TIMES - 1/11/28

THE NEW

L. F. POST, FRIEND OF SINGLE TAX, DIES

Was Assistant Secretary of Labor During Both Wilson Administrations.

ONCE RAN FOR CONGRESS

Had Been a Lawyer Here and an Editor—Came of a Long Line of Literary Men.

Special to The New York Times.

WASHINGTON, Jan. 10.—Louis F. Post, a former Assistant Secretary of Labor awyer, single-tax advocate and mer editor, died today at Homeo tic Hospital after a short illness. is age was 78.

He s a member of the Cosmos Club of Washington and several clubs in New York and Chicago. Mr Alice Thacher Post, his widow, w ormer managing editor of The lic. Charle hnson Post, a son, w with the Shipping Board, also survives him.

Author of many publications relating to the single tax and a former editor of The Public, Mr. Post came of a long line of distinguished literary men. He traced his ancestry to Stephen Post, a native of Kent, England, who setled in Massachusetts about 1630.

Mr. Post was born in Warren County, N. J., on Nov. 15, 1849, and educated in the public schools of New Jersey and New York City. He studied law in New York and was admitted to the bar there in 1870. Later he went to South Carolina, where he was stenographic law clerk to State Senator Corbin and took stenographic notes of the Ku Klux Klan trials at nbia.

In the Spri 72 he began the practice of New York. He became inte n Henry George and his teac n 1881. He ran for Congress Labor ticket in 882, but was defeated. Since then he had advocated single tax and allied economic reforms, lecturing on those subjects in the United States and Canada.

When the Department of Labor was created in 1913 by division of the old Department of Commerce and Labor into two separate establishments, Mr. Post was appointed Assistant Secretary, serving under William B. Wilson during the two Administrations of President Woodrow Wilson. He had charge of the immigration policies of the Labor Department. He was criticized in some quarters for alleged leniency to aliens in deportation cases, but Secretary Wilson announced his thorough approval of Mr. Post's acts.

Funeral services will be held at the residence, 2,513 Twelfth Street Northwest, on Thursday at 3 P. M. Burial will be in Hackettstown, N. J., Mr birthplace, on Friday.

FOR SHIP-YARD MEN'S TRANSPORTATION FUND

LABOR DEPARTMENT WOULD MOVE MEN TO PLANTS QUICKLY.

Appropriations of $50,000,000 for Housing and $500,000 for Traveling Expected to Solve Problem.

WASHINGTON, February 11 (by A. P.).—Transportation of workers enrolling for industrial war service will be provided in a revolving fund of $500,000, which the Department of Labor to-day announced has been asked of Congress. Advances would be repaid either by the workers or by their employers according to the individual arrangement for similar uses in future cases.

Appropriations for transportation and for housing, $50,000,000 having been asked for the latter, are expected by officials of the Department to go far toward solving the apparent labor shortage, which they say is not a shortage at all but merely a problem in distribution and of providing satisfactory living quarters. Inability of many workers to pay travelling expenses over great distances has proved a handicap in recruiting workers. The proposed scheme was devised as a solution after a study of the British distribution system.

"In order that the advances may be instituted at once in the interests of shipbuilding," Assistant Secretary Post said, "and for harvest labor during the latter part of May and the whole month of June, an urgent deficiency appropriation for the present fiscal year in necessary.

"To make an exact estimate of the amount that may be needed is not possible in the absence of sufficient American experience, but needs for workers in ship-yard construction total about four hundred thousand and the average travel is about one hundred miles at three cents per mile. This would require $1,200,000, but as travelling expense advances will as a rule be promptly repaid, the amount necessary for capitalizing the fund would doubtless be very much less. Inasmuch, however, as the turn-over of this fund is not likely to be more rapid than bimonthly and as heavy drafts will be made upon it within the next six months for both shipbuilding and farm labor, a considerable portion of the advance will not be repaid until after the end of the present fiscal year. Consequently a capital fund of $500,000 might not leave much margin."