

THE PEOPLE'S ADVOCATE

PROGRESS

An Australian Journal to Advocate the Rights of the People in the Land

POLICY: 1. APPROPRIATION OF LAND VALUES OR GROUND RENT AS PUBLIC REVENUE.
2. THE ABOLITION OF TAXES NOW IMPOSED UPON LABOR AND LABOR PRODUCTS.
3. PROPORTIONAL REPRESENTATION FOR ALL ELECTIONS.

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CURRENT COMMENTS

TERTIARY INDUSTRY GROWS

Primary industry works directly on the land, digs lime stone from a quarry or coal from a mine, grazes sheep on grass for the wool or cows for the milk, cuts firewood in the forest or draws fish from the sea.

Secondary industry processes these raw materials, churns milk into butter, weaves wool into cloth, with the coal, cooks the fish or heats clay with lime to make cement.

Then we come to tertiary industry. Transport of raw materials to a factory, legal advice on liability of common carriers, schools teaching the young, picture shows for leisure hours — a wide range of activity pursued for monetary gain.

As a tertiary industry, TAXATION is developing rapidly. Capable men in this field do well. Those permitted to fill up income tax forms must now be registered. A recent issue of the Commonwealth Gazette (No. 71) lists the names and addresses of registered tax agents now in business, about 160 of them to a page — and there are 80 pages of them!

The Canberra rulers levy the Scullin sales tax, the Harold Holt pay roll tax, the Fadden income tax and other exactions. There are graduations, exemptions, scales of different rates and so the harassed citizen goes off and pays a registered tax agent to struggle with the forms. Then pays the agent's fee. Thus the Canberra clique have established a new and virile Tertiary industry. Such is the waste associated with the vaunted Welfare State.

VICTORIANS AT CANBERRA

The House of Representatives has 33 members from Victoria. A sound system would be 3-member districts for six provinces, such as Geelong and Western, or Gippsland, etc., where population is spread out. That makes 18 members. And 5-member districts for three suburban groups such as Eastern Metropolitan, where population is crowded. That makes 15 members, total 33. No "safe" single-member seats.

But, instead, we citizens have allowed the politicians to cut up Victoria as 33 fragments in a manner to suit themselves. Of these, 12 seats are "safe" for Liberal-Country politicians and will be allotted behind closed doors to favoured nominees of the managers of the Party. Another 11 seats are safe for Labor politicians and will be arranged by pre-selection of an "endorsed" candidate acceptable to the hidden rulers of the Labor Party. A total of 23 seats is not subject to the vote of all of the resident citizens in those seat areas.

There remain 10 seats where the citizens will decide the choice of representatives at Canberra. Other States are plagued the same way. Most Canberra politicians were not properly elected last time. Tinkering with the boundaries in 1955 is a minor matter. The prime requirement is group-electorates. Most boundary and redistribution problems would then disappear. Politicians with "safe" seats dislike the effective control over their actions which would be possible with group-electorates. Hence citizens must themselves establish the just system.

FINANCING STATE WORKS

Once again we have a demonstration of the need for change in the methods of financing State public works. A fortnight ago, the Prime Minister and the State Premiers met to decide amounts to be granted for State Works programmes from loans and also the amounts for current revenue.

Yearly we have this spectacle of State Premiers going cap in hand to Canberra for a hand-out from the taxation collected by the Commonwealth. They usually get far less than they seek. Victoria's share this year was £10,000,000 less than sought for the works programme and that sought for ordinary revenue was also cut substantially. It could be that they asked too much. That can easily happen when it is another authority that incurs the odium of the taxing body. But these things underline the fact the State at present has no real source upon which it can rely for its revenue without dependence upon outside governments.

Early in its career the new Liberal-Country Party Government finds itself compelled to prune its works programmes. Already the Minister for Transport, Mr. Warner, has prepared the public for a rise in both rail and tram fares. He says that the railways are actually making a loss of £3,000,000 yearly and that their budget must be balanced. He says that the rise in rail and tram fares since pre-war times has been less than for other commodities. That is true as far as it goes, but it only tells half the story.

The facts are that for many years freights and fares charged to **USERS** of the rail and tram services have been higher than they should have been under proper public finance. Of course we should make the railways and tramways balance their budgets, and show profit instead of loss. But the trouble has been that Governments seek to make the user of these services alone meet the whole cost for running expenses and the interest and sinking fund charges on the capital investment in the undertakings.

They forget that rail and tram users are not the only ones or even the main ones to benefit from these services. There is another section of the community that benefits directly but now escapes his fair contribution towards these costs.

The railways and tramways have increased the land values of the State by many times their capital cost. Present levels of land values would collapse if railways and tramway services ceased to run.

The State Railways and the Tramways Board should be required to levy a rate upon the unimproved value of the land to raise enough to cover interest sinking fund, and maintenance of their permanent way. It is common sense and simple equity that the State cover its expenses in providing and maintaining those works, by drawing upon the land values which its own works have created.

If this is done, instead of the railways and tramways drawing upon consolidated revenue to make up losses, it will be possible to reduce freights and fares, and still balance their budgets. Examination of their accounts for last year shows that full application of this principle for rail and tram services would require a rate upon unimproved land values to return a little over £10,000,000 for railways and £1½-million for the trams. This would make possible a reduction of 20 per cent. in present freights and fares.

This would also be in the best interests of the economy of the country. Economists tell us that cost of transport forms one-third of the cost of production. It enters into every article of primary or secondary production, and is multiplied in the retail price paid by the consumer. To increase freights and fares would add further to inflation of prices. To reduce freight and fare charges is to reduce cost of production and put value back in the £.

The Government should not rest at applying this means of finance to the railways and tramways. They are developmental services that increase land values, but there are others also. Irrigation, Electric

Power and roads also result in building and maintaining land values.

The government should establish a State Development Fund financed by a rate upon the unimproved land values over the whole State. From the proceeds the various public utilities would draw their share leaving only operating expenses to be met by charges to the public. This would provide the State with a continually increasing fund to extend its public works without reliance upon the federal government for revenue.

Another very attractive feature is that the payments made in the Development Rate would be deductible for income tax purposes, thus leaving more money in the hands of the citizens in this State.

BETTERMENT LEVIES IN INDIA

An additional tax known as "Betterment Levy" is imposed or about to be imposed by almost all States of India on the beneficiaries of irrigation projects which benefit proprietary land and enhance its value.

In the Punjab, Patiala and East Punjab States Union and Rajasthan, it is 50 per cent. of the increase in value consequent on the introduction of Bhakra Nangal and other projects.

In Madras, thirty times the nett additional income which is derived or likely to be derived by the owners of the lands from the construction, expansion or alteration of any irrigation work is taken as the increase in the capital value of the land and the quantum of the tax is to be fixed at one half of such increase.

In Hyderabad, it is proposed that the betterment levy on new irrigation projects be one half of the nett increase in the capital value of land and one fourth on the old wet lands.

In Uttar Pradesh, the owners of the land in tracts irrigated from canals are charged owner's rate besides the occupier's rate for the benefit which they derive from such irrigation. The owner's rates vary from canal to canal. The charge is a small fraction of the increased benefit derived by the owner. The owner's rates are not levied on the unproductive canals and on tube-wells.

Since the abolition of the zamindari, i.e. right of ownership without being a cultivator, on 1st July, 1952, no owner's rates are levied on other canals either as the zamindari now vests in the State Government.

In the Damodar Valley additional land revenue is not realized but in this project, it is proposed to realize a betterment levy of Rs 150 per acre on the entire kharif, i.e. summer crop, area and an additional levy of Rs 100 per acre on the rabi, i.e. winter crop, area.

The above is an extract from an article dealing with "Water Tariffs" in India, showing details of the rates and charges for water for irrigation throughout India.

It is taken from "Flood Control Journal," December, 1954, published by the Economic Commission for Asia and the Far East under the aegis of the United Nations.

CAMBERWELL CITY

ITS PROGRESS UNDER SITE-VALUE RATING

Camberwell is now a beautiful city. Houses are modern, of pleasing design and, with very few exceptions, are kept in good condition. The citizens take pride in their gardens and the hilly nature of the country allows them good scope.

In 1922, Camberwell was a straggling city of 8,850 acres, with a total of 7,594 buildings and a population of 25,987. At this time it was largely landlocked, being in the hands of a relatively few large vacant landholders unwilling to sell at prices within reach of prospective home owners.

In that year the city adopted rating upon site-values as a result of a poll of ratepayers following a two years' campaign. From that time the development of Camberwell was meteoric. For twenty years it headed the building development figures both in numbers and values until displaced by Moorabbin in 1946 after that city also changed to site-value rating.

In the year following Camberwell's change in rating, dwelling construction jumped from the previous years' figure of 561 up to 1,109. The total dwelling permits for the first five years after making the change was 4,373 as against a total of 2,051 in the preceding five years.

It was not only in dwelling construction that activity was noted. In the five year period following the rating change, 2,033 permits were issued for other buildings and alterations and the total building activity was valued at £3,348,000.

Preceding and accompanying the development were sub-divisions of the extensive cow paddocks, bringing thousands of new citizens opportunity to get home-sites at reasonable cost.

The Burke Road junction, previously occupied by a few poor shops and extensive vacant lots, soon developed into one of the best and busiest shopping sites outside Melbourne City itself. As further extension occurred, other subsidiary shopping centres developed further afield.

In the annual report submitted to the Council by the building surveyor in 1941 a graphic description was given of what this phenomenal and sustained building development means during one year.

"The number of dwellings built annually and the indicated population are equivalent to more than half that contained in the City of Horsham — to considerably more than the total dwellings and population of the Borough of Daylesford, and nearly equal to that contained in the Shires of Donald or Whittlesea. The aggregate frontage of the allotments of land on which the 829 buildings of residential character have been erected greatly exceeded 8 miles which is the equivalent of a township with 8 double-sided streets each more than half a mile in length."

This development does not merely cater to the relatively small strata of persons of independent means. Camberwell is essentially a middle class workers' city.

Houses Carry Lower Rates

An exhaustive survey was made in 1944 covering 684 houses in various classifications. This showed that 75 per cent. of the houses are carrying lower rates under site-value rating than they would have carried under nett annual value rating.

The proportions of the single unit dwellings benefitting in lower rates were found to vary according to the range of the total value of land and improvements as shown below. The values quoted in the ranges are 1944 figures and would be more than doubled today.

Range in Value of Land plus Building	Number in Group	Proportion Carrying Lower Rates Under	
		Nett Annual Value	Site- Value
		%	%
£ 400-900	154	20.8	79.2
£ 901-1,350	134	31.5	68.5
£ 1,351-2,000	183	31.5	68.5
£ 2,001-3,500	89	16.0	84.0
£ 3,501-5,000	23	26.5	73.5
£ 5,001 upwards	24	59.0	41.0

Dwellings in the lowest range are mainly timber houses more generally occupied by the lower income groups. The numbers in the groupings are a fair cross section of the city, and it is seen that this group has the second-largest proportion in the gaining class. One other has a slightly higher proportion but the numbers in this category are much less.

It is significant that those in the £5,000 and upwards group, in the majority of cases, do not gain lower rates under site-value rating. This is important because it disposes of the suggestion, fostered by opponents of site-value rating, that this system lets off those with greatest ability to pay. This is the category which is thought to have the greatest "ability to pay" and it is seen to pay more under site-value rating in most cases.

Of the houses in this class, the minority that were found to benefit in lower rates under site-value rating have average frontages of 131 feet. The majority which would pay less under annual value rating, have average frontages of 506 feet.

How beneficial the policy of exempting buildings and other improvements from municipal rates has proved can be seen from the table. The value of the buildings and improvements has increased almost eleven-fold since 1922 while the total site-values have increased four-fold. The outlay of some £48,000,000 in building construction in this city since adopting site-

Development Statistics of Camberwell

Municipal Year ended 30th Sept.	Population	Assessments	Buildings	Vacant Lots	Rate Revenue	Unimproved Capital Value of Land	Value of Buildings and Improvements.	Nett Annual Value	Proportion of Improvements to total value
	No.	No.	No.	No.	£	£ '000	£ '000	£ '000	%
1923	25,987	17,060	7,594	9,466	53,300	3,165	4,955	412	60.4
1930	49,130	27,584	12,724	14,860	106,300	5,638	10,707	961	65.0
1938	58,775	27,656	16,042	11,614	115,500	5,823	12,934	997	69.0
1946	71,657	29,927	26,257	9,670	147,700	7,946	17,957	1,565	69.0
1950	85,245	30,688	23,290	7,398	221,966	9,662	23,091	1,811	71.0
1955	91,568	31,205	26,835	4,370	441,360	12,086	53,113	3,282	81.0

value rating has been an important factor in raising living standards over the whole of Greater Melbourne.

If Camberwell had shown the same development but still used the old system of rating the value of improvements, £358,000 of its rate revenue would be borne by buildings and only £83,000 would come from land values. That would be a most substantial penalty upon the building industry. But the comparison is empty because it would not have shown such rapid development. Other surveys have shown that building activity per acre available in districts rating site-values is more than double that in their counterparts rating annual value.

Improved Municipal Services

With the rapid increase in population and dwellings the Council has been able to provide municipal services of a high order. In many municipalities citizens have some complaint at the lack of visible services for their rates. This cannot be said of Camberwell. Fine roads have been provided, lined with ornamental trees, concrete side-walks and nature strips. The cost of constructing these roads has been met by the ratepayers individually by special charge spread over some years. But it is the soundness of the financial position of this city, due to its rating system, that has made their provision possible. There are other municipalities where ratepayers would be willing to pay for such services but the councils cannot finance them.

In many of the older parts of the city, asphalt pavements to the side-walks have been torn up and replaced by the modern concrete side-walks, in keeping with the newer part of the city. This has been done as part of normal maintenance, without special charge to the ratepayers. In many other cities, ratepayers would consider themselves lucky to have had the old surfaces, despite deterioration.

Camberwell was not among the cities fortunate enough to have large reserves of crown lands for parks and gardens. In fact it was nearly the poorest provided in this respect, with only 9 acres of crown reserves. It has had to obtain the freehold for all its parks and reserves, and it is all the more creditable that it has now acquired nearly twice as much of freehold reserves as any other municipality. It has

564 acres in this class compared with 319 for Malvern, its nearest rival.

Transport Services Follow Development

With the growing population and settlement there was rapid growth in transport services. Tramways were extended, bus services commenced. The old outer circle railway which had been almost derelict for decades was restored and the services increased. These extensions of transport have been pointed to in some quarters as the cause of Camberwell's development. In fact, they are consequences of it.

Transport services must pay their way whether run by public or private operators. They are not provided merely as developmental agents to open up vacant land. Where there is sufficient extension of settlement to make them worth while, they are provided. The improved transport always followed the extending margin of settlement. As the feeder population grew, tramways were extended. This is the normal routine of progressive development.

The Financial Basis of the Council

The secret of the Camberwell Council's financial strength is that the Council has shared to a much greater extent in the increased land values attending the development than would have been the case under annual value rating.

This is seen by comparing 10 holdings of land still vacant at 1943 with their rate position at 1922. These ten holdings then had unimproved value of £13,360. By 1943 the unimproved value had increased to £32,360 — a substantial increase of 132 per cent. to which the owners had contributed nothing. The annual value at 1922 was £693 and had increased by £920 to 1943. Had nett annual value rating been in force, these holdings would only have increased council rate revenue by £68/10/5, despite the enormous increase in value of the sites. Under site-value rating they increased the council revenue by £406/19/4. This meant that the council had absorbed to itself 31 per cent. of the increase in land values due to community development. Under annual value rating it would only have shared in the increased land values to the extent of 5.2 per cent., the other 94.8 per cent. being absorbed by private persons who have done nothing to develop their properties.

DANISH LAND VALUE COMMISSION

The report of the Danish Parliamentary Land Values Commission has been received with mixed views among Georgists.

The Commission had been appointed to consider the proposition that the whole economic rent of land be collected for the public benefit, some of it being collected already through existing land-value taxation, national and local, including the tax on increases in land value.

A majority of the Commission (13 of the 24 members) recommended in favor of total collection, declaring that in their opinion this could be achieved if, in addition to the existing land-value taxes and such expansion of them as present laws allow, a land rent were charged against each lot or holding at the rate of 4 per cent. of its assessable capital value.

Those proposals were set forth in a draft Bill, which would give effect to the 4 per cent. land-rent charge. But the Bill contained also, provision for a transitional stage during which the land-rent charge would be only 1 per cent. until the owner received in compensation, a payment by the State equal to three-quarters of the 1950 land-value assessment of the property.

From these provisions six of the thirteen members dissented, the other seven (three being members of the Justice Party) were responsible for advocating the settlement. The State would be expected to pay this fixed value to the owner and in effect buy out his interest in the land. After that the full rent-charge, would become payable. The redemption of the fixed sum would be done holding-by-holding over a period of years.

The proposals have been strongly criticised for providing compensation to owners who would pay the form of a land-rent to public revenue while actually it still went into private hands.

The method of taxation of land values is free of any question of compensation. Taxation levels are fixed from year to year by governments and could, if desired, be gradually extended on land values year by year till they absorbed the whole economic rent. This would avoid compensation without hardship to anyone, for all land dealings would be made with the fore-knowledge of the due. This is a better method where a government can be found to follow the policy.

Nevertheless, my personal view is that the criticism levelled at this proposal for Denmark is not fully justified. It would have one advantage over the method of taxation in its formal acceptance of the principle that the full economic rent should be taken for public purposes. The proposals are claimed to be not so much compensation as a "settlement" at three-fourths of 1950 values, all future increases to be absorbed by the State.

In principle there is no ground for a settlement. The proposals are political, designed to secure full practical application of the principle earlier than

otherwise attainable. It would probably be twenty years before all holdings would pay the full economic rent under this plan. To assess its worth one needs to balance the extent of increased land value taxation which could be secured over the same period. With many countries there has been little actual legislative advance over a much longer period.

Looking backwards in almost any country, we see that if such a "settlement" was the price of full acceptance of the principle it would have paid many times over. Land values have advanced so rapidly that the increases would have permitted redemption much more rapidly than expected. Much of this increase has been due to inflation rather than real increase in economic rent.

The following quotation from the chapter on "Practical Politics" in Henry George's "Protection or Free Trade" needs to be borne in mind in considering such proposals:

"The advocates of a great principle should know no thought of compromise. They should proclaim it in its fulness, and point to its complete attainment as their goal. But the zeal of the propagandist needs to be supplemented by the skill of the politician. While the one need not fear to arouse opposition, the other should seek to minimise resistance. The political art, like the military art, consists in massing the greatest force against the point of least resistance; and to bring a principle most quickly and effectively into practical politics, the measure which presents it should be so moderate as (while involving the principle) to secure the largest support and excite the least resistance. For whether the first step be long or short is of little consequence. When a start is once made in the right direction, progress is a mere matter of keeping on."

The Danish proposals undoubtedly embody the principle completely and are submitted in expectation that they will disarm opposition. They are, therefore, in line with that quotation. My objections to such proposals raised here are that — while intended to neutralise opposition that could be expected from people who own land and fear they would be hurt by full application of our principles — it will not in fact satisfy them.

Such proposals could only remove opposition where a high proportion of the public is familiar with the principles and favorable to them. If simply brought in by a government without this leavening, as the existing rental value would remain (in the main) with present holders and only increases be absorbed by the State, it would be some years before considerable expansion of revenue could be expected. There would then be danger that opponents would brand it a failure and suspend its operation in the meantime.

This would not necessarily apply to such a country as Denmark where there is already well established land value taxation machinery and public acceptance of the principles. The vital question is whether the proposals are really acceptable to the Danish political parties and landowners.

SITE - VALUE RATING

WIDESPREAD MOVES FOR EXTENSION

There is rapid growth of public demand for extension of site-value rating to new areas and build up of campaigns in the districts which will take polls in the last week of August.

Polls were due to be taken in Benalla, Castlemaine, Broadmeadows, Keilor, Malvern and Cobram. In three of these there have been hitches which will prevent the polls being taken this year.

In Keilor the petition was presented on the last day permissible under the Local Government Act. The council was unable to obtain a valuer in time to permit a valuation to be completed. In Broadmeadows, although the petition was in early, the valuer had to handle other officers' duties as well, due to staff losses, and could not get through his valuation in time.

In both cases application was made to the Minister of Public Works for an enabling Act of Parliament to permit the poll normally due this August to be deferred till the following year.

Benalla is again in trouble. Their poll was to be taken last year, but they did not get a valuer in time. They arranged to take the poll this August but apparently did not approach the Minister for Public Works to legalise the deferment. They have now had Counsel's opinion that they cannot take the poll legally. They do not appear to be taking any steps to secure postponement as done by others similarly placed. They have been reported as stating that if ratepayers still want a poll they can demand it again.

They actually have a valuation complete and we have the uneasy suspicion that a good number of councillors are not too anxious to comply with the Act. They have criticised the valuation but this may not be the real basis of their opposition. Under that valuation, 78 per cent. of homes would carry lower rates on the site-value system.

Malvern

The campaign here is proceeding steadily. News items and letters are appearing regularly in both the local newspapers circulating in the district. The Malvern Rating Reform League is actively organising its campaign which will reach a climax soon.

Castlemaine

We have not had regular reports from this area. There have been several letters or reports published in the local press and it was indicated that information would be given weekly till the poll from now. We are not aware whether the valuation is yet complete.

Mansfield

Here the Council considered that proper account had not been taken in the valuation for fencing and clearing etc. and a motion to adopt the valuation as returned was not carried. The valuer was to be asked

to review his valuation to take full account of these items. But an amendment that the council rescind its previous motion to change to site-value rating was defeated.

Cobram

Reports are scanty from this area and we do not know whether the valuation is complete or not.

Mildura

Here a strong demand for change to site-value rating has arisen. A Mildura Ratepayers' Association has been formed with that proposal as its main object. A move within the Council itself to make this change was defeated. There have been extensive press reports, editorials and letters on the subject. The Ratepayers' Association has forms in circulation for signature of the ratepayers to demand for a poll and this will be presented early after 1st September.

Maffra

A Maffra Ratepayers' Association has been formed with site-value rating as the objective. It sought council co-operation to arrange public discussion or debate but found that body lukewarm. The Ratepayers' Association has therefore put in circulation the forms for signature of ratepayers to demand a poll.

Daylesford

The General Council for Rating Reform has received approaches from Daylesford with view to guidance on a move for site-value rating by the Daylesford Ratepayers' Association.

Wangaratta

Here the three years which must elapse since the last poll is now past. Steps have already been taken to secure signatures to a demand for a poll. The Yarrunga Progress Association and the West End Progress Associations have both carried resolutions to affiliate with the General Council for Rating Reform and to press for site-value rating in Wangaratta. An amazing development was the action of Cr. Petty in giving notice of his intention to move in council for adoption of site-value rating. He withdrew that motion on legal advice that it could not be considered by the Council in July or August under the provisions of the Local Government Act.

His action is a complete vindication of those members of the earlier Council and citizens who pressed for this change three years ago. The significance lies in the fact that Cr. Petty and Cr. Nolan (who were not then councillors) were organizers of a Ratepayers' Protection League for the purpose of opposing adoption of site-value rating. They succeeded in confusing enough ratepayers to stick to the devil they knew and the poll was defeated by a mere 60 votes.

The mere fact of Cr. Petty now moving for this change which he formerly opposed is a confession that his previous advocacy of the local taxation of buildings and other improvements was misguided. He has been bitterly attacked by Cr. Nolan, but is deserving of commendation for his moral courage in seeking to re-dress the wrong done in his earlier ignorance.

Three years ago Wangaratta Council urged adoption of site-value rating. One object was to secure greater financial stability through the more even spread of rates when vacant lot owners bear their share, enabling revenue to increase without undue burden on householders. Following the defeat of the poll and claims of Crs. Nolan and Petty that rates could be reduced by better administration without reduction in services, the Council resigned in a body to give their critics the opportunity to carry out their programme. It was clearly promised that if they failed these in turn would resign.

It was revealed in council early this year that a complete revaluation had been made by the valuer

at cost of over £1800 without full authority. The valuer had been instructed only to correct 'anomalies.' It has not been explained why it was necessary for this action only three years after a valuation that would normally last six years and only a few months before a demand would be lodged for a further poll on site-value rating. The action has been described by correspondents as to forestall site-value rating moves.

As the rate in the £ was struck before the new valuation was returned it resulted in a very substantial increase in rate revenue, completely at variance with the economy promises of the majority of councillors. Those councillors now admit they have failed to honor their promises, but are full of excuses on their failure to resign. They promise a rate reduction next year.

The General Council for Rating Reform has sought assurances from Cr. Nolan that the recent valuation returned the Unimproved Capital Value, Capital Improved Value, and Nett Annual Value of each property and could be used for the poll next year. This has not been forthcoming.

SALE CITY SHOWS DEVELOPMENT ALREADY UNDER RATE CHANGE An Appreciative Letter

Sir,

After receiving so much help from "Progress" and the Rating Reform League in our successful campaign to adopt Unimproved Capital Value Rating last year, I feel sure you would be interested in the benefits we have obtained from the City of Sale since the change in the rating system.

Firstly, we were all greatly heartened by the decision of J. J. Davies and Son to start manufacturing in Sale in what was the woollen mills, this industry was our first proof of the value of the new system, and as they hope to employ some 160 persons, in the first year, their help to the city is by no means small.

Your Mr. Hutchinson visited Sale and will well remember there were several vacant blocks in prominent parts of the city, even in the main street. Two large blocks have changed hands in Raymond Street. On one will be erected a shop for Dalgety's, and on the other (a huge block) a new garage is planned, both of these should be in course of construction before the end of July.

Foster Street has shown marked improvement, both in the area near the Post Office (one new shop, two shops renovated extensively and three more proposed, Gutheridge House, in course of demolition for additions to St. Anne's School) and the residential area facing the lake, where three new houses are in course of construction on blocks previously unobtainable.

Blocks in the area bounded by Raglan Street, Gutheridge Parade, Reeve Street, and Foster Street, have been sold and building commenced on land which had been held idle since Sale was first settled. The Ambulance Service has secured land in Cunninghame Street, close to the centre of the town and will build modern offices and residence almost at once;

other buildings are proposed in various parts of the city by the Masonic Lodge, and other organisations.

The Memorial Hall, so long wanted by the people, is now under way. Although the change in rating is not directly responsible for this, we feel that they realise the great boost the town has received from unimproved rating, and have pressed on with confidence.

A new hall is being erected on the corner of Macalister and Pearson Streets and a new Presbyterian Church is pushing upward on the corner of Raymond and Macalister Streets.

The council, with an increase in revenue of some £20,000, is pushing on with road works and drainage and in the whole city there is an air of expectancy as job after job is started, and jobs which have sadly wanted doing for many years are completed.

At the moment, two firms interested in manufacturing in Sale are seeking premises, and hope to use some of the abundant female labour. The need for this will be still further increased when J. J. Davies are properly under way, as they will employ mainly men. We are hoping to interest other firms in the great possibilities of Sale in view of the available labour.

Naturally, we cannot tell you of all the wonderful improvements we have noticed since we changed to U.C.V., but you can't fail to notice it, and also the feeling that Sale is on the verge of many great things. We sincerely thank you for your help in making possible these things.

Sincerely yours,

JOHN BLYTH, Treasurer,

(Sale Ratepayers' Association)

94 Cunninghame St., Sale.

Radio Broadcast Session

Conducted weekly by speakers of the Henry George "Justice" Party from
RADIO STATIONS 3DB & 3LK

Every Sunday at 10 minutes past noon.

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Donations to the Broadcast Fund will be appreciated.

PRESS PUBLICITY NOTED

The following is a summary of press publicity favorable to our principles noted since our last report in March. It does not include letters published opposing our views. Nor is it exhaustive as it covers only that which we have ourselves noticed or cuttings sent to us by observers. We will appreciate help from other well-wishers in extending these lists by sending us cuttings. Please enter the name of the paper and date of publication of the cutting. The figures shown in brackets are the numbers of column-inches of space occupied by the letter or report.

SITE-VALUE RATING

Benalla District:

"Benalla Standard": A. R. Hutchinson, 10/1 (24); Report Tatura address by J. H. Morris, 14/3 (26); Editorial, 14/3 (1). Total (51) column-inches.

Wangaratta District:

"Wangaratta Chronicle": A. W. R. Wood, 12/3 (18); 2/4 (22); 21/5 (23); Report, 19/4 (7); W. Smith, 19/4 (13); A. R. Hutchinson, 25/6 (6); 7/7 (8); 21/7 (16); Report council meeting, 23/6 (48); Yarrunga P. A. to move for S.V. Rating, 30/6 (26); West End P.A. supports S.V.R., 7/7 (2); Council motion on S.V.R., 21/7 (80). Total (269) column-inches.

Mildura District:

"Sunraysia Daily": Report Mildura Ratepayers' Assn. favors S.V.R., 26/3 (14); Letter B. S. Nicholls, 21/3 (30); Views Town Clerk, 22/3 (8); 26/3 (4); Report council meeting consider, 11/5 (15); council rejects, 13/5 (11); B. S. Nicholls, 18/5 (4); City Roundsman, 24/6 (16); Report, 20/6 (26); A.R.H., 14/7 (15). Total (143) column-inches.

Malvern District:

"Malvern Advertiser": J. H. Watson, 28/3 (6); 17/2 (6); 31/3 (7); 14/4 (11); 15/6 (12); Report, 14/7 (8).

"Progress Press": A.R.H., 6/4 (16); H. Price, 26/1 (7); J. H. Watson, 13/4 (22); 29/6 (12); Malvern R. R. league report, 14/7 (8).

Total (115) column-inches.

Gippsland:

"Gippsland Times": Maffra Ratepayers Assn. supports S.V.R., 2/6 (14); Report Sale Ratepayers Assn. and rating, 2/6 (5).

Total (19) column-inches.

Castlemaine:

"Castlemaine Mail": Council report and editorial, 19/3 (28).

TASMANIA

Devonport:

"The Advocate": A.R.H., 20/1 (9); 23/3 (12); 6/4 (10); 14/4 (9); 22/4 (12); 27/5 (10); A. G. Huie, 18/2 (5); 2/3 (4); 15/4 (6); Wide Awake, 24/2 (6); 15/2 (5); 24/3 (4); H. E. Hasluck, 12/1 (3); Report Devonport meeting on S.V.R., 15/3 (22); Editorial, 16/3 (5); Chamber of Commerce rating policy, 17/3 (2); E. Metcalfe, 22/3 (3); 4/4 (8); 15/4 (6); 21/4 (8); 2/6 (5); 18/6

(4); Report of deputation to Commerce Association, 31/3 (16); A. Simpson, 1/4 (7); R. Billett, 2/4 (1); 30/4 (4); 18/5 (4); A. V. R. Aloha, 2/4 (7); A. W. Wood, 9/4 (11); Aquilega, 7/4 (5); Junior Chamber Commerce Report, 27/4 (25); Editorial, 2/5 (3); Chamber of Commerce attitude, 25/5 (17); G. Forster, 4/5 (10); E. H. Churcher, 7/5 (2); 16/6 (8).

"The Examiner": Leading article, 19/5 (4); Had It, 18/5 (1). Total (283) column-inches.

The grand total of favorable press letters and report in the districts above occupied 930 column-inches of newspaper space.

TO MEMBERS AND FRIENDS

Commencing with the meeting on Tuesday, 16th August, the members' evenings will take the form of a discussion group based on the book "Progress and Poverty."

The opening discussion will be on the first chapter. Please make a note of the date, bring your friends. If you have not already got one you can obtain a copy of the abridged edition used, for 7/6, at the League Rooms, 18 George Parade, Melbourne.

The meeting will commence at 8 p.m.

HENRY GEORGE COMMEMORATION

to be held

THURSDAY, 1st SEPTEMBER

8 p.m.

at Women's Services Club
53 Market Street, Melbourne

SPEAKER TO BE ARRANGED

OBITUARY

Mr. W. C. De GRANDI

We learn with regret of the passing of Mr. W. C. De Grandi, of Warrnambool at the advanced age of 93. He was well known as a staunch advocate of the principles of Henry George.

HENRY GEORGE LEAGUE OF VICTORIA.

18 George Parade, (off 113 Collins Street, Lear Russell Street), Melbourne, C.I. Telephone: MP 4635. Hon. Secretary: Mr. R. N. Collison

The Annual Membership Fee is a minimum of 10/-.

The subscription to Journal "Progress" is 2/- per annum. Stamps Acceptable.

If you appreciate this Journal, you are invited to obtain new subscribers.

Next Executive Meeting, Tuesday, 16th Aug., 1955, at 6.30 p.m.

Members' Meeting, Tuesday, 16th August, at 8 p.m.

HENRY GEORGE JUSTICE PARTY.

Broadcast Session, 3DB each Sunday, 12.10 p.m.

Committee Meeting, Friday, 12th Aug., at 8 p.m.