frivolously, or for even selfish purposes?

No. He invested it in Defense Bonds—three $25 bonds.

For himself? No. He gave the bonds to his three grandchildren, ages four months to nine years.

His comment: “I won’t be here when the bonds mature, but the children will have them.”

A fine spirit of patriotism and unselfishness.

But Mr. Nolen’s patriotism didn’t stop with buying bonds.

He left a dollar for the President’s Bull infantile paralysis fund.

He copped it all off by riding a bicycle to the Commercial Dispatch office instead of an automobile.

His example might well be emulated by everyone to help the country win the war.


Safety Drive Rolls Along

As Many Meetings Held

(Photos on Page 8)

Supervisor Frank Hudson of New Albany quoted from a letter by Chief Eng. Exley on January 22 in pointing out to his foremen and men the value of safety. His talk follows:

“I notice from a letter from Mr. Exley, dated January 12, 1942, outlining the number of personal injuries on each Division for the first 11 months of 1941 as follows: Northern Division, 14; Alabama Division, 9; Southern Division, 2; Tennessee Division, 2; Louisiana Division, NONE.

“I know that the men down on the Louisiana Division are proud of this record. Our Division is not so bad; it stands in line next to the top, and I am counting on each man on the Tennessee Division to do his part in moving our record up to the top in 1942.

“Each foreman has a big part in raising this record to the top this year. Watch your men as they work, and when you see one of them doing something that does not look safe, STOP him and tell him that you are not going to have that kind of work going on. Explain to your men that while they are working it is their duty to watch out for the other men as well as themselves.

“I find that the largest percentage of our personal injuries are caused by someone striking another employee with some sort of tool. Do not allow your men to bunch-up so close that they will not have room to work.

“And above all things stay wide awake while operating your motorcar, watch out for road crossings and trains, as trains are liable to run at any time.

“Read this to your men and tell them that I am counting on each one of them to help bring our record up to the top in 1942.

“I am going to watch all of you and I want you all to watch each other. Don’t be the first one to have to say: ‘I hit somebody with a pick or a maul or a shovel.’”
Gen. Frt. Agt. Wente of St. Louis passes on to us a copy of the Capitol City News, published by the Transportation Club of Springfield, Ill., which reprinted in its February issue Maj. Gen. Porter's piece about the Frenchman which the Rebel Route News front-paged in December. There have been, incidentally, several requests for permission to reproduce this piece.

Supt. Bulloch of Meridian sends along a postcard received from Mrs. Albert L. Love of Starkville, Miss., who expresses her appreciation to the G., M. & O. for speedy delivery of a small freight shipment of pecans.

Brakeman D. M. Murray of the Northern division has written a worthy piece entitled, "Friends," which we regret not having space to publish in full. Mr. Murray says, and we agree: "No one can be happy without a friend. No one can know what friends he has until he is unhappy . . . Where persons are united by the bond of true friendship there is nothing, perhaps, more beautiful . . ."

Robert Frank Glenn, messenger boy at Jackson, Miss., has enlisted in the armed service, reports Gen. Agt. F. S. Dean.

Wonder how many reams of paper Lee Davison, sec. in DFTM office at Meridian, has saved by his ingenious method of recording two entries to the line in his record of carload shipments. Many a book he's saved in his 15 years on that job and, well, there's another angle, too, in that it saves Lee from using two books at once.

Reed Brock, legal dept. sec., now reports to work every day for Uncle Sam at New Orleans. He is now a yeoman, first class, in the U. S. Naval Reserve, having enlisted several weeks ago.

Joe Lawson, Negro section man at Columbus, Miss., proved his ingenuity recently by fashioning the springs for a water pump out of material he obtained just here and there. The pump had not been working for some time, but it is now pumping a full stream.

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G. M. & O.'s GHQ—The new general office building of the Railroad at Mobile, as seen from St. Francis street. All offices are in full swing in the new building now, with the passenger ticket office in the lobby opening recently. Display window to the ticket office is shown at right. The building houses the Railroad's general headquarters offices, with approximately 500 employees on its eight floors. It has modern appointments throughout, and is air-conditioned for all seasons.

NEW YORK STOCKHOLDER SEES RAILROAD FIRST TIME

Until he passed through Mobile recently, Captain Watson M. Conner of Sayder, N. Y., was a stockholder of the Gulf, Mobile and Ohio Railroad who had never seen any part of the Rebel Route.

Now serving in the Army as claims attorney for an anti-tank company, Captain Conner stopped over for a few hours in Mobile while en route from an Eastern fort to a Southern camp.

"Although I hold some stock in the road," he explained, "I had never seen any part of the line. We had a few hours lay-over here, so I decided to find out what I could about the G., M. & O." Captain Conner in civil life was claims attorney for an insurance company in Buffalo, N. Y. While at the University of Wisconsin several years ago, he studied, besides his legal work, transportation.

Captain Conner expressed himself as pleasantly surprised with his brief visit to the G., M. & O. offices in Mobile.

WANTED—By Chief Eng. Exley, a picture of Mobile and Ohio Railroad employees taken sometime about 1919, in front of the Gulf Terminal bldg. one noon-hour. Get out your albums, folks, and look. The picture, says Mr. Exley, was taken on the lawn of the grounds, immediately in front.

Railway Express service is completing the 103rd year of its history.

BE SAFE—NOT SORRY
ENGINEER LOOKS BACK OVER HALF CENTURY OF SERVICE UPON RETIRING

"As an employee and constant reader of the G. M. & O. News, I am writing you requesting your favorable consideration for publication of the enclosed letter. I feel that there will be given a news item in the next issue of the News Bulletin covering the retirement of my beloved friend, Frank D. De LaBar, who has been in the service of the railroad for many years." — W. L. Stewart, Route No. 3, Jackson, Tenn.

"Well, old boy, I am making my last run on the old earthly Railroad today and when I reach home this P. M. my active R. R. career will come to a close —after some 50 years of service with the company. Forty years of it has been running an engine. So I am retiring.

"Now, when I come to this point, to try to look over the past, my heart is too full. So we will have to stay off that subject. I can only say, and try to thank God, for His goodness to me.

"The hardest part of it all seems to be the severing of ties and friendship in a way of my association and friendship of all the R. R. boys in every walk of life. I shall miss them, my friends who mean more to me than all the jobs, engines and money that the entire system holds in its power. And when I think, just here, had it not been for the Railroad and the job and work I was on, 'tis possible that I might have never met in this life and world such folks as yourself and your dear, good family. And through this phase of my life and experience I have been brought to know you and yours, who have meant so much to me and mine, has within itself meant more to me than all the jobs that have ever been mine. So I could not let this day go by—my last one on the road—without dropping my friends a word. Of course, there is so much I want to say. Will have to wait until some other time as I have been called to go out." (Engineer De LaBar made his last run October 25, 1941, between Okolona and Meridian. He resides in Meridian in retirement.)

THEY KEEP 'EM ROLLING

In the face of tire rationing, Gulf Transport Rebilers have assumed an even more important role in the transportation business of the South. Here are a few photographic shots showing how the forces of Maintenance Supt. T. R. Scruggs and Operations Supt. H. G. Wilson keep the silver and red buses operating. Upper left, two attractive transportation dept. girls emulate travelers in posing with one of the more attractive Rebilers now in service; upper right, Mechanic J. T. Bounds works on a motor at the Mobile Savannah street garage; lower left, the office force at the Savannah street office, from the left: Henry McIntosh, clerk; A. W. Ming, supervisor; George B. Lovorn, clerk, and Frank Wilson, clerk; lower center, W. T. Boardman, Jr., who has charge of master stockroom for system, and lower right, Ray Bouterie, paint foreman. All indoor scenes were taken at the garage, which has been occupied since Sept. 15, and where all heavy repair work, body building, etc., is done.
RAILROADS PLAY BIG PART IN U.S. WAR SCHEME - NEED CO-OPERATION OF ALL

Uncle Sam will need every available seat on American passenger trains, airliners and buses to keep the flow of men and materials moving uninterruptedly to the front. So urgent has become the need for this space for soldiers and workers in civilian defense industries, that it has become necessary for the railroads to ask that their employees who hold create transportation refrain from using these passes except for business or emergency reasons.

We know that our employees, who have co-operated so generously in the other defense projects, such as savings bonds and the American Cross relief fund, will gladly make this sacrifice so that the wheels of our vast transportation service shall not be slowed down.

Our Railroad makes this request for the curtailment of courtesy travel with a great deal of hesitancy, as we know it will undoubtedly work a hardship on many of you, but makes it fully aware of the selfless spirit in which it will be accepted by every employee along the Rebel Route.

As the same congested condition exists on all railroads, will you please use the same discretion in traveling on foreign lines, almost all of which have made the same request of their own workers.

A Freight Solicitor's Prayer

Oh, Lord, look with forgiving way we beseech Thee, on the shipper who lies to us about the fast freight service of competitors; strengthen the memory of those shippers who are forever going to try out our service or bear us in mind on the next shipment. Lord, soften the heart of the shipper who, as soon as we appear, becomes exceedingly busy like a hen with one chick and keeps us standing around until our feet are sore, and then gives us a short haul and wants a hundred-pound shipment rushed.

Lord, curb our tendency to flirt with married women and girls into temptation with the single ones. Surround with Thy powers, Oh, Lord, the superintendent, the chief dispatcher and the train crews, so that our trialshipment will not go astray, causing the shipment to curse evermore. Teach us not to complain of the roller towel which has served the multitude gone before us.

Lord, we pray Thee, give us stomachs like the alligator, that we may digest the steaks cut from the neck where the yoke reposeth. Teach us to be thankful for the old and weak coffee, for also may we be old and weak some day. Touched under the shadows, that we may sleep peacefully in beds already inhabited. Cause us to look with charitable eye on our competitors, they know not whereof they speak. Help us with each expense account which cannot be made to cover a multitude of sins. Soften the hearts of our employers so they may look tenderly upon us iniquities.

Oh, Lord, we beseech Thee to cause our wives to have mercy upon us and patience to await the coming of our pay check before spending too much thereof. When we have made our last trip and all consolidations have been realized, we ask humbly we may not be sent below, for verily we have suffered much here upon earth. Amen.—George Thoreesen, Springfield, III, Packing and Shipping.

DEEP SOUTH AND GULF COAST TOURS ARE HANDLED BY OUR TRAINS, BUSES

Tourists from the Midwest, East, and North are seeing the Deep South via G.M.&O. streamliners and Gulf Transport buses in a series of American Express Company tours conducted through Dixieland every second week.

Inaugurated in January, they are rapidly developing into major attractions for the travel-minded of St. Louis, Chicago, New York, the starting points, and other cities. Officially designated as Gulf Coast and Deep South tours, the trips extend over an eight-day period and feature Mobile, the Mississippi Gulf Coast, New Orleans, Baton Rouge, Natchez, Vicksburg, Jackson and Meridian.

Those tourists who come from the Midwest ride the Rebel from St. Louis to Meridian. Tourists from the East travel by rail to Meridian, also, and the two groups converge at that point, where Gulf Transport Rebels await them. The tour then makes a circle from Meridian to Laurel, then to Mobile and Bellinger Gardens and on to New Orleans via the Gulf Coast. From New Orleans, it swings up to Baton Rouge, Natchez, Vicksburg, and over to Jackson and then back to Meridian.

En route the tourists get a look at some of the nation's most beautiful country. Posing at Laurel, they (Continued on Page 7)
FAMOUS ARTESIA RAILROAD EATING STOP
ON OUR LINE IS CALLED BY COLUMNIST

How many of us remember the famous railroad eating house at Artesia which flourished before advent of the dining car?

Established by the Mobile and Ohio Railroad some years following close of the War Between the States, the Artesia eating house became famous in this part of the country for its fine foods. Predecessor of the dining car, it thrived in the era when railroads provided eating stops for its passengers.

Columnist Emmet R. Calhoun of the Birmingham News devoted his column, "Recollections," to the Artesia eating house and to the Alexaia eating house at Eutaw, Ala., on Feb. 8. We quote him in part:

Railroads Sought to Please

"The railroads did not want to make a profit from these eating places, and information was that all profit over cost was to be expended to enhance the variety and quality of the food served. Through this policy not only did these eating places become famous to the traveling public, but they built up a large clientele through the immediately surrounding country. In the case of the Artesia establishment there had to be extra coaches put on the branch trains from Columbus and Starkville to accommodate those persons who wanted an extra fine dinner—especially was this the case on Sunday nights. Always, too, on these Sunday night events dozens of the cadets of the A. & M. College (Now Miss. State) near Starkville came on the Starkville train.

Variety of Good Food

"When meals were announced dinners would be seated at tables and soon troops of Negro men waiters would appear to pass the food to each person. One after one they would come, when the soup plates were taken up, with platters of everything good to eat imaginable — game in season, fish and oysters in every style desired, thick beefsteak, fried and baked ham, pork chops, chicken fried and otherwise, roast wild duck in season, partridges on toast, with all kinds of fruits, berries, vegetables, etc. And, fellow citizens, think of it, a dinner that would cost $3 to $7.50 at Delmonico's in New York at that period served at 75 cents! While the railroad-sponsored eating places in the South during the period of which I write were the most famous and talked-of, there were other places which served the best foods and in fine manner... but I believe those located in the South were superior.

Artesia Was Best

"... The eating places where superior foods are served in Mobile, Savannah and New Orleans, famous for many decades, appeal to the gourmand and the epicure. I have visited many of them, but neither as a gourmand nor as an epicure—but I am positively of the opinion that the railroad sponsored eating places at Artesia, Miss., and Eutaw, Ala.,... offered the best and widest variety of good food well prepared and served of any in the country."

(The above was noted to Tnf. Mrgr. (Sol. & Ser.) E. B. Farrell by Reavis Jackson, former M. & O. employe.)

CONSOLATION CORNER
By J. Luther McAliley

"As the sword of the best-tempered metal is the most flexible; so the truly generous are the most courteous in their behavior to their inferiors."—Kings. You may think of them as Siamese twins so closely bound together that one cannot live without the other.

No other virtue, perhaps, which everyone may possess, if he will, carries its own reward more than does courtesy. One cannot be courteous to others without constantly developing within himself a more beautiful character. There are material rewards, too, that come to one on account of his courtesy.

An old woman stood one stormy day on Washington-street crossing in Boston. A young man stepped by her side and kindly helped her across the street and went on. That aged woman died the other day.

That woman's will was probated and she bequeathed to the young man $10,000.00 with these words in the will: "Because of the gentle manner with which he cared for me on a stormy day."

"Finally, be ye like-minded, compassionate, loving as brethren, tender-hearted, humble-minded, no rendering evil for evil; but contrariwise blessing." These seem strange words to come from a professional fisherman, but he learned all these things after he came to know Jesus as his Lord. Peter knew Jesus.

A father advised his son: "My boy, treat everybody with politeness, even the rude, not because they are gentlemen but because you are."

ABOUT THINGS LEGAL—Gen. Attorney D. S. (Judge) Wright, chats with Colonel Henry B. Curtis, one of the G. M. and O. attorneys of New Orleans who is now on active military duty at Camp Shelby, Miss. Colonel Curtis, assistant city attorney for New Orleans also, dropped in Judge Wright's office in the new general office building at Mobile recently for a conference.
Dots and Dashes Flash Out Their Personalities

Did you know that telegraphers have distinct personalities on the wire which are as distinguishable as your favorite orchestra on the radio? Just ask any operator along our Railroad, and he'll tell you that there's a lot more to working the dot-and-dashes than just sending the messages. He'll tell you that he doesn't have to wait until an operator completes a message to find out who he is. Each operator has a touch which is as recognizable by the first dots and dashes he sends as you are by your voice. For instance,

With the Telegraphers . . .

Miss Winifred Blakney, sec. to mgr. foreign Ftd. dept., became Mrs. Harold Ledyard on Feb. 6.

Frank E. Brown, clerk to master mechanic at Frascati shops, can add the Sr. to his name now. Frank E., Jr., made his appearance Jan. 15. Mr. and Mrs. Brown have one other child, Judith Marie, two years and seven months.

The William B. Hahn's of Jacksonville, Fla., are sending out birth announcements introducing Billy (another Jr.) to the G., M. & O. family. Mr. Hahn is the commercial agent at Jacksonville.

Add newcomers . . . Mr. and Mrs. E. B. Stevens (he's sec. to supt. at Jackson, Miss.) became proud parents of Barbara Lee, a nine-pounder, Jan. 11.

J. M. Elliott, Meridian First Trick Dispatcher, says:

"I can tell who's on the other end sending as soon as he comes on. I can tell, generally, whether he's in good sorts or bad, or generally how he's feeling—all by his touch.

"If he is hitting the instrument hard and fast, it may mean that he's not in the best of humor (depending, of course, upon the receiving operator's knowledge of the sender's usual touch). Just like a violinist pours out his personality by the way he strokes his instrument, so does the telegraph operator tick out his.

"And just about any operator along the line will tell you the same."

The average movement per day for all freight cars owned by the railroads this year, has been the highest on record.

Cakes, cookies and other home delicacies from parents and friends of soldiers predominate among shipments received at Railway Express offices in or near the various training camps.

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Deep South Tours

(Continued from Page 5)

see colonial homes and scenic gardens. Mobile offers historic interest as well as beautiful floral trails and the luxurious Bellingrath Gardens, and the Gulf Coast provides still more of the Deep South beauty, as well as spots which offer entertainment.

Gay New Orleans is a bright spot on the itinerary, with semi-tropical parks, miles of stately homes and bright flowers and a wealth of historic interest that dates back to the days of Iberville and Bienville. Baton Rouge, Natchez and Vicksburg are rich in the traditions of the old South, and Jackson and Meridian provide both the new and old. Natchez' famous pilgrimages and New Orleans' Spring Fiesta coincide with some of the tours.

Upon completion of the Deep South tour circle at Meridian, the tourists again board streamlined trains for their homes. Present plans call for conducting the tours through May 1.
ALL OUT FOR SAFETY AND DEFENSE
—The section gang above, No. 311 of Pinson, Tenn., has gone all out for safety and defense, according to Section Foreman R. S. Reeder, who says all have applied for Defense Savings Bonds through the Company plan. And, speaking of safety, Mr. Reeder adds: "Our safety record for the past 25 years as foreman is no reportable accidents. Our slogan is, 'We won't take a chance.' " The lower photo shows how the winning railroad safety slogan for 1942 is being used on all locomotives on the line.

USES PART OF VACATION TO SEE HOW ORDERS WORK
Stanley Wilson, chief dispatcher at Meridian, is not the kind to sit back and give orders every day, year in and year out, without working up a desire to get out on the line and see how things are going.

He did just that recently, taking five days of his vacation time to travel up and down the line in his district, Okolona to Mobile. Though his temples have greyed in his 36 years of railroading, Dispatcher Wilson has lost none of his enthusiasm for trains.

"You can sit back in this office and do your work," he says, "but you can do it better if you get out on the line once in a while to see things operate."

WAIT! MAKE SAFE.

Tung Groves Flourish
Along Our Railroad;
Provide Cash Crops

With war in the Pacific shutting off the usual commercial trade with China, the Gulf Coast area is coming into its own in tung oil production.

Along the Rebel Route, in Louisiana, Mississippi and Alabama, large tung tree groves, begun on an experimental basis a decade ago, are producing large quantities of valuable oil made more precious by the war. Cotton lands have been planted in tung trees in many thousands of acres on the coastal strip.

Largest plantings to date are along the arm of the G., M. & O. which extends through the western section of South Mississippi and the eastern part of South Louisiana. Among these groves are over 6000-acre groves of Messrs. Charles Godby and Dan Cushin at Bogalusa; 35,000 acres of Mr. L. O. Crayth and 10,000 acres of Mr. Leount Rowland at Picayune; 15,000 acres (planted and being planted) of Mr. Samuel Zenaunay at Hammond and in South Mississippi.

One of the most productive groves in the entire area is that of Mr. J. H. Riedmann at Citronelle, Ala., whose 150-acre orchard yielded a harvest of approximately 150 tons (about 120 acres bearing), valued at $14,000 last fall. Planted in 1931, his orchard first bore commercially in 1934, when it yielded 40 tons. Such an orchard, he says, yields a bumper crop every second year and one large enough to defray maintenance costs in lean years.

It costs about $70 an acre to bring trees into production over a three-year period, exclusive of the cost of the land. After the first three years, it costs about $10 an acre for fertilization and cultivation, he says. The best trees produce as much as three to four tons of nuts per acre and mill recovery of oil is 320-360 pounds to a ton.

Planting of tung trees, cultivated in China for more than 5000 years, offers unlimited opportunity to the South, according to U. S. bureau of foreign and domestic commerce figures. This country produces only about one-twentieth of the 100,000,000 pounds of tung oil used annually, it was said. Thus prices have skyrocketed, assuring planters of good profits.

Like other farm crops, the tung orchards give a return in proportion to the care and cultivation given them. They are not a means of getting rich quickly; but they offer a substantial addition to the South’s money crops.

Claims resulting from theft of freight paid by the railroads in the first half of 1941 amounted to $177,152, the smallest amount for any corresponding period on record.