

OXFORD philosopher Alan Ryan's biography of Bertrand Russell* offers what was not intended to be an epitaph for communism, but it admirably serves that purpose. In his writings, Russell indicted Marx on a number of counts, points out Ryan, who summarises:

"The theory of surplus value will not do, since it rests on the labour theory of value which will not do; failure to distinguish between owners and managers had made it harder for socialists to attract just the managerial stratum they most need to attract if socialism is to work; moreover, this is but one aspect of a stress on class war which encourages the working class to be hostile to all forms of

Alternative medicine with a lasting cure

by IAN BARRON

intellectual work and all forms of authority, and which therefore bodes ill for socialism."

There was something of value in Marx's voluminous works, but it appears that his readers could have turned to an alternative source for what was important. Ryan notes, referring to Marx's contemporary social reformer in the United States: "Everything worth hav-

ing in Marx's theory of exploitation could be translated into Henry George's attacks on monopoly."

Marx got bogged down with solutions tailored to those bits of his theories that were not worth having. Time, maybe, to have a look at the policies of the author who got down to the heart of the matter - Henry George!

* *Bertrand Russell: A Political Life*, London: Penguin, £5.99.

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yard, an obstruction to civil development.

Fortunately these lands had been granted on the basis of occupation "for as long as required for military purposes". Thus it proved possible by agreement for Hong Kong to take over much of the Army and Navy land at little cost to the community. The gradual release of this land has, in particular, enabled the centre of the business district on the Island to be expanded to meet the changing demands of the times.

Perhaps of even greater significance from the economic point of view was the siting and development of the Hong Kong Container Port, now the world's largest in throughput tonnage. This development, at just the right time and by joint public and private enterprise, was on Crown foreshore with deep water frontage.

It not only produced a new port vital to the future of Hong Kong and South China but also released the land in the west of Kowloon occupied by the old

port. An appropriate change in lease conditions enabled that land to be redeveloped for hotels and tourist facilities.

QUALITY of life is not a term normally associated with Hong Kong; it is becoming a reality none the less. The policies adopted in the management of land provide sites in appropriate locations for purposes vital both to the economic success of Hong Kong and to the quality of life of its citizens — air and sea ports, electric power stations, sewage works, reservoirs, exhibition, cultural and civic centres, school, hospitals, universities, urban and country parks — whilst the opening-up and sale of other Crown land to the private sector helps pay for their development.

This aspect is well illustrated by the redevelopment of the Kowloon railway terminal of the rail link to China. Ownership of the land enabled the Hong Kong Government to build a new terminal on a site and to a design suited to the needs of Hong Kong and South China for the foreseeable future. The removal of the old tracks consequent on

this change opened up new land for hotel and commercial development, with the much enhanced site values accruing to the community. Further, the old station land at Kowloon Point — a key location — was released for community facilities including the Hong Kong Cultural Centre, Space Museum and Museum of Art — a major contribution to the quality of life of young and old alike.

People in Hong Kong have always lived in compact communities. As long ago as 1849 reference was made to the "remarkable hoarding together of people". Today the overall density of population in built up areas of Kowloon is 500 persons per acre; in public housing estates where 40% of the population live it is considerably higher.

Such densities demand land allocations for community services and public utilities of an equally high order. Hong Kong has much experience of life in these conditions and has built on the advantages — and there are some — which flow from high density living.

China, with one quarter of the world's population may well wish