



Semantography Series No. 166

July 1958

THE UNITED NATIONS ORGANISATION
AND SEMANTOGRAPHY

Mankind has put great hopes in the League of Nations when it was created. In time, dictators have ~~disregarded~~ the League of Nations. Mussolini, Hitler and the dictators of Japan have brought this organisation in disrepute. Because the other members haven't had the courage to oppose the dictators, world war II has been brought upon suffering mankind.

With great pomp and fanfares a new organisation has been created. As it is usually with meanings and the words they represent, a new word seems to make all the difference. If the peacemakers of 1945 would have adopted the same name League of Nations it would have been quite sufficient, because the aims of the old organisation, the peaceful settlement of disputes in co-operation with all nations, are exactly the aims of the new organisation, and will be the aims of any future organisation. But the name will be changed each time. The old word is in disrepute.

And so a new name, and a better name (so they thought) was chosen: the United Nations Organisation. Today, when I write these lines, 13 years have gone by since its inauguration and already it has become clear to everyone that it's the old League of Nations as far as their actions and reactions to dictators are concerned. The Russians and their satellites don't give a damn whether they are "condemned" for their brutal actions or not. This attitude has encouraged the small dictators and the would-be dictators. At the time of writing the pampering of Nasser of Egypt is showing terrible fruits and the outline of the third world war is clearly to be seen.

Apart from the United Nations and the delegations of the various nations there are the permanent employees of this organisation. Many articles have been written even in conservative papers about their activities or rather inactivities. Sitting in their gigantic matchbox at New York's Riverside life for them begins at 11 a.m. as one observer reported, provided of course that there are not important golf engagements on the agenda, as he wrote.

The amazing thing which only the few initiated know is that the old League of Nations still exists - and in Geneva - and in their monumental palaces provided for them. Somehow these employees have been successful to wrangle from sympathetic governments with money to spare, the funds for their existence, that is their salary. There is for instance the International Organisation of Labour, an agency of the League of Nations sitting in Geneva and still carrying on with paperwork and conferences in order to create the impression of busy business. What keeps this agency of the League of Nations alive are the funds provided by the relevant departments of various countries, simply because it enables the officials of those departments to make yearly trips (with expenses and all that) to Geneva. Abandon this agency, and there wouldn't be any trips. Needless to say that nothing, just nothing comes out of all that paper work and talking work.

Another agency of the League of Nations which still resides in Geneva is the one which deals with International Traffic and Transportation. The amazing fact is that this agency still sails under the name and address of The League of Nations in Geneva, and there are the offices and the officials who have come to regard Geneva as their permanent home and the League of Nations their permanent address. Because they are the officials who worked out certain pictorial traffic signs in the thirties (which were adopted by a number of countries) I had to address myself to them in order to bring the idea of Semantography for traffic signs to their notice.

It is a well-known fact that idealists and world saviours in general are writing letters to the United Nations Organisation all the time. They did so too to the old League of Nations. And I have found that officials and educators whom I had approached with regard to Semantography have been extremely glad to find an

easy pretext to get me out of their office and out of their mind "You should write to the United Nations. It's their job and they surely will do something about your Semantography. And now, Goodby and I wish you all success!"

The fact is that I wrote to UNESCO, but never to UNO, advocating to them to promote my "Medium for Mankind." I have stressed time and again in my writings that I am an engineer and not a phantast. Consequently I knew that I would get nowhere if I would write to them - and the events have proved me correct. It is only in the field where pictographs are already used for traffic signs - and have already been recommended by Uno (that is, the League of Nations) that I thought it necessary to bring my work to their notice.

I have written a number of letters. I can't find copies of letters. I have torn up - in disgust and despair a lot of correspondences. But herebelow are a few letters which I have found among the piles of my correspondence. An article in the New York Times of April 24 showing pictorial traffic signs "proposed by U.N." was sent to me by my friend in America Mr. Fritz Treuer. There it was stated that a conference will be held in Geneva to co-ordinate standardization in 68 countries. As there was no time to lose I immediately wrote the following letter:

The Secretary of the
Preparatory Committee
for the Conference on Road and Motor Transport
convoled by the United Nations
and to be held in August in Geneva

Sydney 6th July 1949

Dear Sir,

From an article WORLD TRAFFIC CODE by Kathleen Teltsch in the New York Times of April 24, 1949, I learned from the impending conference on Road and Motor Transport at which a code of new highway signs shall be proposed. The article carried a number of pictorial signs, some of which are new, some already put into practice by the League of Nations.

I wish to inform you that I have just completed a manuscript on a completely new way of ideographic writing. Just as the ideographs $1 + 2 = 3$ can be read in all languages, my symbols, which are not arbitrary but the outline of things (and therefore almost self-explanatory) can be read and understood in any language.

If these symbols are adopted for warning signs, their use extend far beyond that. The foreign motorist can use them to make himself understood in any service station (by writing down what he wants to say) but also in any rest house, restaurant, hotel, shop, etc. He can ask for anything he wants.

The whole thing seems almost like a crackpot idea, but I have worked earnestly on it for the last seven years, and my very extensive manuscript show the applications of my symbol elements for any human activity, as for instance traffic, postal communication, medical service, banking, customs, commerce, shipping, rail and air traffic, science, etc. etc.

Please receive pages 71 - 76 of Book I on Semantography THE BABEL OF HIGHWAY
SIGN

" 357 - 368 of Book II on Semantography UNIFORM SIGNS ON THE
MOTOR ROADS OF THE WORLD.

" 1 of Book I EXAMPLES OF PUBLIC SIGNS

" 2 " " I QUOTATIONS on Semantography, etc. including
the title page of the books.

Should you find the contents of these pages interesting, I shall be happy to send you the complete manuscript. However, glancing though it may have the same bewildering effect as glancing through a book on geometry, mathematics or a foreign language. If you should consider my work interesting enough to have me there in person, to answer questions, and to show that every meaning can be easily expressed, I shall be happy to oblige. I am a noted lecturer of 25 years standing and I can speak fluently English and German. I could, if necessary brush up on my French and Italian.

The proposed signs (shown in the newspaper articles) are undoubtedly good. However, some of them look very much alike and could be mistaken when speeding and visibility low. They would appear then only as a black patch. My lines, however, are easier to discern in this respect.

I would be much obliged if I could have your acknowledgement about the receipt of this letter by airmail. Hoping that all this will interest you, I remain

Yours sincerely

C.K.Bliss

I wish to reflect on the last sentence "hoping that all this will interest you..." Time and again I have stressed why I include all these approaches and correspondences in the Semantography Series. I wish to show to the researcher that my experiences tally with the experiences of many other innovators. In particular I want to show that the men who are paid to interest themselves in a certain idea are stubbornly refusing to take an interest when the idea comes from an outsider, or even from another agency which exerts a certain rivalry.

One of the facts which disturbed me often was that highly educated men forgot even the primitive rules of courtesy and decency, least of all friendliness. I have sent out hundreds of letters to scholars and other important men. I have always stressed the testimony of Bertrand Russell and other scholars. The least I could have expected is that those men acknowledged my letter with the words "I have received your interesting letter" or "The contents of your letter are interesting" or "Your interesting idea..." etc. Surely the word "interesting" is the smallest coin of expressed appreciation. It can be said even if the writer disagrees with the idea. It can be said out of sheer friendliness and courtesy.

But no. Most of those great men did not answer at all - a very great discourtesy. And those who answered were deliberate not to commit themselves even with the innocent word "interesting!" Only a few men expressed interest and discussed with me my work.

In any case, the man in Geneva did answer my letter. But he, although he ^{to}ought be very interested in road safety signs which are truly international, did not bother to say even the small word "interesting". On the contrary. He was most anxious to get me out of the way and out of his mind.

Now, what was most impressive on his letter was the Reference Number. Here it is

Ref. No. G IX/12/6/1/5/5314

Here we have in a nutshell the activities of such United Nations (or League of Nations) officials. I have worked in big business and industry and I deny the necessity for any such monstrous filing numbers.

A few days after sending off the letter shown above I found out the correct address from the Australian Standards Association and I hasten^{ed} to send off another letter. I feared that a letter addressed to the wrong person may never get to the right person. Here is my second letter to the right addressee:

The Secretary of the
Organisation for Communication of Transit
Committee on Road Traffic
League of Nations Headquarters
Geneva, Switzerland

Sydney 6th July 1949

Dear Sir,

After writing the letter of which I attach ~~copy & enclosures~~ I have been informed by the Australian Standards Association that you are the right man to approach in this matter.

I hope that you may find the enclosed pages interesting. Should you not be the Secretary of the Preparatory Committee, would you kindly hand over the attached letter to him. In any case, I would be much obliged, if I could have your opinion about my proposal. I realize of course that my proposal cannot be discussed right away, but it may be interesting for the delegates and they may perhaps be inclined to hear more about it.

If you could have an idea what organisation could be most interested in my international symbol writing, I would be thankful for your comment. So far, UNESCO has banned all work on an international language. This however, is something different, as every national reads each symbol in his own language.

Awaiting your acknowledgement, I remain with thanks in anticipation

Yours sincerely C.K.B.

The answer came quickly from the Director of the Transport and Communication Division:

Ref. No. G IX/12/6/1/5/5314

Palais des Nations
Geneve 25th July 1949

Dear Sir,

I should like to acknowledge receipt of your letters of July 6 addressed respectively to the Secretary of the Organisation for Communication of the Transit Committee on Road Traffic of the League of Nations, and the Secretary of the Preparatory Committee for the United Nations Conference on Road and Motor Transport.

As the Road and Motor Transport Conference is purely an inter-governmental one, convened by the Secretary-General of the United Nations in pursuance of a resolution adopted by the Economic and Social Council at its seventh session, I regret to have to inform you that it will not be possible for the views of individual persons to be taken into account.

However, if you wish your views to be put before the Conference, the appropriate people for you to contact would be the officials of the Australian Government who will form the delegation of Australia to the Road and Motor Transport Conference.

Yours faithfully

B. Lukac
Director
Transport and Communication
Division

That, of course was a bitter disappointment. It could be assumed that the Director of the Transport and Communication Division should find my work interesting enough, at least to say so, even if he would not do anything about it. It appears that I was at that time still so naive to believe that government officials would do anything except that what they are told to do by their superiors. Nevertheless I found out the appropriate department in Australia and sent off the following letter:

The Under Secretary
Federal Department of Transport
CANBERRA A.C.T.

Sydney 5th August 1949

Dear Sir,

I beg to inform you that I have invented a system of international ideograms, which are readable (as $1 + 2 = 3$ and  for CURVE) in any language. I have written a book about my system which in due course will be published.

A few months ago I read in an American paper that there will be an international conference on road and motor transport in Geneva. After an enquiry at the Standards Association in Sydney, I was advised to write to Geneva directly, as Australia would probably not be represented on this conference. It appears now that this advice was given with regard of the participation of the Australian Standards Association only, but not with regard to any governmental representation. I received today the acknowledgement from Geneva with the advice "to contact the officials of the Australian Government who will form the delegation of Australia to the road and motor transport conference."

Now, Australia is a continent with one language only, and there are no linguistic frontiers to cross. It is therefore likely that you have refrained from sending any delegation. It may also be, that only officials from the Australian High Commissioner in London will be present, perhaps as observers only. In any case, I would be much obliged if you would kindly inform me about the situation, as I have spent already much effort in this respect. I understand, of course, that the papers which I have sent to Geneva cannot be the basis of any discussion or proposal. But it may well be, that some delegates in unofficial chats might be interested, out of sheer curiosity, about my idea. This might have perhaps an effect in some years to come. My idea is surely new with regard to inter-linguistics.

I have analysed language and have deducted some symbol elements which are almost self-explanatory, because somehow they follow the outline of the real things. The curved line for CURVE is an example. Consequently my symbol combinations can be used not only on the highways, but also in the buses, ships, trains, airplanes, street crossings, etc. to express any meaning desired. If you are interested I

S. S. No.166

I shall give you more information. In the meantime and in view of the fact that the conference is to be held in August, I would be much obliged if you would give me the name of the official to whom I shall direct the papers already in Geneva. They contain a chapter from my manuscript showing the Babel of highway signs and another chapter, showing proposed international symbols.

Such a contact will be, of course, wholly unofficial. I hope that you will support any endeavour for world unification of road signs, I await your reply and am

Yours sincerely

C.K.Bliss

Meanwhile I felt I had to write to that Mr. Lukac in Geneva and I composed the following letter. Most probably I wanted to abreact my deep disappointment. Later better counsel prevailed and I did not send it off.

Mr. B. Lukac

Sydney 8th August 1949

Director

Transport and Communication Division
European Office of the United Nations
Geneva

Dear Sir,

In answer to my letters to the Secretary of the Committee on Road Traffic and to the Secretary of the forthcoming conference I have received your letter of July 25. I don't know whether you are the road traffic expert who deals with practical proposals or whether you are only the administrative director to deal with uninvited individuals, that means to frustrate their efforts to get it. In any case, the aim has been achieved: complete frustration. In telling me to contact the delegates at a time, when they are already on their journey to or perhaps already in Geneva you have frustrated any serious attempt of bringing my work to the notice of the delegates.

They should know of my work because more people die on the highways of the world than in any epidemics. And there have been many intergovernmental conferences to deal with epidemics. For the sake of analogy let us suppose that an independent scientist has just discovered a serum. He is advised by the authorities of his town to write directly to Geneva in order to bring the new serum to the attention of the delegates to the forthcoming conference. Or to drive the analogy ad absurdum, let us imagine that a private individual informs the secretary of the conference that the roof is on fire. Do you think that it would be proper for the secretary to tell the serum discoverer or the fire discoverer to contact the delegates of his country? An epidemics is an emergency and so is a fire and so is the terrible toll of dead motorists who lose their lives every day on the highways of the roads. I believe that it is your duty to help bringing my work to the attention of the delegates. It is nothing less than an emergency.

I am well aware that the United Nations are showered with letters from world reformers and peace promoters and other "cranks". But one glance into my papers must have told you that my work of international road safety signs rests on the already existing geometrical symbols worked out by the League of Nations, that is by your office some twenty years ago.

Proposals for geometrical highway signs have been made in great numbers. But here is something entirely new. My system of semantography enables the motorist of any country not only to discern the warning signs on the highways, but also to read notices in garages, rest houses, hotels, shops, public buildings, etc. Furthermore he could express any meaning he wish to convey in writing. This is certainly a new and revolutionary proposal.

The United Nations Organisation has been created to unite the efforts of the individuals of all countries. And it is a known fact that the progress of nations have been brought about by some individuals who came forth with new ideas. They are the pioneers of mankind and they do not deserve the fate meted out to them by the officials of their time.

I hope that you will realize the shattering effect of your letter and that you will understand my feelings. I beg you therefore to hand over the papers sent to you, to an official who could make them circulate among the delegates.

Yours faithfully

C.K.Bliss

As said before, I did not send off this letter and I have typed it here down in order to show to the interested student my feelings at that time. Moreover,

I felt new hopes rising as I received an answer from the Australian Federal Department of Transport in Melbourne.

Dear Sir,

Melbourne 15th August
1949

I desire to acknowledge receipt of your letter of 5th August 1949, indicating your interest in road and motor transport and advising of your invention of a system of international ideograms. I may say that I shall be pleased to receive a copy of your book on the subject when it has been published.

As regards the Commonwealth representation at the International Conference on Road and Motor Transport at Geneva I would advise that the delegates from Australia will be Mr. Faraker and Inspector T.W. Harold.

Mr. Faraker is an official of Australia House in London whilst Inspector T.W. Harold is the Brisbane District Police Chief who is at present in England on temporary transfer to Scotland Yard and has been loaned to the Commonwealth by the Queensland Premier for the period of the Conference.

The officials have been briefed in respect of the items of the Agenda and will furnish a report of the proceedings to this department at the termination of the conference.

Yours sincerely
A.W. Paul
Department of Transport
Secretary

I answered

Dear Sir,

Sydney 29th August
1949

I acknowledge with thanks your letter of August 15. Being the pioneer of a new idea, I find myself sometimes misunderstood, and even rejected. Although I am fortified by the thought that this is the usual fate of pioneers, I can't help feeling overwhelming gratitude when I find a man like you who recognized at once the practical possibilities of my work. I shall not fail to keep you informed and to send you a copy of my book as soon as it leaves the press.

Enclosed you will find a copy of my letter to Messrs. Faraker and Harold, and I beg to notice that I have stressed that the matter is wholly unofficial and is only to be considered as a private effort to make people interested in a scheme evolved in Australia. I remain with renewed thanks

Sincerely yours
C.K. Bliss

To the Delegates from Australia
Messrs. Faraker and Harold
at present at the International Conference
on Road and Motor Transport, Geneva

Sydney 15th August

Dear Sirs,

Enclosed you will find my letter of August 5 to the Under Secretary of the Federal Transport Department and his reply of August 15. You will learn from these two letters that the matter in question is wholly unofficial and no direct subject of the conference in session. Here is a short recapitulation of what has happened.

I am the inventor of a set of international ideograms with which it is possible to express any meaning in geometrical lines. An example that this procedure has already been used in traffic signs is for instance the geometrical ideogram  for CURVE. Consequently such ideograms are readable in any language. My symbol elements can be used not only for highway warning signs, but also for any meaning in hotels, repair stations, etc., etc.

When I learned from the papers of the impending conference I sent a copy of 2 chapters of my book (to be published in due course) to the Secretary of the Conference. I then received from Mr. Lukac Director of the Transport and Communication Division United Nations Geneva a letter of July 25 (Reference No. G IX/12/6/1/5/5214) advising me to contact the Australian delegates to this conference. I wrote then to the Under Secretary Federal Department of Transport and received his reply with your names (both letters enclosed)

I understand that my proposals cannot form any basis at this conference.

This is Page 8, though Page 7 should come first. But the stencil has been lost or mislaid. When found, page 7 will be added. Meanwhile kindly excuse the fact.

which a proposal shall be discussed to appoint a committee for the preparation of a conference which should lay the foundation of a world wide conference, the main purpose of which shall be to appoint a permanent committee for regional conferences, etc.etc. ad infinitum and ad absurdum. An idiotic fantasy? No. It's dreadful reality.

And this is exactly what happened at the conference in August 1949 in Geneva. There was no discussion of prepared signs, nor was there any adoption of such signs. Instead a committee was formed which should study existing signs in the member countries of the U.N.O. and then report to a conference to be held 2 years later in New York. The members of this committee were:

Mr. Orhan Barim, Chief Traffic Engineer, Ministry of Public Works Turkey
Mr. T.P.Bhalla, Director General Civil Aviation, India
Mr. H. E. Hilts, Deputy Commissioner of Public Works, U.S.A.
Mr. Andre Rumpler, Director of Roads, Ministry of Public Works, France
Mr. Oscar Tenham, Director of Public Works, Ministry of Public Works Chile

Imagine now these men hopping around the whole world and doing nothing else but "studying" traffic signs. The whole thing seems absolutely crazy. I studied the existing sign systems of many countries in the library of the Standards Association of Australia here in Sydney. You can see some of these signs in the pp.71-71 of the first edition, or in pp.204-207 of the second edition of "Semantography". Those "experts" could do the same thing without spending a single cent on expenses for extensive and expensive travels. But all they wanted to do was travelling. And this they did, extensively and expensively.

But the whole crazy tragicomedy is not yet finished. These experts prepared a progress report for the forthcoming session at Lake Success New York in March 1951 and in their progress report they reported and proposed an astounding discovery, namely that "symbols are better than words." When I read this, I thought I am dreaming. Nearly thirty years ago, the League of Nations adopted certain symbols and no inscriptions. These symbols were then adopted by a number of European countries and used. And yet, those experts have to come up with this idea and present it as something new. Here are the words in which they express their proposal:

"to promote as soon as possible and as far as possible
the use of appropriate symbols replacing incriptions."

And now the test. Today, when writing these stencils we have the 15th July 1958, more than 9 years later, after the Lake Success session and nearly 11 years after the Geneva session. During these long years I have searched the papers for any report on proposed and adopted signs. There are none. But in the meantime many more conferences had been held, many more committees elected and many more resolutions adopted, resolutions to call a conference to select a committee for the preparation of a conference at which a permanent committee should be selected to call a conference for the calling of regional conferences to report to a general conference etc.etc. ad infinitum and absurdum.

How did I come into the picture? The slightest move for better signs made by any official kindles new hopes in my heart and I go to all lengths of trouble to do whatever I can in order to attract attention to my road symbols. I received a letter from the secretary of the committee for road safety signs of the Standards Association of Australia. I had befriended a number of those officials, and one of them thought he may help me by letting me know the following:

Dear Mr. Bliss

Sydney 1st March 1951

I have been advised by Mr. Smee of your sign system or semantography, and appreciate the potential value of such a system.

There is at present, a committee of experts appointed by the United Nations who are considering the world-wide systems of road signs, and they have expressed in a progress report their preference for the use of symbols rather than inscriptions in such signs.

The next meeting of the committee of experts is to be held in New York on the 19th March to consider inter-alia the use of symbols in road signs.

Yours faithfully

J.H.James

Engineering Secretary

ROAD SIGNS AND TRAFFIC SIGNALS
SECTIONAL COMMITTEE

Mind you, the letter says that the experts will only "consider" the use of symbols,

not that a set of symbols already worked out will be proposed for adoption. And as said before, today 9 years later no new symbols have been adopted. Nevertheless, here was an encouraging letter and I could not let this opportunity pass. Unfortunately I received the news only two weeks before the conference, so I hurried to Mr. James to get more information and then wrote the following letters

The Secretary of the Group of Experts
Transport and Communication Commission
5th Session, Lake Success, New York.

Sydney 6th March 1951

Dear Sir,

Allow me to address this letter to you personally, apart from the letter which I have addressed to all members simultaneously.

The first and foremost decision of the committee of experts reads

"To promote as soon as possible and as far as possible
the use of appropriate symbols replacing inscriptions."

You are faced with a very difficult task. Symbols which might be considered "appropriate" by your group might not be considered so by the officials of the various states, who would be very reluctant to tear down thousands of signs which they found "appropriate" enough.

"As far as possible" is the next important term in the above decision. Up till now certain meanings were considered impossible to express in geometrical symbols. Now we have Semantography. It would therefore be in line with the decision to consult this new work.

Lastly we have the urgent terms "as soon as possible". Here we are faced with the procedure involved in the conferences of many states. When I approached the conference in July 1949 I got my proposal back with the advice that it must go via the Australian Government. Fortunately, the Secretary of the Federal Department of Transport had the vision to recognize the value of Semantography. Time was very short, so he sent me a letter informing me about the two delegates. I sent this letter in original to the director of the transport and communications division and asked that the delegates be contacted and that my proposal should be taken into consideration.

That was the last I heard about it. I received no answer, and realizing the hopelessness of my approach I did not go to more expenses and trouble, until today, when I heard that you have agreed to the use of symbols. Now I make this new approach, hoping that it will be better received.

The great advantage of Semantography with regard to the implementation of the final proposal of your group is this:

All member states would have to tear down thousands of signs to comply with the adopted symbols of the transport and communication commission. They might be very reluctant to do so, unless there is a special consideration, which makes the change attractive and imperative. This special consideration is Semantography, because the same symbols used on the highways, can also be used in commerce, industry, science and communication in general. In accepting the new symbols of Semantography, the member states would realize that they are paving the way for a general and international medium of communication.

Although I am a private individual, fighting for a new idea, I wish to say that my work has already attracted great interest in governmental and intergovernmental circles. It is now under consideration by UNESCO, and Professor Joseph A. Lauwerys, Head of the Institute of Education, University of London has written a personal letter to the Director General of UNESCO Dr. Jaime Torres Bodet. Prof. Carleton Washburne, world authority on education, professor at Brooklyn College, New York has informed the Deputy Director General of UNESCO Dr. John W. Taylor.

Furthermore the representatives of 6 governments, namely the United States, Great Britain, France, Australia, New Zealand and Holland assembled in the South Pacific Commission have taken an interest in Semantography as a means for general communication and the establishment of universal literacy in the Pacific islands and territories. Also other governmental institutions have taken an interest. I do not want to weary you with all the names.

In short, Semantography is becoming more and more known and appreciated, and if you and the group of experts would not take it into consideration, it might one day be held against you.

You may ask why I go to so much expenses and trouble. The reason is idealistic. I have worked on this idea for 7 years and I shall spend on it all my earnings and all my savings, all my spare time and all my thoughts to the end of my days.

A symbol writing for all the peoples of the world is here to stay. Those men who had the vision to recognize its value will be praised one day and I sincerely hope that you and your group of experts will be among them.

Yours sincerely
C.K.Bliss

I could have included special letters to all experts in the letter to the secretary and I could have asked him to distribute my personal letters to them. However, I believed that Lukac two years ago did not hand over my papers to the delegates and in order to play safe I went to the expense of sending special and personal airmail letters to all the experts. The text of this letter forms Semantography Series No. 26, but in order to complete this issue I reprint herewith the text:

To the Members of the Group of Experts
Transport and Communication Division
5th Session, Lake Success, New York.

Sydney 6th March 1951

Dear Mr. (here I inserted each name, see the list on page 8)

The Australian Federal Department of Transport favoured my approach to the Geneva Conference in August 1949. However, my work on road symbols was not taken into consideration, and all I know is this Geneva Reference No. G IX/12/6/1/5/5314.

I learned now from official sources that you have decided in favour of symbols and against inscriptions. Then you will surely be interested in Semantography, a simple symbol writing covering the whole range of language. A group of experts, foremost the greatest living authority on logical symbolism Earl (Bertrand) Russell, Professor Lancelot Hogben (Birmingham), Prof. Carleton Washburne (New York), Prof. Patrick G. Meredith (Leeds) and other scientists have found words of great praise for it (see the attached leaflets No. 7 and 15 which contain symbol samples).

The Motorist Association of New South Wales, Australia has studied the road symbols and declared that "the adoption of this system of symbol writing throughout the world would contribute towards much safer traffic conditions in international motoring."

You can now express any meaning you wish in simple pictographs. The international motorist in a foreign country can even have a menu card in symbols and order in writing: "A rumpsteak, underdone, but no onions, please!" He can argue in writing with the traffic cop (if he let him) and he can write in the traffic court "I am innocent!", and explain what happened.

My large chapters on road symbols are contained in Volume I (p.72 ff) and Vol.II (p. 357ff, also 335ff, p.346ff, p.224ff, p. 236ff, etc.) You can get these 2 volumes within a few days by sending the enclosed order form and your remittance to my agent in the U.S.A.: Mr. Fritz Treuer POB.167, Yellow Springs, Ohio.

If you take my work into consideration, my money will be refunded in full. However, should you be inclined to let this second approach go into another filing grave, will you please consider that you - the representatives of the nations of the world - have the obligation, at least, to examine this new world-embracing idea of an international symbol writing, which could bring understanding not only on the highways of the world, but also in all phases of international co-operation. Awaiting therefore your personal reply, I am

Yours sincerely
C.K.Bliss

Enclosed Leaflets No 7,15, order form

As said before, I went to considerable expense in posting a separate airletter with this letter addressed in person and the material on Semantography to every delegate. Looking back I realize what fool I have been to expect any reply. Nevertheless at the time of posting I was most anxious that my work should come to their notice and so I remembered that there is an Australian in the U.N.O. I wrote to him.

R.G.Staines, Esq.,
Chief of the Educational Liaison Service
United Nations Dept. of Information
Lake Success, New York

Sydney 9th March 1951

Dear Sir,

Two years ago people advised me to give a lecture about my work at the Balmain Teachers College, because this is the most progressive educational institution in New South Wales. However, I felt that I should get international recognition first.

I regret my decision insofar that I have missed to make your personal acquaintance. Meanwhile I have had an opportunity to meet your predecessor Mr. Harris on his way home to New Zealand. He was very much impressed with my work and it is now under discussion in New Zealand.

A few days ago I received the copy of a letter written by Mr. Spender, Minister for External Territories, in which he said that Semantography "might be very useful in the territory of New Guinea, Papua" as a means to make the natives literate. This new universal writing would bridge all the many languages spoken in the territories. He requested a report from the Director of Education, Port Moresby. The Department for External Territories in Canberra is also examining my work.

Enclosed you will find two letters in copy addressed to the Secretary and the Members of the Group of Experts, Transport and Communication Commission 5th Session, Lake Success. I would be very much obliged to you if you would kindly have a talk with the Secretary and if you would gently help the matter along. Here is a new world-embracing idea which comes from Australia and especially from Sydney. I feel sure that you will help my work along.

Yours sincerely
C.K.Bliss

Encl.

He answered in very cautious terms and it appeared that he is not going to help the matter along. On the contrary, he wants me to publish something about the U.N.O.

Dear Mr. Bliss

New York 23rd March 1951

I acknowledge your letter of 9 March and the enclosed statements concerning the system of Semantography which you have been developing. If I have the opportunity of bringing it to the attention of the appropriate officers, I shall do so.

My own work is concerned with a different field. It is the task of the Department of Information to keep the peoples of the world informed of the aims and purposes, the principles, structure and achievements of the United Nations; and within this broad general policy, I am especially concerned with promotion of teaching about the United Nations in school and colleges in member countries. I hope that if you publish any material in your picto-ideography, you will include something on the importance of the United Nations in it. With best wishes

Yours sincerely
Roberg G. Staines
Chief

Education Section

Fearing that all these approaches are not enough I tried another one. From newspaper reports I learned that a Mr. Benjamin Cohen is Assistant Secretary General of the U.N.O. Now, the word cohen is Hebrew and means priest and the many thousands of Jews throughout the world who bear the name of Cohn, or Cohen or Kohn are the descendants of the cast of priests of the old testament (just as the many Levy and Levi and Loewy are descendants of the ancient caste of temple officials the levites). It is a common fallacy that Jews help each other (though the contrary is often true). Nevertheless, I thought it might be a good idea to approach Mr. Cohen from this angle. So I wrote

Benjamin Cohen, Esq.,
Assistant Secretary General
United Nations Organisation
Lake Success New York

Sydney 12th March 1951

Dear Sir,

Although my work has the support of governmental and intergovernmental agencies and of famous professors and institutions, I have found that - in spite of the urgency - this is not enough to get an U.N. agency to take it into consideration. I pin now my hope on the fact that your name suggests that you are a Jew, and so am I. I feel sure that you will help a man whose pioneer work has already been recognized by such men as Earl (Bertrand) Russell and others.

Please let your secretary study the attached papers, and then have a few words on the telephone with the secretary of the group of experts of the Transport and Communication Commission, 5th session, meeting in Lake Success on March 21.

I am with thanks

Yours sincerely
C.K.Bliss

Enclosures

He answered

Dear Mr. Bliss,

I have received information from the Secretariat of the Group of Experts of the Transport and Communication Commission that they, and some Delegates, have received copies of the letter which the Institute of Semantography wished them

them to consider.

They have and are doing so. This makes any further action unnecessary.

Sincerely yours

B. Cohen

Assistant Secretary
General for Public
Information.

Needless to say that I received not a word from the delegates of the session and thus all my efforts were all in vain. From other experiences with U.N. agencies, notably Unesco I have learned something of the technique of those officials. If they think that a letter should be written they do so and put the matter to someone else. In this case Mr. Staines wrote that "if I have the opportunity..." Well, apparently he just had no opportunity to speak with those officials of road signs. Mr. Cohen said that they are considering the matter. This "makes any further action unnecessary". So Mr. Staines and Mr. Cohen have not done anything personal, but have cleared the desk for further inaction (provided you think that writing useless letter is not an action to promote good ideas).

In my letter to Mr. Staines, I mentioned his predecessor Mr. Harris who is an official of the Department of Education of New Zealand. He passed through Sydney on his way back from his post at UNO and gave a lecture here. I had a long talk with him and demonstrated my semantography for certain meanings with which, as he said, they had great difficulties at U.N.O. For instance, the meaning of "collective security" cannot be translated into a number of languages. I showed him how it can be easily expressed in Semantography so that even primitives could understand it. When he got back to New Zealand I sent him more material, but he did not bother even to acknowledge my letters and my material sent.

His boss in New Zealand was Dr. Beeby who was for a time a big shot at Unesco. I wrote to him a great number of letters, sent material and the three books but he too did nothing whatever, indeed he failed to convey to me the receipt of my books. In disgust I have torn up most of the correspondence with him. I did so with letters to other men of the United Nations. Today I have come to the conclusion that these men are seeking only one thing: a good employment with a firm which need not show any sales figures and which need not make a profit. On the contrary. The more they spend on salaries and expenses and travels the better for them.

When writing these stencils I saw a cartoon by the famous British cartoonist David Low. He ridiculed the fact that there are over 300 observers of the United Nations in Lebanon during the civil war, and though it is obvious for everyone that Nasser of Egypt sent them arms and even men across the Syrian border, those 300 officials failed to find any sign of outside interference. One week later the United States landed 5000 men in Lebanon because outside interference became too obvious. This followed the attempt to murder the king of Jordan, and the accomplished coup in Iraq by which the king was murdered - all instigated by Nasser of Egypt and openly admitted. Today is the 17th July 1958.

But the 300 officials of the United Nations just couldn't see anything. Apparently they were too busy writing out expense accounts.

I close this issue by pointing out again the following fact:

Today, 9 years later after the road experts talked about uniform road signs there is no such signs anywhere. They have done nothing whatever, but talking. In view of the fact, that bad and varied road warning signs are the direct cause of many deaths on the highways of the world, I accuse those United Nations experts of criminal neglect.

For further interesting information see the opening pages of Sem. Studies No. 167.