

Governor Henry J. Allen, correspondence files, box 14

Section 1, Pages 1 - 30

These folders contain correspondence subject files with Governor Allen. Some subjects included are Livestock Commission; William McMillen; General Charles Martin; C. F. Menninger; Mental Hygiene; Migratory Bird Bill; Military Training, Compulsory, and Mining Examining Board.

Creator: Kansas. Governor (1919-1923 : Allen)

Date: 1919-1923

Callnumber: Governor's Office, Governor Henry J. Allen, Correspondence Files, Subject Files Box 14

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KANSAS
HISTORICAL
SOCIETY

Governor Henry J. Allen, correspondence files, box 14

Leane, Kans.
Feb. 25, 1919

Dear Gov.: As a voter
in the state of Kansas
I am glad to have
the opportunity to ex-
press my views in
regard to House Bill 404.
I am not in favor
of children being ex-
amined by M. D. in
school. The parents or
guardians should have
the privilege of taking
care of their children's
health in the way
they think best.

Respt.
Miss Carrie Thompson

Governor Henry J. Allen, correspondence files, box 14

Ganey, Kans. 2, 24, 1919

Gov. Henry J. Allen,
Topeka, Kans.
Dear Sir:

I wish to enter my protest
against House Bill No. 404. I
regard this bill as depriving people
of one of the sacred rights guaranteed
to the people of the State of Kans. by
the Constitution thereof.

Trusting that you will see
that this is handed to the right
party. I am,

Yours truly,

T. M. Roberts.

Prin. Com. Dept.
Ganey High School.

Governor Henry J. Allen, correspondence files, box 14

81
Feb. 27th, 1918.

Mrs. M. Evelyn Roberds,
Caney, Kansas.

Dear Mrs. Roberds:-

Governor Allen directs me to acknowledge receipt of your letter of February 24th and to say that he will give the matter mentioned therein his most careful consideration.

The measure in question is still pending in the legislature and whether it will come to the governor for his attention has not yet been determined. He is glad to have your views on the matter and appreciates very much your writing him.

Very truly yours,

Secretary to the Governor.



Governor Henry J. Allen, correspondence files, box 14

Ganey Kans Feb. 24

Gov. Henry J. Allen
Topeka, Kans.

Dear Sir —

I am writing a line
of protest against the
passing of House Bill No. 404
pertaining to Public Health &
Compulsory examination of
school children.

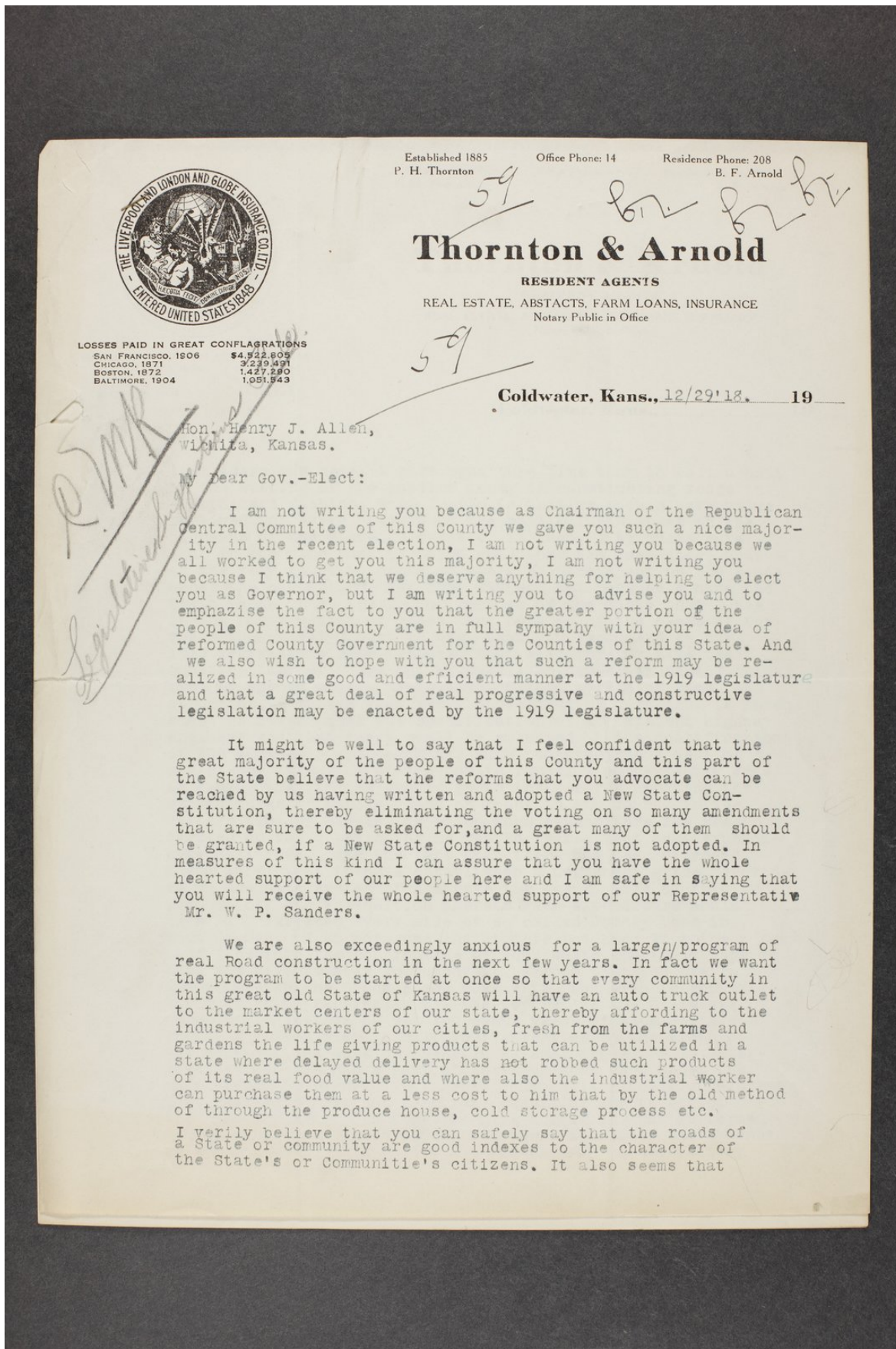
I have a small boy in
school and prefer looking
after his needs in that line
as seems best, and not turn
him over to an autocratic power.

As our senator is abroad I am
taking this means of addressing you
trusting you will put it in the
proper hands.

Most Respectfully

Mrs M. Evelyn Roberts

Governor Henry J. Allen, correspondence files, box 14



Governor Henry J. Allen, correspondence files, box 14



Established 1885
P. H. Thornton

Office Phone: 14

Residence Phone: 208
B. F. Arnold

Thornton & Arnold

RESIDENT AGENTS

REAL ESTATE, ABSTRACTS, FARM LOANS, INSURANCE
Notary Public in Office

LOSSES PAID IN GREAT CONFLAGRATIONS
SAN FRANCISCO, 1906 \$4,522,805
CHICAGO, 1871 3,239,491
BOSTON, 1872 1,427,290
BALTIMORE, 1904 1,051,543

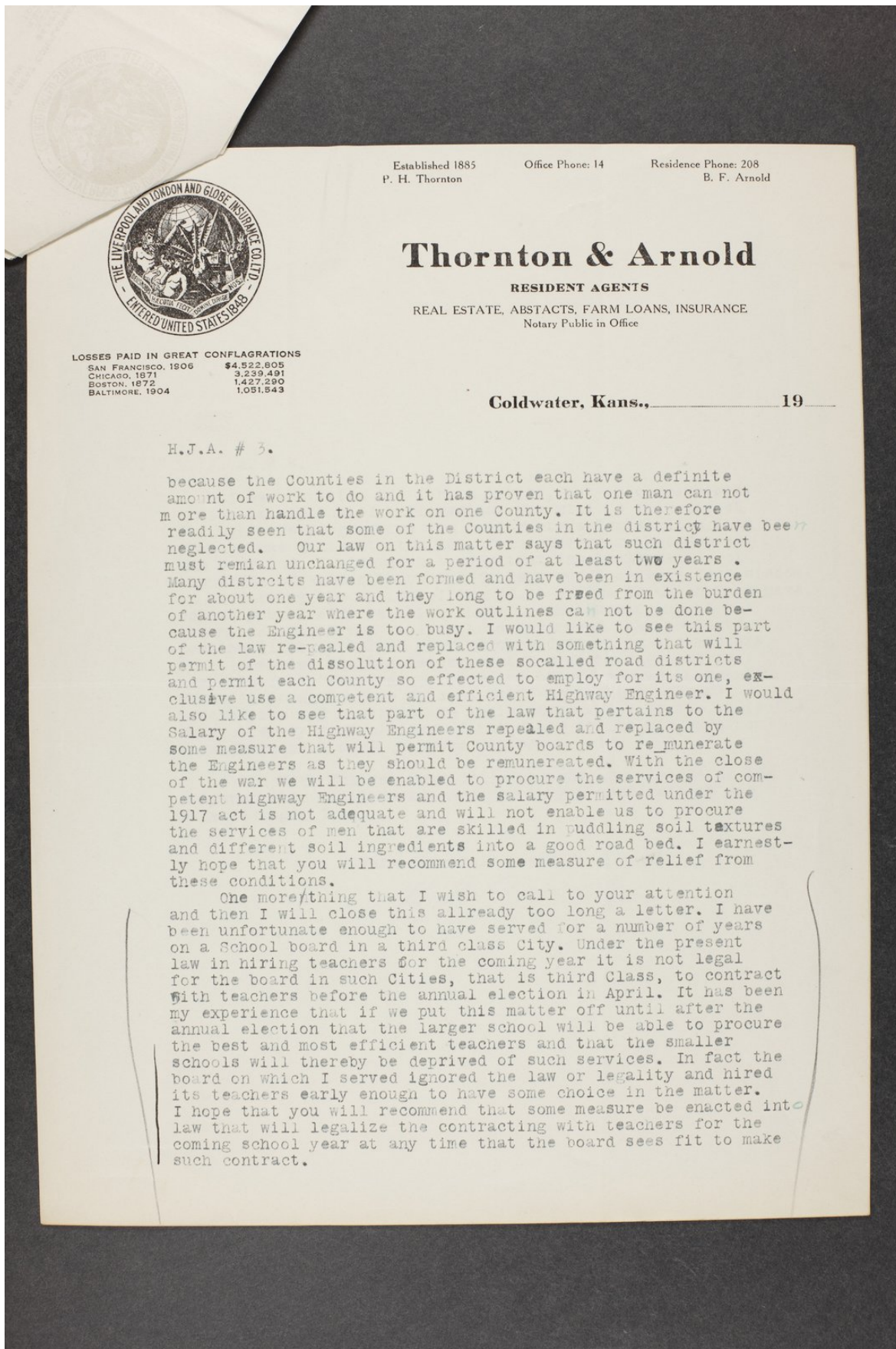
Coldwater, Kans., 19

H. J. A. # 2.

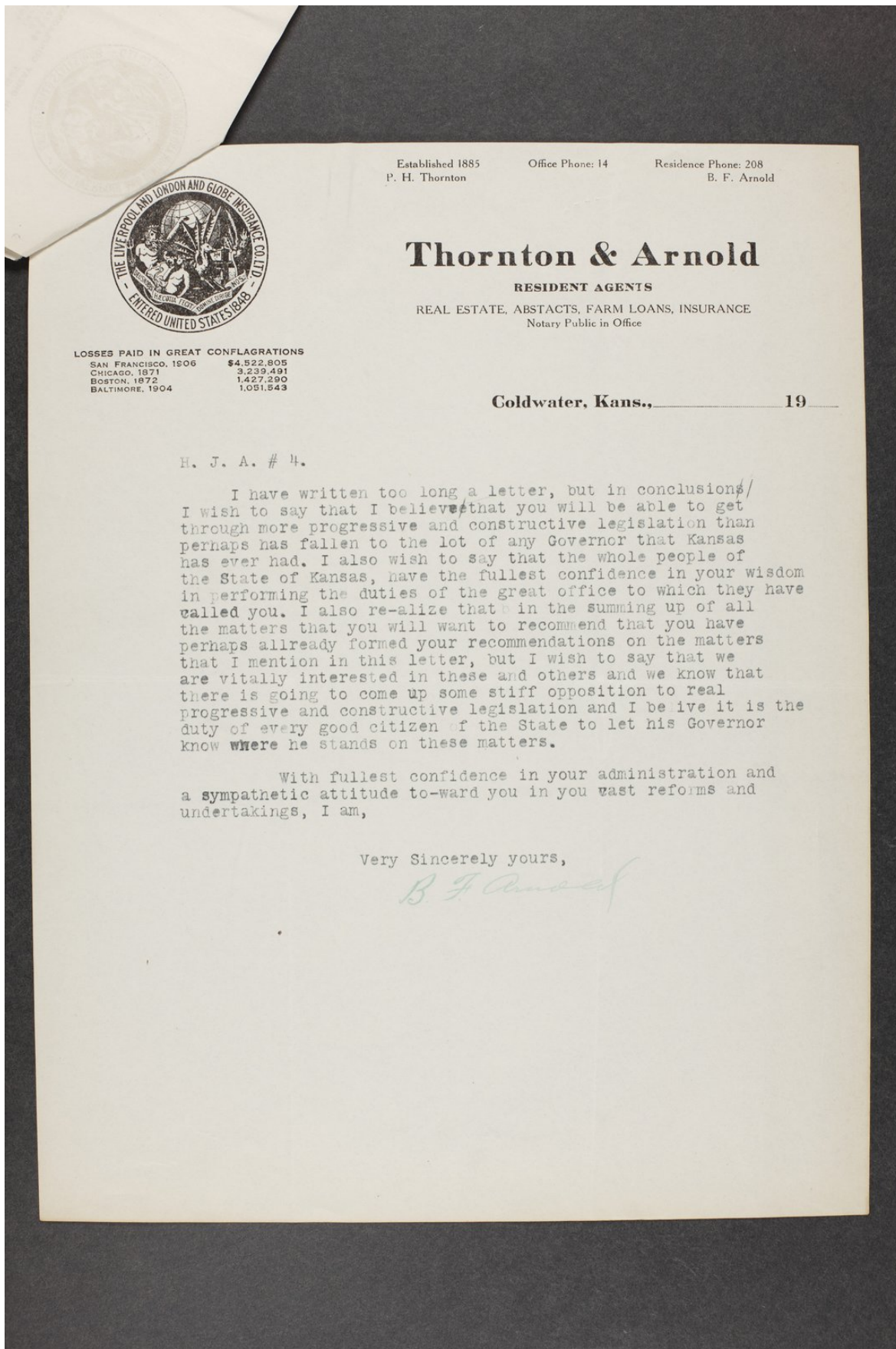
that there was never a more opportune time than to call a halt on the wasting of the public's money in constructing roads in a haphazard fashion. What I mean is that we should have value received for every dollar of the public funds spent on the highways of the State. I believe, in fact, I am quite sure that in the time past in which road work has been done, that at the very least 90 cents on every dollar spent on the roads under the old method, has been wasted. Not because I have had training as an engineer, nor because of the waste that I see in the construction of roads, but because of the needs of the roads themselves I want to urge that you recommend to our 1919 legislators some measure that will forever take the construction of roads out of unskilled hands. In fact I think that we should have a State wide uniform system of road construction. A system that every shovel full of dirt that is moved shall be moved under the specification of a competent highway engineer and that there shall be embodied in the qualifications of the engineers who undertake such construction a test of efficiency in saving of the public funds. I am perfectly safe in saying that if one should go to the records and find the expenditures of public funds on roads in any County in the Western part of Kansas, in which such expenditure has been carried on for a period of 25 to 30 years, that such expenditure will reveal the fact that there has been expended a sum sufficient to have established a permanent grade, provided an adequate system of drainage for every mile of road in such County and in addition thereto such expenditure would have hard surfaced every mile of so called County road in each County. I am not guessing at this but know it to be a fact and I deplore the continuance of such waste and truly hope that you will be able to remedy it. I know that you are in sympathy with the Good Roads movements, but wish to emphasize the fact that practically all the people, of the State are exceedingly anxious to get 100 cents value of each dollar spent. I also wish to call your attention to the trend of the construction work on roads in Kansas. Since the 1917 legislature we have had a part of the road work done under the supervision of Highway Engineers. You will readily understand that Engineers have not been very plentiful and to effect the road constructions, Counties have united in what is termed Road Districts and each County has borne a part of the expense of the Engineer. This policy has proven very unsatisfactory



Governor Henry J. Allen, correspondence files, box 14



Governor Henry J. Allen, correspondence files, box 14





Governor Henry J. Allen, correspondence files, box 14

Byron Gov. Jan.
March 14

Gov. Henry J. Allen
Topeka, Kan.
Dear Sir:

In view of the almost interminable continuance of so many court cases in this county and judicial district, there has been considerable discussion regarding the circulation of a petition to have Saline Co. dropped from this district, leaving but the three counties, Lincoln, Ellsworth and Ottawa. The plan was to ask you, if it is legally possible, to appoint a judge ad interim until the next Legislature meets, it being, of course, too late for the present body to act. We believe an investigation will show that the business

Governor Henry J. Allen, correspondence files, box 14

of the three counties named is sufficiently heavy to justify the time and attention of a judge, instead of having to divide his time with a county like Saline, with a population of nearly 25,000.

Thanking you for the courtesy of your reply, I am,

Respectfully
J. Morgan

Governor Henry J. Allen, correspondence files, box 14

59

September 29, 1919.

Mr. H.M. Hammer, National Secretary,
Sons of Veterans, U.S.A.,
Reading, Pa.

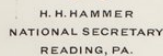
Dear Mr. Hammer:

Governor Allen directs me to acknowledge receipt of your letter of September 24th transmitting the "Declaration of the Sons of Veterans, U.S.A." and to thank you for bringing the matter to his attention. Our legislature is not now in session but the "Declaration" will be brought to its attention at the next session which will convene in January, 1921.

Yours very truly,

Secretary to the Governor.

Governor Henry J. Allen, correspondence files, box 14



COMMANDERY-IN-CHIEF
SONS OF VETERANS, U.S.A.

September 24, 1919.

The Governor,
State of Kansas.

Sir:-

I have the honor by direction of the Thirty Eighth Annual Encampment of the Commandery-in-Chief Sons of Veterans, U. S. A. held at Columbus, Ohio, September 8-11, 1919, to certify to you and the Legislature of your State the unanimous adoption of the following "Declaration of the Sons of Veterans, U. S. A."

Very respectfully,

National Secretary.

The Sons of Veterans, U. S. A., being the descendants of the Union Soldiers and Sailors of the Civil War, organized as a civic body for many years to perpetuate the memory of their fathers' service and sacrifices for the preservation of the Union, and to inculcate the principles of patriotism and love of country, Do Declare:

That the Order will, to the limit of its power and influence, vigorously oppose all bolshevik movements and tendencies, and all efforts that make for the destruction or impairment of our constitutional Union.

That we demand of all citizens one hundred per cent Americanism.

That we call upon Congress to provide necessary laws for the deportation of all unregenerate aliens, and those who do not in good faith seek to become citizens.

That we insist upon the energetic enforcement of these laws by the executive branch of the government.

Governor Henry J. Allen, correspondence files, box 14



H. H. HAMMER
NATIONAL SECRETARY
READING, PA.

COMMANDERY-IN-CHIEF SONS OF VETERANS, U.S.A.

That we believe that Congress should forthwith cause to be made an extensive and exhaustive investigation of the causes of social unrest in all parts of the country, and having ascertained the causes, then to provide the remedies that will restore the peace and happiness of the whole people under unaltered American institutions.

To the accomplishment of the foregoing the Sons of Veterans, U. S. A., hereby pledge the unswerving and loyal efforts of their entire membership; and express their willingness to co-operate with all other patriotic organizations actuated by similar motives.

This order furthermore offers the Government the service of its nation-wide organization with its influence in affiliated orders and social circles to distribute any propaganda of Americanism which may be authorized to combat all movements which would raise the red flag of anarchy, or which are treasonable or subversive of free democracy as handed down by the founders of this Republic.



Governor Henry J. Allen, correspondence files, box 14



H. H. HAMMER
NATIONAL SECRETARY
READING, PA.

COMMANDERY-IN-CHIEF SONS OF VETERANS, U.S.A.

September 24, 1919.

To the Senate,
State of Kansas.

Gentlemen:-

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Governor Henry J. Allen, correspondence files, box 14



H. H. HAMMER
NATIONAL SECRETARY
READING, PA.

COMMANDERY-IN-CHIEF SONS OF VETERANS, U.S.A.

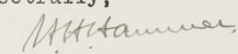
September 24, 1919.

To the House of Representatives,
State of Kansas,

Gentlemen:-

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Very respectfully,


National Secretary.

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READING, PA.

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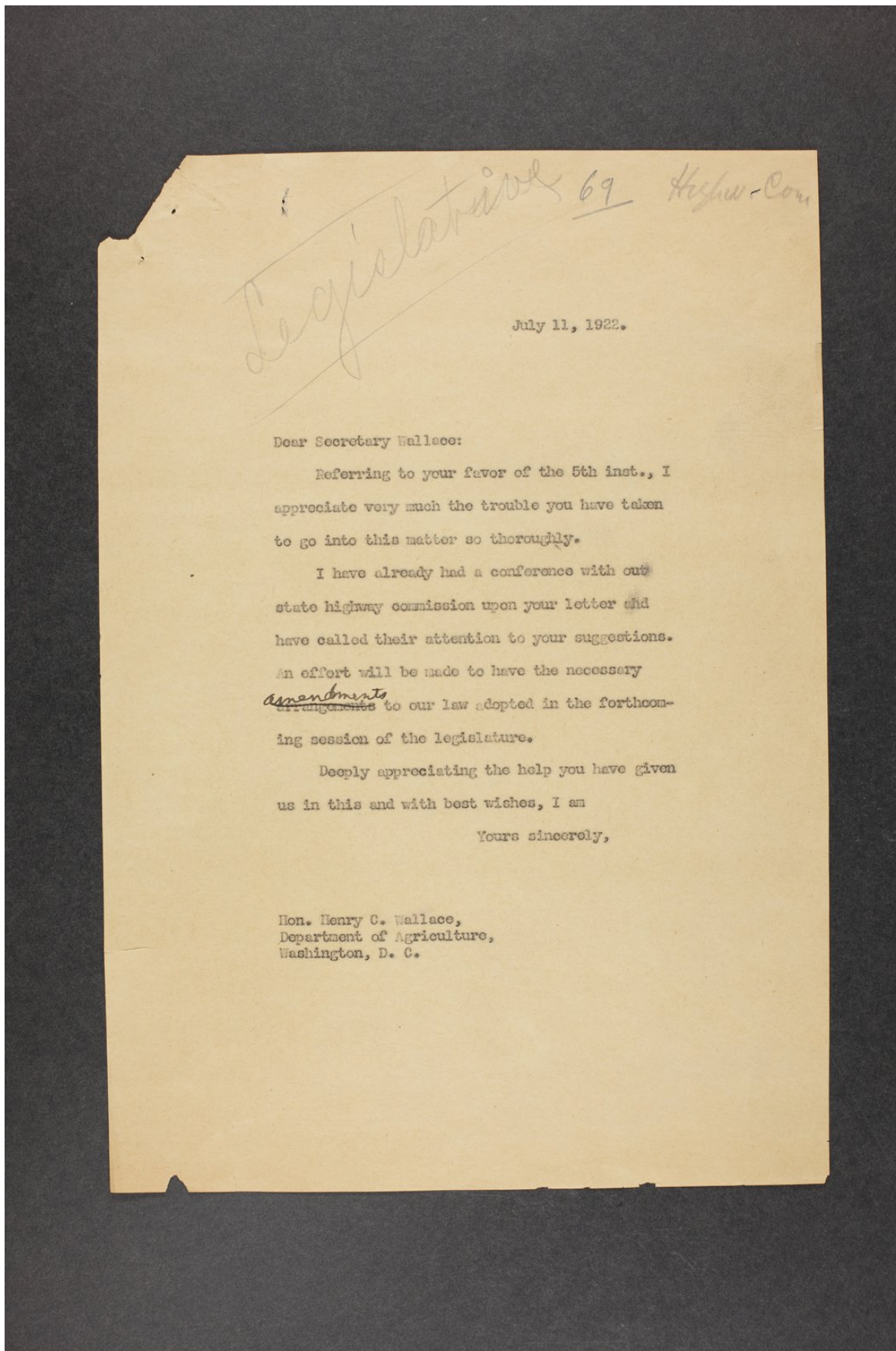
That we believe that Congress should forthwith cause to be made an extensive and exhaustive investigation of the causes of social unrest in all parts of the country, and having ascertained the causes, then to provide the remedies that will restore the peace and happiness of the whole people under unaltered American institutions.

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Governor Henry J. Allen, correspondence files, box 14



Legislative 69 Highway-Comm

July 11, 1922.

Dear Secretary Wallace:

Referring to your favor of the 5th inst., I appreciate very much the trouble you have taken to go into this matter so thoroughly.

I have already had a conference with our state highway commission upon your letter and have called their attention to your suggestions.

An effort will be made to have the necessary *amendments* arrangements to our law adopted in the forthcoming session of the legislature.

Deeply appreciating the help you have given us in this and with best wishes, I am

Yours sincerely,

Hon. Henry C. Wallace,
Department of Agriculture,
Washington, D. C.

Governor Henry J. Allen, correspondence files, box 14

DEPARTMENT OF AGRICULTURE
WASHINGTON

JUL 5 1922

Hon. Henry J. Allen,
Governor of Kansas,
Topeka, Kansas.

Dear Governor Allen:

The certificate executed by you to comply with Section 10 of the Federal Highway Act was duly submitted to this Department by the State Highway Engineer of Kansas. Section 10 of the Federal Highway Act reads, as follows:

"Sec. 10. That when any State shall have met the requirements of this Act, the Secretary of the Treasury, upon receipt of certification from the Governor of such State to such effect, approved by the Secretary of Agriculture, shall immediately make available to such State, for the purpose set forth in this Act, the sum apportioned to such State as herein provided."

Very careful consideration was given the certificate, having in mind the provisions of the Kansas laws and the plan under which Federal aid cooperation is actually carried on in Kansas. It appears that while the State has an organized State Highway Commission, the powers of that Commission are so restricted that it can take practically no action with regard to any road improvement project independently of the county boards of commissioners.

Governor Henry J. Allen, correspondence files, box 14

-2-

For instance, the State Highway Commission, as a matter of practical operation, does not select the roads to be improved; does not make the surveys; does not select the type; does not prepare the plans, specifications and estimates; and does not advertise and award contracts; all these things being done by the county boards of commissioners subject to certain powers of approval vested in the State Highway Commission. It is believed, therefore, that the State Highway Commission now provided by the laws of Kansas is so limited in its powers that it cannot be said to constitute a "State Highway Department" within the meaning of the Federal Highway Act. Section 2 (4th paragraph) of the Federal Highway Act defines the term "State Highway Department", as follows:

"The term 'State highway department' includes any state department, commission, board, or official having adequate powers and suitably equipped and organized to discharge to the satisfaction of the Secretary of Agriculture the duties herein required."

Section 7 of the Federal Highway Act reads, as follows:

"Sec. 7. That before any project shall be approved by the Secretary of Agriculture for any State such State shall make provisions for State funds required each year of such States by this Act for construction, reconstruction, and maintenance of all Federal-aid highways within the State, which funds shall be under the direct control of the State highway department."

Section 2 (last paragraph) of the Federal Highway Act defines the term "State funds", as follows:

"The term 'State funds' includes for the purposes of this Act funds raised under the authority of the State, or any political or other subdivision thereof, and made available for expenditure under the direct control of the State Highway Department."

Governor Henry J. Allen, correspondence files, box 14

-3-

While the certificate sets out that funds for construction and reconstruction are to be provided from general county road and bridge levies, from benefit districts, from the State aid road fund of the several counties, or from county bond issues, and that applications are now on file with the State Highway Commission involving approximately \$12,000,000 worth of work, no method of placing funds raised by counties, or subdivisions thereof, under the control of the State Highway Commission is shown, other than that vouchers must be approved by the State Highway Engineer. Attached to the certificate is a form of agreement now being entered into by the Highway Commission and the boards of county commissioners under authority of Section 7, Chapter 264, laws of 1917, giving the Highway Commission supervision over construction and maintenance work on Federal aid projects. This form, however, does not undertake to place funds under the control of the State Highway Commission. The Highway Commission, therefore, has no control over county funds except such as is involved in the approval of vouchers by the State Highway Engineer.

The 1919 Legislature of Kansas passed an Act (Chapter 331, approved April 7, 1919) submitting to a vote at the general election in 1920 an amendment to Section 8, Article II, of the State Constitution, to authorize the state to aid in the construction of roads and highways and the reimbursement for the cost of permanent improvements of roads and highways constructed after March 1, 1919, with the limitation that such aid and reimbursement shall not be granted in any county for more than 25 per cent of the cost of such road or

Governor Henry J. Allen, correspondence files, box 14

-4-

highway, nor for more than \$10,000 per mile, nor for more than 100 miles in any one county, except that in counties having an assessed valuation of more than \$100,000,000 such aid and reimbursement may be granted for not more than 150 miles of road or highway. This amendment to the constitution was adopted at the general election in 1920. The legislature of the state, at its 1921 session, passed an act (Chapter 217) creating in each county in the state a fund to be known as the "state-aid road fund," which is to consist (Section 3) of the proceeds of motor license fees collected by the County Treasurer after certain deductions therefrom have been made. The money which goes into the state-aid road fund is collected by the County Treasurer and is retained within the county, and at no time reaches the State Treasury. It would appear, therefore, that while the constitution of the State has been satisfactorily amended to permit State revenues for road construction and reconstruction, the Legislature has passed no law actually providing State revenues for that purpose.

Regarding the matter of maintenance, Section 3, Chapter 264, laws of 1917, and Section 7, Chapter 246, laws of 1919, provide that the State Highway Commission, together with the county engineer, on or before July 25 each year, shall inspect the Federal aid roads in each county and certify to the Board of County Commissioners the repairs and maintenance required on each mile and the amount necessary to defray the cost thereof. It is provided also that the Board of County Commissioners shall levy on all taxable property in the county

Governor Henry J. Allen, correspondence files, box 14

-5-

a tax sufficient to raise the amount certified by the State Highway Commission to be necessary for such maintenance, the proceeds of which tax shall be paid out on orders drawn by the county board against vouchers approved by the State Highway Commission. The actual maintenance work, however, is done by the county, apparently without any supervision, direction, or control from the State Highway Commission, other than such as is involved in the approval of vouchers by the State Highway Engineer. No funds for maintenance are provided from State sources.

Section 14 of the Federal Highway Act reads, in part, as follows:

"Sec. 14. That should any State fail to maintain any highway within its boundaries after construction or reconstruction under the provisions of this Act, the Secretary of Agriculture shall then serve notice upon the State highway department of that fact, and if within ninety days after receipt of such notice said highway has not been placed in proper condition of maintenance, the Secretary of Agriculture shall proceed immediately to have such highway placed in a proper condition of maintenance and charge the cost thereof against the Federal funds allotted to such State, and shall refuse to approve any other project in such State, except as hereinafter provided.

Upon the reimbursement by the State of the amount expended by the Federal Government for such maintenance, said amount shall be paid into the Federal Highway fund for reapportionment among all the States for the construction of roads under this Act, and the Secretary of Agriculture shall then approve further projects submitted by the State as in this Act provided."

The Federal Highway Act, therefore, clearly contemplates that the duty of maintaining the roads constructed with Federal aid shall rest primarily upon the State. The powers and authority conferred

Governor Henry J. Allen, correspondence files, box 14

-6-

upon the State Highway Commission under the existing laws of Kansas is believed to be insufficient to enable it to discharge the duties as to maintenance which the Federal statute imposes upon it.

In view of the foregoing, this Department felt that it could not approve the certificate submitted by you. However, it is believed that Congress, anticipating that the laws of some States might prevent full compliance with the Federal Highway Act in some respects, made provision, by the enactment of Section 24 of the Federal Highway Act, for Federal cooperation with such States for a limited period during which the necessary changes in their laws might be effected. Section 24, as it was in effect, when the Kansas certificate was under consideration, read as follows:

"Sec. 24. That in any State where the existing constitution or laws will not permit the State to provide revenues for the construction, reconstruction, or maintenance of highways, the Secretary of Agriculture shall continue to approve projects for said State until three years after the passage of this Act, if he shall find that said State has complied with the provisions of this Act in so far as its existing constitution and laws will permit."

Applying the provisions of the above section to conditions as they exist in Kansas, it appeared to this Department that while the certificate, for the reasons above given, could not be accepted and approved for transmittal to the Secretary of the Treasury, a finding might be made that the State of Kansas had complied with the provisions of the Federal Highway Act "in so far as its existing constitution and laws will permit," and that this Department, therefore,

Governor Henry J. Allen, correspondence files, box 14

-7-

might continue to approve projects for the period of three years from November 9, 1921, the date of the approval of the Federal Highway Act. Accordingly, on May 8, 1922, such a finding was made and immediately communicated to the Secretary of the Treasury, with request that the Federal-aid funds allotted to the State of Kansas be made available to the State for the period specified from November 9, 1921.

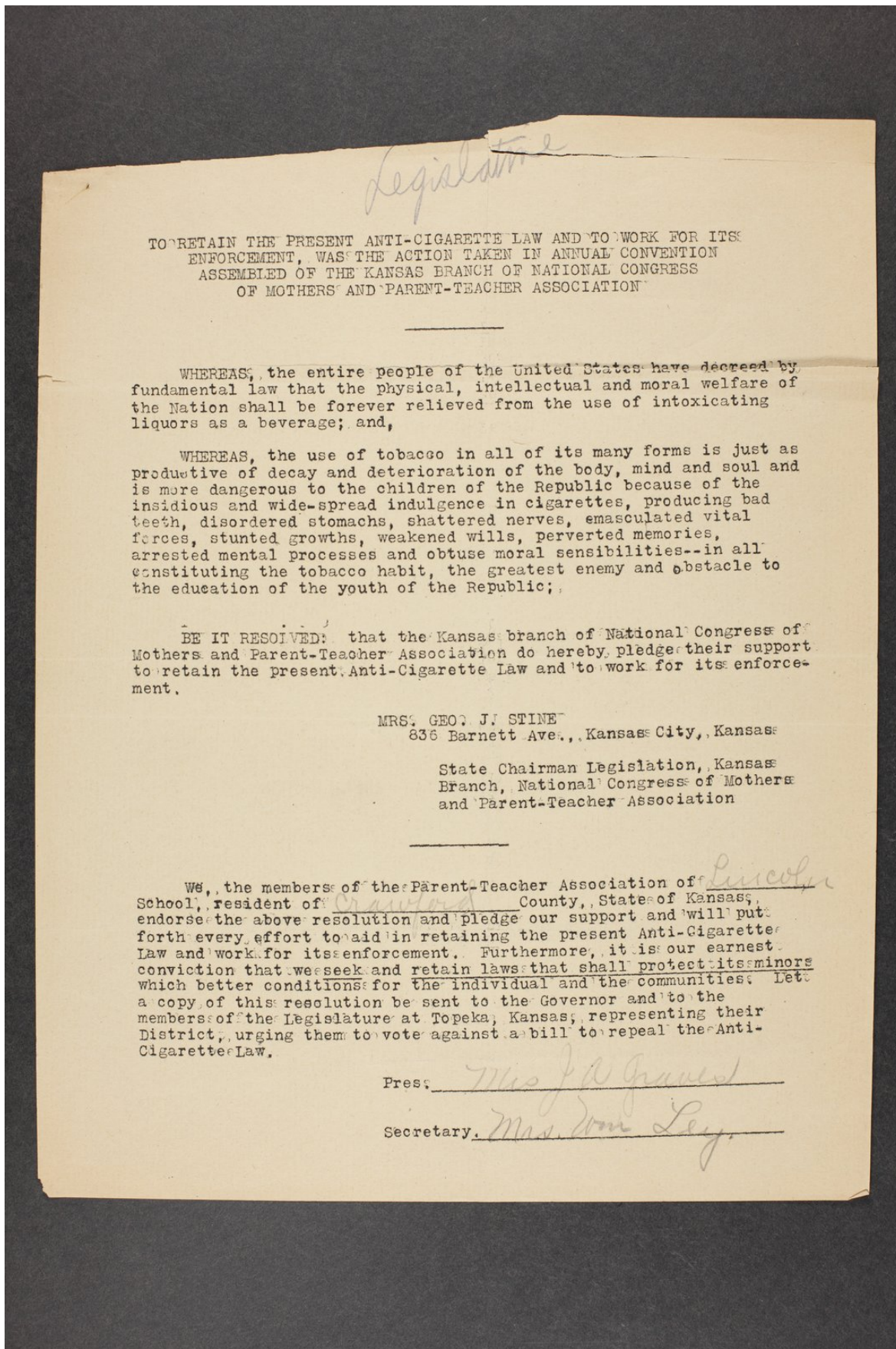
As you are probably aware, on June 19, Section 24 of the Federal Highway Act, above quoted, was amended by Section 4, paragraph 5 of the Act making appropriations for the Post Office Department for the 1923 fiscal year, and the three-year period from November 9, 1921, was changed to a five-year period. While the period under which the Department may continue to approve Kansas Federal-aid projects is thus considerably extended, it is believed that steps should be taken promptly to have the existing laws of the State changed so as to enable it to meet the requirements of the Federal Highway Act on or before the expiration of the five-year period, thus insuring a continuance of Federal-aid cooperation thereafter.

Sincerely yours,

Kenneth Wallace

Secretary.

Governor Henry J. Allen, correspondence files, box 14



Governor Henry J. Allen, correspondence files, box 14

TO RETAIN THE PRESENT ANTI-CIGARETTE LAW AND TO WORK FOR ITS
ENFORCEMENT, WAS THE ACTION TAKEN IN ANNUAL CONVENTION
ASSEMBLED OF THE KANSAS BRANCH OF NATIONAL CONGRESS
OF MOTHERS AND PARENT-TEACHER ASSOCIATION

WHEREAS, the entire people of the United States have decreed by
fundamental law that the physical, intellectual and moral welfare of
the Nation shall be forever relieved from the use of intoxicating
liquors as a beverage; and,

WHEREAS, the use of tobacco in all of its many forms is just as
productive of decay and deterioration of the body, mind and soul and
is more dangerous to the children of the Republic because of the
insidious and wide-spread indulgence in cigarettes, producing bad
teeth, disordered stomachs, shattered nerves, emasculated vital
forces, stunted growths, weakened wills, perverted memories,
arrested mental processes and obtuse moral sensibilities--in all
constituting the tobacco habit, the greatest enemy and obstacle to
the education of the youth of the Republic;

BE IT RESOLVED: that the Kansas branch of National Congress of
Mothers and Parent-Teacher Association do hereby pledge their support
to retain the present Anti-Cigarette Law and to work for its enforce-
ment.

MRS. GEO. J. STINE
836 Barnett Ave., Kansas City, Kansas

State Chairman Legislation, Kansas
Branch, National Congress of Mothers
and Parent-Teacher Association

We, the members of the Parent-Teacher Association of Washington
School, resident of Crawford County, State of Kansas,
endorse the above resolution and pledge our support and will put
forth every effort to aid in retaining the present Anti-Cigarette
Law and work for its enforcement. Furthermore, it is our earnest
conviction that we seek and retain laws that shall protect its minors
which better conditions for the individual and the communities. Let
a copy of this resolution be sent to the Governor and to the
members of the Legislature at Topeka, Kansas, representing their
District, urging them to vote against a bill to repeal the Anti-
Cigarette Law.

Pres. Mrs. Mary Gaschue

Secretary Mrs. H. L. Hill

Governor Henry J. Allen, correspondence files, box 14

File Legislation

TO RETAIN THE PRESENT ANTI-CIGARETTE LAW AND TO WORK FOR ITS
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836 Barnett Ave., Kansas City, Kansas

State Chairman Legislation, Kansas
Branch, National Congress of Mothers
and Parent-Teacher Association

Field We, the members of the Parent-Teacher Association of *Eugene*
School, resident of *Crawford* County, State of Kansas,
endorse the above resolution and pledge our support and will put
forth every effort to aid in retaining the present Anti-Cigarette
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District, urging them to vote against a bill to repeal the Anti-
Cigarette Law.

Pres. *Mrs. W. B. Triller*

Secretary, *Mildred Jamison*

Governor Henry J. Allen, correspondence files, box 14

Mrs Myrtle Rushworth
Mrs G. E. Cunningham
" J. W. Beagell.
Mrs. G. B. Waggoner
Mrs Ella Wade
Mrs Bertha Hawkins
Mrs Rex Saunders
Mrs E. A. Burge
Mrs L. W. Stoltz
Mrs W. V. McEune
Mrs Ida Larimer

Governor Henry J. Allen, correspondence files, box 14

Mrs Pearl Buchanan.
Mrs Pearl Butler -
Dorris B. Horley
Mrs. Nora Hicklin
Mrs. Missa Williams
Carrie True
Catherine Kenney
Elizabeth Sparks
M. L. Williams
Mrs. J. B. Bradley.
Mr. R. L. Robertson