

January 30, 1974

Dear Ray--

Thanks for your quick reply. I have since had chats with everyone except Fred Cockerham (who, if he is alive at all, I'm sure will be up for going), and established that sometime in May, but after May 8, will be a good "time frame" to shoot fore.

About money it's obviously more complicated, but let me just throw some things out. First, since five of us work (me, Tommy, Jim Watson, Mike Craver, and Sharon), money must be sufficient to pay more than expenses. It costs most of us just to take off from work. That must be recovered, plus a reasonable amount of "profit"--something comparable to what we've been making for music jobs around here. (Fred, of course, needs all he can get.) If, then, we're talking about, say, four jobs and five days on the road in all, \$200 per person plus expenses seems about right. (To put this in perspective, Fred just made \$150 for a job in D.C. last weekend, and the Red Clay Ramblers [Tommy Thompson, me, etc.] have been making about \$300 for a weekend at a bar in Chapel Hill, and will get \$1,100 including expenses for our appearance at Kent State next weekend.)

The "plus expenses" is where it gets tricky. With the gas mess (right now there is zero gas in Durham!), driving is beginning to seem quixotic. Flying to New York is about \$85 round trip, and if we could be ferried to the Boston and Delaware jobs by you folks, and fed and put up (floors for all but Fred would be fine), somewhere between \$2000 and \$2100 still makes sense. If we worked our way to Boston and flew back from there, add another \$100. A train trip would also work for about the same amount of money, and be less dangerous on instruments. But in short, it's hard to see doing it for less ~~than~~ ^{than} \$2,000-\$2,100 without driving, and it's even harder to see driving what with all the fuel uncertainties.

So, we're not trying to stick it to anyone, but just trying to make the trip worth doing financially. And if you can promise us \$200 a person plus plane or train fare and food and shelter, we're ready to go.

How about exploring things with these figures in mind. Re Boston, the people at Rounder told me one time they might be able to set up several jobs there. Assume that all of us can miss one work week, which gives you six days to cram jobs into and two for travel (by rail). It might be more civilized to have the two travel days even if we fly, or a break somewhere in the middle to rest up.

Let me hear from you soon.

Bill Hicks