

grade cities and countrysides faster in Europe than they did in America, where it took fifty years, while one decade was sufficient in Europe. In this short time the marvelous Grand Place of Brussels and the Josefsplatz in Vienna have been transformed into parking lots. Road traffic in Southern England and Metropolitan France is almost at a standstill and is now eroding the British railways. Britons are pondering the interdiction of auto traffic in cities and towns, but that is an obstinate problem. Whether industries are owned privately, or publicly like British Petroleum and Renault, so much business and so many jobs depend on them that further furious expansion cannot be stopped.

Perhaps Georgists should take time to reconsider the so-called problem of over-population. When I was young we refuted the theory that this was the cause of hunger, depression and unemployment by declaring that if the artificial barriers between human work and natural resources were removed there would be employment for all,

and the needs of a much larger population could be amply satisfied.

But what will be the consequences in many parts of England and Germany of more than 1000 persons living in a human anthill of one square mile? It is true that these industrial countries have virtually limitless productive capacities, thus there is no natural or technical obstacle to the gratification of the needs of the people. However, the abolition of want has been promised ever since the start of the machine age, and it could have been realized 150 years ago, especially in Europe.

Economic statistics indicate that northern and northwestern European countries will soon reach the American income average. In Switzerland and Sweden they have reached it already, and without U.S.-like mass poverty. We are told that when all of Western Europe will have reached that level, all social problems will disappear. But did they disappear in the United States? Have they disappeared in Sweden?

The Whitstable Breakthrough

The February - March issue of *Land & Liberty* (London) was largely devoted to the Whitstable Report on a pilot survey by the Rating and Valuation Association, which puts to rest a number of long-held objections. The goings-on in this English town in Kent have attracted attention in the U. S. as well, and an article in *The Christian Science Monitor* by its London correspondent, John Allan May, refers to it as a "Tax Breakthrough."

Mr. May, somewhat familiar with the principle of land value taxation, recalls such objections as the charge that it would not work, is difficult to apply, would be very costly, and offers advantages better obtained by

other means — but in conclusion he "heartily commends the report to all politicians everywhere."

The survey proves, he states, that "occupiers and owner-occupiers would pay lower taxes than at present, vacant land would no longer be held out of use, and neglected premises would pay less in taxes than they do now."

A tabulation of the results and a report on the technique of valuation and collection, as revealed by the Whitstable pilot land valuation survey, will be presented at the Eleventh International Conference of the International Union for Land-Value Taxation and Free Trade in New York beginning August 30th at the Henry Hudson Hotel, 353 West 57th Street.