Food Chain Builds Big Warehouse On GM&O

From Mobile, Ala., Register

Officials of Delchamps, Inc., regional food chain with headquarters in Mobile, have announced the letting of a contract to construct a large, modern food warehouse in the Crichton area.

Preliminary work is already under way on the site, located on Western Drive on land purchased from the GM&O Railroad.

3-Stage Plan

The dry grocery warehouse to be constructed at this time is the first stage of a planned three-stage development for Delchamps. A large office building, cafeterias and employees’ locker facilities are to be added in about two years. The third stage will see the addition of refrigerated facilities for produce frozen foods and ice cream manufacture.

The dry grocery warehouse, so called because it stores canned and packaged items which do not require refrigeration, will cost almost three-quarters of a million dollars, completely equipped for use. The total warehouse and office facilities now planned for the three-stage development will require an investment of about two million dollars.

Most Modern

The grocery warehouse now under construction will be one of the largest in this section of the country, and one of the most modern in the nation. It will contain 115,000 square feet of floor and platform area. This is the equivalent of about three acres under one roof. About one-third of this space will be used for bulk storage of items which are purchased in very large quantities, such as the yearly pack of canned peas and tomatoes.

The larger portion of the storage space will be devoted to “active” storage in itemized bins. This bin storage arrangement is designed for the best utilization of the custom-designed assembly line conveyor system to be installed in the warehouse.

Conveyor System

The conveyor system will include almost one-half mile of a continuous chain tow

(Continued on Page 2)

Advertising Club Honors St. Louis Railroads

The economy of the city of St. Louis is inextricably bound up with that of her railroads, pointed out David I. Mackie, chairman of the Eastern Railroad Presidents Conference to the Advertising Club of St. Louis when it recognized Railroad Day on July 24. Mackie was the principal speaker for the occasion at which representatives of St. Louis’ eighteen railroads were present.

“Railroads,” he said, “were instrumental in shifting the emphasis of St. Louis trade from down river dependence to participation in both east and west commerce. More than a hundred years ago St. Louis changed from river to a railbased economy. With the economics of transportation what they are, the economy of St. Louis

(Continued on Page 2)

2,640 Retired GM&O Employees Draw Annuities

About 2,640 men and women whose last railroad service was with the Gulf, Mobile, & Ohio Railroad were receiving employee annuities from the Railroad Retirement Board at the end of 1955, the Board recently reported. Their annuities averaged $97 a month. About one-third of these employees had wives who were also receiving monthly benefits.

During 1955, 244 former Gulf, Mobile, & Ohio Railroad employees were added to the Board’s retirement rolls, and 202 were terminated, mainly because of death. This resulted in a net increase of 42 during the year. The average annuity paid to those added to the rolls was $105 a month.

The Railroad Retirement Board points out that overall in 1955 some 38,900 employees of the Nation’s railroads retired on annuities averaging $106 a month. Of this number, 74 percent retired because of old age and 26 percent because of disability. At the end of the year, the Board was paying an average of $181 a month to 313,006 retired railroaders; 110,000 of them had wives receiving wives’ annuities averaging $47 a month.
Club Honors Railroads
(Continued from Page 1)

will undoubtedly be similarly based beyond the time of all alive today."

He noted that St. Louis had 18 trunk line railroads connecting with every corner of the land. "The volume of freight tonnage handled by the St. Louis Terminal Railroad alone, not counting that handled by the Illinois Terminal or the individual railroads," he said, "is approximately ten times that handled by water carriers of St. Louis."

Railroads perform a basic task in industrial development in an area, the only form of transportation to go about the costly job of buying up bits and pieces of property in order to assemble large tracts of land so that industry sites may be available.

"Railroad prosperity" continued Mr. Mackie, contributes to keeping St. Louis saleable, and railroad problems and progress are the concern of the city.

Interstate Commerce Commission figures show that railroad freight cost as a percentage of value of goods carried is substantially less than it was in 1929. Railroad charges in 1929 amounted to 7.93 percent of the value of all goods carried. In 1955, the latest figure available, this had dropped to 5.64 percent.

On the other hand, the Interstate Commerce Commission estimates that this year the Class 1 railroads of the country will spend $1,518,960,000 on capital improvements. This equals 91.5 percent of the assessed valuation of all property including personal and utility property in the city of St. Louis in 1955.

"Riding the 'high iron' as you do here in St. Louis," he said, "all this is meaningful and important to your industrial

Linesmen Grab Hot Wire; Boy Scouts To Rescue

Memphis, Tenn., Press Scimitar

Boy Scout training in artificial respiration today was credited with saving the life of a Covington, Tenn., man.

Two West Tennessee Scouts revived a linesman yesterday afternoon after a 2400-volt shock on a power pole at Covington. George Pilington, power and light linesman, and his brother, William, were installing transformer wires. George finished before William and was sitting on the bottom crossarm when his rubber gloves fell.

William yelled down from up above, "How about clipping the end of that loose wire for me?"

George put on, by mistake, his leather gloves and grabbed the wire with his metal pliers.

Foaming at Mouth

William looked down and saw his brother stiffen and begin foaming at the mouth. He quickly kicked his hands away from the wire as Marvin Braden, manager came up the pole. They carried the unconscious man to the ground.

They didn't remember, in the excitement, how to give artificial respiration, so they ran a block to the home of Dr. H. Stirl Rule, who wasn't there.

But Richard Fisher, 18, of Covington and Bob Garrard, 18, of Jackson, Tenn., happened to be visiting in the Rule home when the men rushed in.

The two boys returned Tuesday from the hospital with a growth. For top-notch railroad freight service — lots of it — is one of your city's greatest selling points."

GT Safety Awards

Each month Gulf Transport Company takes pleasure in issuing safe-driving awards to its Bus Truck Operators completing their safe-driving year during the month.

The following operators received awards earned in the month of July, 1956:

Bus Operators
W. M. Howard, 9 year award.
L. W. Kemp, 11 year award.

Truck Operators
A. L. Lewis, 16 year award.
S. R. Powell, 11 year award.

Bus Operator Howard's award covers nine consecutive years of safe driving.

Delchamps
(Continued from Page 1)

line. Fourwheel dollies, large enough to hold many cases of merchandise, can be attached to the tow-line to be pulled up and down the aisles of the warehouse while they are loaded from the bins of merchandise.

On the side there will be a covered railroad siding. The building is designed for future addition to the north end. The storage area may thus be doubled in size.

The fire-resistant building will have exterior walls of masonry. It will be equipped with cooling and heating equipment to maintain the proper temperature range most suitable for the storage of the merchandise. It is anticipated that the warehouse will be in operation in January or February, 1957.
Retired GM&O Engineer Measures Age By Interests

Seventy-four year old E. J. Henriques, is in his own words, "as contented a guy as anyone could be." This contentment is due, not so much to his circumstances, as to his philosophy: Your hardships are what you make them.

Mr. Henriques has suffered since 1943 with tuberculosis. A great portion of the time since that year has been spent in bed, but he early learned the trick of turning his misfortune into a blessing.

Mr. Henriques was employed by the former Mobile & Ohio Railroad in 1919 as a construction and signal engineer and remained with the company until 1943, when he was stricken with tuberculosis.

Then, he says, he found new employment working with his hands.

His quarters in tranquil, tree-shaded King's Daughters Hospital at Meridian, Mississippi testify to his new employment.

The walls are covered with paintings and wood carvings, and the simple furniture is decorated in Tyrolean design. On his desk is the clutter that designates a busy man.

"The first wood carving I made," he records, "was when the doctor let me work for only ten minutes a day." He still has the carving — a duck, whistled on a white pine mounting.

Now, much improved, Mr. Henriques has launched into a new field — most stimulating of all. He has mastered the study of Braille, and spends a great deal of his time transcribing letters and magazine articles into this language of the blind for a friend of his who has been sightless since he was four.

"We've never figured out whether I've adopted the Hughleys or they adopted me," said Mr. Henriques. At any rate, when Mrs. Hughley visited the Tuberculosis Hospital in Meridian and saw Mr. Henriques' artistic work, it was only natural that she should tell him of her blind husband's cabinet making. Soon Mr. Henriques was painting cabinets for Mr. Hughley, and sending him messages. "Then one day," said Henriques, "he sent me a message that if I were really any good, I'd write him a letter he could read."

"I took him up on it; told him to send me the alphabet. That first letter took me two hours and a half to write a single sheet. Now I can write more than four pages of Braille in an hour, and Hughley says I write better than eight tenths of Braille writers."

Learning to write Braille opened up a whole new set of activities for the patient. As he read magazine articles, he thought of his friend. He selected the articles he thought would appeal to one who could not remember how most things look, and began to translate them into Braille so that he too could enjoy them.

It is painstaking work, requiring about four pages of Braille symbols (it now takes about fifteen minutes per page) to transcribe one magazine page.

Recently he saw an advertisement of equipment to transcribe drawings for the blind. He immediately wrote for the materials, and now amuses his friend with pictures, for instance, of the construction of any underwater tunnel.

Although he still spends several hours daily in bed rest, Mr. Henriques is the picture of health. He credits his excellent care at the King's Daughters Hospital, and particularly Mrs. Baker, the superintendent, for this. "The food is so good," he says, "that I already have too many spare tires."

It is easy to believe the doctor's promise of twelve more years for him will be fulfilled — and that they will be busy and rewarding years. "I just enjoy each day as it comes and try to learn something new. A man's age," he concludes, "is measured more by his interests than by the number of years he has lived."

E. J. Henriques in his quarters at King's Daughters Hospital at Meridian, Miss. In his hand he holds a wooden plaque of wild ducks which he carved and painted. Lying on his desk is his first carving of a duck. The little cabinets in the picture were painted and decorated by Mr. Henriques.
A summer day at Corinth, Mississippi found the G M & O force at the Freight Office hard at work. At left is Freight Office. Below, left, Agent J. C. White stands in front of the building with Supt. W. H. Forlines of Jackson, Tennessee.

Picture below, right, Chief Clerk G. N. Pankey on phone.

COMMENDATIONS

For their prompt action when they discovered a car of poles on fire and switched it to a place where the fire could be extinguished at Venice Yard, the following men were commended by Supt. Thomson: Switchman C. R. Jefferson, Switchman A. W. Dotzauer, Switchman C. E. Mize, Engineer J. J. Bookshteter and Fireman A. K. Norville.

While on duty on Sunday, Section Laborer Wiley Whitfield of Bentoa, Mississippi and Section Laborer Richard Payne, also of Bentoa, discovered a broken rail in the GM&O track. One of the two GM &O employees remained at the spot to protect this broken rail while the other went to report the defect to Foreman Bishop. The broken rail was removed with no mishap. For their proper action, the two were commended by Assistant Vice President and Chief Engineer Bodie.

Brakeman W. H. Haley, Jr., Slater, Mo., discovered air sticking on a car of his train and notified the engineer so that the train could be stopped and he could cut out the air and the car could move forward with a minimum of delay.

Flagman E. A. Crider, Tuscaloosa, Alabama, discovered a door open in a car to his train as it arrived into Tuscaloosa Yard. Upon arrival at Tuscaloosa, he notified the yard office of this condition, and the door was fastened before the car departed the Yard. For his alertness, Mr. Crider was commended by Supt. St. John.

For his helpfulness in connection with a class for motor car operators held in the station waiting room, Agent C. E. Costello, Elkhart, Illinois, was commended by Supt. Conerly.

While Switchman F. M. Gabb, Slater, Missouri, was on his regular tour of duty in the Slater Yards, he found a car bailed as an empty box car, but when he examined it, found it to be loaded with wheat. He reported this to the proper authorities so that disposition of the car was obtained and it was moved with a minimum of delay.

DECEASED
(Continued from Page 3)

of this company on February 24, 1912 and retired on November 31, 1932, passed away at Baldwyn, Mississippi on August 3, 1956. Mr. Alexander is survived by his wife and one daughter.

Retired Operator M. E. Clark, Union City, Tennessee, died at his home in Union City on August 4, 1956. Mr. Clark was associated with this company from November 1, 1908 until June 11, 1935. He is survived by his wife.

Yardman C. M. Strand, Chicago, Illinois, died in Chicago on August 3, 1956. Mr. Strand is survived by his wife.
More people, more prizes, more fish, more fun at the
24th Annual
ALABAMA DEEP SEA FISHING RODEO

The Mobile Jaycees have been convinced that this year's deep sea fishing rodeo held from Dauphin Island near Mobile was the best ever. Much of its success was due to GM&O Jaycees, who took their vacations to coincide with Rodeo dates August 3, 4, and 5, and spent the three days on Dauphin Island — not fishing, but working to make the Junior Chamber of Commerce — sponsored event worthwhile. The Rodeo story is recorded in pictures made by Arthur Edgar, who was Jaycee Historian of the event.

Activity on the Island is witnessed by General Freight Agent Freddie Bowers and son. (Mr. Bowers in plaid shirt, center).

Above, Bob Thomson, center, was in charge of Police and Traffic, and Walter Hafner, right, in charge of Accommodation Committee. They were assisted by Albert Reasonover, left. All three are in the Traffic Department.

Right, Jim Hamrick, Purchasing Department, types out certificate awards, and in picture on extreme right Commercial Agent Bill Maitland and Ernest Thu- blin, who was First Vice President of the Rodeo (Traffic Dept.) count money taken in as registration fees.

Picture above, Haywood McIntosh, Traffic Dept. center, was Registration Committee chairman, registering in a record 1790 fishermen this year. At left stand Bill Maitland and Bob Thompson, both Traffic Department.

Picture left, Charlie Burch, left, Operating Department, works with another Jaycee to enter weights of prize-winning fish on scoreboard.
ALONG THE LINE

Mobile, Alabama — Midsummer babies born to parents employed in the Freight Receipts Department, Mobile, include Gary Allen, son of the Arthur Allens, born June 30; and Charmaine Marie White, born to the Teddy Whites, on June 18.

Kansas City, Mo. — Harry Brown, who was a commercial agent in the Kansas City office for many years is now retired and living in Grandview, Mo. But he hasn’t given up interest in railroading. Recently Harry received from a friend in Texas a picture of the first steel bridge, which was built by General Soey Smith at Glasgow, Mo. in 1877. The Texas friend knew Harry would be interested, for Glasgow was where he started railroading, as a telegraph operator more than fifty years ago.

St. Louis, Mo. — General Agricultural Agent A. F. Stephens made his television debut on St. Louis station KWK on July 17. Mr. Stephens was invited to participate in a panel discussion of the “Importance of Agriculture to St. Louis.” Other members of the panel were President Aloys P. Kaufman of the St. Louis Chamber of Commerce, and Manager Paul Justus of the Real Estate Department of General American Life Insurance Co.

Mr. Stephens was invited as a “representative of a company actively sponsoring programs for the development and improvement of agriculture in the St. Louis area.”

Mobile, Alabama — Jack Dick has returned to the Freight Receipts Department after a two year stint in the Marine Corps.

Mobile, Alabama — Mr. and Mrs. Gerard Rushe have a new baby girl, Mary Margaret, born on July 9. Mr. Rushe is employed in the Disbursements Department. Also in Disbursements, Mr. George G. Pagan, Jr., is the father of a son, George Gregory, born July 29. George Gregory’s mother, Mrs. Doshie Pagan, is employed in the Freight Claim Department.

THE MAIL TRAIN

GM&O RAILROAD
St. Louis, Mo.

On July 5, last week, my twenty-one grandchildren and three adult helpers were my guests. The grandchildren, ages four to sixteen years, had their first train ride on the GM&O RR from Bloomington to Lincoln. It was a thrill to me to see so many happy faces. I wish to thank you for the courtesy that was shown us. The ticket agent, the conductor, the porter, all were so kind to us, so considerate, especially so with a group of children.

I think you ought to know of appreciation and I will keep in mind that GM&O is a good way to travel.

The children have big plans now — to to St. Louis by train and see the Zoo.

Mrs. Frank Laesch
Normal, Illinois

Supt. W. H. Forlines
Jackson, Tennessee

As you know we had a terrific storm between Corinth and Middleton, Saturday night July 21, which destroyed communication lines and signal lines just east of Pocahontas.

I have been informed by Dispatcher W. G. Bryan that through the assistance and help rendered by your Mr. A. L. Reid, extra dispatcher, who was on duty in Jackson, and who is a regular assigned operator at Corinth, and Mr. W. H. Kirby, the operator on duty at Corinth the morning of the 22nd, he was assisted materially in moving trains and getting information out of Forrest Yard by relaying information through your dispatcher’s office in Jackson.

This is to thank you for the use of your facilities and for the help of your people. They were very courteous and very nice in offering to help us and assisting us in every possible way.

R. R. Martin, Supt. Southern Railway
Sheffield, Alabama

Runner-up in the recent Miss Tennessee contest was Anita Wood, left, daughter of Gulf Transport Driver W. A. Wood of Jackson, Tennessee. Miss Wood entered the state beauty contest after winning the title of Miss Madison County. For her talent number Miss Wood sang the Sadie Thompson song, “Blue Pacific Blues.” In the picture with Miss Wood are: center, Miss Shelby Bailey of Gadsden; Miss Tennessee; and Miss Suzanne Caldwell, Miss Humboldt, third place winner.
One Hundred Years Of Circus Trains

"Long live the circus!" was the sentiment of millions of Americans, young and old, as they read the announcement by John Ringling North, head of the fabulous Ringling Bros. Barnum and Bailey Circus, that the tent show at Pittsburgh on July 17 was the last that would be staged under the "Big Top." Following the Pittsburgh performance, the tented city with its huge aggregation of performers, animals and paraphernalia was loaded into railway cars, as it had been thousands of times before, and the circus trains were started on their way to headquarters in Sarasota, Florida.

The following article, appearing in the 1896 edition of Ringling Bros. Barnum and Bailey Circus Magazine and Program, is reproduced here by special permission of the publishers. It tells of the close relationship which has existed between circuses and railroads for the last one hundred years.

For generations, boys and girls, and all others who are young in heart, have been fascinated and thrilled by circuses — and railroad trains. There is small wonder then that the combination of the two, the circus train, is an object of never-ending interest.

This year — 1956 — marks the 100th anniversary of organized circus travel by rail. It was in the Spring of 1856 that the forerunner of the modern circus — the Spaulding & Rogers Show — began touring by railway trains.

The first circus in the modern sense to be transported by rail was Phineas T. Barnum's fabulous "Museum, Menagerie & Hippodrome." Previous to 1872, Barnum had moved his show from town to town by horse-drawn vehicles. His tours were limited almost entirely to the north eastern part of the United States, centering on New York City.

Today's circus trains are very different from the circus trains that carried P. T. Barnum and his Museum, Menagerie and Hippodrome on its first tours back in the 1870's. Streamlined Diesel-electric locomotives are now employed to haul the Ringling trains consisting of three sections totaling 80 double-length cars.

Circus Trains in Three Sections

The first section, commonly known as the "Squadron," carries the preliminary essentials including lot superintendent and layout department, personnel, tents and equipment of cook-house and dining departments, commissary, horse-shoeing, harness-making and blacksmith departments, laundry and dry cleaning department, timekeepers, animal men, menagerie cages of wild animals, grooms and hostlers; trucks, tractors, catapillars, stake driving machines and their operators; vehicles, floats, ticket wagons and office wagon; side show tent and equipment.

On the second section is loaded the world's largest big top, wardrobe tents, horse tents, pole wagons, stake wagons; workingmen, department bosses, ticket sellers, ushers; personnel and equipment of property department, light department, sanitation department, elephants and their handlers; motor fleet, Diesel lighting plants, ten-seat wagons, concession wagons and scores of others. The second section carries the heavy end of the enormous tonnage in the circus' great mobile community.

The third section is made up mostly of Pullman sleeping cars which house the performers, the band, the executives, staff members and office personnel. This section also carries more seat wagons and the spectacular costumes and wardrobe for the "Greatest Show on Earth."

In the circus business, as in the railroad business, teamwork is a prime essential.

First Alternate

First alternate in the Miss Mississippi contest held in Biloxi this month is Miss Margaret Rose Stanford, daughter of GM&O Dispatcher C. L. Stanford, Laurel, Mississippi. Miss Stanford has been elected "Princess of Beauty" in her high school and won the "Miss Laurel" contest. She is a talented musician, being soloist in the First Presbyterian Church of Laurel.
Conductor T. L. Donnelly, Slater, Missouri, was commended by Supt. Miller for discovering a brake rod down on one car and a brake beam down on another, making necessary repairs so that cars could move forward with no delay.

Switchman E. E. Elliott, Roodhouse, Illinois, discovered a broken rail on pit track at the roundhouse and reported this matter so that repairs could be made.

Fireman W. G. Taylor, Jackson, Tennessee, was commended by Supt. Forlines for the personal interest he showed in repairing a broken fuel line, enabling his train to be handled from Union City to Tanna without delay.

For attention to duty and service of unusual merit during the month, the following men were commended:

Brakeman J. T. Young, Slater, Mo.
Conductor G. F. Fischbeck, Slater, Mo.
Operator E. A. Shufelt, Louisiana, Mo.
Operator T. E. Ussnick, Mexico, Mo.
Brakeman W. E. Grayson, Meridian, Miss.
Operator A. L. Brockman, Humboldt, Tenn.
Brakeman F. J. Baker, Slater, Mo.
Brakeman K. M. Ackelberry, Slater, Mo.
Brakeman Frank Jones, Meridian, Miss.
Conductor C. E. Price, Meridian, Miss.
Brakeman F. A. James, Meridian, Miss.
Mr. Herman Gaines, Bloomington, Ill.
Brakeman J. E. Boyd, Meridian, Miss.
Telegraph Operator W. M. Childers, N. Cairo, Ill.
Brakeman J. R. Holtman, Slater, Mo.
Brakeman H. Clay, Louisville, Miss.
Brakeman F. DeLong, Slater, Mo.
Brakeman W. H. Giles, Slater, Mo.
Operator R. H. Derrick, Louisiana, Mo.
Section Foreman J. J. Laffey, Shipman, Ill.
Brakeman H. R. Hoopes, Slater, Mo.
Brakeman R. B. Stipes, Slater, Mo.
Car Inspector F. E. Witherspoon, Union City, Tennessee
Operator Jerry F. Ellis, Rusler Junction, Miss.
Engineer H. Williams, Jackson, Tenn.
Fireman W. S. Hensley, Jackson, Tenn.
Brakeman J. R. Wilkinson, Jackson, Tennessee
Brakeman H. K. Boyd, Meridian, Miss.
Telegraph Operator F. L. Fox, N. Cairo, Ill.

When a unit of their train caught fire on a hill, Engineer W. S. Hensley and Fireman A. W. Hawks, Jackson, Tennessee, extinguished the fire, holding the damage to a minimum. Hensley carried one fire extinguisher into the engine room, while Hawks grabbed another and went through the side door and both were in the room at the same time. For their excellent service they were commended by Supt. Forlines.

For his watchfulness and promptness in reporting a broken catch on switch stand north end Trenton as his train was leaving the siding, Brakeman F. L. Oiler, Jackson, Tennessee, was commended by Supt. Forlines.

While he was working on the crew of a work extra, Conductor B. McKeelvain detected a broken rail and reported it in order that repairs could be made.

For his quick thinking in handling a car which had caught fire in Venice Yard, Mr. J. A. Crawford, Venice, Illinois, was commended by Supt. Thomason.

Brakeman D. W. McCann, Slater, Missouri, was brakeman on Train No. 74 out of Slater, and, while switching at Ladonia, he noticed the track did not sound right. Upon examination he discovered that the main line frog did not have a good bolt in it, as all were broken, and he notified the section foreman so that repairs could be made.

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Comparison of the first 7 months of the years............

1955: 204,900
1956: 251,335