

DOOMSAYERS

Controlling Growth And Mobility

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■ IN CASE you haven't heard, the United States is in the throes of an energy crisis. Of course, if you haven't heard of the energy crisis you must be deaf, dumb, blind, and have been lost in the Amazon jungle for the past three months. The "energy crisis" jumps out at us from our every newspaper, beseeches us from the popular magazines, screams from radio speakers, and dances frighteningly across ubiquitous television screens. Clearly, the American people are being sent a message.

The doomsday cultists have never had it so good. The joyride is over, we are told, and Americans must face up to the "fact" that from now on our standard of living must diminish as we adopt new lifestyles in harmony with our overcrowded, resource-depleted world.

Self-fulfilling Prophecy

The mass media began their chant about an upcoming energy crisis over two years ago as part of the general hysteria drummed up by the Left's army of

instant ecologists. Certainly the most prestigious, if not the first, of the tub thumpers predicting destruction in a welter of pollution, over-population, and exhaustion of irreplaceable natural resources, was a group which calls itself the Club of Rome. In 1971, the Club of Rome released an elaborate report which became a book titled *The Limits Of Growth*. A feature story on this report appeared in *Time* for January 24, 1972, with this frightening prediction from the Roman clubbers:

The furnaces of Pittsburgh are cold; the assembly lines of Detroit are still. In Los Angeles, a few gaunt survivors of a plague desperately till freeway center strips, backyards and outlying fields, hoping to raise a subsistence crop. London's offices are dark, its docks deserted. In the farm lands of the Ukraine, abandoned tractors litter the fields: there is no fuel for them. The waters of the Rhine, Nile and Yellow rivers reek with pollutants.

To which the modish editors of *Time* responded: "Fantastic? No, only grim inevitability if society continues its present dedication to growth and 'progress.'"

The Club of Rome was created in 1968 by Aurelio Peccei, an Italian industrialist connected with both the Fiat auto producers and the manufacturers of Olivetti business machines. The Club consists of some seventy-five scientists and businessmen from twenty-five countries who have joined together to warn the world about the catastrophe being produced by

the growth of technology at an exponential rate. According to Mr. Peccei, his objective has been to "detonate" an urgent debate on "the predicament of mankind" concerning the "threat to the life-supporting capacity of the earth."

The debate was in fact detonated when Peccei hustled \$336,000 from the Volkswagen Foundation to hire a team of M.I.T. professors to feed a series of radically attuned assumptions into a computer — which dutifully responded with the answers mandated by the program. These concocted results appeared in a 197-page paperback, published in eighteen editions, and made available in twenty-three languages, including Serbo-Croatian, Finnish, and Thai.

The scenario is described by *Time* as follows:

As industrialization grows, it voraciously consumes enormous amounts of resources. Resources become scarcer, forcing more and more capital to be spent on procuring raw materials, which leaves less and less money for investment in new plants and facilities. At this stage, which might be about 2020, the computer's curves begin to converge and cross. Population outstrips food and industrial supplies. Investment in new equipment falls behind the rate of obsolescence, and the industrial base begins to collapse, carrying along with it the service and agricultural activities that have become dependent on industrial products (like medical equipment and fertilizers). Because of the lack of health services and food, the world's population dwindles rapidly.

The conclusion is that "all growth projections end in collapse." Old-time radical Stuart Chase commented on this theme in the *Bulletin Of The Atomic Scientists* for March 1973: "Growth in industrial so-

cieties, both capitalist and communist, has hitherto been equated with progress. It has been widely proclaimed that 'you can't stop progress.' But if progress is now to be defined as more and more industry, with more and more pollution, more and more degradation of the environment, it may not be out of order to conclude that if you can't stop progress, progress can stop you"

Economic growth, you see, is evil. Technology, you see, is not our salvation, but an enemy to be fought tooth and nail lest it drive us from the comforts of our caves. As *Time* of December 20, 1973, explains:

. . . there is the American myth that ingenuity and technology can solve all problems, from bad breath to empty gas tanks, and that tomorrow is bound to be good, no matter what But things sometimes get worse, and the prophets of doom are often worth listening to — as Americans may learn in the next few months.

The editors of *Christian Century* see it as their duty to keep the "Liberal" clergy abreast of such approved Establishment prophecy. They blessed the idea in their issue for June 6, 1973:

*The critics [of *The Limits To Growth*], however, seem to manifest less reason in this matter than does the report. Their basic optimism rests on the foolish assumption that, since technology has accomplished great things in the past, it will be able to continue doing equally well in the future. This dogmatic faith in an Almighty Technology is one of the most pernicious superstitions of our age*

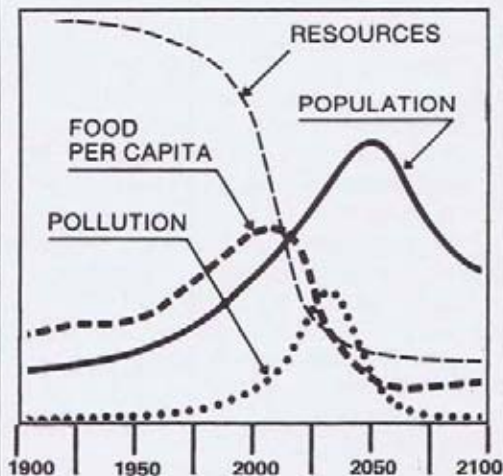
The way of life developed in America is suicidal for the planet as a whole. And not only is it unfit for

"By the time they prove there is no energy crisis, we will have created one."



DOOMSDAY BOOK

The Club of Rome makes an absurd prediction that depleted resources and rising population will plunge the world into a new Dark Age.



Source: The Limits To Growth

Using demographic projections so phony they would have embarrassed Chicken Little, powerful members of the conspiratorial Club of Rome predicted impending world disaster. Although responsible critics found it "a brazen piece of impudence," the Club's deceptive study, *The Limits To Growth*, was sent around the world. The conspirators reasoned that if a panic atmosphere could be created, dictatorial controls might be fastened on resources, mobility, population growth, and the economy — all with the supposed purpose of avoiding the "crisis," but with the real purpose of assuring their own control. Allied Planners in government then set about arranging the shortages. *Time* magazine said Americans must "halt industrial growth" and stop "yearning for material goods." Academics declared that we must replace the auto, symbolic of "individualism, privatism, materialism," even though one of four American retail dollars is spent for an automobile-related product.

export to the rest of the world; the "American way of life" is unfit even for domestic consumption.

Our slim hope for salvation is described by the certified Establishment gurus at *Time*:

The Meadows team offers a possible cure for man's dilemma — an all-out effort to end exponential growth, starting by 1975. Population should be stabilized by equalizing the birth and death rates. To halt industrial growth, investment in new, nonpolluting plants must not exceed the retirement of old facilities. A series of fundamental shifts in behavioral patterns must take place. Instead of yearning for material goods people must learn to prefer services, like education or recreation.

The Club of Rome plan reduces to Z.P.G. plus Z.E.G. That is, Zero Population Growth plus Zero Economic Growth. And few will doubt that the *Insiders* of the Establishment have committed America to just such a plan. The latest figures from the Census Bureau indicate that the recent anti-motherhood campaign, coupled with the murder of millions through abortion, has already produced the lowest birth rate in our nation's history, virtually reaching Zero Population Growth. But the stopping of economic growth has been a hayburner of a different hue. As we shall see, only direct government intervention can assure Z.E.G. as advocated by the Club of Rome and dutifully parroted by the Establishment media.

Before continuing, however, we feel duty bound to assure you that, despite the huzzahs from the chorus of the Left, *The Limits To Growth* was (and is) considered absurd by informed demographers. Wilfred Beckerman, the respected professor of political economy at the

University of London, went so far as to call the book "a brazen piece of impudence." (Which is as harsh as proper Englishmen ever get.) Beckerman explained that it "attempts to blind the reader with science in the form of a pretentious array of computer printout, diagrams and equations." It is this, says the Professor, "which seems to have dazzled and impressed many people who, otherwise, might have known better." Beckerman explains that the boys at M.I.T. loaded the dice when they programmed and fed their computer. As they say in the computer business: Garbage in, garbage out!

Nonetheless, *The Limits To Growth* became a virtual bible to the febrile neo-Malthusians thundering from the pulpits of the ecology movement. The report was soon revered as *The Revealed Word*. Its theme has been picked up by thousands of imitation Cassandras preaching that only Zero Growth can save us from disaster. The energy crisis and shortages created by wage and price controls have been cited by the Zero Growth radicals as total confirmation of the worst of their predictions.

Clickety-clack, clickety-clack, the propaganda machines have been grinding out the doctrine of survival through a lowered standard of living. Features like "Running Out Of Everything" (*Newsweek*) and "Time For A New Frugality" (*Time*) have been appearing with regularity in the slick weeklies. Much of the propaganda has been geared towards making Americans feel guilt for their prosperity and shame for their alleged greed and profligacy. Typical of the tone of these polemics was a piece in *Time* for January 21, 1974, entitled "The Whirlwind Confronts The Skeptics," in which Americans are assured at length that, alas, the ecology freaks and doomsayers were right all along. It begins:

... In mid-fall, the energy crisis burst upon the U.S. with the emo-

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tional impact of a modern-day handwriting on the wall. After a long Belshazzar's feast of energy gluttony, it seemed, Americans were being called to a bitter reckoning. The winter loomed as a grim season of cold bedrooms and chilly classrooms, of painful shortages of oil-related products ranging from phonograph records to penicillin, of cramped inability to travel, of shuttered factories and high unemployment. And that supposedly would be only the start of a new lifestyle of thrift, sharing and self-denial — spiritually cathartic, perhaps, but hardly very comfortable.

Meanwhile, the "Liberal" weeklies and monthlies which aim at our parrot "intelligentsia" were awking the same tune, sometimes employing less flamboyant rhetoric and sometimes more, but always with the same radical implications. Norman Cousins, in an editorial entitled "Survival Without Abundance," pontificated in his turgid *Saturday Review/World* for January 26, 1974:

Certain ideas have been almost synonymous with American history — progress, creative growth, expansion, surpluses, inexhaustible resources.

But Americans today are learning that these ideas can no longer be taken for granted. They are learning that they do not enjoy a limitless margin for error. They are also learning a new vocabulary in which terms such as critical shortages, limits of growth, strategic controls, cutbacks, and selective rationing are becoming part of our everyday life.

And Norman Cousins, of course, is enough of an Establishment wheelhorse to identify for us the real objective. He declared:

MARCH, 1974

Most important of all, a new dimension has come into American life that will have a greater effect on our economic future and our way of life than anything happening inside the country. The United States, like all other nations, has been de-nationalized geographically. A whole new set of problems common to all nations has emerged. These problems pertain to the world community and can be solved only on the world level. War, resource depletion, inflation, environmental poisoning, over-crowding — all these problems are now beyond solution by any nation acting alone.

It will not be enough, therefore, to make plans for meeting the energy shortage, or any other shortage, in the United States solely on the basis of our own situation or our own needs . . .

Meanwhile, the energy crisis was also being used to trigger an orgy of anti-free enterprise diatribes. *Time* of December 10, 1973, quotes Stanford biologist Paul Ehrlich, a worshipful relic of Zero Growth, as mourning: "Our whole economic system is set up to maximize profits and put the emphasis on more production rather than on less usage." Professor Barry Commoner of St. Louis University, like Ehrlich a major saint in the environmentalist firmament, declared in a monograph entitled "Economy's Profit Motive — It Fueled The Energy Crisis":

The profit motive, because it determines how the nation produces the goods and services it needs, has played a large role in plunging the United States into the energy and environmental crisis. To alleviate the crisis, we will need to learn how to govern production by social concern rather than private profit.

Having named the culprit behind the energy crisis as profit, the great Commoner proposes some solutions:

What can we do to solve these problems? One thing is clear: They are too deep and pervasive to be solved by some technical sleight-of-hand. The evidence indicates that most of our environmental burdens and our bondage to wasteful expenditures of energy have been generated by decisions about production technology that made excellent economic sense to the people who were in a position to make them.

It is likely, therefore, that any effort to reverse the present trend and to devise new production methods that make environmental and energetic sense will collide head on with the deeply rooted idea that decisions about how to produce the nation's goods must be made in the exclusive setting of the corporate board room.

The issues raised by the environmental crisis are not going to be solved by new inventions, clever tax schemes or patchwork legislation. They call for a great national debate to discover better alternatives to the present obviously faulty institutions that determine how the resources of the United States are used.

So what is to be debated? There is only one way to stop the profit system and that is by direct government intervention (which can take a wide variety of forms — taxation, regulation, allocation, rationing, etc.). The name for this, of course, is socialism.

But, proponents of socialism within the Establishment are careful never, ever, to use that word. While outspoken radicals are less hypocritical, "Liberal" politicians, bureaucrats, and media managers are aware that mainstream America

knows Hitler and Stalin were socialists, and that socialism has forced Great Britain to her knees in a single generation. So the Establishment salesmen for socialism, who for thirty years have been implementing it while the radicals only talk about it, always use code words and euphemisms. Instead of calling socialism by its right name, the Establishment prefers terms like planning. The question is: Who is going to plan your life, you or Big Brother?

Enter The Planners

Syndicated Conservative columnist Anthony Harrigan correctly observes that "a by-product of the energy crisis is an increase in demands for government planning of every phase of the American economy. Politicians and pundits are overflowing with plans for rationing fuel, revising transportation systems, and changing lifestyles. In the minds of many Americans, the solution to our national problems is to be found in new government blueprints for business and everyday life. This is an incredibly mistaken notion," Harrigan continues:

Government blueprints usually create problems instead of solving them. Changing lifestyles by decree means imposing restrictions on people and devising civil and criminal penalties for those who refuse to go along with bureaucratic designs

It is amazing that so many Americans buy the notion of solutions through government planning. Centrally planned societies are failures. The most completely planned society is the Soviet Union. Ironically, the USSR is no better prepared to feed its people than was Tsarist Russia in 1913

Americans indeed will face terrible problems in the future if they go along with those urging more central planning, more government

AMERICAN OPINION

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*blueprints, and more government regulations and controls. Government interference in the economy is one of the most counterproductive forces in our national life.**

It is also one of the most common. For, once the path has been cleared by the more febrile of our Establishment "Liberals," the Nixon Administration is as sure to follow as the lamb followed Mary. Even *Business Week*, which usually winks at such things, is concerned. In an editorial entitled "A Managed Economy," the editors of that journal recently declared:

Under the guise of managing the oil crisis, the federal government has taken another giant step toward managing the day-to-day economic affairs of business and the individual. The latest mechanism for Washington's intervention in the market is the Federal Energy Office, which has vast potential for micro-economic management - and mismanagement.

With the final fuel allocation rules promulgated this week, FEO Director William E. Simon has moved fully into the business of deciding what products companies, industries, and whole regions can produce, and at what level. There was a time, dimly remembered, when the pricing system did the job.

In addition, the White House may soon seek authority for Simon to control the allocation of scarce materials other than fuel, particularly those vital to the construction of energy-related projects such as refineries. This step may be tied to the proposal that construction wage and price controls be transferred to the FEO from the Cost of Living Council. If that happens, other controls could easily follow. The U.S. could

reach a point where fuel allocations are used to enforce the government's will on a whole range of economic and political issues . . .

If the Administration is, indeed, placing the nation inexorably on the road to a planned economy, it is time to submit its intentions to the full light of public scrutiny and open debate.

The argument that the FEO needs a free hand to get this nation through the oil crisis without undue economic hardship is compelling, and the need for continued wage and price restraint in construction is undeniable. But a lot more than "light bulbs" is at stake. If the cost of achieving the FEO's goals is a state-managed economy, the cost may be too high.

And the Nixon operators *are* subjecting the nation to socialist controls (of course they call it *planning*) at every level. *Human Events* for January 12, 1974, reports that "Conservatives were stunned last week when Herbert Stein, chairman of the President's Council of Economic Advisors, suggested the creation of a huge new agency to coordinate and direct federal economic planning." According to the *Los Angeles Times* of December 30, 1973, Stein gave the "expanding role of government in the economy" as his circular rationale for creating a "large economic planning agency." He declared: "For government to get increasingly into economic planning and intervention is not necessarily the right direction; it's the inevitable direction." Indeed, it was the hoary rationale of "inevitability" so beloved of Marxists of every stripe.

Business Week of January 5, 1974, reported that Paul W. McCracken, Stein's predecessor, also has little doubt that the

*On January 27, 1974, United Press International carried the regular annual admission that the Soviet Union's current Five Year Plan is "falling behind schedule in major areas."

Administration is locked on a socialist course, and "with great reservations he concedes that such a move towards a planned economy may be necessary." Only a month earlier McCracken had declared that "economies that are managed by license and edict and coupon books are also economies with pervasive corruption and graft." But you see, McCracken continued: "If government economic policy management is going to continue as extensive as it has been, then we ought to think in terms of having appropriate machinery." So, says *Business Week*, "McCracken reluctantly endorses the idea of centralized planning."

All of which is utter nonsense. McCracken and Stein are neither surprised nor reluctant. An important part of their job is to hide the fact that America is being pushed into Marxist controls under a cloak of "inevitability." As Harvard's John Kenneth Galbraith jests: "These Republicans are becoming Galbraithians at an alarming rate."

The result is that our energy supply — in fact, every segment of our economy — is increasingly being turned over to the control of the inefficient and wasteful bureaucracy. As Professor Antony Sutton of the Hoover Institution has observed: "The same government which cannot even deliver the mail economically or efficiently after almost 200 years of practice now proposes to manage the world's most delicate and intricate machine, the American economy. How can any intelligent person doubt that the inevitable result will be chaos and depression, followed by dictatorship?"

The point is that the top planners with whom we are dealing are, indeed, "intelligent persons." They know exactly what they are doing, but they do it anyway because they expect to share authority in the dictatorship. Occasionally, as support for their "inevitability" theme, one of the *Insiders* will admit the nature of the game while pretending to deplore it. Such a one is C. Jackson Grayson, who served for

fifteen months as chairman of the President's Economic Stabilization Program. Mr. Grayson boasted in *Harvard Business Review* for November-December, 1973: "At some point — and I predict that, at the present rate, this point may be reached in about 15 to 20 years — the essential characteristics of a competitive, private-enterprise system will no longer make up the economic engine that drives our system . . ."

Which is why the energy crisis has been created, and why the Establishment is anxiously assuring us that it was caused by greedy capitalists seeking nasty profits. Now, because of the harm done by gluttonous businessmen, kindly politicians and thoughtful bureaucrats must begin to take control of the economy to prevent the disaster predicted by *The Limits To Growth* and every Marxist doomsayer with access to a megaphone.

It is, of course, a setup. As we detailed at length in *AMERICAN OPINION* for January 1974, Big Brother created the "crisis" he now demands total power over our economy to solve. For example, it was Big Brother who wouldn't let the oil companies build their pipeline across Alaska. Had the pipeline been built, there would be no fuel shortage today. And Big Brother regulated the price of natural gas at the wellhead, creating an artificially low price which encouraged depletion as it discouraged exploration and production. Then Big Brother put the kibosh to drilling for plentiful offshore oil, despite the fact that there had been major leaks in but three out of fourteen thousand such wells drilled. It was the same Big Brother who for years blocked the importation of foreign oil and then, when it was decided to rely upon imports, persisted in a foreign policy which produced the Arab oil embargo. And when the bug chasers lobbied to stop the building of needed refineries, Big Brother caved in like Peter Pussycat. But he jumped back into his tiger costume when it came to adding "anti-pollution" equipment to au-

tomobiles that reduced mileage from twenty miles per gallon to eight.

Few now doubt, in retrospect, that it was all planned that way — just as this magazine contended at the time. But any who still doubt the nature of the conspiracy of which we have been made the victim have only to compare what has happened here with the accelerated scheme employed by Communist Salvador Allende in his attempted takeover of Chile. Like Allende, the Nixon Administration wildly stimulated inflation at the same time that it applied wage and price controls on the producers, refiners, distributors, and sellers of energy. The game is *exactly* the same. As in Chile, Marxists in our government have created a crisis the solution to which they propose to offer in the form of more government, and hence more power for themselves.

A First Target

Chief among our liberties increasingly under attack is our freedom of mobility, a characteristic of American life since Captain John Smith stepped off the boat in what became Virginia. Freedom of movement, so often restricted in the Old World, was vital to survival and development in America, eventually producing a transportation system which bound together a continent. It also facilitated the growth of that economic colossus which the creators of the energy crisis are out to stunt.

Since the private enterprise system requires free and ready access to the market if it is to function, one way to socialize a country is to control its transportation. We can be sure this is true because Karl Marx told us so. The sixth plank of the *Communist Manifesto* calls for: "Centralization of the means of communication and transport in the hands of the state." In America, all forms of transportation short of roller skating are therefore receiving the covetous attention of Big Brother.*

A primary target is your car. The Left

has long made a show of despising the automobile. The first of the anti-growth books, John Kenneth Galbraith's *The Affluent Society*, reserved special hatred for the tail fins on our cars of the mid-Fifties.† What Nader did to the Corvair, Galbraith did to the tail fins. And the objective was the same: an attack on the American automobile, which is so vital to our economy. Not only our economy, but our lives, are geared to it. Our cars give Americans the greatest mobility and freedom of any people in the world. With a car, an American might live anywhere, work anywhere, and not be bound to commuter tickets or timetables.

Now we are told that our sixty-year love affair with the automobile has come to an end in a quagmire of pollution, traffic jams, and a shortage of petrol. Enemies of the auto are having a field day. One of the most outspoken is Stewart Udall, Secretary of the Interior under President Kennedy, who now runs his own environmental consulting firm. "The automobile is an economic hemorrhage," he exhorts. "What I am convinced of," Udall says, "is that we have gone as far as we can with the automobile. If we are prudent, we will level off, even slowly reduce, the number of automobiles. We will legislate the size of automobiles instead of the tail pipes and move more aggressively into a whole series of changes designed to see how much oil and gas we can conserve."

Whatever one may say of Udall, he is a practical man. According to the *Los Angeles Times* of May 28, 1973, he was considering traveling to his office in Bethesda, Maryland, from his home in McLean, Virginia, *by canoe*.

*Sorry. Even roller skates are now under the watchful eye of Big Brother, having been declared "most dangerous" by the federal Consumer Product Safety Commission.

†They were a very practical innovation for controlled backing of the vehicle in the days before power steering was universal.

Yet Stewart Udall is calm and reasonable compared to nuclear physicist Paul Lapp, who declared in the *Washington Post*: "The automobile is the greatest disaster to overwhelm the human race since the flood." According to Dr. Lapp: "The noose that the Arab oil sheiks are drawing tight about the neck of the American motorist is one of our own design. For we have chosen to make ourselves dependent on an incredibly wasteful system of personal transportation."

The good doctor is also upset that the automobile has allowed Americans to escape to the suburbs from the jungles that our "Liberals" have made of the cities. He complains: "Moreover, the automobile boom is responsible for the social inefficiency of suburbanization, disposing people over immense metropolitan areas so that motorists have to drive 30 or more miles to work."

To extricate us from this cruel dilemma, Dr. Lapp advocates that we let government planners control transportation instead of private citizens. He recommends:

America's transportation systems will have to be planned to serve the public interest by maximizing passenger miles and ton miles per gallon of fuel . . .

A nation facing a transportation crisis, as America does today and as it will in the foreseeable future, must make priority decisions on its modes of transportation, both for people and for things. Such decision-making means planning and building energy-efficient transportation systems for the future. Much political pain will be involved in such decision-making to convert our transportation mess into a rational, energy-conserving transportation mix. The public need and the private enterprise come into conflict.

You hardly have to guess which side Lapp is on in any such conflict.

Then there is Dr. James Flink, professor of comparative cultures at the University of California. A "Liberal" darling, Flink also predicts an end to "the age of the automobile." The *Los Angeles Times* of January 14, 1974, informs us that Professor Flink is "an automobile scholar" who foresees an auto-induced "Great Depression" beginning later this year. The *Times* summarizes Flink's predictions on the future of transportation:

A balanced nationwide transportation system encompassing trains, buses and very small automobiles getting 50 to 60 miles per gallon of fuel.

The middle classes will return to the cities. Without fuel, people will no longer live in the suburbs, 50 miles from their offices.

This definitely will stop the bifurcation of our population into white suburbs and black and brown urban ghettos.

A major change in American values. The automobile has symbolized individualism, privatism, materialism and escapism.

In their place, Flink envisions values such as a "communitarian ethic," where there is no escape from the urban jungle. "We'll wind up with an era benefitting the common man," Flink says — at the expense of "individualism, privatism, materialism and escapism."

Since our cars consume twenty-eight percent of the nation's petroleum, the government-created gasoline shortage, if it lasts, will have the effect of bringing on the "communitarian ethic" and forcing us out of our cars. Also out of our jobs. One of every four retail sales dollars is spent for an automotive-related purchase. One of every six people who works in this country is employed in the manufacture, distribution, maintenance, and commer-

cial use of motor vehicles. The automotive and allied industries accounted for seventeen percent of our 1970 Gross National Product of \$974 billion.

December sales of autos were off twenty-two percent, and already several hundred thousand auto workers have been forced out of work. Why should people buy automobiles if they can't get the gasoline to run them? Thanks to the requirement of supposed pollution-control equipment on the new cars, they now get from twenty to thirty-three percent less mileage. If it weren't for the so-called anti-pollution devices, we wouldn't have a gasoline shortage. And even the experts disagree over whether the devices reduce pollutants.

Nobody came in on the noon balloon from Saskatoon and asked your humble servant, but it is hard for me to fathom how net pollutants can be reduced when gas consumption is escalated to the point where many new cars are getting only eight miles to the gallon. Even the merest tyro should be able to see that an immediate solution to the gasoline shortage is as simple as eliminating the gas-guzzling pollution-control devices. But the Establishment refuses to consider such an idea because it means to continue the gasoline shortage it created as an excuse for vastly expanding government control.

Typical of such strategy is the way the Establishment *Insiders* manipulated the ecology fad. The Environmental Protection Agency may be the bug chasers' best friend, but it is rapidly establishing itself as the motorists' worst enemy. On October 15, 1973, for instance, the E.P.A. announced "regulations" which will go into effect in all California cities of over 100,000 on July 11, 1975. Among the "regulations" are forced cutbacks in new downtown parking spaces. In addition, there will be hourly "surcharges" of an additional ten cents on all parking spaces in Los Angeles. The "surcharge" escalates to twenty-five cents an hour the next

year, and this applies even to private parking spaces. Employers in large firms are to be required to give free parking to employees using car pools, and to impose the surcharge on employees who don't. New parking facilities of fifty spaces or more will require an E.P.A. permit and must be in compliance with a parking plan approved by the federal Environmental Protection Agency.

United Press reported in October that "the E.P.A. delayed until at least 1977 the most controversial of its anti-smog measures proposed last summer: gas rationing." Our guess is that Richard Nixon will beat his Environmental Protection Agency to the punch.

Either way, you can imagine what this is going to do to downtown business operations. The E.P.A. has gone so far as to propose a plan for reducing parking spaces in San Francisco by twenty percent. Paul De Falco, E.P.A. regional director, is unequivocal: "The public is going to have to make a trade-off between the automobile and clean air." According to the *San Francisco Chronicle* of July 15, 1973, the E.P.A. proposes: "Auto use would be reduced by 84 percent through phasing-in of controls over several years." In addition, car sales would be limited to the 1973-1974 level. The *Chronicle* of July 10, 1973, commented:

It is time the public began demanding changes in the federal Clean Air Act.

This is the act that, as interpreted by the Environmental Protection Agency (EPA), would compel the San Francisco Bay Area to commit economic suicide by reducing vehicle mileage 84 percent over the next four years . . .

Even more ridiculous is the proposal, made here last week by the EPA regional office, that auto usage in the Bay Area be reduced 84 percent by 1977, that new parking

facilities be banned and that off-street parking be reduced by 20 percent.

In the highly unlikely event that the federal government ever tried to enforce such a program, the economies of all the central cities would be quickly destroyed.

EPA officials know such a program would kill the patient to cure the sickness. They say, however, that the provisions of the Clean Air Act give them no choice — the act compels them to come forth with measures reducing air pollution to the act's excessively strict standards not later than 1977.

The same normally "Liberal" newspaper comments on the arrogance of the Environmental Protection Agency:

Empires like these become arrogant when vested with increasing powers. It is fun to exert power against the dumb masses, as politicians know. So the empires began pushing their victims around, telling them what they could and couldn't do, threatening wider inroads on the public freedoms.

They had the answers, and you'd better not resist them. Would you be un-American by doubting a single word of the moguls?

The Federal Environmental Protection Agency is the super-empire, with viceroy bodies in every state. Last week it proposed a radical shrinking of automobile use in nine counties of the Bay Area, twinned with a similar proposal for the Los Angeles area. Northern New Jersey was also mentioned as a smog center.

Hereabout it would be done by gas rationing back to the 1972-73 consumption level, banning use of some streets and highways for all except buses and car pools, re-

ducing off-street parking 20 percent by April 1975.

You perceive this is a stark starvation project directed at private automobiles and all who drive and service them. If it could be made to work nationally, it would bankrupt the automobile factories, for why buy a car, 1973-77? Would General Motors or Ford survive on a national scale? Not for a month. Nor would half the service industries, nor half the mercantile establishments of the land.

Under this hare-brained scheme for, first regional, then national, bankruptcy and unemployment, the theory would give you blue, smogless skies. You could enjoy them at home (if you can keep one), because you wouldn't be working. It was proposed Friday by Paul De Falco, Jr., regional administrator for FEPA. Wait till they try it, and it reaches the courts, to learn what the Constitution thinks of such mindless fol-de-rol.

Given the collectivist mentality of the Nixon Court, what we are likely to learn once more is that the High Court is still twisting the Constitution to justify every such wrongful expansion of government.

We are now hearing a great deal about car pooling. On William Simon's orders, the federal government is already assigning parking spaces in its lots on the basis of the number of occupants arriving in a car — the more passengers, the more choice the location. While such efforts by our bureaucrats to stimulate car pooling are in the present crisis laudable, we suspect the government may have in mind to expand the theme and make pooling mandatory, especially in light of the incredible E.P.A. rulings for California. Big Brother is already taking some steps in that direction. According to *U.S. News & World Report* of January 28, 1974:

The new Emergency Highway Energy Conservation Act authorizes the Department of Transportation to approve demonstration programs aimed at encouraging car pools. Projects can cost up to 1 million dollars, with the federal share 90 percent.

The Federal Highway Administration is also offering a programming tape to inform computers how to match up riders in car pools. About 160 organizations have signed up for the service — ranging from State highway departments to individual companies.

On January 22, 1974, the Associated Press revealed that Transportation Secretary Claude Brinegar had promised to obtain another one million dollars in federal funds to "cut through red tape" for a proposed five-county car pool system that might take a million cars a day off Southern California freeways. Imagine that, a federal grant to cut red tape!

Meanwhile, the anti-automobile cult is devising new tortures. Transportation Secretary Brinegar now advocates a special tax on cars using freeways during rush hours. According to United Press International, Brinegar declared on July 16, 1973: "If you want to use the freeway or expressway at 7 in the morning, you may have to have a sticker on your car that says, 'I paid for the privilege.'" And U.P.I. reported on January 17, 1974, that E.P.A. chief Russell Train has demanded laws against large automobiles. According to the wire report: "Train told a news conference the legislation might involve taxes to discourage production of heavy or high-horsepower cars and perhaps a requirement that the average car get more than 13½ miles per gallon. After 1977, the figure would be raised."

Auto industry spokesmen noted that Train had again jumped the rails in a grab for federal power. The market has already

sent the auto makers the message that smaller, more economical, cars must be produced. Ask your local Ford dealer what kind of a deal he will make you on a Tin Duck 450.

But, ironically, even in the midst of the created energy crisis, the automobile pollution problem may have been solved by that technology the Zero Growth fanatics so despise. That is, if big Brother will get out of the way. Consider the furore in California the past few months over the Kendig carburetor. The *Glendale Ledger* of January 6, 1974, provided some late details:

Private laboratory tests show the Kendig Variable Venturi Carburetor does extend gasoline mileage and does meet or exceed 1975 pollution control standards. But it is illegal in California.

When the Capitol News Story by Pat Michaels first appeared in The Ledger, it brought hundreds of telephone calls from citizens and lawmakers. It also prompted denials from both the governmental agencies charged with the responsibility for smog control in the Los Angeles Basin.

The State Air Resources Board alleged it had conducted "initial testing" in 1970. "At that time, high carbon monoxide emissions were recorded."

The Board, however, gave no test criteria.

Scott Research Laboratories — one of nine labs approved by the Federal Environmental Protection Agency — has some later test data. And officials report the Kendig system does improve gasoline mileage, and does meet hydrocarbon, carbon monoxide and nitrous oxide limits established for 1975 vehicles.

Haig Marashlian, president of Pollution Controls Industry, Inc., manufacturers of the Kendig carbu-

retor, reports to meet the 1975 air standards the system will not triple gasoline mileage. Instead, it will add only 10, 15 or 20 percent, depending upon the vehicle.

Research and development costs have been placed at \$1.5 million, a fraction of what the Big Three auto manufacturers and government researchers have spent on emission-control systems. But the Kendig system, the firm explains, eliminates the \$250 to \$300 extra charges the Detroit manufacturers have received for their control devices; and, since it has fewer than half the parts of the standard carburetor, it has fewer repair and maintenance problems. Imagine a fifty-dollar carburetor that would eliminate the need for the thousand-dollar catalytic converter soon to be required by the E.P.A. bureaucrats!

The Kendig device seems to face only one major problem. If you put one on your automobile in California, you will be subject to a heavy fine and imprisonment. State law requires that every late-model car have a smog-control device. But, although it does the job more efficiently than the smog-control equipment, a Kendig carburetor doesn't fit the bureaucratic definition of a smog-control unit. The Kendig device could help to solve both the auto pollution problem and the gasoline shortage. It will be interesting to see if the bureaucrats promote its use or try to bury it.

We'll bet a case of *None Dare Call It Conspiracy* that every effort is made to bury it. For the Establishment game is not to solve the energy crisis but to use it to increase control of transportation.

Zero Growth: Take The Bus

Planners of all shades and stripes are gearing up to use the gas shortage and E.P.A. anti-pollution regulations to force people to use mass transit. The Planners just love mass transit. Such a system offers exactly the sort of opportunities that appeal to the Establishment collec-

tivists. It costs billions of dollars, it is controlled by government, it makes people dependent upon the state, and it congregates them in urban herds.

Of course the Planners all point out, doubtless with much validity, that from the standpoint of fuel efficiency mass transit is in theory preferable to the automobile. There is just one conservative fly in the socialist ointment: The American people don't very much care for mass transit. Today, seventy-eight percent of Americans get to work by auto and only 8.5 percent use public transportation. Thirty percent fewer people now use mass transit than did so a decade ago, and sixty-six percent fewer use it than did twenty-five years ago. In 1962, urban mass transportation showed an aggregate profit of twenty million dollars. Last year it lost an aggregate of \$650 million. No wonder the usual politicians and Planners are so enthralled with it.

While "Liberals" and other collectivists pay homage at their altars to "The People" in the abstract, in reality they disdain them. "The People" want the privacy and liberty of their own automobiles, and the Planners want to stack them in buses and trolley cars. The foolish people just don't know what's good for them. Gordon Fielding, general manager of California's Orange County Transit District, comments: "American people under the free enterprise system are going to use the automobile — there's no way you can stop them. If we were wildly successful, I would hope to get 5 to 6 percent of all the trips [*made by people in Orange County*]."

Of course, you *could* eliminate the free-enterprise system. Which is far too obviously what is being planned.

And socialist transportation is no more efficient than socialist anything else. Robert Lindsey reported in the *New York Times* of January 5, 1972, that cities across the nation are being forced to turn increasingly to special property, sales, and gasoline taxes to subsidize

"soaring deficits on their mass transit systems." The general taxpayer is being required to make up for the transit system losses, Lindsey observed, "even though on the average less than 10 percent of the public uses the transit service in most cities that have it." Only twenty-one cities received subsidies for their transit systems in 1961, while more than eighty are now on the take from the taxpayers. And an analysis by the Department of Transportation says state and local subsidies have kept debt-ridden transit systems from extinction, but "it is a debatable question whether the subsidies have in fact resulted in improved service for those dependent on public transportation."

The metropolitan area of New York City accounts for thirty-eight percent of all mass-transit riders in the nation, says the *New York Times*, yet the transit authority's deficit accounts for about half of the \$288 million net annual loss of the nation's transit industry. And "experience in Boston has shown that providing vast amounts of public aid does not end the financial problems of a big city's transportation network," the *Times* added. The Massachusetts Bay Transportation Authority, hailed several years ago as a Utopian system under which many communities in a metropolitan area would jointly meet transportation needs, faced a 1972 deficit of \$75 million — fifty percent more than in 1970. Forty-three percent of this cost was covered by taxes levied against property owners in seventy-nine Boston suburbs, some of which are now petitioning to get out of the authority.

For many years, Planners and politicians and certain business interests have sought to pour public billions into mass transit, but the people have regularly refused to go along. With the energy crisis, however, the promoters of mass transportation have pulled out all the stops. We are not supposed to be concerned that mass transit has proved to be

a rathole down which spectacular sums have been stuffed. As Carmack Cochran, president of the Nashville Transit Company, admitted to a Senate transportation panel: "The transit industry will probably never again pay its own way in a narrow sense. But it can more than pay for its subsidies in increased real estate taxes; in urban land devoted to more productive use than servicing automobiles . . ."

Which is, of course, utter nonsense unless you view mass transportation as a means of land control. Apparently that is part of the game. San Diego's Mayor Pete Wilson told the House Urban Mass Transportation Subcommittee:

... in the future we need to think of public transit as a public utility, and we need to devote taxes to it as we do to sewers, water and school systems . . . even to highway systems . . . the need to move aggressively toward expanded and better public transit arises from the need to regulate land use, and to devote less precious urban land to accommodation of the automobile.

Not surprisingly, the ubiquitous Environmental Protection Agency is also beating the drums for pouring megabucks into mass-transportation schemes. The E.P.A.'s John Quarles stresses the importance of mass transit as the primary long-term solution for air pollution. He explains that even after all cars on the road meet the 1975-1976 emission standards, some of our cities will still violate federal standards, and for these cities mass transit "is absolutely essential" to meet the requirements of the Clean Air Act. In response to all of this, President Nixon has already presented Congress with a sixteen-billion-dollar program for subsidizing mass transit. And only the naïve believe that sum is anything more than an ante.

Where will it lead?

Consider the case of a pilot mass-transit system which opened just over a year ago and was hailed by Planners everywhere as the *ne plus ultra* of modern mass transportation. The system is known as B.A.R.T. — Bay Area Rapid Transit — and it serves the San Francisco-Oakland Bay area of California.

In 1958, when B.A.R.T. was first being promoted, the voters were told that the system would pay for itself and not cost the taxpayers a cent. On the basis of such cheery promises the voters of San Francisco, Alameda, and Contra Costa counties voted bonds which were to be retired out of transit revenues. The system was to cost \$792 million, including an adequate margin for inflation and other contingencies. Before a train rolled down the track, the actual cost was \$1.6 billion — a slight miscalculation of more than 110 percent. The federal taxpayers were tapped for \$207 million so that some Bay Area residents could ride in shiny trains; the California Legislature handed over another \$180 million from Bay Bridge tolls. And, a "temporary" one-half percent sales tax was loaded onto local residents to help pay for the thing. That tax has proved to be about as temporary as the Great Pyramid, and local bureaucrats are now considering an additional property tax to raise even more money for B.A.R.T.

The first B.A.R.T. contracts were awarded in November of 1962, and service was to begin in 1968. Service on only a part of the system began *ten years later*, in September 1972. After sixteen months of such service, the *San Francisco Chronicle* reports:

Tomorrow was supposed to be the fifth anniversary of the start of full-scale train service... along the 75-mile-long BART system. By now, BART was to be celebrating the fact that it had collected a total of 300 million fares from an

army of commuters and other travelers — instead of the nine million figure actually achieved since limited service started 16 months ago.

During the commuter peak each day, BART officials expected to be sending out trains at two-minute intervals for the nine-minute trip between downtown San Francisco and Oakland's city center. Instead, the \$180 million transbay tube — the heart of the magnificent but still-crippled system — is used chiefly for shuttling virtually empty trains between the short San Francisco-Daly City line and BART's yards in the East Bay....

Headlines in the Bay Area newspapers reveal the keystone cops aura of B.A.R.T. in action. Here are a few samples: **BART Train Doors Open At 80 m.p.h. ... BART Explosion Rips East Bay ... BART'S Score For The Week: 37 Break-downs ... Behind The BART Strike ... The BART Chieftains Get Blame ... BART Chief Cited In Drunk Case ... New BART Rule Muzzles Employees ...** and on and on and on.

As with most everything government does, the thing is a fiasco. Doors have been known to open on the wrong side, the control system doesn't work, and as columnist Dick Nolan of the *San Francisco Chronicle* observes: "When pushed, BART management and its allies do not hesitate at the outright lie." A study by the Arthur D. Little Company found it grossly overstaffed. There was even that glorious day in October of 1972 when a whole B.A.R.T. train landed in a lower-level parking lot as the automatic controls gave it a signal to go sixty miles an hour after having stopped the train at the end of the line.

Yes, yes, you say, but how is B.A.R.T. doing financially? Funny you should ask. The system that wasn't going to cost local

taxpayers a cent is now going to cost everybody a fortune. The *San Francisco Chronicle* of January 10, 1974, reports:

BART is now spending more money providing limited weekday service than its management had expected to use in running trains seven days and nights a week throughout the three-county system....

General Manager B.R. Stokes repeated a warning he had given the directors of Bay Area Rapid Transit three weeks ago: "We face the prospect of closing down in the first three months of 1975." The system can no longer save itself without state or federal aid, the directors were told.

Research director C. Keith Bernard said... the system's operating deficit over the next 4½ years would be \$111 million — an increase of 11 percent in less than four months....

Since BART has only \$22 million left... it will need \$89 million more to keep going through June, 1978, according to the estimates in the news report....

On January 24, 1974, the *Chronicle* carried this joyous headline: **BART Warns: Give Us More Money — Or Else.** The article begins:

BART bluntly told the state and federal governments today that the transit system may have to go out of business in about a year unless it receives some \$13 million in operating subsidies.

Furthermore, the board of directors unanimously declared, the operating deficit projected at \$28 million for the fiscal year 1977-78 must come from sources other than fares.

It even suggested that fares should be reduced if possible, since it said fare increases invariably discourage riders....

In other words, the people who ride B.A.R.T. are not willing to pay for it, so the people who don't ride B.A.R.T. should pay for it. That is the way these little socialist projects work.

And yet B.A.R.T. is the prototype of the ultra-modern mass-transit system that the Planners are trying to shove down the collective throat of all of us. Not that there is anything inherently wrong with mass-transit systems. Under certain conditions they might become highly popular, and even profitable. Chief among the "certain conditions" must be that they be privately built, owned, and managed. Certainly no profit-seeking corporation would have continued to employ the clowns who have so mismanaged B.A.R.T.

But in cases where private interests have sought to build monorail or other mass-transit systems, they have found that taxpayer-subsidized transit districts, controlled by the Planners, have preempted the field.

The Object Is Control

Remembering it is the government that has created the energy crisis and is using it (among other things) to press for mass transit, one can imagine a future in which America is plagued with the worst of all possible transportation systems — one in which we will be forced out of our automobiles by insane laws or lack of fuel and into people carriers like B.A.R.T. — all almost as reliable as a Russian watch. We will be forced to leave our comfortable, airy suburbs and move back to the cities where we can be close to our work, and surrounded by all of the urban problems we escaped to the suburbs to leave behind.

But, of course, the Planners think all of this is a capital idea. The Planners and the "Liberal" politicians who support

them despise the suburbs as hopelessly free and unpleasant and Middle Class. The "Liberal" politicians hate the suburbs because people who move there from the metropolitan areas tend to become more politically independent and Conservative, and come to see government in terms of how much it costs rather than in terms of favors it can deliver.

The Libpols (There, at last, I have coined a word: Somebody call Webster.) don't like suburbanites because they dared to flee from crime-ravaged schools, unsafe streets, and decaying neighborhoods. This is known as racism. The suburbs are anathema to the Planners because they tend to be outside their jurisdiction. The Planners want us all together and under Big Brother's greasy thumb. Restricting mobility is vital to achieving their goal. Their objective for the future is forecast in *U.S. News & World Report* of December 31, 1973:

Are suburbia's troubles causing a retreat of whites back to the big cities? Not yet on a major scale, municipal planners concede — but some insist that the groundwork for such a development is being established in the small but definite trickle of middle-class whites into cities after years of suburban exile.

Big-city officials are predicting that this trickle will enlarge as the fuel shortage makes commuting more difficult — encouraging people who have been planning an eventual move back to the cities to take the plunge now rather than waiting.

Over the long haul, urban specialists see conditions favoring a return to health for cities. In the near future, they point out, pollution controls and curbs on use of cars may lengthen commuting time by forcing suburbanites to take mass-transit vehicles.

At the same time this is happening, developers who want to build homes in the suburbs are having trouble obtaining mortgage money and building permits. In its issue for December 31, 1973, *U.S. News & World Report* says:

Outlook for mortgage-interest rates, as seen by a leading expert in the field: a dip in 1974, followed by a rise to 10 or 11 percent within the next three years, mostly because of continuing inflation.

By five years from now the average home price is expected to go to \$48,500; down payment to \$11,500; monthly expenses to \$504.

Continuing inflation will make mortgage money more and more scarce and expensive. If the cost of living continues to escalate at the rate of nine or more percent a year, and the savings and loan companies are allowed to pay only seven percent, savers will be eaten alive. After all, in addition to their loss to inflation they must pay tax on their interest earnings. Inevitably, money will dry up in savings institutions.

This means that more and more of the nation's mortgage money will be coming from the Planners in Washington. And with it will come more and more "guidelines" from the Planners. Federal money will be available, say, only for apartment complexes and condominiums in the large metropolitan areas. The excuse will be that this provides for more efficient use of energy. Grant Thompson of the Environmental Law Institute maintains that there will be a trend to denser development of both downtown and major suburban centers. "No federal agency is going to order people to move back to the cities," he says. "But there will be tax advantages, perhaps, or other inducements for builders to move in certain ways."

Already the Planners are moving against what they denounce as "suburban

sprawl" with land-use laws. Richard Nixon announced on September 7, 1973: "Land-use control is perhaps the most pressing environmental issue before the nation." Big Brother wants to tell you what you can and cannot do with your own property. Already, thanks to the Planners, building permits are being held up for lack of water or sewer connections. Developers are being forced to go to greater lengths to quiet environmental worries. All this adds up to a big change from the days when a property owner in a good location could assume that he would cash in on metropolitan growth that seemed inexorable. Experts say that the U.S. is in for dramatic, almost revolutionary changes in the way land is used. The only real unknown is the federal timetable.

In the past, builders who were stalled by Zero Growth harassment in one town were able to move to another or leap-frog into rural tracts farther out. As a result, Americans are better housed than any other people on earth. Now, however, a network of local, state, and federal laws and regulations is emerging that threatens to instruct builders everywhere in the arcane mysteries of Zero Growth. James Rouse, a major developer of shopping centers, says:

It is very clear that we are in the midst of probably the most radical change in our concept of private property rights that we have ever seen in the history of this country....

The notion that a developer has a right to develop because he owns the piece of land and that the public must let him is rapidly changing.

What may be coming, says Professor George Lefcoe of the Boston University School of Law, is a dictated end to many of the reasons for private land ownership. He explains: "The concept of developing

land to its fair-market value is based on the highest and best use. But that concept has now changed." Almost nobody, Lefcoe claims, "now believes this means the most intensive development. It could be no use at all, or leaving the land in its natural state."

Already Big Brother is up to his knees in land-use regulation through the ubiquitous E.P.A. Passage of a Land-Use Control Bill now before Congress would put the Big Fellow into our private property up to his neck. And what is happening is all too clear when we realize that, just as control of transportation is a plank in the *Communist Manifesto*, so is abolition of private property. In fact, abolishing private property is the keystone of Marxism. Big Brother knows that you don't have to take title to all property to Communize a country. That gets people very upset, as in Chile. Better to do it piecemeal rather than all at once, and wherever possible to do it through control of property rather than confiscation — whether that property be a man's automobile or his house. The Comrades have, after all, learned a thing or two since 1848. Like it's better to con than to club.

So today Marxism in America does not wear worker's overalls, but a Brooks Brothers suit. And the major weapon is not armed revolt, but destructive legislation, "guidelines," radical court decisions, Executive Orders, energy dictates, and all the rest. The hammer and sickle have been replaced by the planning committee and the typewriter. A little bit of sugar helps the revolution go down.

Keep in mind that our economy is being crippled by controls to assure Zero Growth because the Planners want to control production, transportation, and property. They know that by doing so they can control you. And they will. Unless, of course, enough Americans can be made to see what is going on, and can be persuaded to make a fight of it at last. ■ ■