

HALT

REPORT

VOLUME 2: NUMBER 4 JULY 1980

Editorial

Mr. Trudeau's "Constitution"

Our newspapers have been filled, in recent weeks, with headlines and articles about a new Canadian constitution. It seems that our Prime Minister is quite determined to bestow a new one upon us with the least possible delay.

With due apologies for our language, just who the hell does Pierre Trudeau think he is? He has never received a brief from the Canadian people to write a new constitution. There has been no election, referendum, or convention on the need for such radical change, nor on the Prime Minister's power to initiate it. The matter has never been raised. It is strictly his assumption that he may do so.

This is the most preposterous arrogance. Trudeau was elected under the British North America Act to carry out certain duties specified therein. He has absolutely no mandate to do anything else. Only a constitutional convention, with delegates elected by all Canadians for that express purpose, has the authority to write a new constitution.

Such was the case in the 1780's in the United States. A convention was called because, by popular agreement, the existing Confederation was not working. The convention produced a new constitution which was then accepted by the individual States.

(continued on page 2)

Vancouver's Doomed Stadium: Carrying The Word To The Province

by Nick Moldovanyi

Bill Buckler and I spent the three week period from April 27 to May 16 in an exhilarating and hectic tour of British Columbia. We brought HALT's "Stop the Stadium" campaign to eleven towns and cities throughout the province and thoroughly enjoyed the experience.

Three major objectives were accomplished:

1. We introduced HALT to taxpayers in Northern B.C. the Interior and on Vancouver Island;
2. We explained the provincial government's plans for the B.C. Place Stadium and how it would be financed;
3. We solicited support for our petition drive opposing tax funding for the project.



Bill Buckler signs them up

One of the highlights of the tour was the favourable coverage provided by local media. In all, HALT's opposition to B.C. Place was covered in 18 newspaper stories, 12 radio spots and 4 television interviews. While attendance at meetings was less than expected, response to media items and hot-line shows was very encouraging. In Port Alberni, radio host Hugh Anderson (former member of parliament) accepted our position and agreed that many politicians were torn between allegiance to pressure groups demanding government favours, or to taxpayers who had to provide the favours. While in Kelowna (Premier Bennett's home town) Bill Buckler and I spent an exiting hour on Teresa Elvis' Hot Line Program. During the show, Vince Danzer, Federal M.P. for the riding, phoned from Ottawa to express support for HALT's campaign. Attempts to get a spokesman from the Provincial Soecreds were unsuccessful.

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MR. TRUDEAU'S CONSTITUTION

(from page 1)

The tragic ignorance or apathy of modern Canadians is starkly revealed in the total lack of reaction to Trudeau's posturing. Instead of a furious outcry, or side-splitting laughter - either of which would be appropriate - Canadians have accepted Trudeau's arrogation of power without a murmur. No dictator ever had an easier path.

The tragedy deepens when one examines the proposals Trudeau and his henchmen are putting forward. There is no discussion of the **source** of government authority - namely all Canadians, or, more properly, Canadians individual rights - and it is clear that the intent of the new "constitution" is to give government virtually unlimited powers. Almost apologetically there is appended a "charter of human rights", but as there is no recognition of the inalienability of rights, the charter will depend solely on the pleasure of Parliament, and we will thus have a charter of rights guaranteeing us nothing at all.

A proper constitution would, again, follow the example of the Thirteen Colonies, which united in the 1780's to form the United States. The U.S. Constitution begins, "We the people, in Congress assembled..." recognizing at the outset from where the authority of government comes. Under the U.S. Constitution, the government is **empowered** by the citizens. That is, it receives permission from the citizens to carry out certain services on their behalf. Powers not granted by the constitution are expressly **forbidden** to the

government. The people of the Colonies also added, as a series of amendments, the so-called Bill of Rights, which spelled out the people's inalienable rights - lest government forget.

Looking to the U.S. for examples is not done out of slavish Americanism. It merely happens to be true that the U.S. Constitution is a classic of its kind, framed by brilliant men. Its success can be seen in the fact that it still stands, 200 years later, in spite of efforts by 40 presidents and 40 congresses to subvert it.

HALT was formed to combat high taxes. Part of our purpose must therefore be to combat that which makes high taxes possible. And what makes them possible in Canada is a weak constitution in which governments are granted excessive powers, a constitution whose language is, in addition, so loose that governments may take whatever other powers they think they need.

HALT is not opposed to a new constitution. Indeed, constitutional change is desperately needed if any semblance of liberty is to survive in Canada. But constitutional change must come from the people of Canada after due thought and debate, and it must be accepted or rejected after further debate and study - only by the Canadian people.

We have suffered long enough under a constitution that was written by a government. For liberty's sake let's not ignore history and make the error twice: We ask all supporters of HALT to oppose future taxation now, by active opposition to any constitutional proposal emanating from Ottawa. ☹

VANCOUVERS' DOOMED STADIUM

(from page 1)

We found that many residents of B.C. were unaware of HALT's existence, although most knew of the proposed tax expenditure for B.C. Place. And most objected. They did not see why their tax dollars should be used to finance a stadium or to subsidise professional sport's interests. Taxpayers far away from Vancouver or Victoria are frustrated by politicians in Victoria continually building structures and facilities which are beyond the reach of those expected to pay part of the cost. They resent votes in more populous areas being bought with their tax money.

Many of the towns that we visited have local spending issues on the boil which are tailor-made for the attentions of a HALT chapter. We laid some groundwork toward the formation of chapters in several of the places we visited.



This trip was made possible through contributions from HALT members and supporters. Volunteers made arrangements for accommodations, meeting rooms, and media coverage. Congratulations and heartfelt thanks to all of the people who helped make the tour a success.

On May 16, 1980, when Bill and I concluded the trip in Penticton, we were confident that the ground work had been laid for a province-wide HALT organization. Over a twenty-day period, we travelled 3200 miles, distributed countless petition forms, spoke to thousands of taxpayers, made more speeches than I can remember and happily left all British Columbia with the thought, "DON'T TAX YOUR - SELF"! ☹

Inflation in One Page

by Henry Hazlitt

HALT is often asked: "Inflation is the number one problem of our age, why aren't you an anti-inflation organization?" HALT is, in fact, both an anti-inflation and an anti-tax organization. The changes that we are advocating will reduce inflation as well as decreasing taxes. However, since inflation is such an object of concern, our position will be made clear in HALT Report articles. To lay the groundwork, we reprint the following short article by Henry Hazlitt, a member of our board of advisors.

1. Inflation is an increase in the quantity of money and credit. Its chief consequence is soaring prices. Therefore inflation-if we misuse the term to mean the rising prices themselves-is caused solely by printing more money. For this the government's monetary policies are entirely responsible.

2. The most frequent reason for printing more money is the existence of an unbalanced budget. Unbalanced budgets are caused by extravagant expenditures which the government is unwilling or unable to pay for by raising corresponding tax revenues. The excessive expenditures are mainly the result of government efforts to redistribute wealth and income-in short, to force the productive to support the unproductive. This erodes the working incentives of both the productive and the unproductive.

3. The causes of inflation are not, as so often said, "multiple and complex", but simply the result of printing too much money. There is no such thing as "cost-push" inflation. If, without an increase in the stock of money, wage or other costs are forced up, and producers try to pass these costs along by raising their selling prices, most of them will merely sell fewer goods. The result will be reduced output and loss of jobs. Higher costs can only be passed along in higher selling prices when consumers have more money to pay the higher prices.

4. Price controls cannot stop or slow down inflation. They always do harm. Price controls simply squeeze or wipe out profit margins, disrupt production, and lead to bottlenecks and shortages. All government price and wage control, or even "monitoring" is merely an attempt by the politicians to shift the blame for inflation on to producers and sellers instead of their own monetary policies.

5. Prolonged inflation never "stimulates" the economy. On the contrary, it unbalances, disrupts, and misdirects production and employment. Un-

employment is mainly caused by excessive wage rates in some industries, brought about either by extortionate union demands, by minimum wage laws (which keep teenagers and the unskilled out of jobs), or by prolonged and over-generous unemployment insurance.

6. To avoid irreparable damage, the budget must be balanced at the earliest possible moment, and not in some sweet by-and-by. Balance must be brought about by slashing reckless spending, and not by increasing a tax burden that is already undermining incentives and production. ☹

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Henry Hazlitt, noted economist, author, editor, reviewer and columnist, is well known to readers of the New York Times, Newsweek, The Freeman, Barron's, Human Events, and many others. Best known of his books are *Economics in One Lesson*, *The Failure of the "New Economics"*, *The Foundations of Morality*, and *What You Should Know About Inflation*.



HALT Across Canada

by Mike Little

HALT's most publicly visible activity is taking place in three provinces: British Columbia, Alberta, and Saskatchewan, with less visible organizational work being carried on in the rest of the provinces.

British Columbia

Since their tour through the province (described elsewhere in this issue), HALT Vancouver has been busy consolidating gains and regrouping. Nick Moldovanyi reports that it is much too early to make any realistic estimate of whether HALT can defeat the B.C. Place project. No significant construction will take place for approximately one year. Nor has the B.C. government released any firm cost estimates, except to indicate that the tab will be in the hundreds of millions. Nick has corresponded with several Federal M.P.s. and reports that there is a good chance that the federal government will withdraw its share of the funding. Should that prove to be the case, HALT Vancouver will have helped the federal government ease its deficit problem!

Paul Miniato has agreed to become President of the Vancouver chapter, a move that is warmly welcomed by all of us.

He has made the decision not to push the B.C. Place issue hard for the time being, but to await further developments on the government side.

Alberta

The plebiscite issue in Alberta is beginning to become clearer. On the one hand we have the Conservative government attempting to increase its own power by reducing the power of the people. On the other hand are the taxpayers, under HALT's leadership, gearing up to oppose this move.

Wayne Kollinger (HALT Calgary leader) reports that he has started circulating a petition opposing any action by the provincial government to weaken the plebiscite legislation. This type of petition has no legal weight. However, it will focus attention on the issue, and enable Wayne to apply pressure in other areas. Wayne is also talking to as many like-minded groups and organizations in the province as he can identify, asking them to join HALT's side. So far he reports that the N.D.P. and the Liberals have taken the same position as HALT.

In Edmonton, we are sorry to report that Mike Kozak is leaving the country for at least six months and has had to step down as chapter president. Wallace Myers has been appointed in his

place. Wally reports that HALT Edmonton will join Calgary on the plebiscite issue.

Saskatchewan

Bernard Janzen reports that HALT Saskatoon is continuing to find out how easy it is to gain publicity. When the civic government announced plans for an expensive addition to the City Hall, HALT immediately contacted the media to express their opposition. The action led to several interviews. HALT later placed a small ad running a poll on the City Hall issue and found that 75% of the respondents wanted a plebiscite before any spending. Calgary again?

On June 16th HALT held a public meeting opposing the City Hall spending with Dr. Warren Blockman (an economist from the University of Alberta) as guest speaker. This meeting resulted in more publicity and several new memberships.

Nova Scotia

Establishing HALT's credibility in the community is the number one priority for each chapter in this, the early stages of our movement. David Morgan continues to show how this can be done.

Working with very limited people resources, he continues to get publicity and is gradually establishing HALT and himself as leaders in the Nova Scotia community. The latest group to recognize this was the Halifax Homeowners Association Inc. In the May issue of their newsletter David had three half page articles, one of which amounted to a position paper for the association on the latest spending proposal by the provincial government - Nova Scotia Place. Sounds familiar, doesn't it? First Ontario Place, then B.C. Place, and now Nova Scotia Place. Where next?

David wasn't certain at printing time whether his chapter would tackle Nova Scotia place, given his limited resources.

Head Office

There have been an increasing number of requests from people around the country for information on how to get a "level one" chapter organized. The details for this have just been completed and will be going out shortly.

It has become apparent that HALT's methods work. What was theory two years ago is now being proven in practice. Evidently it is time for a dramatic expansion of our activities. The only thing holding us back now is money. Therefore, Head Office has decided to focus most of its attention on fund raising.

For an adequate expansion of HALT activities, we need to raise \$250,000. To this end we have developed a sales kit which we have been testing over the last month. The results have been satisfying. Approximately 10% of the businessmen we approach are giving us donations.

However, in order to reach our target, we need many more people for fund raising. Anyone interested please contact us at the Vancouver office. Our kit, which costs \$30.00, can also be used by the Level Two chapters to raise money for their own operations.

Meanwhile, if you can afford it, please don't hesitate to send an additional donation. It will be well spent. ☺

Announcement

Former HALT director Richard Bolstler has now taken over the position of President. He will be featured in the September WHO's WHO IN HALT. Former President, Mike Little, has taken on the new duties of Vice-President of Operations.

Subscribers will notice major changes in our masthead. The new design is the work of Thom Smith, in consultation with Nicholas Dykes. The decision to change the name was not taken lightly, particularly in view of recent correspondence on the matter. However, it was eventually agreed by all at Head Office that a blunter, more straightforward name, free of ambiguity, would suit our purposes better. It was also agreed that the new name would better reflect what we intend the HALT REPORT to become - namely, a monthly news magazine.

HALT Board of Directors: Richard Bolstler, Michael Little, Walter Boytinck, Ed Murphy

HALT Board of Advisors: Henry Hazlitt, Hans Sennholz, David Ingram

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Who's Who in HALT

Mike Little

by Shannon Vale

We begin a new series on the people who are active in HALT with a biography on Mike Little, co-founder of the organization, who until recently served as President and is now Vice President of Operations.

Mike was born in England. In 1952, at the age of twelve, he moved with his family to Toronto. Upon graduation from high school he became a cadet in the Royal Canadian Air Force. When Mike received his pilot's wings in 1961, he earned the distinction of becoming Canada's youngest fighter pilot.

At the end of his five years enlistment, he joined an aerial spraying company. The next three years took Mike across the country in the capacity of low-level flier and crop sprayer. By late 1967, Mike's flying career had taken him to Air Canada as a commercial airline pilot. Over the next ten years he was to amass over 4000 hours of flying time in D.C.8's, D.C. 9's, and Boeing 747's.

It was during his early years as a pilot



Mike Little, Vice-President of Operations

that Mike began pursuing the ideas of liberty and freedom. His early reading in this area included Ayn Rand's **Atlas Shrugged**. Sparked by this newfound philosophy of personal liberty and its relation to the affairs of men, he began reading in the fields of economics, politics, psychology and philosophy.

By 1978, Mike realized that his personal liberty was his highest value.

A trademark of HALT since its inception is its adherence to change through principled action. As president of HALT during its formative years, Mike's unswerving dedication has kept the organization on course. Like other idealists, Mike wishes to bring about justice through change. Unlike most, he is a realist with the vision to see the difficulties in a complex plan and the courage to resolve them without compromise. This rare combination has been the backbone of HALT and the basis on which the organization works toward its goal.

Mike has recently moved to the operations department and serves as its Vice President. His responsibilities in this newly defined area of program implementation are numerous. Initially his attention will be focused on chapter development and the role of leadership within the organization.

Recognizing that HALT's future success will depend on the solid base of its foundation, Mike brings the necessary firmness of conviction and unrelenting dedication to getting the job done.

It is this combination that has helped bring HALT to where it is today and will continue to push it in the future. In order to achieve it, he recognized that he could no longer pursue it on a part time basis. The creation of HALT marked the beginning of fulfilling his goal. ☺

Books

Cutting Back City Hall

by Robert W. Poole Jr.

Reviewed by: Bill Buckler

In this fascinating book Robert Poole, known to HALT REPORT readers through his Fiscal Watchdog column, outlines the ways in which communities across the United States have reduced the bill for local government. He begins by detailing the unprecedented growth of city budgets over the period 1967-76 which resulted in, among other things, two cities in bankruptcy, New York and Cleveland. He then shows how increasing taxpayer unrest, typified by California's Proposition 13, has left local governments facing two choices; either cut back on services, or cut back on costs through increased efficiency.

Increased efficiency is Poole's choice. There are three ways to do this; privatization, user fees and "thinking smarter". The most important of these, he says, is privatization. "Virtually every category of public service has been, or is being provided by a private

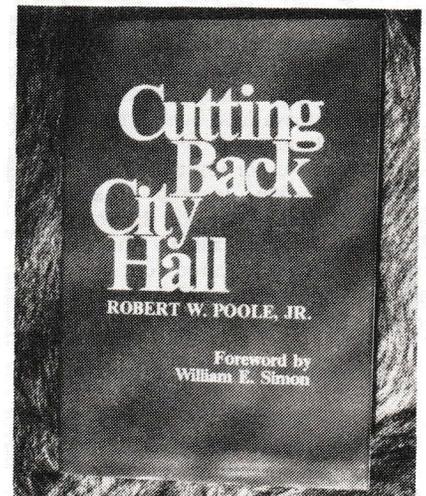
organization somewhere in the U.S... private firms tend to be efficient precisely because they have to make a profit".

The twelve chapters forming the body of the book consist of examples of the three methods outlined above applied to every service traditionally thought to be the exclusive domain of local government.

Some of the more eye opening examples:

A privately owned fire protection service in Scottsdale, Arizona, which charges \$23 per year for a 1200 square foot home. The U.S. national average cost for government supplied fire services is \$103 per year per home.

A privately owned garbage collection firm that offers three times a week service for \$72 per year. A city-owned service in the next county charges \$297 per year for twice-weekly pickup.



COM BUS, a privately owned commuter bus service, which plans, develops and operates commuter bus routes in Southern California at no cost to the taxpayers.

Poole's last chapter, "How to Cut Back City Hall", shows how to use this valuable information in your town. He stresses the need for involvement; "The most fundamental component of a local tax-cutting effort is a grass roots

(continued on page 7)

Rescuing New York

by Robert W. Poole, Jr.

Turn to private enterprise to save New York City? That's the kind of advice you might expect to read in *Fiscal Watchdog*, but it's startling to hear it among the movers and shakers of our country's leading bankruptcy case. But that is exactly what the members of New York's prestigious City Club heard last November. The voice of authority was no less than a former deputy mayor of New York and professor of management at Columbia's Graduate School of Business—E. S. Savas.

Savas's strategy for saving the city boils down to four basic concepts:

- Cut the soaring cost of public services by opening them up to competitive bidding;
- Make services more efficient by directly charging those who benefit from them, rather than taxing everyone;
- Phase the government out of areas where it has no business operating;
- Revitalize the city's economy by cutting taxes and regulations, so it will become a more attractive place to those who provide jobs.

In his stimulating talk--the annual Richard S. Child's Lecture in Municipal Administration--Savas pulled no punches and attacked numerous sacred cows. To balance revenues with expenditures, for instance, he advocated charging more in the heavily subsidized City University and public housing projects. The latter, Savas argued, should be privatized over time, as the city simultaneously phases out rent controls and other interferences in the housing market. Instead of keeping rents artificially low to aid the poor (and ending up aiding mostly the middle class), Savas advocated rent vouchers for the truly needy, with everyone else paying his way.

Privatize, privatize, privatize

As the author of a nationwide National Science Foundation study of private versus public garbage collection, Savas knows whereof he speaks when he urges the city to contract with private firms to pick up trash; such a move could cut costs in half. He favors such contracting also for building and school maintenance, street cleaning, and park maintenance and operation.

One of Savas's most intriguing ideas involves privatization of neighborhood streets. Citing the examples of several neighborhoods in Brooklyn, Queens, and the Bronx where local civic associations clean, maintain, remove snow from, and patrol their own streets, Savas points out the inequity of present

tax laws which force such enterprising people to pay twice for street (and police) services. He proposes that such people be given appropriate rebates on their property taxes—as is being done in Houston and in Kansas City, Missouri.

In the transportation sector, Savas is quite familiar with the potential of free-market express buses, vanpools, taxis, and jitneys. "The best single step that New York could take to improve its mass transportation is to drop all barriers to entering and operating in the surface transportation business", he told the City Club. Not only would this produce a wide variety of flexible, modestly priced services, it would also provide thousands of new jobs.

In the area of social services like day care, Savas pointed out that it is the family which is "the original department of health, education, and welfare". For generations, before government took it upon itself to regulate and provide day care, networks of relatives, friends, and neighbors took care of children of working mothers. But today's well-meaning but absurd regulations on who can provide day care under what conditions lead to the bizarre result that "most children live in homes that would not be approved by government as suitable for the care of children". He suggests the best solution to be that the city simply withdraw and allow the private sector to take over.

Rewarding the Productive

Reducing the city's role as a **provider** of public services (via private contracting, civic associations, or simply exiting from certain fields) will, of course, mean reductions in the city work force. Savas opposes making cuts simply by attrition, because too often the wrong people leave—either highly experienced workers (via early retirement) or predominantly minorities (who tend to have the least seniority). He argues, instead, for fundamental reforms in city personnel systems that will make it possible to reward and retain the most **productive** workers, getting rid of those who are least productive. And because unions and civil service coverage are two alternative means of employee protection, Savas argues that workers should have to choose one or the other.

And the Governor's Panel Agrees!

Some may think these proposals too radical. Yet less than two months after Savas's speech, the Panel on the Future

of Government in New York presented its report to Governor Hugh Carey. Charged with charting a course back to fiscal and economic health for New York State and its cities, the panel of 16 public and private sector leaders came up with recommendations altogether consistent with Prof. Savas's strategy for the City. Among them:

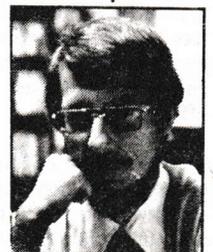
- All governments in New York should be free to contract with private organizations to provide any and all services;
- All barriers to agreements among governments to consolidate, contract with each other for services, and otherwise cooperate, should be removed;
- There should be no barriers to organizing public services along commercial lines, with earmarked financing based on user charges.

In addition, the Panel called for stringent limitations on state and local government taxing and spending, abandonment of public services "that are no longer worth the cost", civil service reforms to reward productivity, and governmental "self-restraint unknown in New York for many decades."

New York City, and to a lesser extent, New York State, have been among the prime examples of the folly of unlimited government. Yet if New York officials take seriously the recommendations of these distinguished authorities, they may yet set an example for the rest of the country to emulate. ☐

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A column of ideas on cutting the cost of local government, written by Robert W. Poole, Jr. Mr. Poole is chairman of the Local Government Center, an affiliate of the Taxpayers Foundation. Further information is available from Local Government Center, 221 West Carrillo Street, Santa Barbara, California 93101



Firming Up the HALT Product - Part II

In our March newsletter, we defined three levels of chapters in broad terms. In this issue we expand on Level 1.

The Level 1 Chapter

The primary purpose of a Level 1 Chapter is to provide a mechanism for communicating with the membership personally, quickly and efficiently.

Our ultimate objective is ACTION. A chapter must be able to carry a campaign through to a successful conclusion with the least waste of time, energy and financial resources. Tight organization is fundamental to conducting such a campaign. If we cannot communicate with the membership we cannot organize, and if we cannot organize, there is no chance whatever of taking the kind of action that will bring about change. Individually we can make a lot of noise, but without organization we will never make a lasting impact.

This, then, is the focus for a Level 1 Chapter: communications. It is the first step in the creation of a top notch working HALT chapter. The various uses to which a good communications

by Richard Bolstler

network can be put will come clear as your chapter advances to Level 2. The network must be maintained throughout the life of the organization.

The person who starts a Level 1 Chapter does not need to have the knowledge or skills that a Level 2 Chapter leader needs (e.g. economic understanding, speaking ability). However, he should be a responsible, mature person with the ability to communicate well with others, and the self-discipline necessary to see a job through.

Job Description

Suppose for a moment that you are the communications co-ordinator between the members in your area and the rest of the HALT organization. Accordingly, you then have to:

- (a) ensure that all members in your area receive all messages from higher up in the structure;
- (b) ensure that all new members are placed in your communications structure.

More specifically, creating and maintaining a Level 1 Communications Chapter consists of following seven simple steps.

1. Mail a letter of introduction to each member in your area.
2. Phone all members to see if they wish to become active.
3. Arrange the membership into a communications network.
4. Send your assistants a copy of their portion of the network.
5. Test the network.
6. Send a copy of the network and checklist to head office.
7. Repeat steps 2 - 4 for each new member.

Sounds simple, doesn't it? Anyone with one or two hours of free time each month can put together a Level 1 Chapter. How about getting more involved in HALT and sending us your name as a possible candidate? We will send you the detailed procedures on each of the seven steps. Include with your letter \$2.00 to cover the cost of materials.

Next issue we will look at the details of forming a Level 2 Action Chapter. In the meantime, let's hear from you about getting some action started in your town or city. ☺

CUTTING BACK CITY HALL

(from page 5)

activist taxpayer group". He warns of the need to pick the right group to join: "Far too many taxpayer groups are more interested in maintaining an image of respectability than they are in genuinely advancing the interests of taxpayers". He details basic organizational procedures and points out the need for paid, full-time professionals to head up the organization.

Cutting Back City Hall is well researched, timely, and packed from cover to cover with valuable ammunition for tax cutters. After reading it, you will never again be stumped by the question, "If the government doesn't do it, who will? I highly recommend it to all HALT members, and especially to HALT Chapter leaders.

To order a copy of this book, send \$15 plus 75c postage and handling to HALT, 909 Thurlow Street, Vancouver, B.C. V6E 1W3. As the book is very recent, it may take a week or two to fill orders.

It is important to remember that government interference always means either violent action or the threat of such action. The funds that a government spends for whatever purposes are levied by taxation. And taxes are paid because the taxpayers are afraid of offering resistance to the tax gatherers.

They know that any disobedience or resistance is hopeless. As long as this is the state of affairs, the government is able to collect the money that it wants to spend. Government is in the last resort the employment of armed men, of policemen, gendarmes, soldiers, prison guards, and hangmen. The essential

feature of government is the enforcement of its decrees by beating, killing, and imprisoning. Those who are asking for more government interference are asking ultimately for more compulsion and less freedom.

Ludwig von Mises, **Human Action**

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