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Comment

INTEREST in the problem of industrial relations—and particularly in the experiment in union-management cooperation on the railways—was manifest at the meeting of February 5 held in the Engineering Societies Building, New York City. The main floor of the auditorium was comfortably filled, notwithstanding the fact that on that evening urban and suburban transportation was severely disorganized by an unusual fall of snow, and only meetings of exceptional interest could induce people to face the problem of finding a way home after an evening session.

FOR cooperation in the organization and conduct of this meeting the Taylor Society is indebted to several other associations: to the Metropolitan Section of the A. S. M. E., the New York Railroad Club, the Management Division of the A. S. M. E., the New York Chapter of the S. I. E., and the New York Metropolitan Section of the Taylor Society. And all of these cooperating associations are indebted to Mr. Frederick H. Ecker, Vice-President of the Metropolitan Life Insurance Company and President of the Chamber of Commerce of the State of New York, who not only presided at the meeting but also entertained the speakers of the evening as guests of honor at a private dinner at the Engineers' Club preceding the meeting.

OTHER guests at this dinner were: Arthur W. Anderson, representing J. P. Morgan & Company; Clarence M. Clark and Edward W. Clark 3rd, representing E. W. Clark & Company, Philadelphia; Morris L. Cooke, Consulting Engineer; Hugh Frayne, General Organizer, American Federation of Labor; Haley Fiske, President of the Metropolitan Life Insurance Company; Charles W. Gallo-way, Vice-President of the Baltimore & Ohio Railroad; Jerome J. Hanauer, representing Kuhn, Loeb & Company; Darwin P. Kingsley, President of the New York Life Insurance Company; Francis Lee Stuart, Consulting Engineer; Frank C. Wright, representing Lee, Higginson & Company; and Roy V. Wright, Editor of *Railway Age*. In the audience at the meeting were many other representatives of financial and investment interests, of managements and craft organizations of the railroads centering in New York City, of managements and labor organizations of other industries than transportation, and of the engineering profession. From the point of view of variety of industries and of variety of administrative responsibilities, this was unquestionably as representative an audience as ever attended a management meeting.

THE purpose of the meeting was to put on record a noteworthy case of management-labor cooperation in managing and promoting the interests of a great enterprise, with avoidance of emphasis of collateral controversial aspects of the case. We believe this purpose was achieved. To be sure, the opening paragraphs of the first address did present, as "basic requirements" to effective cooperation, certain propositions which, had there been immediate, general discussion from the floor, might have