

HENRY GEORGE HERALD

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HENRY GEORGE SCHOOL OF SOCIAL SCIENCE

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"LET no man imagine that he has no influence. Whoever he may be and wherever he may be placed, the man who THINKS becomes a light and a power."
—Henry George

"THE great work of the present for every man, and every organization of men, who would improve social conditions, is the work of education."
—Henry George

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India Is Subject
of World Affairs
Forum Mon., May 20

Henry George School, 577 N. Vermont, Los Angeles, by Ramu Pandit.

Mr. Pandit has been a lecturer on economics at Gujarat University, India (formerly Bombay University), and is a writer and correspondent for several periodicals. He is currently completing his doctorate at U.S.C.

In his talk, he will cover various aspects of the land and tax situations in India. A question period will follow the talk. Refreshments and a social period will complete the evening. There will be no admission charge; free will offerings will be appreciated. Your friends are invited.

School Celebrates
25th Anniversary
by Conference in
New York in July

The Henry George School celebrates the 25th anniversary of its founding in New York by a Conference there July 6-10.

This will be the 13th

Annual Conference, and will be held at Wagner College, Staten Island, N.Y. From July 11 to 14 visits will be made to Georgist landmarks in New York and Brooklyn, closing with a meeting in Newark, N.J. Prominent speakers, interesting discussions and delightful recreation are promised for all. Anyone interested may obtain information from the New York School, 50 E. 69th St., New York 21, N.Y.

Highways and
Freeways Boom
Land Values

Below are figures on land values near freeways and highways, gleaned from various sources:

From the Los Angeles Times, April 8, 1957: "Average cost per individual land parcel (to the State for Hollywood Freeway right-of-way) has skyrocketed from \$2370 in 1945 to about \$10,000 at present."

From the American Weekly, Jan. 13, 1957: (An article by Bertram Tallamy, Federal Highway Administrator-designate) - "I remember a 23-acre tract near Syracuse, N.Y., which was worth \$100 an acre before the Thruway. It was sold, when the road was finished, to a machinery company for \$46,000. Along the Northern Sacramento Freeway in Calif., land sold for \$600 an acre in 1947. Two years later, after the new road was opened, the price was \$1,100 an acre. By 1950 an acre was selling for \$7,100 and a year after that for \$10,000."

From an editorial in the Christian Science Monitor, March 22, 1957: "The people of the United States are spending nearly \$30,000,000-000 for a new federal highway system. In many cases they are adding tremendously to the value of adjoining property. A good case could be made for levying some of the costs on such increased values."

From U.S. News & World Report, April 5, '57: "Near Buffalo, N.Y., the per-acre price (1950 to 1957, as result of N.Y. Thruway) has risen from \$500 to \$5,000...Along Massachusetts Highway 128 (near Boston)...land that sold for \$50 to \$100 an acre before the route was built now goes for \$5,000 to \$10,000 an acre."

"Near the new Watterson Expressway in Louisville, Ky., a real estate specialist has traced the rise in front-foot prices in six years from about \$30 to more than \$300. At Pittsburgh, Pa., a real estate man reports that land he could have bought not many years ago for \$100 an acre today is selling for \$500 a front foot on a service road leading from Pittsburgh to a major interchange on the Pa. Turnpike."

(More News on P. 2)

Feather River Project

Harlan Trott, San Francisco correspondent for the Christian Science Monitor, has written some very sound

articles recently on the Feather River Project.

One, entitled "Who Should Pay for It," appears in the May, 1957, issue of Frontier. In this article, Trott suggests California's setting up a super-district (composed of the area to be served by water from the Feather) under terms of the Wright Act. He says:

"Irrigation districts operating under this state law, such as Modesto and Turlock, have built huge dams and vast irrigation complexes, furnishing electricity at low rates and water absolutely free to users as users. They have done this by making the cost of the public works a charge on the benefited land, exclusive of buildings and improvements. Idle lands are charged the same as adjoining land that is under intense cultivation - for the same traditionally American reason that a property holder in a public school district pays to support the schools whether or not he has any children in the schools.

"...In some California irrigation districts ...the incidence of land ownership by those working the land runs as high as 97 per cent. The absentee owner factor is much greater in the area served by the Central Valley Project (where this land value tax is not in operation).
(Continued in next column)

"University of California economists say that not only do land value taxes such as California used to finance the Don Pedro Dam - the world's highest until Boulder Dam - make the tax stay where it belongs. It checks land speculation. And it does not feed the fires of inflation. It threatens no such economic havoc as that of the \$50 billion Federal highway program which gives land holders on both sides of 44,000 miles of projected federal highways a tax-free ride. This is 'double taxation' with a vengeance. Users and taxpayers generally pay the \$50 billion - plus higher rents and speculative land prices that will result from this mode of Federal financing.

Another Carver Article in Times

Thomas Nixon Carver, former Harvard economist, and currently contributor to the Los Angeles Times, has written several articles recently attacking or criticizing various aspects of Henry George's philosophy. He has another in the Times of May 4, 1957, entitled "Uncultivated Land or Wasted Labor."

While Carver does not mention George by name, he does hold a brief for land speculators and idle land. It would be well to read this article, and drop a short letter or card to the editor, in answer. The more mail that is received, the better, whether or not it is all published. Your L.A. School will be glad to send a copy of the article to anyone requesting it. The address of the L.A. Times is 202 W. 1st St., Los Angeles 12, Calif.

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Mr. Robert Clancy
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