EXECUTIVE COUNCIL

OF

The National Civic Federation

33RD FLOOR, METROPOLITAN TOWER

NEW YORK CITY

V. Evert Macy, President
S. W. Gompers, Vice-President
James Couzens, Vice-President
Isaac N. Seligman, Treasurer
Ralph M. Easley, Chairman Executive Council
John Hays Hammond, Chairman, Def. Regulation of Industrial Corporations
William Jay Schieffelin, Chairman Committee on National Defense
Louis A. Coolidge, Chairman Welfare Department
Miss Maude Wetmore, Chairman Women's Department
E. R. A. Seligman, Chairman, Taxation Department
Vincent Astor, Chairman Food and Drugs Department
Louis H. Schram, Chairman Industrial Accidents Prevention Dept.
A. J. Porter, Chairman Minimum Wage Commission

August Belmont, Chairman Workmen's Compensation Department
Warren S. Stone, Chairman Social Insurance Department
Emerson McMullen, Chairman Dept., Regulation of Public Utilities
George W. Perkins, Chairman Department on Profit Sharing
Alton B. Parker, Chairman Department on Reform in Legal Procedure
Jeremiah W. Jones, Chairman Department on International Mediation
Talcott Williams, Chairman Industrial Economics Department
William R. Willcox, Chairman Department on Pensions
Miss Gertrude Beeks, Secretary Executive Council
D. L. Cease, Secretary The National Civic Federation

March 23, 1917.

Owing to the fact that President Wilson has called a special session of Congress for April 2, the Executive Council has decided to postpone the meeting of the Civic Federation's Committee of One Hundred, set for March 29 at Washington, D. C. President Macy has, therefore, requested that you be informed. Due notice of the deferred meeting will be sent you.

R. M. Easley,
Chairman Executive Council.
EXECUTIVE COUNCIL

CIF National Civic Federation

At their Meeting, Wednesday, November 11, 1959

M. H. KAUFMAN
Chairman, National Committee

R. M. HARRISON
Director, National Committee

AGENDA

1. GENERAL BUSINESS

2. REPORT OF THE TREASURER

3. REPORT OF THE SECRETARY-TREASURER

4. REPORT OF THE CHAIRMAN, NATIONAL COMMITTEE

5. DISCUSSION

6. BUSINESS OR THE EXECUTIVE COUNCIL

7. OTHER BUSINESS

8. ADJOURNMENT

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7. OTHER BUSINESS

8. ADJOURNMENT
EXECUTIVE COUNCIL

THE National Civic Federation
33Rd FLOOR. METROPOLITAN TOWER
NEW YORK CITY

V. EVERET MACY, President
SAMUEL GOMPERS, Vice-President
CHARLES S. BARRETT, Vice-President
ISAAC N. SELIGMAN, Treasurer
RALPH M. BASLEY, Chairman Executive Council
JOHN HAYS HAMMOND
Louis A. Coolidge
Miss Maude Wetsmore
Chairman Industrial Economics Department
Chairman Welfare Department
Chairman Woman's Department
Chairman Taxation Department
D. L. CEASE, Secretary

Dr. Henry Pratt Judson,
President, University of Chicago,
Chicago, III.

My dear Dr. Judson:

The recent industrial disturbances affecting the relations between the railroads and their employees, and the public utility corporations of New York and other large cities and their employees have brought the country again to a consideration of the question: "What, if any, amendments can be made to the Newlands Federal Mediation Act and to the state railway commission laws that will reduce to a minimum these disturbances in the future?"

A committee of The National Civic Federation drafted in 1915 the measure which became the law known as the Newlands Federal Mediation Act. In the recent railroad controversy, however, the machinery provided by that act seemed inadequate, and the President expects Congress to consider the matter of additional legislation in December, a bill modeled after the Canadian Compulsory Investigation Act having already been introduced at his suggestion.

In the case of municipal utilities, such as street railways and gas and electric light corporations, the Civic Federation, through its Department on Regulation of Interstate and Municipal Utilities, drafted in 1914 a model state regulation bill in which an effort was made to incorporate a provision enabling the various state railway commissions to take cognizance of labor disputes - but at

November 14, 1916

P.S. The next time you happen to be in New York, I hope you will drop me a line about the results of the Mediation Act in your city.
time, these state commissions did not look with favor upon the
question. Since then, however, a number of strikes in different
large cities have caused many public service commissions to change
their views and the coming state legislatures this winter will
doubtless have before them many proposals on this subject.

While the questions relating to railroads can be dealt
with only by Congress, and those relating to municipal utilities
can be dealt with only by state legislatures, the principles applying
to both sets of problems are identical and if a satisfactory
method of procedure can be found in one case, it will be just as
applicable to the other.

To aid in finding a common ground if possible and in
simplifying the very confused situation, the Civic Federation is
organizing a committee composed of representatives of the railroad
interests, of the manufacturing and agricultural interests, repre-
sentatives of the brotherhoods, the American Federation of Labor,
and the public, represented by members of the United States Board
of Mediation and Conciliation, the National Association of State
Railway Commissioners and the National Association of State Boards
of Arbitration.

The conclusions of this committee will be submitted
to the Congressional Commission of which Senator Newlands
is Chairman. Also amendments may be introduced in Congress
to the Newlands Federal Mediation Act, and in the various
state legislatures to the railway regulation commission acts,
should the committee so decide.

President Macy invites you to become a member of this
committee, and to attend a meeting in Washington, D. C., Monday,
December 4, at 10:30 a. m., at the New Willard Hotel.

Very truly yours,

Chairman Executive Council
Dear Mr. Easley:

On the part of Eugene

NICHOLAS P. BRADY (President, New York Central)
New York, N.Y.

LUDWIG COUGHLIN (Chairman
American Railroads, New York, N.Y.

GEORGE C. CARTER (President, Chicago, Ill.)
New York, N.Y.

JAMES C. HUBBARD (President, St.
New York, N.Y.

HARRY A. MASON (President, New York, N.Y.)
Bills, New York, N.Y.

OTTO M. REILLY (Chairman
Bills, New York, N.Y.)

ADOLPHE LEMOYNE (President, New York, N.Y.)

SAMUEL K. MANN (President, Philadelphia, Pa.)

OSWALD A. MILLS (President, New York, N.Y.)

J. G. SCHWARTZ (President, New York, N.Y.)

LOUIS C. SCHULMAN (President, New York, N.Y.)

A. L. SMITH (President, New York Central, New York, N.Y.)

FRANK TRUMUBILL (Chairman, New York, N.Y.)

THEODORUS S. VAIL (President, New York, N.Y.)

HARRIS WERNSTEIN (President, New York, N.Y.)

On the part of Wage Earners:

SAMUEL GOMPERZ (President American Federation of Labor)
Washington, D.C.

WALTER S. STONE (Chairman Board of Education, Cleveland, Ohio)

JAMES DUNCAN (President, Creed's International
Association of America, Denver, Colo.)

JAMES H. LYNCH (Chairman, International Typographical Union, New York, N.Y.)

A. B. GARMETTON (President, Order of Railway Conductors of America, Cedar Rapids, Iowa)

W. A. LEE (President, Cleveland, Ohio)

T. V. O'CONNOR (President, Buffalo, N.Y.)

WILLIAM D. HAMMOND (Secretary, Union Railway Employers of America, Denver, Colo.)

Mr. R. M. Easley
The National Civic Federation
33rd Floor, Metropolitan Tower, New York City

November 14, 1916

Dr. Henry Pratt Judson,
Chairman of the 14th inst. is
Chicago, Ill.

The question is one of the first importance, and of course should be considered with great care. I should be glad to have a share in the conferences of the committee, but my engagements this autumn are so pressing that I could not give the time which the subject demands. Please present my compliments to President Hacy, and regret that I am unable to be of service in the future.

A committee of The National Civic Federation very truly yours,

November 14, 1916

Dr. Henry Pratt Judson,
Chairman of the 14th inst. is
Chicago, Ill.

The question is one of the first importance, and of course should be considered with great care. I should be glad to have a share in the conferences of the committee, but my engagements this autumn are so pressing that I could not give the time which the subject demands. Please present my compliments to President Hacy, and regret that I am unable to be of service in the future.

A committee of The National Civic Federation very truly yours,
Dear Mr. Johnson,

I have been informed that you are one of the four men who have been selected to represent the city of Chicago in the National Police Congress. I am writing to express my highest regard for your appointment and to offer my congratulations on this achievement.

I believe that your selection is a testament to the high quality of police work in Chicago. Your dedication and commitment to the safety of the community are well known to me, and I am confident that you will represent our city in a manner that is worthy of our respect and admiration.

Please accept my congratulations and my assurance that you will have my full support in your endeavors. You can count on me to provide any assistance that you may need.

Yours sincerely,

[Signature]

Chairman, National Police Congress
EXECUTIVE COUNCIL

OF

The National Civic Federation

33D FLOOR, METROPOLITAN TOWER NEW YORK CITY

SETH LOW, President
SAMUEL GOMPERS, Vice-President
BENJAMIN IDE WHEELER, Vice-President
ISAAC N. SELIGMAN, Treasurer
RALPH M. EASLEY, Chairman Executive Council
JOHN HAYS HAMMOND
Chairman Industrial Economics Department
WILLIAM R. WILLCOX
Chairman Welfare Department
MISS MAUDE WETMORE
Chairman Woman's Department

D. L. CEASE, Secretary

President Harry Pratt Judson,
University of Chicago,
Chicago, Illinois.

November 12, 1915.

Dear Dr. Judson:

Your letter to President Low has been awaiting his return to the office for acknowledgement. He has been tied up, morning, noon and night, with the arbitration between the Eastern railroads and their employees for six solid weeks and does not expect to come back to the office until the first of December. This work of his has been so heavy that I feared at one time he would break down under it but he has now passed the point where there was any such danger.

I am enclosing copy of a letter to Dr. Taussig in answer to one from him, in which he had expressed some of the views you state in your letter. I think this may reassure you on some of the points you raise. However, in any event, this is a big piece of work that ought to be done and it is time some one in this country was doing it. If we were going to make original investigations the cost would certainly be prohibitive. I wish you would let me know what you think of my letter to Dr. Taussig. It was approved by Professors Seligman and Jenks and by Dr. Talcott Williams and one or two other members of the committee; also by President Low, whom I was able to catch at luncheon one day between the sessions of the arbitration board.

We are having a meeting of fifteen or twenty men today to consider a plan for doing
Executive Council

CPE National Civic Federation

As Your Representative:

November 12, 1978

Prerelease of Africa Today:

University of Chicago

Office of Director:

Dear Mr. T. J. L.:

Your letter to President Johnson is forthwith presented to the Office of the Secretary.

I am not able to meet with you at this time. There are several matters which are of great importance at the present time which require my immediate attention. I am therefore unable to meet with you at this time. I am, however, pleased to hear from you and am grateful for your interest in the affairs of the University.

I hope to be able to meet with you at a later date.

Yours sincerely,

[Signature]

On the Board of Directors:

[Signature]
this work, the plan having been prepared by a sub-committee. This will then be further threshed out and reported to the Advisory Council at the Annual Meeting of the Federation on December 11 and 12.

Sincerely yours,

[Signature]
Chicago, November 19, 1913

Dear Mr. Easley:—

Your favor of the 12th inst. is received. I note your suggestions to Professor Taussig. They are sound. At the same time, they simply impress me more with the colossal nature of the undertaking. It seems to me that if the Federation is to do any of this thing it should not take up more than one part. If that can be carried out successfully there might be room for another. I am sorry that I shall not be able to be present at the meeting on the 11th and 12th of December.

With best wishes, I am,

Very truly yours,

H.P.J. — L.

Mr. Ralph M. Easley,
The National Civic Federation,
33rd Floor, Metropolitan Tower,
New York City.
DEAR MR. MEYER:

Your letter of the 15th instant in receipt. I note your suggestion to Professor Taussig that the name of "the same time" they simply increase we more with the congressional nature of the investigation. It seems to me that the investigation is to go on at this stage of making not take up more than one letter. It first can go certainly not unnecessarily these might be room for another. I am sorry that I should not be able to be present at this meeting on the 11th and 12th of December.

With best wishes, I am

Very truly yours,

[Signature]
EXECUTIVE COUNCIL

PLANT ADDRESS "CIVED"

EXECUTIVE COMMITTEE

On the part of the Public:—

WM. H. TAFT (President of the United States),
Washington, D. C.
FRANKLIN MACVEAGH (Secretary of the Treasury),
Washington, D. C.
ELIHU ROOT (United States Senator), New York.
ANDREW CARNEGIE (Capitalist), Pittsburgh, Pa.
SETH LOW (Publicist), New York City.

NAMH J. BACHELDER (Master of the National Grange),
Concord, N. H.
JOHN HAYS HAMMOND (Mining Engineer),
Gloucester, Mass.
BENJAMIN I. WHEELOCK (President University of California),
Los Angeles, Cal.
NICHOLAS MURRAY BUTLER (President Columbia University),
New York City.

ARCHDEACON JOHN HERLAND (of the Roman Catholic Church,
St. Paul, Minn).
RIGHT REV. D. A. GOODSELL (Resident
Bishop, Methodist Episcopal Church),
New York City.

JAMES SPEYER (Speyer & Co.), New York.
DAVID R. FINCH (Former Secretary of the Interior), St. Louis, Mo.
V. EVERIT MACY (Capitalist), New York City.
JOHN M. STAHL (President Farmers' National Bank).

On the part of Employers:—

HENRY PHIPPS (Director United States Steel
Corporation), New York City.

AUGUST BELMONT (August Belmont & Co.),
New York City.

W. C. BROWN (President New York Central
Line), New York.

GEORGE B. CORTEYNO (President
Consolidated Gas Co.), New York City.

FRANK A. VAN DERLIP (President National
City Bank), New York City.

BENJAMIN F. YOAKUM (Chairman Executive Committee,
Chicago, Rock Island & Pacific R. R. Co.),
New York City.

CLARENCE H. MACKAY (President
Telephone-Globe Co.), New York City.

MARVIN HUGHETT (President Chicago & North Western Ry., Co.),
Chicago, III.

FREDERICK D. UNDERWOOD (President Erie
Railroad Company), New York City.

SAMUEL MATHER (Pickands, Mather & Co.,
Cleveland, Ohio.
CHARLES A. MOORE (President
Manning, Maxwell & Moore), New York City.

ALEXANDER H. REVELL (A. H. Revel & Co.),
Chicago, III.

ELLISON A. SMITH (President South Carolina
Cotton Manufacturers Association), Peter, S.C.

MAURICE M. MARKS (President National
Association of Costumers), New York City.

OTTO M. EIDTZE (Former Chairman Board
of Governors, Building Traders Employers' Association),
New York City.

On the part of Wage Earners:—

SAMUEL GOPHERS (President American Federation of Labor),
Washington, D. C.

JOHN MITCHELL (Former President United
Mine Workers of America), New York City.

A. B. GARRETTSON (Grand Chief Conductor,
Order of Railway Conductors), Cedar Rapids, Iowa.

JAMES DUNCAN (General Secretary Granite
Cutters' International Association of America),
Quincy, Mass.

W. G. LEE (Grand Master Brotherhood Rail-
road Trainmen), Cleveland, Ohio.

WADE B. STONE (Grand Chief International
Brotherhood of Locomotive Engineers), Clevel-
and, Ohio.

WILLIAM D. MAHON (President Amalgamated
Association of Street Railway Employees of America),
Detroit, Mich.

TIMOTHY HEALY (President International
Brotherhood of Stationary Firemen), New York City.

WILLIAM J. BOWEN (President Bricklayers
and Masons' International Union), Indianapolis, Ind.

W. S. CARTER (President Brotherhood Locomotive
Firemen and Enginemen), Pittsfield, Mass.

JAMES O'CONNELL (President International
Association of Machinists), Washington, D. C.

JOHN F. TOBIN (General President Boot and
Shoe Workers' Union), Boston, Mass.

JOSEPH F. VALENTINE (President Iron Molders'
Union of North America), Chicago, Ill.

JAMES M. LYNCH (President International
Carpenters Union), Indianapolis, Ind.

DENIS A. HAYES (President Grass Route Bowlers'
Association of United States and Canada),

WILLIAM D. HUBER (President United Brother-
hood of Carpenters and Joiners of America),
Indianapolis, Ind.,

AND MEMBERS OF EXECUTIVE COUNCIL

December 29, 1909

Dr. Harry Pratt Judson,
Pres., University of Chicago,
Chicago, Ill.

Dear Sir:

President Low invites you, as a member of the Committee on Organization for the Uniform State Legislation Conference, to meet with the Executive Committee of The National Civic Federation at the Willard Hotel, Washington, at six o'clock Monday evening, January 17, to consider a plan of organization for State committees to promote uniform legislation and to consider any other matters that may be brought before the Committee relating to the work of the organization. Dinner will be served.

Very truly yours,

[Signature]

Secretary
EXECUTIVE COUNCIL OF
The National Civic Federation
ONE MADISON AVENUE, NEW YORK CITY

SOUTH LAW, President
SAMUEL GOMPERS, First-President
NARUMI J. BACHELDER, First-President
ELLIOTT A. SMITH, Second-President
BENJAMIN L. WHEELER, Third-President
ISAAC N. SELIGMAN, Treasurer
RALPH M. EASLEY, Chairman, Executive Council
WILLIAM R. WILLCOX, Chairman, Welfare Department
JOHN HAYS HAMMOND, Chairman, Committee on Organization

D. L. CHAPMAN, Secretary

January 3, 1910

On the part of Employers:

HENRY PHIPPS (President, United States Steel Corporation), New York.

AUGUST BELMONT (President, United Steel Corporation), New York City.

W. C. BROWN (President, New York Central Railroad), New York City.

GEORGE B. CORTELYOU (President, Consolidated Gas Company), New York City.

FRANK A. VANDERWAL (President, National City Bank), New York City.

BENJAMIN P. YOAKUM (Chairman, Employers' Committee, Chicago, Illinois).

CLARENCE M. TAYLOR (President, Employers' Committee, New York City).

MORRIS H. NUTT (Chairman, Employers' Committee, Chicago, Illinois).

FREDERICK D. UNDERWOOD (President, Erie Railroad Company), New York City.

SAMUEL MATHER (President, Pickands, Mather & Company), Cleveland, Ohio.

CHARLES A. MOORE (President, Hanover & Missouri Railroad), New York City.

ALEXANDER H. REVELL (President, International Association of Locomotive Engineers), Chicago, Illinois.

ELLIOT S. SMITH (Chairman, South Carolina Cotton Manufacturers' Association), Petersburg, S.C.

OTTO M. EBBETT (President, Brotherhood of Locomotive Engineers, Cleveland, Ohio).

On the part of Wage Earners:

SAMUEL GOMPERS (President, American Federation of Labor), Washington, D.C.

JOHN MICHIEL (President, United Mine Workers of America), New York City.

A. E. GARRISON (General Secretary, Grangers' International Association), Quay, Iowa.

JAMES DUNCAN (General Secretary, Grangers' International Association), Quincy, Illinois.

W. C. BROWN (President, New York Central Railroad), New York City.

WARREN S. STONE (President, International Brotherhood of Locomotive Engineers, Cleveland, Ohio).

WILLIAM D. MAHER (Secretary, Brotherhood of Stationary Firemen), Detroit, Michigan.

TIMOTHY HEALY (President, International Brotherhood of Locomotive Engineers), New York City.

W. J. BROWN (President, Bricklayers and Ironworkers' International Union), Indianapolis, Indiana.

W. S. CARTER (President, Brotherhood of Locomotive Firemen and Enginemen), Peoria, Ill.

JAMES O'CONNELL (President, International Association of Machinists), Washington, D.C.

JOHN F. TORIN (President, Iron and Steel Workers' Union), Boston, Mass.

JOSEPH J. VALENTINE (President, Iron Molders' Union of North America), Cincinnati, Ohio.

JAMES M. LYNCH (President, International Typographical Union), Indianapolis, Indiana.

DENIS A. HAYES (President, Glass Bottle Molders' Association of United States and Canada), Philadelphia, Pa.

WILLIAM T. HUBER (President, United Brotherhood of Carpenters and Joiners of America), Indianapolis, Ind.

AND MEMBERS OF EXECUTIVE COUNCIL

December 29, 1909

Your favor of the 29th of December I find on my return from the south. Dr. I shall be glad to accept President Low's invitation to meet with the committee at the Willard Hotel, Washington, at six o'clock Monday evening, January 17.

Your invitation is cordially accepted, and I am, with best wishes, I am, President Low invites you, as a member of the Committee on Organization for the Uniform Legislation Conference, to meet with the Executive Committee of the National Civic Federation at the Willard Hotel, Washington, at six o'clock Monday evening, January 17, to consider a plan of organization for State committees to promote uniform legislation and to consider any other matters that may be brought before the Committee relating to the work of the organization. Dinner will be served.

Very truly yours,

[Signature]

Secretary
January 2, 1910

Dear Mr. Case:

Your favor of the 29th of December I find no

my reply from the council. I am pleased to accept President

your invitation to meet with the committee on the Militia bill.

Honolulu evening, January 5th

With best wishes, I am,

Very truly yours,

[Signature]

I. Nathan Avenue, New York.
National Association of Manufacturers
of the United States of America

General Offices: 170 BROADWAY (Maiden Lane and Cortlandt Street)

New York.

Reply to Mr. Low's letter to Mr. Kirby
December 11, 1909.

Dayton, O., December 27, 1909.

Hon. Seth Low, President,
The National Civic Federation,
New York, N. Y.

Dear Sir:

I have your letter of the 11th inst., in which you express the hope that the National Association of Manufacturers will be represented by duly authorized delegates at the Convention, called by the National Civic Federation, to be held at Washington, D. C., January 17, 18 and 19, 1910, for the purpose of considering the question of uniform legislation throughout the states; and in reply thereto I beg to say that while the National Association of Manufacturers is deeply interested in the question of uniform legislation, having a committee which is devoting much time and thought to the subject and working in conjunction with the "Uniform State Laws Commissioners," it would naturally wish to co-operate in the proposed conference, yet I am conscious of the fact that any earnest movement looking to the promotion of uniform state laws should be conducted solely by men having sincere motives and who will obey our laws and respect the decisions of our courts, and that men who openly declare they will do neither of these things, except at their pleasure, should have no voice in any conference respecting legislation intended to apply to all citizens irrespective of classes, whether such legislation be proposed as uniform throughout the states or otherwise.

Therefore, with Samuel Gompers and John Mitchell not only participants but moving spirits in the movement, as well as officers in good standing in the Civic Federation, I cannot reconcile my own mind with, what seems to me to be, such an extremely inconsistent proposition, nor can I find it in my conscience to wink at the great danger to the best in-
Dear Sir:

I have your letter of the 12th inst. in which you express the hope that the National Association of Manufacturers will be represented by the executive of the National Office of Manufacturers and at the annual meeting of the National Office of Manufacturers, held in New York, in December, 1909.

I am glad to say that we have been able to represent the National Association of Manufacturers at the annual meeting of the National Office of Manufacturers and that we have been able to make a number of valuable suggestions to the National Office of Manufacturers in connection with the work of the National Office of Manufacturers.

I am glad to say that we have been able to make a number of valuable suggestions to the National Office of Manufacturers in connection with the work of the National Office of Manufacturers.

Therefore, with the best wishes, I am yours truly,

[Signature]

President of the National Association of Manufacturers
terests of our common country that lies hidden in the endorse-
ment, by your organization, of those men and the doctrines they
preach and which, in so far as they can, they execute in the
name of the Civic Federation, and for which that organization
will, some day, have to recognize its responsibility.

In view of the above briefly stated facts, and fully
realizing the gravity of the situation, I most respectfully in-
form you that I am personally opposed to the National Association
of Manufacturers being officially represented at the proposed con-
vention. I shall, however, submit the matter to its Board of
Directors, and, as President of the Association, will execute the
will of its Board of Directors in the premises, even though the
same may not be in accord with my views and wishes.

Your letter would have had an earlier reply, but for
the fact that it did not come into my hands until late in the
day of the 24 inst.

Very respectfully yours,

J. Kirby, Jr.

President.
CECILIA A. COONEY CONWAY

Dear Mr. Miller,

I am writing to express my deep concern regarding the current state of our community. It seems that the recent events have led to a significant increase in crime and disorder. As a member of the neighborhood association, I feel compelled to address this issue directly.

In light of the ongoing problems, I would like to propose a new approach to community policing. I believe that by increasing the visibility and presence of police officers in our area, we can deter criminal activity and improve public safety.

I would also like to suggest the formation of a neighborhood watch program. This could involve residents volunteering to patrol certain areas and report any suspicious activity to the police.

I am confident that with these measures, we can work together to ensure a safer community for all.

Yours sincerely,

[Signature]
EXECUTIVE COUNCIL OF

The National Civic Federation

SETHERLOW, President
SAMAUEL GOMPERS, Vice-President
NAHUM J. BACHELDER, Vice-President
ELLISON A. SMITH, Vice-President
BENJAMIN I. WHEELER, Vice-President
ISAAC N. SELIGMAN, Treasurer
RALPH M. EASLEY, Chairman Executive Council
WILLIAM L. WILLCOX, Chairman Welfare Department
JOHN HAYS HAMMOND, Chairman Committees on Organization

JOHN MITCHELL, Chairman Trade Agreement Department
NICHOLAS MURRAY BUTLER, Chairman Industrial Economics Department
GEORGE W. PERKINS, Chairman Industrial Insurance Commission
ALTON B. PARKER, Chairman Committees on Uniform Legislation
IVAN B. SELL, Ex-Officio Chairman Committee
MELVILLE B. INGALLS, Chairman Public Ownership Commission
E. A. SELIGMAN, Chairman Taxation Department
D. L. CEASE, Secretary

METROPOLITAN BUILDING, FOURTH AVENUE AND TWENTY-THIRD STREET, NEW YORK CITY

NOTICE TO MEMBERS

The tenth annual meeting of The National Civic Federation will be held in New York City, November 22 and 23, 1909. In view of the questions of exceptional interest and moment which will come before the organization then, it is hoped that you will keep those dates open. A detailed program will be mailed you in due time. The main subject for consideration will be "Industrial Insurance," including "Employees' Sick and Death Funds," "Compensation in Case of Accident," "Employees' Liability" and "Old Age Pensions"—both governmental and private. The members of the several State commissions now working on this problem will be present.

At the same time there will be held the annual meetings of the Immigration Department, the Trade Agreement Department, the Welfare Department, The Woman's Department and the Industrial Economics Department.

There will be also, a meeting of the Executive Committee to determine the program of work for the coming year.

Early in January, 1910, The National Civic Federation will hold a great national conference in Washington upon the subject of "Uniform State Legislation." President Taft has consented to deliver the opening address. It is proposed to discuss those subjects which affect all the people of the United States and yet are recorded in legislation of the several States in confusing and various ways. It is intended to organize for the securing of uniform laws on subjects demanded by the public interest. Students of the Nation's economic and social history recognize that the "Relation of State to State" and "State to National Governments" have been questions demanding adjustment from the time of the framing of the Constitution. I consider that this conference will be one of the most important gatherings ever held in this country outside governmental bodies. The committee arranging the program for the conference is composed of representative lawyers, the majority of whom are members of the American Bar Association, and Commissioners of Uniform State Laws. Among the subjects requiring consideration are: "Conservation of Natural Resources," "Corporations," "Railways," "Labor," "Taxation," "Banking," "Life and Fire Insurance," "Pure Food," "Laws Relating to Women," "Regulation of Motor Vehicles," "Good Roads," and "Vital Statistics."

Another important movement, which will be considered by the Executive Committee, is the promotion of an International Industrial Peace Congress to be held in this country some time next year and to which the governments of the world will be invited to send delegates. Some time ago, an Industrial Peace gathering of representative capitalists, labor leaders and public men, held at Mr. Andrew Carnegie's residence in New York City, Dr. Nicholas Murray Butler made a proposal to this effect. Such subjects as the following appropriately could be considered: "Trade Agreements," "Methods of Conciliation," "Welfare Work," "Shorter Work Day and Unrestricted Output," "Women and Children in Industry," "Employers' Liability," "Dangerous Trades and Safe-guarding Machinery," "Industrial Insurance," "Old Age Pensions," "Labor Employment Bureaus," "Out of Work Pensions," "Minimum Wage Boards," and "Profit Sharing." Leading men in industrial affairs, both in Europe and on this side of the Atlantic, look upon such a meeting with favor and as likely to throw a wider light upon these subjects.

SECOND REMOVAL NOTICE

Our offices have been moved to Rooms 1099-1108 Metropolitan Building, corner of Fourth Avenue and 23rd Street, New York City.

October 12, 1909

CHAIRMAN EXECUTIVE COUNCIL

[Signature]
NOTICE TO MEMBERS

The annual meeting of the National Civic Federation will be held in New York City on November 8th at 6:30 p.m. The purpose of the meeting is to transact the business of the Federation and to hear reports of the Executive Council and other officers.

The meeting will be held in the Commonwealth Room, 250 West 42nd Street, New York City.

Sincerely yours,
[Signature]
Chairman, Executive Council
March 20, 1909.

Dr. Harry Pratt Judson,
Manhattan Hotel,
New York City.

Dear Doctor Judson:

I enclose the matter about which I spoke to you and am also sending a copy of a letter which appeared in a Boston paper recently, written by our friend Gordon. It has particular reference to the International Harvester Company.

Sincerely yours,

[Signature]

EXECUTIVE COMMITTEE
OF THE NATIONAL CIVIC FEDERATION

On the part of the Public:—
WM. H. TAFT (President of the United States), Washington, D.C.
ANDREW CARNEGIE (Capitalist), New York
SETH LOW (Politician), New York City
NAHUM J. BACHELDER (Master of the National Grange), Concord, N.H.
JOHN HAYS HAMMOND (Mining Engineer), Gloucester, Mass.
BENJAMIN I. WHEELER (President University of California), Berkeley, Cal.
CHARLES W. ELIOT (President Harvard University), Cambridge, Mass.
NICHOLAS MURRAY BUTLER (President Columbia University), New York City.
CORNELIUS N. BLISS (Ex-Secretary of the Interior), New York City.
ARCHBISHOP JOHN IRELAND (of the Roman Catholic Church), St. Paul, Minn.
P. H. MORRISSEY (President The American Railroad Employes and Employers' Association), Chicago, Ill.
DAVID B. FRANCIS (Ex-Secretary of the Interior), St. Louis, Mo.
JAMES SPEYER (of Speyer & Co.), New York.
V. EVERIT MACKY (Capitalist), New York.
JOHN M. STAHL (President Farmers' National Congress).
RALPH M. EASLEY (Chairman Executive Council National Civic Federation), New Canaan, Ct.

On the part of Employes:—
HENRY PHIPPS (Director United States Steel Corporation), New York City.
AUGUST BELMONTE (President August Belmont & Co.), New York City.
W. C. BROWN (President New York Central & Hudson River Railroad Co.), New York.
CLARENCE H. MACKAY (President Postal Telegraph-Cable Co.), New York City.
FREDERICK D. UNDERWOOD (President Erie Railroad Company), New York City.
M. H. TAYLOR (President Pittsburgh Coal Company), Pittsburgh, Pa.
MELVILLE E. INGALLS (C. C. & St. L. Ry. Co.), Cincinnati, O.
SAMUEL MATHER (of Pickands, Mather & Co.), Cleveland, Ohio.
CHARLES A. MOORE (Manning, Maxwell & Moore), New York City.
FRANKLIN MACVEAGH (of Franklin MacVeagh & Co.), Chicago, Ill.
ALEXANDER H. REVELL (of A. H. Revell & Co.), Chicago, Ill.
ELLISON A. SMITH (President South Carolina Cotton Manufacturers Association), Pelzer, S.C.
MARCUS M. MARKS (President National Association of Textile Workers), New York City.
OTTO M. EIDLITZ (Former Chairman Board of Governors, Building Trades Employes' Association), New York City.

On the part of Wage Earners:—
SAMUEL GOMPERS (President American Federation of Labor), Washington, D.C.
JOHN MITCHELL (Former President United Mine Workers of America), New York City.
A. B. GARRETSON, (Grand Chief Conductor, Order of Railway Conductors), Cedar Rapids, Iowa.
JAMES DUNCAN (General Secretary Granite Cutters' International Association of America), Quincy, Mass.
W. G. LEE (Grand Master Brotherhood Railroad Trainmen), Cleveland, Ohio.
WARREN S. STONE (Grand Chief International Brotherhood of Locomotive Engineers), Cleveland, Ohio.
WILLIAM D. MAHON (President Amalgamated Association of Street Railway Employes of America), Detroit, Mich.
TIMOTHY HEALY (President International Brotherhood of Stationary Firemen), New York City.
WILLIAM J. BOWEN (President Bricklayers' and Masons' International Union), Indianapolis, Ind.
W. S. CARTER (President Brotherhood Locomotive Firemen),Previa, Ill.
JAMES O'CONNELL (President International Association of Machinists), Washington, D.C.
JOHN F. TOBIN (General President Boot and Shoe Workers' Union), Boston, Mass.
JOSEPH F. VALENTINE (President Iron Molders' Union of North America), Cincinnati, Ohio.
JAMES M. LYNCH (President International Typographical Union), Indianapolis, Ind.
DENIS A. HAYES (President Glass Bottle Blowers' Association of United States and Canada), Philadelphia, Pa.
WILLIAM D. HUBER (President United Brotherhood of Carpenters and Joiners of America), Indianapolis, Ind.
March 20, 1909

Dearest ladies and gentlemen of the Executive Council,

I write to express my appreciation for the support and encouragement you have provided our organization. I believe that our work has brought about significant progress in the field of civic education. I am particularly grateful for the recent advancements and the positive feedback we have received from our constituents.

Sincerely,

[Signature]
The Editor,

The Outlook.

Dear Sir:

As a workingman, a former labor editor of several years' standing, I have found much in your columns that has not only shown sympathy for the reasonable demands of the workers, but also an earnest desire to point out the dangers of illusory schemes and ill-considered doctrines. There were times, however, when I felt impelled to differ from you, and to feel that you yourself were not immune to fantastic ideas as to the relation of capital and labor.

Your expose of the fallacies of Socialism, in your issue of August 29th, disabused my mind of all lingering doubts as to the sincerity of your attitude toward the questions arising from this economic relation. The masterly manner in which you disposed of the essential propositions of Socialism made me to feel a larger affection for you. Here, thought I, is an all sufficient answer to the Socialists, who go to any lengths in their endeavor to bring our Unions under the red banner, and to that end do all possible to minimize the resultant good of labor organizations.

Your objection to, and analysis of, the Socialist's demand for collective ownership of productive property and collective administration of industry was so conclusive, to my mind, that I made something more than a mental note of it. Your pointing out of the need of checks and balances as to the will and
Dear Sir:

As a workingman, I take great interest in the welfare of the working class. In your capacity as a leader of society, you have a profound sympathy for the well-being of the workers, and also an earnest desire to point out the dangers of inflation.

The workingman and the consumer are not enemies, however, when we feel impending danger, we may realize that a call for action from you, and to feel that your concern is not immune to the forces of inflation and depression.

Your exposure of the falseness of socialism in your name.

Amidst such statements, my mind is filled with the thought that the socialist movement is not an economic salvation. The socialist movement, in which you are a leader of the state, has been made to feel a greater attraction for you. Here, I thought, I too am not unimportant.

Your opposition to and enmity of the socialist's career for collectivism and national property. It goes to my mind that I must somehow make a point of it. Your point.

I am one of the few of opinion, and pleadsence as to the will and
sway of the majority no less impressed me.

In that article you said you believed in individual ownership of productive property and individual administration of industry. And most heartily did I agree with you.

But soon we were to come to the parting of the ways. In but a few weeks (Outlook for October 17th) you showed that as to your prior utterances you were not sure of your ground, and then you -- did what? Simply this: conceded the main contention of the Socialists. The workers must own the tools of production! Come, you soap-box orators, The Outlook has conceded all that you blatantly premise. Not only has your propaganda invaded the universities; even this great periodical has felt its force. But a few weeks ago it fought your claims stubbornly; now it has capitulated. Rally around the Flag -- the Red Flag.

You now declare for productive and distributive cooperation in industry. But, this contention granted, may not the Socialists very easily carry the argument a point further? And would that not be Socialism? The easy transition from collective ownership and control to social? In what else could it result? Tired of the dual responsibility of directing and operating such owned and administered industries, large and small, and wearied of their own insufficiency, a house tumbling down about their ears -- think you these workers would demur at the Socialist's plea, that the burdens of all industry should be distributed over the whole people?

The Socialist's argument, that all that is productive of interest, rent, and profit should be collectively (socially)
way of the majority so fear passionately.

In that article you said you believed in individual ownership of homestead property and individual responsibility. And most heartily did I agree with you.

But soon we were to come to the point of the way.

In just a few weeks (October 19th) you showed that as you -- oh what? Simply this: concede the main contention of the Socialist. The worker must own the tools of production.

The Outlook was conduced at that you come, your co-op quotas, the Outlook was conduced at that you profitably remained not only far your property but the tools.

But a few weeks ago it tough you claims strengthened; now if and possibly. Really enough the these -- the Head Place.

You own co-ops for production and distribution co-

operation in industry. But, that contention remained may not the Socialist very easily carry the struggle a point further?

And would that not be Socialism? The easy translation from co-

society ownership and control to coops! In what else can we:

it result? To the great responsibility of directing and operating our own and administrative functions, large and small,

and working of parts can administration; a housekeeping goal and more to ask -- think you these workers working away it the Socialist's plea that the producers at all individual agencies be

It attracted over the whole people?

The Socialist's argument that all that is productive

of interest, isn't, and should count be collectively (Sociali
owned and democratically managed -- would this not appeal as the necessary second and final step, a natural sequence? Beyond the Alps of industry, become profitless and chaotic, would lie the sunny land of plenty and more. The question of confiscation -- that \textit{bete noir} of the Socialists -- would then be far less of a problem: there would be little of value left to take over.

That fifty years ago, as you state, to a large extent the individual who used the tools owned the tools, falls far short of being a satisfying retrospect. The railroads, the sailing lines, and other important industries, as a matter of fact, were not so owned. And that is the point. With the growth made possible by man's inventiveness, the tools of industry of organized industry became the parts of steam-driven machineries, each complementing the other. This industrial organization had its rise, not in shop meetings, but in individual initiative, and has had to depend primarily upon personal responsibility and an executive head for its life and sustenance. Always, if you will allow a little A B C has it been the individual who pointed the way in the world of industrial achievement; always the "Minority of one" who was strong in the belief of his own powers. Just as in the domain of discovery, a ridiculed Genoese, whose vision extended beyond that of all other men, gave to an incredulous people (and an ungrateful one) another world.

But now the multitude -- unable of itself to have taken the simple first step in the evolution of modern industry -- is to take hold of its vast and interacting parts, and continue that industrial evolution of which no man can foresee the end. Individual initiative is to be cast aside as useless and outlived. The pilot is to be tossed overboard!
The initiative which needs the force of the masses, the force
of the people, as you state, to a large extent.

The initiative, who needs the force of the masses, the force.

The initiative, who needs the force of the masses, the force.

The initiative, who needs the force of the masses, the force.

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The initiative, who needs the force of the masses, the force.

The initiative, who needs the force of the masses, the force.

The initiative, who needs the force of the masses, the force.
4.

Is The Outlook so fatuous? Does it believe that if it itself were to come under this form of ownership and control, those in charge, from desk to mailing room, would be selected solely for their ability to make it pay, not only good wages but also to meet the hundred and one charges incidental to its maintenance, the risk, etc.? And would not their authority to discharge or temporarily lay off be subject to review -- and by whom?

Imagine an Interstate Commerce Commission directing or forbidding that this or that be done in the case of a railroad under your Industrial Democracy! Regulation would then bear, not upon the interests of the wicked capitalists, but upon the poor workingman fighting himself free from the thraldom of wage slavery. But this would be a short lived tyranny; for soon there would be nothing to regulate, except gigantic scrap heaps. The gathering mobs of deluded and idle workingmen -- well, they would come under another jurisdiction.

Then there is the question, How? The Socialist’s answer to this primary question cannot but be even less unsatisfying than any, I fancy, The Outlook can give. Are the wages of the workers in any great industry so high that they could buy outright, if at all, that industry? You speak of the deposits in savings banks; how far would they go? And how much of this money belongs to those already in business? Would they not invest their money in their own businesses in preference to risking it in the hands of the untrained and untried capitalist-workers?

The out and out Socialist is on safer, or rather less unsafe, ground. To the present proprietors he would give --
It was evident at once that the problem of finding a suitable place to build a new home was not going to be easy. The land was vast and varied, with different types of terrain and natural features that would need to be considered. It was clear that careful planning and consideration would be required to ensure the success of the project.

As they continued their search, they stumbled upon a beautiful area nestled in the hills. The scenery was breathtaking, with lush green forests and panoramic views of the surrounding landscape. It was exactly what they were looking for, and they immediately began to imagine how they could transform it into a cozy and comfortable home.

The next step was to consult with local experts and authorities to ensure that the land was suitable for construction and that all necessary permits and regulations were in order. They knew that this was a crucial step, and they were determined to do it right.

As they stood there, looking out at the magnificent vista, they couldn't help but feel a sense of excitement and anticipation. They knew that building this home would be a challenging but rewarding experience, and they were eager to get started.
if he would give at all -- but a partial compensation ("relief", says Jaures, in the form of social products); and would draw upon the collective wealth of all the people.

But, my dear sir, the thing has been tried, and in this country. Productive and distributive cooperation was here undertaken as early as 1845, by the New England Protective Union, and other attempts were made about the same time -- all died abornin'. The tailors of Boston tried it in 1849. So widespread was the engendered distrust of the idea that not until after the Civil War was any further attempt made to realize it. The Iron Molders' International Union took it up upon a relatively large scale; and the few establishments that survived any length of time were those that had abandoned the essential feature and had become mere stock companies. Of the twenty-eight similar enterprises begun in Massachusetts from 1867 to 1885, more than two-thirds gave up the ghost; and in those remaining hardly more than one-half of the employees held stock. Notwithstanding that all these were engaged in businesses requiring but relatively little capital, the reason for failure in each instance was lack of capital -- or more precisely, lack of ordinary business acumen -- and bickering and consequent disagreement. Countless other experiments having a like sorry ending could be cited.

As to the "intermediate points" you speak of as having first to be traversed before the "curse of wage slavery", to put your premises in plain Socialistic terms, can be done away with -- many of these are good and already are engaging thoughtful minds. But if we are first to progress through these, what need would we
It is much more at all — and a feeling of compensation ("feel"
"substitute") in the form of social progress — and would grow upon
the collective welfare of all the people.

But my guess is the chance has been missed, and in this
company. Protective and mutually cooperative union was the model,
taken as early as 1844. By the New England Protective Union, and
other attempts were made, soon the same time — if outgrowths were
the failures of Boston tried it in 1848. So work began were the
embryonic efforts of the idea that not until after the Civil
War were any further attempts made to realize it. The Iron Horse,
are International Union took it up upon a tentative basis on
and the New Englanders felt manifesting any length of time were
those that had been the essential test and had become more
stock companies. Of the twenty-eight million entrepreneurs begun
in Massachusetts from 1867 to 1886, more than two-thirds were up
the coast; and in those remaining partly more than one-half of the
employees were stock. Notwithstanding that all these were on
era in business, encouraging, but by far the greater part of capital, the
reason for failure in each instance was lack of capital — or
more frequently, lack of original business Parsons — and profit-making
and concernment圭s in the measure prevailing.:

A fine motto might well be offered.

As to the "intermediate points" you make of as paving
steps to the "permanent plateau" the course of were planned, to put
your course in plain sociological terms: can be gone, with
very much of ease the top may strength the subsequent progress
mines. But if we are left to pursue our study these, what yearly money we
then have for your Industrial Democracy? Why then should we set about turning things "t'other way 'round" in a house already so well set in order?

And why put the cart before the horse? If the wage system is fundamentally wrong, why not have the courage of your convictions and lay the axe to the root of the evil, leaving things unrelated to care for themselves?

If your latest views were to find general acceptance among the unemployed and the otherwise discontented, your piece-meal program, so suggestive of a mind recoiling from its own utterance, would be laughed at. "At a single stroke!" That would be the reply, and, unlike yourself, these aroused elements would at least be logical.

But, never fear, such ideas will find no friendly reception among American workingmen, however much they may give comfort to Socialists and other banded enemies of our Republic. To the everlasting credit of the American workingman be it said, he does not want to deny to the man who, assuming all risks, initiates great industries and opens up new fields of labor, opportunity to exercise his talents and obtain for his invested capital not only its just due but also rich reward for his courage and enterprise. They regard him as a public benefactor -- and social necessity. May it ever be so.

Very respectfully,

(Signed) E. A. MOFFETT,

Brooklyn, N.Y., October 27th, 1908. (Former Editor The Bricklayer & Mason)

(27 Seventh Avenue)
New York, March 1, 1909.

Prof. Nathaniel Schmidt,
Cornell University,
Ithaca, N. Y.

My dear Sir:

Last night at Cooper Union you advocated that the people ought to have a larger share of the wealth that is produced in this country, and one of your principal arguments in support of that was the contention that government ownership and operation of the American railway system would give the people a larger share of the wealth produced. I asked you how you could consistently advocate the government ownership of railways from that premise when in Europe, where they have such ownership, wages are from one to three times less than here and freight rates from fifty to one hundred per cent. higher. You replied by saying that our railway system was much larger than in Europe and that therefore we ought to have cheaper freight rates and really cheaper than we have now, and then you alluded to another subject which has absolutely nothing to do with the economic status of freight rates, namely, the saving of human life. While I am ready to admit that the number of people killed in this country is appalling, and that measures ought to be taken and are being taken to remedy that evil, yet I must say this: that when you say that our system is larger it is rather begging the question. To illustrate: the Pennsylvania Railroad — our greatest railway combination in this country — practically controls and operates 11,000 miles of railway, employing 150,000 people. In Germany the railway system there, under one management, namely, the government, controls and operates some 26,000 miles of railway. Furthermore, Germany is a country densely populated — 60,000,000 of people living on 208,900 square miles — therefore, the freight rates as well as
New York, March 1, 1909

Profs. W. S. Schmitt
Cornell University
Ithaca, N.Y.

My dear Sir:

Last night at Cooper Union you convinced that the best
problem is to have a larger share of the wealth that is produced
in this country, and one of your principal arguments in support
of that was the contention that government ownership and operation
of the American railway system would give the people a larger share
of the wealth produced. I agree with you, but why couldn't we
advocate the government ownership or operation from the premise
that in America where there is no more, and there are not one
of these lines less than forty and there are not the slightest
reason to believe that our railway systems are much larger than in Europe and that therefore
we ought to have greater rates and less rapid expansion.

You reported on saving that one hundred per cent. higher.
You have proved that you have not added to another subject which you had been
preached nothing to get with the economic sense of the principle.
and the saving of human life. While I am ready to admit that
the number of people killed in the country is appalling and that
merely means nothing to be taken and the exact figures to remember that
what I mean is that we cannot put the resources of this
society -- transportation, and commerce, if 100,000 miles of rail
and 10,000,000 people are employed, 10,000 people a

drove in this system, I mean the management, and the government's, and
our government's about 200 miles of railways. Unfortunately, we have
a country general population -- 80,000,000 people living on
200,000 square miles -- therefore, the railway rate as well as

passenger traffic, ought to be cheaper in Germany than almost anywhere else. The facts are, however, that the freight rate in Germany is 1.46 per ton per mile as against .76 in this country; that is to say, the freight rates in Germany are practically double what they are in America. Secondly, the average wages paid upon the German railways is hardly a third of that paid in this country. You must remember also, Professor, that many thousand miles of railway in this country stretch through a comparatively sparsely settled district.

Again, I find that the German railways are capitalized at over $90,000 per mile as against a capitalization of not over $53,000 per mile in this country. As for passenger traffic, first-class travel in Germany, which compares somewhat with our Pullman service here, though not as good, costs actually more in Germany than upon any of our great railway systems. And as for the accommodation, that is, the service rendered, that here in America is altogether superior to anything in the German Empire. As for Switzerland, the report for last year shows that the Government railways of that country show a deficit of over a million dollars. Further than that, the Government has lost the taxes which would have been assessed upon those railways had they been privately owned, and there is an agitation in Switzerland today to go back to private ownership.

Perhaps the best illustration of the foolishness of government ownership and operation may be found in Canada. There are three well developed great railway systems in Canada -- the Canadian Pacific and the Grand Trunk being privately owned and operated, while the Intercolonial Railway is owned and operated by the Government. The Intercolonial Railway stretches down through the maritime provinces. It has a monopoly of that great production of the Dominion iron, coal and steel companies; it travels a country of great natural resources and ought to be the best paying railway system in Canada. What are the facts? The road is capitalized at $82,000,000; it has never paid a dividend,
The facts are, however, that the freight rates in Germany are lower than in America. Germany's location and the economic and competitive advantage of the German railways in a large part of the countries. You must remember that in the competition of the railway industry. Millions of people in different countries travel to and from the continent. There are no or few passenger trains in Germany, but there are some competitors in the United States, however, there are not as good, and the traffic is more in Germany than in any part of the United States. And as for the German service, the service rendered by the German railway is superior to any other railway service in America. The German government has been more in the service of the people. The German government has been more in the service of the people. I know that the government has not been very successful in the railway service, but the government has been more in the service of the people. Perhaps the best illustration of the cooperation of the government and the operators may be found in Canada. The government has developed the Grand Trunk Pacific and the Pacific International Railways, which have been the most competitive. The government has been more in the service of the people.
and last year it cost the Government in round numbers $3,750,000 to make the annual deficit for that year. Moreover, it cost the Government $7,500 per mile per year to operate the Intercolonial Railway, whereas the Canadian Pacific Railway, giving just as good service and I believe better (having traveled extensively over both systems), is enabled to operate its entire system at $5,000 per mile per year. I made a personal inquiry in Canada as to wages and conditions and I find that practically they are the same on both systems. The Grand Trunk Railway system, operating under the same laws in the same country, manages to give the people good service and pay dividends upon the capital invested and operate its road at $4,500 per year. In other words, government ownership and operation in Canada has simply resulted in costing the people in one instance $2,500 per mile per year, and in the second instance $3,000 per mile per year more to operate and give reasonable service to the people than the private owned corporations of that country.

Jefferson said, "That government is best which governs least"; and I was pleased to hear you say in reply to one question last night that you sometimes thought yourself that we were governed altogether too much. In a nutshell, while it is barely possible that we might have fewer accidents under government ownership, though there is no proof that such would be the case, yet from the standpoint of giving service to the people, both freight rates and passenger rates, they are undoubtedly from a third to a half less than they would be if the United States Government owned and operated the railway systems of this country. And let me add, Professor, that the progress — the economic progress of the world — has been accelerated in just that proportion as we have got away from collective ownership and operation. There is not anywhere upon the face of the globe a government railway system that gives anywhere near as good service as the Pennsylvania Railway gives. There is not a government owned railway anywhere upon the face of the globe, outside of
and that year it cost the Government in many numbers $81,000,000
Moreover, it cost the
Government $4,000 per mile per year to operate the Intercolonial
Railway, whereas the Canadian Pacific Railway, giving just as
good service and better post, operates it for $1,000 per mile per
year. I made a personal inquiry in Canada
as to whether any complications and I find that practically, that price
is less in every case. The Grand Trunk Railway operates
under the same law in the same company, managed to give
the people good service and pay dividends from the capital in-
the best mile. In other words, the cost of the $8,000 per mile per
year is in the second instance $8,500 per mile per year,
in contrast to the people, in the first instance $8,000 per mile per
year, and the laws results service to the people from the
principle.

The following says "the Commonwealth is a part which controls
itself;" and I am pleased to hear you say it in reply to one day.

Conceivably that might have seven centuries under Government
control, if I may use the word, but the end of the century,
not from the standpoint of giving service to the people, but
right let us see whether they are properly from a
right to a full place than any country on the United States.

And yet we are, Professor, that the progress -- the economic
portion as we have got away from collectivist cooperation and
depr.
There is not the sympathy among the people of the people a
want of Parliament Railway Canal. There is not a Government
commonly Parliamentary, that gives sympathy near as good service
as the Commonwealth Railway Canal. There is not a Government
India, where, relatively, the passenger rates or the tariff upon freight, are anywhere near as low as upon any of our great railway systems in America.

You declare that you are in favor of a still greater income for the farmer. Well, the trouble with the Australian farmers is the railroad rates. Under government ownership and operation the Australian roads charge three cents per ton per mile for general traffic, just about four times the rate charged in the United States. It costs the Australian farmer as much to carry a bushel of wheat two hundred miles, as it does to carry a bushel of wheat from Chicago to Liverpool. Yet, the railways in Australia cost to the State about $80,000 per mile. According to the "Melbourne Argus" of July 3, 1901, the loss in one year of operating was $2,290,000 in Victoria alone.

I think you will agree, Professor, that capitalistic management is unrivalled for two qualities — economy and enterprise, both of which are almost entirely lacking in bureaucratic operation of industry.

I am, with great respect,

Very truly yours,

(Signed) F. C. R. Gordon.
I must, with regret, announce the death of your father, Mr. G. Gordon. Very truly yours,

[Signature]

December 10, 1930.
SOCIALISM MADE PLAIN.

A leading Socialist organ recently published the statement that there were 1,750,000 little children employed in the mills and mines of this nation. The facts are that there are only 168,000 children in the mills and 24,000 in the mines. And .78 per cent. of these are over 13. That is how the Socialist dreamer makes things "plain". The Socialists are circulating a book written by Allen L. Benson, under the title "Socialism made Plain." In this book the writer tells us that the International Harvester Company sell the farmer a machine for $120. that costs to produce only $19. A sensible man would know at once that such a statement was simply a Socialist pipe dream. But, if the author had examined the U.S. Census reports for 1900, he would have found that the labor cost for a $120. harvester machine was over $25. Secondly, he would also have found that the Harvester Company had to buy $53. worth of materials, and he would also have found that the miscellaneous expenses to be over $13. and the cost for expert labor would have been found to be several dollars. And this is the way the Socialists make their propaganda for the Dream Republic so awfully"plain!"

In this same book the author tells us that the average working man employed in the manufacturing industry produced annually $2541 and received only $437.50. In order to print such ridiculous stuff, the author supposes that the workers, in the factories, produce the raw cotton, the wool, the iron ore; the roar silk, hemp, jute, hides, flax, dyes, and a hundred other forms of raw material which we import. And the author is also foolish enough to dream that the factory workers produced the coal to furnish power and heat, and the machines, and the buildings, etc., etc. What can sensible men think of a propaganda that resorts to such huge exaggeration? And yet the above is a fair sample of how the Socialist politicians fool a lot of working people.

F. G. R. Gordon.
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April 26, 1909

My dear Mr. Easley:

I have not written you about the matter of the conference on socialism because I was not quite sure what might or might not be possible. On the whole I don't believe that it is worth while this spring to attempt it in Chicago. There are too many things before the public mind just now to make it very valuable. The common impression among people here who are in a position to know is that the propaganda are meeting with little success, and that it is not worth stirring up. Possibly that is a wrong view of the case, but it is the view of many important people.

Very truly yours,

H. P. Judge

Mr. Ralph M. Easley,
261 Fourth Avenue, New York.
April 26, 1929

My dear Mr. Kent:

I have not written you about the matter of the conference on communism because I was not sure what we might do.

On the whole, I don't believe that it might not be possible to attempt it in Chicago. There are too few workers willing to attempt it, and the public mind might not be very favorable.

The common impression among people here is that it is a good thing, and if it is not worth mentioning, possibly it is a good thing.

Very truly yours,

H. F. J.
A MOVEMENT FOR STATE AND NATIONAL UNITY

The National Civic Federation Calls a Great Conference on Uniform State Laws—President Taft to Make Opening Address—Subjects of Vital Public Interest To Be Discussed.

The National Civic Federation, after consultation with other bodies interested in promoting uniform legislation by the States of the Union, has determined to call a national conference to consider the subject, to be held in Washington January 6, 7 and 8, 1910. President Taft has accepted the invitation of the Federation to attend the conference and to make the opening address. The President's willingness to do this is better than anything else could, the national importance of this movement. The plain truth is that the movement of people and of merchandise goes on in our day without any regard to State lines, and it is becoming increasingly clear that unless the States will legislate with substantially uniformity on a number of subjects, the tendency toward centralization and a corresponding increase of Federal power cannot permanently be resisted.

A little more than two years ago Senator Elihu Root, then Secretary of State, delivered a memorable speech at the dinner of the Pennsylvania Society. During his address he said:

"Our country as a whole, the noble and beloved land of every citizen of every State, has become the object of pride and devotion among all our people. North and South, within the limits of the proud old colonial commonwealths, throughout that vast region where Burr once dreamed of a separate empire, dominating the valley of the Mississippi, and upon the far distant shores of the Pacific; and by the side of this strong and glowing loyalty to the nation, sentiment for the separate States has become dim and faint in comparison. . . . There is but one way in which the States of the Union can maintain their power and authority under the conditions which are now before us, and that way is by an awakening on the part of the States to a realization of their own duties to the country at large. Under the conditions which now exist, no State can live unto itself alone and regulate its affairs with sole reference to its own treasury, its own convenience, its own special interests. Every State is bound to frame its legislation and its administration with a view to the welfare of its own social affairs but with reference to the effect upon all its sister States."

Samuel Gompers, President of the American Federation of Labor, recently said:

"One of two things will eventually come: Either Federal Government, as a matter of industrial and commercial necessity, will exercise the powers which constitutionally belong to the States, or, if that is to be avoided, the States must move toward acting with the greater degree of uniformity necessary to the successful and lawful conduct of industry and commerce. . . . We want to maintain the integral character of our form of government; we want the exercise of the Federal authority where necessary, and when not inconsistent with the exercise of the rightful powers of the State."

Already a number of the States have appointed Commissioners on Uniform State Laws. President Amasa M. Eaton, of the Commissioners on Uniform State Laws, in his address at the eighteenth annual conference held in 1908, after quoting and commenting on Mr. Root's speech, said:

"Let us see to it that the reproach cast upon the States in this same speech by Secretary Root be undeserved. He said: 'The National Government is taking up the performance of duties which under the changed conditions the separate States are no longer capable of adequately performing.'

"Let us show, if the States appointing us will enact the uniform laws drafted and recommended by us, that the States are still capable of performing adequately their duties in this regard, and that there is no occasion or necessity for the undertaking of the performance of these duties by the National Government. One of the essential elements toward the fulfillment of the aims of this conference is a popular recognition of the public importance of the work we are engaged in."

It is the aim of the proposed conference to promote this fuller recognition. Another agency working in the same direction is the American Bar Association.

Of the influence of the American Bar Association and the Commissioners on Uniform State Laws, appointed by State legislative authority to promote uniformity of legislation, President George W. Kirchwey, at the annual meeting of the Association of American Law Schools, said:

"The remarkable success of the effort to establish a uniform Negotiable Instrument Law shows what may be accomplished in this direction. In matters that may properly be brought within the scope of legislative action and in which there is no marked divergence of sentiment or opinion we may hope by these means to secure uniform laws throughout the country much more rapidly than by any other process. But this is a restricted field, and outside it lies the vast domain of the common law, which can be reduced to uniformity only by slower, perhaps, but more enduring processes."

That the public feels the need of more uniformity in State legislation is shown by the action of national associations, representing not only public officials, but commercial, industrial and professional interests. These bodies, with their annual national conventions and conferences and their broad and comprehensive activities the year round; through committees, correspondence and the agency of the press, are clearly demonstrating the solidarity of the private and public interests of the people of the United States. They are already moving for measures which promise a more perfect national unity and also higher efficiency in the administration of State affairs.

The subjects on which Federal and State laws must be studied with a view to an adjustment of the general or national laws and those of the States. Not only the limitation of the Federal power and that of the States should be clearly defined, but consideration should be given to present conditions and needs in matters in which it is not possible to harmoniously adjust the Federal and State government under the stress and strain of modern development.

Conservation of Natural Resources.

The entire nation appreciates the movement for the Conservation of Natural Resources inaugurated by President Roosevelt. But this great project cannot be carried forward to its full consummation unless the States adopt with considerable uniformity laws upon the subjects of forestry, water power, reclamation of lands by irrigation, etc. The question: Can the States regulate private forests? is one of great importance and one which must be met. The State of Maine, for example, says yes. The Conservation of Natural Resources Committee will be represented by its chairman, Mr. Walter L. Fisher, in the Civic Federation conference on uniform State laws.

Taxation.

During the National Conference on Taxation, under the auspices of The National Civic Federation at Buffalo in 1901, it became apparent that greater uniformity of State laws upon the subject of taxation was most desirable.

Public Accounting.

The public appreciates the necessity for a standard system of public accounting as a basis for taxation, corporate and other taxes, and comparative statistics. In the case of municipal industries and public service corporations, Gas, Electric Light and Power, Water Supply and similar incorporations, uniform accounts and financial reports are needed as the only source of accurate information from which not only the State or Federal government but investors and the general public can secure statistics and reliable figures. The United States Census Bureau called a conference on Uniform Municipal Reports in 1906, and has led in the movement for a uniform system of public reports in connection with the National Municipal League, the League of American Municipalities, the American Economic Association, the American Statistical Association and the Bureau of Municipal Research. The American Association of Public Accountants, through its committee on standard schedules for uniform reports for municipal industries and public service corporations, has drawn up model forms for schedules and financial reports. Thus the movement for an established standard of accounts, approaching uniformity, has already been initiated.

Uniform public accounting will be one of the questions before the coming conference.
Anti-Trust Law.

The National Civic Federation has, during its efforts to secure the amendment of the Sherman Anti-Trust law, been impressed with the imperative need of uniform State laws in harmony with the Federal law on this subject.

Railways.

The public is seriously interested in the railways and their management. Here both the national and State authority are concerned. The officials of railroads favor uniform State laws in the regulation of certain matters. That a uniform law for the government of common carriers is greatly to be desired is the declaration of Mr. Blevett Lee, member of the American Bar Association and general attorney for the Illinois Central Railroad. President C. C. McChord, of the National Association of Railway Commissioners, stated in his annual address, 1908, his belief that uniformity of State legislation, regulating railroads and legislation to make State laws conform to Federal laws regulating railroads was desirable and important.

The Committee on Legislation to the National Association of Railway Commissioners recommended that "Members of this association in their respective States should actively exert themselves to promote uniform legislation so far as State laws are now in conflict or have not been adopted upon the following subjects, such legislation to conform as nearly as may be to the Federal laws which have been enacted and the accepted rulings of the Interstate Commerce Commission:

(a) Safety appliances.
(b) Car service and car distribution.
(c) Methods of bookkeeping and accounting.
(d) Annual reports to public authorities.
(e) Bills of lading.
(f) Transportation of explosives.
(g) Free or reduced rate of transportation.
(h) Filing, publication and compulsory observance of rates, including law for the punishment of departures from tariffs or other rebate practices.
(i) General provisions designed to secure improvement in freight and passenger service."

The report of the committee, after discussion, was unanimously adopted, with the understanding that such adoption indicated "an earnest disposition on the part of the members of the association to use their best efforts to influence and promote uniform legislation upon the subjects enumerated."

Banking.

In State banking laws uniformity in certain fundamental requirements is favored by public opinion. At the 1908 meeting of the National Association of Supervisors of State Banks the Committee on Uniform State Banking Laws preface the summing up and further elaboration of their recommendations as to State banks, trust companies and savings banks as follows:

"The committee have felt that it was neither practicable nor desirable for this Association to make recommendations looking to the adoption of a uniform wording of State bank-

ing laws, for, in their opinion, the laws of each State should allow each latitude so its banking institutions as the business to be transacted by them may require. On the other hand, the committee consider it proper to recomand the enactment in each State of certain fundamental requirements, which will close as many doors as possible to unsafe practices and unsound banking. They fully recognize that it is as impossible to devise laws which will prevent bank failures as to devise accounting systems which will prevent bank defalcations; but they believe that just as a proper system of accounting will prevent opportunities for defalcations which a loose system of accounting might encourage, so a law which throws as many restrictions around its banks as may be done without hindering or impeding their legitimate growth and growth will not only tend to prevent failures, but will foster sound banking and redound to the advantage of both the banks and the communities in which they exist.

"If these fundamental and general requirements, each of which may be found in the laws of one or more of the States, were enacted in every State, it is the belief of the committee that our State banking laws would attain a standing equal to that of the National Banking act, and that in some respects they would be superior to it."

Uniformity of legislation was recommended under the following heads:

I. Supervision.
II. Organization.
III. Powers and Restrictions.
IV. Liquidation.
V. Unauthorized Banking.

The committee also submitted a tentative form for the uniform classifications of bank reports. This form is now under consideration.

The American Banking Association has declared for laws providing for uniform bills of lading, voucher checks, negotiable instruments, warehouse receipts, certificates of stocks and uniform stationery and tints. The Commissioners on Uniform State Laws, in conference with the standing Law Committee of the American Bankers' Association, have drafted bills on the above subjects, and on presentation to the State legislatures these bills are becoming laws in certain States. As President Eaton shows in his article in the July Review, the process has been slow. By bringing greater forces and interests into play the conference on uniform State laws may help to carry forward the uniform State banking law movement with thoroughness and greater dispatch as well.

Life Insurance.

It is manifestly for the interest of the people of the entire country that the life insurance laws should be uniform in the different States. It is reported that the number of bills introduced in the various State legislatures last year relating to insurance was approximately 3,780, with a record of 131 bills in California alone. Other States which contributed largely to the number of insurance bills were Minnesota with 87, Wisconsin with 87, Missouri 70, Nebraska 60, New York and South Carolina 44 each. These several bills covered almost every possible subject of interest to life insurance, including the regulation of methods and imposing conditions upon insurance companies to do business may be obtained by companies and their agents, requiring a filing of elaborate and detailed annual reports, compulsory investment policy requirements, taxation of premiums and reserves and other measures of more or less value. Mr. Robert Lynn Cox, General Counsel and Manager of the Association of Life Insurance Presidents, in an address to the Association recently said, referring to recent legislation:...

"It would seem reasonable to expect that there is unlikely to be any diminution of life insurance legislation until all the States have adopted complete and comprehensive codes conforming to the standard of the present day and age, or until Federal supervision is brought about."

Fire Insurance.

Over a quarter of a billion dollars is the average annual fire loss in the United States for the last five years. The National Board of Fire Underwriters is moving for uniform State laws to check this waste of property. At the National Convention of Insurance Commissioners in 1907 the National Board presented an argument by Ralph W. Breckenridge on the question of the just and equitable taxation of insurance companies, accompanied by the draft of a model act for the taxation of fire insurance companies and the repeal of all other existing laws on that subject.

The National Conservation Commission included fire waste in its subject of inquiry, and the Executive Committee of the National Board of Fire Underwriters, acting on the request of the Commission, presented recommendations for necessary building laws for the several States to enforce safe construction; for a fire marshal law conference; that official the right and duty to examine into the origin of all fires; and other State and municipal regulating laws and ordinances touching fire departments, adequate water supply, the care of explosives and inflammable commodities, etc.

National Association of Credit Men.

The National Association of Credit Men, June 18, 1909, at their meeting in Philadelphia, took action favoring the passage of laws in all the States to provide adequate supervision over banks, and in due time committee to work for a uniform law on this subject similar to that of the State of New York. The same association on the same day approved the movement for uniformity of State laws relating to commercial affairs and fire loss. A committee was appointed to draft a model State fire marshal law, and by securing co-operation with affiliated branches urge its adoption in every State.

Uniform Pure Food Laws.

The National Wholesale Grocers' Association, which met in Detroit the first week in June, 1909, decided to conduct a campaign
for uniform pure food laws, uniform bills of lading and certain amendments to the existing bankruptcy laws. The Federal Pure Food law must be buttressed by a pure food law in each State to make it properly effective, and in the interest of farmers, manufacturers and consumers, as well as of the wholesale and retail trade, there should be uniformity of laws governing all food products. The Commissioners on Uniform State Laws have a committee on Parity of Articles of Commerce, of which Judge William H. Staake, of Philadelphia, is chairman. At the last meeting of the Commissioners this committee reported on the Parity of Articles of Commerce in effect since June, 1907, that the two great purposes of the act are to prevent misbranding and to prohibit adulteration. The activities of the Department of Agriculture in connection with the act were briefly referred to, and the committee declared that it "remains necessary for all of the individual States to adopt a similar law." They added "the misbranding and adulteration of food and drugs consumed in each State. Under the Federal act alone, articles shipped from one State to another in bulk must conform to the Federal act, but without a supplementary State law these bulk goods may be, and in some cases are, re-packed for local consumption and misbranded. The committee recommended, as in their report of the year before, that the States which are not yet done so be urging the States to embrace this subject in conformity with the Federal act.

Farmers' National Congress.

That the farmers of the country are fully awake to the importance of uniform legislation is shown by the letter from John M. Stahl, president of the Farmers' National Congress. Naturally, the subject of taxation interests the farmer, as it does all who own real estate. The uniform statutes needed by the farmers, as Mr. Stahl thinks, aside from the general ones in which all citizens are concerned, are those on taxation, transportation, foods and natural resources.

Labor Laws.

The volume of labor laws of the States of the Union, issued in the twenty-second annual report of the U. S. Commissioner of Labor, 1907, takes up more than 1,500 pages of closely printed matter. One of the striking features of our time is labor legislation, and during the past few years there has developed a strong desire for State uniformity. Commissioner Charles P. Neill, of the Bureau of Labor, upon request, gave the following subjects upon which, according to his belief, there should be uniform State legislation—Employers' Liability. Of this Commissioner Neill says: "The question of employers' liability vary greatly in different States, and it seems to me that there should be everywhere a statutory abolition of the doctrine of fellow-servant and a uniform restriction of the doctrines of assumed risk and contributory negligence. Then, in addition to uniform legislation in the matter of employers' liability, where the accident is due to negligence on the part of the employer, there should be uniform workmen's compensation laws to cover the large percentage of cases where the injury follows from the unavoidable risks of the trade. There should be uniform legislation as to guarding dangerous machinery and with regard to industrial hygiene. As a basis for laws on these subjects, there should be laws in all States requiring compulsory reports on a uniform basis of all industrial accidents, and a compulsory registration of deaths, showing facts as to occupation and the like."

Commissioner Neill also recommends uniform State legislation regulating the employment of women and children, and the hours of labor of all employees in injurious occupations that should properly come under the police powers of the State. Also uniform laws with regard to factory inspection and mine inspection, and with respect to convict-made products. As to convict-made products, the Commissioner says: "At the present time a State in attempting to protect its own workmen from the productions of convicts in its own precincts simply leaves the markets open to the convict products dumped by other States."

State Commissioner of Labor Bryant, of New Jersey, in his last annual report, urged the necessity of uniform labor laws throughout the country. In New Jersey minors under sixteen years are not allowed to work more than fifty-five hours in a single week, while in the neighboring State of Pennsylvania minors of that age may work a total of sixty hours a week; and the New Jersey manufacturing firms feel the difference, owing to the keen competition between themselves and the neighboring State. Commissioner Bryant says: "While this would appear manifestly unfair to the manufacturers of this State, a more favorable comparison could be made if the working hours for minors under sixteen years of age of New York, Ohio and Illinois are considered, where such minors are not permitted to work for more than eight hours in one day, or a total of more than forty-eight hours in one week." The National Child Labor Committee has a model child labor law which it recommends to State legislatures.

Commercial Laws.

Commerce in its growth has wiped out all State lines, so far as trading is concerned, and it is highly important for individuals and corporations who transact business in many States that there should be uniformity of law relating to commercial matters. The Commissioners on Uniform State Laws have largely concentrated their efforts on this branch. Their committee on commercial law drew up the Uniform Negotiable Instruments act, which, endorsed by the conference and presented to the State legislatures, has become a law in thirty-one States and four Territories. The Uniform Sales act and Uniform Warehouse Receipt act, both sponsored by the Commissioners, have been adopted in several States. The Commercial Law Committee is now at work upon a uniform partnership act, uniform certificates of stock act, uniform bills of lading act and a uniform law governing common carriers. The necessity for uniformity of State legislation on commercial law is universally admitted.

Vital Statistics.

The medical as well as the legal world appreciates the importance of uniform State laws for the immediate registration and preservation of vital statistics. The American Medical Association has prepared a draft of a model law to provide for the immediate registration of all births and deaths. This bill is being urged in all of the State legislatures. It was examined and approved by the Division of Vital Statistics of the United States Bureau of the Census and by the section on Hygiene and Sanitary Science of the House of Delegates of the American Medical Association, the American Public Health Association and the Conference of Commissioners on Uniform State Laws.

The Census Bureau has issued a pamphlet on the legal importance of registration of births and deaths. It is published in a bulletin of the Department, and also issued by the American Medical Association. During the present year legislation for this purpose has been enacted in Delaware, Missouri, North Carolina, Arizona and Tennessee. Dr. Cressy L. Wilbur, Chief Statistician of the Census Bureau, Department of Vital Statistics, in a recent letter says: "The interest of labor organizations is especially desirable to secure registration of births, because birth certificates are a necessary part of the enforcement of child labor laws." The Hon. Vespasian Warner, United States Commissioner of Pensions, in 1907 wrote to the Census Bureau urging the importance to the Government of the registration of vital statistics. As in the administration of the pension laws, it is necessary to have absolute proof of the date of birth of minor children entitled to pensions of the marriage of widows of soldiers who apply for pension, as well as of the death of the soldier. The Pension Commissioner urged that the proper registration of vital statistics would not only be a saving to the Government in time and money, but would tend to insure to the rightful claimant the receiving of the bounty to which he or she is entitled under the law, and prevent imposters from obtaining that to which they have no title.

Marriage and Divorce.

In the matter of marriage and divorce, the Commissioners on Uniform State Laws have approved a uniform divorce law, drawn up by their Committee on Marriage and Divorce, and this law is now being recommended to the different State legislatures. It has been passed in New Jersey and in Delaware, and it has received the endorsement, with some minor changes, of the Pennsylvania Bar Association.

It may be proper in this connection, in order to illustrate the methods and spirit of the Commissioners in their work, to quote from the remarks of Chairman Walter George Smith, in submitting his report to the last annual conference, which was held in Seattle. Relative to the Divorce Act he said: "The
essential matters of uniformity after all are the jurisdictional features. If the jurisdictional features of the act are adopted in the different States, then there will be substantial uniformity, notwithstanding the fact that causes may differ in all the States as widely as they do now between the State of New York and this State, for example. I believe in the State of Washington there are ten causes for divorce, while in New York there is only one cause."

The Committee on Marriage and Divorce, under a resolution adopted by the Conference of 1907, took up the consideration of (1) family desertion and non-support law and (2) a law regulating marriage and licenses to marry; and in 1908 the committee reported first tentative drafts of acts on these subjects and also relating to family desertion and non-support. These drafts of laws are now being circulated for criticisms and suggestions.

**Laws Relating to Women.**

Relating to women, their custody of their own children, their property rights, their right to their earnings, their work and wages and their protection from moral and physical peril, the laws vary in the forty-six States to a degree almost unbelievable. Uniformity of laws relating to women, if the standard adopted could be that of one of the more progressive States, would do much to benefit and improve the lot not only of women, but of men and the public generally.

**Public Health.**

For the protection of public health there is need for uniformity in the State laws in harmony with Federal laws is of unquestionable importance. The fight upon tuberculosis now being inaugurated under the advice and counsel of medical science is one which impressively requires uniformity in State and National legislation. Endless are the points where the law touches the individual and the community. Take the matter of the public roads and highways. Not only the creation of the roads and their maintenance come under the State laws, but now the regulations of the motors which drive over them at the speed of express trains has come to be a question of legislation. Uniformity of State laws on certain subjects connected with the highways of adjoining States are obviously necessary.

**Good Roads.**

The First Annual Good Roads and Legislative Convention was held at Buffalo, July, 1908. Co-operating national bodies were the American Automobile Association, the National Grange and the American Roadmakers’ Association, and the representatives of these associations adopted resolutions authorizing the putting forth of the best efforts of each to secure the enactment of the Uniform State Motor Vehicle Laws proposed by the American Automobile Association, and the enactment of the Federal Automobile Registration law. The four principal points recommended for the model law for present requirements in uniform automotive legislation were: (1) proper identification; (2) control of operators by revocable license; (3) speed provisions which shall prevent and punish reckless driving and which shall not depend upon traps for their enforcement; and (4) revenue.

The American Automobile Association, in its statement of objects, scope and value, declares for uniformity of State laws fixing speed rates and penalties for their violation.

Relating to road building, N. J. Bachelder, Master of the National Grange, declared during the good roads convention that farmers have come to realize that the road problem is not merely a question for the communities through which the roads run, but one that concerns the people of the States and the Nation as a whole.

During the recent conference called by the Governors of the New England States for the promotion of uniformity in law for the development of the natural resources of that portion of the United States the problem of good roads was discussed. James H. MacDonald, State Highway Commissioner for Connecticut, declared his opinion that an important question is to be considered is to try to bring about uniform laws as to road building and maintenance so far as a comparison of methods employed is concerned.

The foregoing are only some of the fields in which uniform State legislation is often desirable.

This conference is called in the hope of bringing together in discussion, debate and counsel men who are competent to advise as to the next steps to be taken. From this conference it is hoped will spring a popular sentiment in behalf of uniform legislation that will make for harmony and cooperation among the States, and weld them more closely than ever in their indissoluble Union.

January 9, 1909

Mr. John G. Agar,
31 Nassau Street,
New York.

Dear Mr. Agar:-

In response to your inquiry as to what should be the magnitude and character of a campaign to be made in this country against Socialism, and what is now being done by us, I beg to say that our committee has, the past year, made a thorough study of the extent and menace of Socialism in this country and its methods of propaganda, and is preparing material for publication in pamphlet and book form, showing its destructive philosophy on one hand, and, on the other, the progress made in this country for the past fifty years under American institutions. This work will soon be ready for use, but before any open campaign is begun it is thoroughly essential that a plan of organization of all forces that can be rallied in defense of American institutions be devised.

The committee has found that Socialism is making headway not so much in the ranks of labor as in the ranks of "Capital", or, more correctly speaking, the Bourgeoisie and the "Intellectuals". The Socialists have been at work planning their campaign for ten years and are "past masters". They are persistent, energetic, able and insidious and any campaign to be made against them should be planned with a full realization of their strength. It would be no use to undertake a movement in any small way. It should be comprehensive,
Mr. John C. Aver,
21 Madison Street,
New York.

Dear Mr. Aver:

In response to your inquiry as to what amount
the magnificent and energetic of a campaign to be made in this
community entitled "Societiasm" may want to know being gone pt. at
pep to reap what our committee has. The best answer, have a fro...
our thanks to the expert and many of sociology to this country.

Any work in the adoption and preparation material for
application in pamphlets and book form, showing the achievements
by themselves of our party, may be the affair. The pressure was in
this country to the first time never American interest.

This week will soon be near you, but please any
other complaint is being it to forward unsatisfactorily.
plan of organization of all labor that can be told in general.

The committee are young that "Societiasm" to making
next week, as much in the terms of labor as in the terms of
"Capitalist", or more correctly speaking, the "Homesteadia"
and "Interrepublican". The societies have been at work.

Planning great committee for you, please my state "best measure".

Then the best men, energetic, able and intelligent and any
committee to make stronger from sound with a full
 appreciation of their attributes. It would be no use to undertake
a movement in any small way. It would be comprehensible,
otherwise it would be simply wasting time and money. If a
sufficient fund could be provided for a three year campaign,
results could be produced that would, in my mind, practically
put the Marxian Socialists entirely upon the defensive; whereas,
to-day, they are openly and brazenly preaching revolution and
destruction of American institutions in the pulpit, on the
stage, in the press, in the magazines and on the platform and
challenging all comers.

I would divide the work to be done into seven com-
mittees, as follows: Church, College; Labor; Press; Public
School; Agriculture; Woman. These committees should have paid
secretaries, who not only should be able to speak and write
intelligently, but should be first class organizers.

The Committee on Church should be composed of minis-
ters, Sunday School superintendents, Sunday School teachers,
church trustees, leaders of the Y.M.C.A., Epworth League and
Society of Christian Endeavor, organizations of Catholic and
Jewish young men and editors of church papers.

The Committee on College should be composed of presi-
dents of colleges, professors, editors of college papers, mem-
ers of boards of trustees and the officers of student organi-
izations. This committee should organize Anti-Socialist Leagues
among the student forces to combat the Intercollegiate
Socialist Leagues now spreading through the colleges lead by
and John Spargo.
otherwise it would be simply wasting time and money.

In order to be effective and continue to progress towards the goal of the organization, the committee would have to be familiar with the methods of the M两大 organization, which are:

1. The organization of a national federation of women's organizations.
2. The organization of a national federation of men's organizations.

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The Committee on Labor should be composed of labor leaders and labor editors. The secretary of this committee should prepare matter for the labor press and develop the speaking and writing talent in the ranks of labor throughout the country. To illustrate the past suggestion; a few weeks ago a church organization in Philadelphia wanted some labor man to talk against Socialism. Instead of sending a man from New York, a cigar maker, working for twelve dollars a week in Philadelphia was supplied. This man was not only a good speaker, but was thoroughly grounded in the philosophy of Socialism and was a very able opponent.

The Committee on Press should be composed of editors of daily, weekly and monthly publications and the heads of the auxiliary syndicate publishing companies. The secretary should arrange for the publication and distribution of anti-Socialist literature. This committee should have a list of the Socialists occupying prominent positions in the daily press and the monthly magazines. It is the boast of the Socialists that they are gradually "honeycombing the press of the country and that in many of the big papers a majority of the writers are Socialists who are shaping the policies of the paper in the direction of Socialism". They do not hesitate to give the names of some of the papers they are "capturing".

The Committee on Public Schools and Teachers should consist of superintendents, principals, heads of teachers' organizations, editors of teachers' publications and especially all teachers of history and economics. It is the announced intention of the Socialist
The Committee on Labor: Report on committee work. The committee works to prepare a paper on the economic and political aspects of labor force and economic development. The report is to be published and distributed to the membership. The committee is composed of members from various organizations, including the Union, the Chamber of Commerce, and local business groups.

In Philadelphia, the committee is working on a study of the labor market and economic conditions. The committee is also working on a report on the economic impact of labor force changes. The report is to be distributed to the membership and to the general public.

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leaders to "capture" the teachers and they have started a "teachers'" journal" which has for its purpose "the permeation of the teaching force of the American public schools" and through it reaching the student mind. They are also publishing a series of text books, beginning with primers for children, in which they teach class hatred. A similar campaign is being made with the Sunday School teachers.

The Committee on Agriculture should be composed of officers and instructors in agricultural colleges, officers of Farmers' Institutes and Granges and editors of farm papers. While people are generally surprised to hear Socialism mentioned in connection with farmers, information shows that it is beginning to make headway in their ranks. Thousands of pamphlets are being distributed designed to show the small farmer and the farm laborer the evils of the present system and the beneficence of the "Co-operative Commonwealth". The Populist Party, composed entirely of farmers, has endorsed the Socialist movement.

The Committee on Woman should be composed of officers of woman's clubs and editors of women's publications. There are several thousand women's clubs in the country and the Socialists have been getting a hearing for their speakers in a majority of them.

There should be a Speakers' Bureau and an Editorial Bureau, the first to see that anti-Socialist speakers are invited to address all kinds of clubs, Chautauquas and public meetings and the latter to prepare the printed matter for distribution by the Press Committee,
The Committee on Women's Rights is composed of women's representatives. There are several women's groups in the community and the Interstate Woman's Clubs, and the Women's Branches of the Cooperative Commission have been active. The Women's Branches are taking an active part in the movement. The Women's Branches have been a great help in securing a hearing for their ideas, to a majority of them. There are many topics for discussion, and the Women's Branches are invited to participate in all kinds of discussions and public meetings, and the letters to prepare the printed matter for distribution by the Press Committee.
whether books, pamphlets or monthly periodical material. Of course, all of the committees' secretaries would be active members of these bureaus. Already the Civic Federation has been doing considerable work that would come under the heads of these respective bureaus. We have furnished speakers within the last thirty days to several church organizations, one speaker being Mr. Edward A. Moffett, a member of the Bricklayer's Union, who addressed the Presbyterian ministers' organization and will, on the 25th, address 250 Methodist ministers. We have also furnished a number of women speakers to woman's clubs, where Socialism has been the topic for discussion. We have constant calls for pamphlets and books on Socialism has been the topic for discussion. We have constant calls for pamphlets and books on Socialism and have so far only been able to supply Mallock's lectures which he gave in favor of the leading colleges in this country two years ago, under the auspices of the Civic Federation, but with no organization specifically devoted to this work it has been impossible to carry it on in more than a superficial manner. One of the great needs is a training school for speakers. This need the Socialists have met by the Rand School of Social Science which is working night and day to train Socialist speakers and teachers of Socialist Sunday Schools.
We were pleased to receive a number of informal requests for pamphlets. We have been able to supply a number of them to the committee members, and we are now considering the possibility of publishing a series of pamphlets on the subject. We are also planning to publish a series of articles in a local newspaper. We hope to receive feedback from these articles, and we are willing to make any changes necessary to improve them.

We have also been approached by a number of organizations interested in the subject. We have been able to arrange for them to receive copies of our pamphlets and articles. We are also planning to meet with some of these organizations to discuss their needs and interests.

We are interested in hearing from anyone who has an interest in the subject of social security. We are willing to provide information and assistance to anyone who is interested in learning more about this subject. We are also interested in hearing from anyone who has experience in this area.

We are looking forward to hearing from you and to working with you on this important issue.
I suggest the following budget, dividing up the expenses in round numbers as follows:

The seven committees proposed could be handled by five Secretaries... $18,000.00
Travelling Expenses organizing... 5,000.00
Office Expenses... 6,000.00
Editorial Bureau... 5,000.00
Printing... 12,000.00
Sundries... 4,000.00

Total... 50,000.00

Sincerely yours,

RME/ENV
I suggest the following budget, giving it the expenses in round numbers as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
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<tbody>
<tr>
<td>Pe payment for two secretaries</td>
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<tr>
<td>Traveling expenses organizing</td>
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</tr>
<tr>
<td>Office expenses</td>
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<tr>
<td>Materials purchased</td>
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<td>Printing</td>
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<td>Total</td>
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Enclosed herewith,