



REPORT

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EDITORIAL

The Energy Debate

Much bickering has been going on between federal and provincial governments over the question of taxing the energy producing industries, most notably those producing oil and natural gas. The debate has typically been centered around constitutional questions (should only the provinces have taxation powers, or should both federal and provincial governments have such powers?) or around the uses to which such a tax should be put (help reduce the federal deficit, build up the Alberta Heritage Fund, eliminate regional energy price differences). Virtually missing from the debate is the economic question of what will be

the long-term effect on our energy industries if any more taxes are levied against them.

Energy is the same as any other economic good. Increase its prices and, all things being equal, its consumption will drop. Adding a penny or two of tax to each litre of gasoline increases its price and in turn pushes down its consumption. Reduced consumption may not affect government revenues because all of the price increase is theirs. But what of the effect on the oil industry? Their revenue drops, thus their profits drop, thus the amount of money available for research and exploration drops. Less money will

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FEATURE

LRT: Boon or Boondoggle?

by Marco den Ouden

Public transit, it is commonly thought, is an essential public service that must be provided by government. This attitude developed during the post-WWII years when most privately owned streetcar and bus companies went bankrupt or out of business due to declining consumer demand. The post-war decades produced profound changes in urban living. People moved to the suburbs. A car in every garage became the norm. The conventional fixed-route transportation prompted municipal governments to take over ailing transit companies and run them at a loss. And the losses have grown steadily through the years.

In the five years from 1971 to 1976

transit deficits increased over 800 percent. While costs rose at more than twice the rate of inflation, fare revenue rose at only half the rate of inflation.¹ For example, Vancouver's transit system, a combination of trolley and diesel buses operated by the Provincial government-owned B.C. Hydro and Power Authority, is running at a deficit of over \$50 million a year.² To try and cut down this deficit, the Greater Vancouver Regional District recently levied a surtax on gasoline sold in the district and B.C. Hydro was authorized to add a Municipal Transit Levy to consumers' electricity bills. But while costs soared, ridership continued to decline. Over the last 34 years Vancouver's population has nearly tripled and public transit ridership has declined to two thirds of its 1946 level.³

Increasing traffic congestion has made many governments concerned and they have sought ways to alleviate the problem. Unfortunately, governments do not seek market solutions to problems but prefer to invent solutions in their planning rooms. And the planners thought that flashy subways would lure people out of their cars and onto the public transit system. The result has been costly monuments like San Francisco's Bay Area Rapid Transit (BART) system. Although it is considered a showcase subway, it only attracts 130,000 passengers a day. "A typical BART commute from suburban Orinda to downtown San Francisco costs \$6.77. Figured on a comparable basis, making the trip in a full-sized car

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ENERGY

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be available at a time when new gas and oil finds take more money to discover. Clearly it is in the best interest of all Canadian energy consumers to put more money in the hands of its oil companies and less in the hands of the government.

If any increased revenues are left with the energy producers, they will do with it

LRT

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costs only \$4.49; in a sub-compact \$4.05; and on the bus, only \$3.21. Excluding the social costs, the average BART ride cost \$4.48 in 1975/76. Since the average fare was only 72 cents, the taxpayers had to make up \$3.76 for every trip — more than five times the fare."⁴

Moderate sized Canadian cities have realized that heavy rapid transit systems are not viable. And so they are looking at Light Rapid Transit (LRT) systems. LRT usually means light electric trains. Edmonton has already completed part of an LRT system and in Calgary one is under construction. Vancouver is planning to build one.

But are LRT's a viable alternative to current bus systems or are they too doomed to become white elephants like San Francisco's Black BART?

A Rocky Road in Alberta

All is not peaches and cream with the LRT's of Edmonton and Calgary. Much criticism has been directed at both the cost and the location of lines.⁵

To be viable, LRT lines must travel densely populated routes and must lure commuters out of their cars and onto the transit system. But analysis of Edmonton's already completed \$64 million 4.5 mile line from the northeast to downtown shows that only 7% of the passengers formerly used their cars. Most riders were formerly bus users. Figures also show that the line is only carrying 20% of its capacity.

Merriene Duncan, assistant deputy minister of urban transportation, is greatly concerned over these figures. She says people must abandon their cars for the LRT for it to have any significant impact on city transportation.

Moreover, Ms. Duncan estimates that for the \$1 billion it takes to build an LRT with a capability of moving 90,000 to 100,000 people in a peak ninety minute period, enough freeways could be built to move 120,000 to 180,000 in the same period. Clearly roads are cheaper to

just what they have done for the past 100 years: reinvest it. If the increased revenues are transferred instead to governments, they too will do with it what they have done for the past 100 years. So the question is, with whom would you wish to invest your energy dollars — Imperial Oil or Imperial Pierre? Our chances for continued warm homes in the winter rests on the answer. 

build than LRT even if the LRT is used to capacity. (And the Edmonton line, remember, is only being used to 20% of capacity.)

Ms. Duncan warns that if cities fail to achieve full utilization of their LRT lines, they will wind up with billion dollar white elephants.



Edmonton's LRT System, similar to one proposed for Greater Vancouver

Why is Edmonton's LRT running at only 20% of capacity? Jerry Wright, professor of urban development at the University of Alberta charges that it is because the city is building its LRT lines along railway rights-of-way or through tunnels. Not only is tunnelling eight times as expensive as "at grade" construction, both tunnelling and the use of railway rights-of-way "go where the people are not."⁶

Wright says the city should build the lines "at grade" and preferably along street rights-of-way already owned by the city, thus providing ready access and enabling lines to be run right into heavily populated areas. The city rejects his criticism, arguing that he is calling for "a streetcar-type operation with uncontrolled LRT vehicle conflicts at

many access points and intersections," something which "would not be significantly better than an express bus system."⁷

It could be they're both right and the city has the unenviable choice of building lines along streets where there will be traffic conflicts and they won't be much better than an express bus system or building along railway rights-of-way and through tunnels and consequently running at far below capacity. Of course there is a third alternative, abandon the idea of building an LRT altogether. (But they would never go for that, would they?)

But while criticism of the Edmonton LRT has come for running it along railway rights-of-way, the sharpest criticism in Calgary has come from residents of an area slated to be demolished to build an "at grade" line. On July 15, angry members of the Hillhurst-Sunnyside Community Association stormed a council meeting protesting a decision to run an LRT line through their neighbourhood. The move would require the levelling of 34 homes and eight apartment buildings, a total of 174 residences, displacing about 280 residents. The Hillhurst-Sunnyside group is now collecting signatures in a petition drive to bring the issue to plebiscite. Posters have appeared of transportation commissioner George Cornish, a staunch LRT supporter, bearing the caption "Unwanted dead or alive as chief commissioner, George Cornish, for recommending the destruction of 174 homes on 9A and 10 Streets NW."⁸

The controversy continues. Next issue of HALT Report takes a look at Vancouver's LRT proposals. 

Footnotes

1. Cutting Back City Hall, Chapter 10 Transit Systems p. 110, by Robert Poole, Jr., published by Universe Books
2. The Rapid Transit Project: Final Report Summaries, published by the Planning Department, City of Vancouver, March 1980
3. Vancouver Sun, October 4, 1980, page 5
4. Cutting Back City Hall p. 111-112
5. The Battles over LRT, Alberta Report, August 15, 1980, p.10-14
6. Alberta Report, August 15, 1980, p.1
7. Alberta Report, August 15, 1980, p.12
8. Alberta Report, August 15, 1980, p.12 boxed article "The Hillhurst-Sunnyside Commotion."

Inflation: Changing the Perception

by Mike Little

Introduction

Inflation is probably the most talked about economic problem of our age. It has been chewed over and digested by every individual in the country, from the layman in the beer parlour, to the University economist in his ivory tower, to the politicians in the fairy land of government.

Everybody understands how it is manifested in the marketplace (rising prices); plenty of people understand *what* it is (an increasing money supply); fewer people understand its *direct cause* (government borrowing from the Bank of Canada combined with banking system regulations creating an increase in credit money).

Almost all discussion in the past has been about these three aspects of the problem, but there is very little sign of people intent on analysing and working towards a solution. To solve this problem, we must first look at ourselves.

The Beginning of a Solution

The major direct cause of inflation is government deficit spending — the result of governments spending more than they receive in revenue. The totality of government spending must be tackled, not just one segment of it. Nor should the focus be on the deficit; after

all, the deficit is just a result of overspending. If we concentrate on spending in general and if we are successful in cutting it down, the deficit will eventually disappear and inflation will come to a stop.

This is where HALT begins to enter the picture. We are a self-styled anti-tax organization with a set of long-term goals aimed directly at taxation. However, the goals must never be confused with the method.

It is logically necessary that in order to cut taxation and inflation, government spending must first be reduced. HALT's *method* is to aim directly at spending. This should be becoming clear to our members now as you have had time to reflect on the Calgary Civic Centre project and, more recently, the B.C. Place Stadium.

However, this is just a beginning. The problem is much more complicated.

When you ask *why* governments continue to overspend, you will start to see the magnitude of the problem. The answer is *not* that all politicians are evil, their purpose being to destroy the marketplace. I have met many politicians who understand the problem, who wish to see it solved, and who do not want the marketplace destroyed. They give various reasons for their action, but

there is one message that comes through loud and clear. They all feel that to have any effect at all, they must first be elected and remain elected. They further believe that to be elected they must offer costly programs to the public.

In Canada today, using the government's own figures there are over 1500 special interest pressure groups, all clamouring for special legislation, subsidies, favours, etc., from the government. We see the shocking sight of the Chrysler Corporation asking for a handout. In British Columbia, we see the Board of Directors of the Whitecaps soccer team remaining completely silent because they want a stadium built for them by the taxpayers and if they speak up, the taxpayers might realize that the stadium is for the sports team, not the taxpayers. Multiply these events by 10,000 across Canada and we can see the terrible problem that a politician faces today.

Changing the Attitude

When we cut through all of the data, information, and excuses that are offered up as reasons for overspending, one inescapable fact emerges. The politicians don't believe they can get elected without offering to spend our money on us, and they are right.

What is required as a key element in the solving of inflation is a change in the politicians' perception of what the Canadian people want. That perception will only change as the attitudes of Canadians towards government spending programs can be seen very clearly to have changed. Talking to our politicians is not good enough, they must see active, effective opposition.

HALT is the only organization today — without exception — that is tackling successfully the root of the inflation problem. As we grow in influence, as our organization spreads across Canada, as more chapters start opposing government spending, the attitudes of the Canadian people will change. At this point politicians will begin changing government policy in keeping with their perception of the wants and desires of the population.

The next time somebody says to you, "But inflation, not taxation, is the number one problem. HALT should be tackling inflation," look him in the eye and say, "We are." 

Boytinck Appeal Dismissed

On September 18, 1980, three judges of the B.C. Court of Appeal rejected Walter Boytinck's appeal for a trial by jury in his income tax case.

Boytinck's lawyer, John McAlpine, argued that trial by jury was a British Constitutional right stemming from Magna Carta. The BNA Act's preamble states that Canada's constitution is similar in principle to that of Britain.

But Judge M.M. McFarlane, in his oral decision, said Magna Carta is not even a limitation on the British Parliament. Parliament is supreme and "all other matters were subservient thereto including the rule of due process of law." McFarlane's two fellow judges agreed.

The outcome of the proceedings was anticipated by many after the first hour

of the two day session. In an apparent attempt at levity, Judge McFarlane commented that "the collection of taxes is even more important than trial by jury." He repeated the comment later during the hearing. This cast a pall of doubt about the Court's impartiality in the minds of most spectators.

On November 17, John McAlpine will be in Ottawa before the Supreme Court of Canada to ask leave to appeal the decision to that body. Since the Court of Appeal ruling was unanimous, the right to appeal to the Supreme Court of Canada is not automatic. McAlpine will argue that the case is a constitutional one not previously considered by the Supreme Court and thus should be heard. 

FISCAL WATCHDOG What Price Garbage Monopolies?

by Robert W. Poole, Jr.

"They'll be sorry," predicted the city manager. The just-defeated plan to divide the city into garbage districts and award exclusive franchises in each "was the only thing that could have saved the small companies, and the irony of it was that they were the ones who fought it. Now there's no protection for the little guy, and there's no protection for the consumer."

That dire warning was sounded two years ago in Wichita, Kansas. In the summer of 1978 that city went through a crisis in its garbage service that raised the basic issue of monopoly versus competition.

Wichita's garbage crisis came about when the 1978 aerospace boom attracted so many workers away from other jobs that the city sanitation department ran short of workers. Many of the city's 22,000 customers — about 30 per cent of Wichita households — went without garbage pickup for a whole month. Fortunately, the other households were not affected, because some 80 private firms were in the garbage business throughout the city, operating without geographic restriction.

But the breakdown of municipal collection gave some of the larger firms the opening they'd been looking for — a chance to impose "order" on the "chaos" of open competition. They got together with the city manager and proposed a plan to divide the city into districts, with a single firm hired by the city to provide exclusive service in each. Any firm with less than 300 customers would not even be allowed to bid.

But the small firms fought back, handing out leaflets door-to-door reminding customers that their freedom of choice was at stake, and urging them to write letters and demand a public hearing. And when that hearing took place, several hundred people turned out, largely in support of competition.

Those favoring districting made two principal arguments: first, that state law required the city to be in charge of garbage service, and second, that under competitive conditions, the big firms would drive out the small ones and force up prices. The first point, while technically true, did not require the city either to provide any service itself or to grant monopolies. All it had to do was file

a plan showing the state that methods of picking up the garbage were in operation. Once that point was made clear, the advocates of free choice won the day. The city got out of the garbage business altogether, and open competition prevailed.

The fact that 80 firms can operate profitably in the Wichita area (pop. 385,000) illustrates a general point about the garbage collection business: there are no economies of scale. Or, in simpler language, there is no particular cost advantage in bigness. About all it takes is a man and a truck and you're in the garbage business.

That point was illustrated several years ago in Atlanta. When that city's sanitation department tripled the rates for back-yard service, two ordinary housewives set up Backyard Team, Inc. They simply bought a used garbage truck, hired a college student as the driver, and signed up 300 customers at two-thirds of the city's price. Fortunately, the City of Atlanta does not enforce garbage monopolies, so the women's operation was quite legal, as well as being profitable.

But open competition in garbage collection is the exception rather than the rule in urban areas, thanks to lobbying by many of the larger garbage firms. Municipal officials generally support such pleas, since it enhances their power to be in the position of granting franchises, defining standards and criteria, and sometimes even sending out the monthly bills for the companies. Yet despite intensive lobbying, free competition prevails in some urban areas, such as the more densely populated 70 percent of unincorporated Los Angeles County, an area of about a million people.

But what about those arguments that the big guys would drive the little guys out? Doesn't that happen in Los Angeles County? Didn't it happen in Wichita? The answer is no, and the reason is simple economics. The large firms have no cost advantage over the small ones, and since the cost of entering the market is so low (just buying a truck), if a big firm succeeded in driving out some small ones, three or four more could easily spring up to take their places. That inability to dominate the market via competition is precisely *why* the larger

firms often try to drive the small ones out via legislation.

After two years in Wichita, competition is working well. There have been no large-scale takeovers, small firms are thriving, and prices have gone up only modestly — largely due to soaring fuel costs.

In addition, contrary to fears that open competition would result in 12 companies on every block (wasting fuel and time, thereby driving up costs), a sort of "spontaneous order" has developed. None of the firms tries to serve the whole city, and most stick to a few neighbourhoods they know well. Some have exchanged customer lists in order to consolidate routes (with the customers, of course, free to change firms if they don't like the shift). The result is a pattern in which only two or three of the 80 firms serves any particular street. Without anyone imposing rules or regulations, the marketplace has managed to sort things out into an efficient pattern.

Remember this example when someone argues that the city should collect garbage in your town. Or that private firms are cheaper, but they have to be given exclusive franchises in order to protect the customers. You know where those myths belong . . . right in the garbage can. **HALT**

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ANNOUNCEMENT

We must inform our membership that David Ingram has been removed from our Board of Advisors. Mr. Ingram's platform as a candidate for mayor of Vancouver contains too many glaring examples of issues that are opposed to the HALT philosophy of smaller government and a free enterprise society.

by Heather Engstrom

Asked recently what led him into HALT, president Rick Bolstler replied, "I've always liked solving problems." It is typical of Rick that he considers today's economic climate a problem to be solved rather than one to be surrendered to or ignored.

Following his graduation from the University of Alberta in 1965 with a Bachelor of Science in mathematics, Rick accepted an offer from IBM as programmer trainee. The job situated him in Ottawa until he was transferred to Toronto in 1971 as a software specialist for IBM's Canadian laboratory.

The next few years saw a considerable broadening of Rick's horizons. He travelled extensively with IBM, living briefly in Amsterdam, Norway, Trinidad, Italy and North Carolina while designing systems to monitor telephone exchanges. At home he participated in setting up a coast to coast Department of National Defence inventory control and management information system.

This period marked the beginning of an interest in economics and philosophy. He read *Atlas Shrugged*. At the time, he was working in Amsterdam and experiencing first hand the realities of a highly controlled social system. He had to register his presence in the

country with the police. Taxes, including the VAT (value added tax), existed on just about everything. He needed a license to run a TV set. It all led to a growing recognition of how easily freedom is lost. Life at home with the DND bureaucracy was an ominous warning of the same thing to come here.

In 1978, Rick took a six month leave of absence from IBM in order to travel west with Mike Little. In Vancouver, they formed the Libertarian Foundation, an

educational organization aimed at teaching students the importance of social and economic freedom. A few months later, when Proposition 13 was making its impact on California, the Libertarian Foundation spawned Human Action to Limit Taxes. As prospects looked good for HALT, the leave of absence from IBM became a resignation.

The next two years were busy ones, planning strategy, and reaching out to people who shared his concern for the future.

Since taking over the presidency in June of this year, Rick has been involved in administering the overall affairs of HALT, including managing an office that now staffs six full-time people. In addition, he continues to be jack-of-all-trades, writing, helping new chapters put down roots, firefighting in old ones, and speaking with the media.

Rick envisions HALT becoming a powerful international taxpayer protection agency. He sees Level 3 chapters in all major Canadian cities, each employing a full-time staff to provide a community service of public awareness. And in the long term he sees a new brand of politician schooled in the HALT philosophy of frugal government, thus leading to the final goal: effective tax limitation. 



Richard Bolstler, Halt President

Firming the HALT Product — IV

by Paul Miniato

In our September HALT Report we described the Level 2 Chapter. In this issue we will describe the concept of Block Organization.

Block Organization

You will recall that a HALT chapter is defined as having reached Level 2 Status when it is well organized, and when it has undergone important community action. Block Organization is a structure designed to facilitate organization and action at the community level.

The HALT Block Representative, or "copper", stands at the centre of this structure. The copper is a HALT chapter member who:

1. agrees to take the ongoing responsibility of representing HALT in one neighbourhood "block" (about 25 to 35 households),

2. routinely petitions the residents of the block on issues of interest to HALT and, in the process, identifies potential HALT members and volunteers among them.

Aiding the copper in this task is a communications and organizational network briefly described here.

Groups of ten adjacent blocks are defined and assigned to a HALT member, known as a "dime". The dime has complete responsibility for this ten-block area. By canvassing single blocks, the dime locates coppers for each of them. Thereafter, the dime merely monitors the performance of the coppers, provides support and communication with higher levels, and fills in, as necessary, when coppers cannot be found in time.

In turn, two adjacent ten-block areas

are combined under the leadership of a "quarter". The quarter recruits and supervises two dimes, and the coppers that work with them. Similarly, a "half-buck" is responsible for two quarters, their organizations, and the 40-block area that goes with them. And so on. (Details are available from Head Office.)

Rationale

One member out of every 100 Canadians would give HALT over 200,000 members and make it an effective national movement. One member out of every 100 Canadians is also a realistic goal, given the recent experience of HALT fundraisers and petitioners. One member out of every 100 Canadians is about one member on

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The Politics of Taxi Licensing

by Don Redekop

The licencing of taxis in most North American cities has become a fixed star in the history of municipal legislative overreach. It has made for some lively politics, some low-level scandal, and a great deal of bad policy. The fiefdom of land-based taxes and occupational licensure which is the municipal body politic's forte has become, in modern use, the realty tax and the taxi licence.

Municipal governments have come to see licencing of taxis as necessary since all major cities have expropriated private bus and jitney services in favour of a city-run transportation service. Since the remaining competition presented by a highly flexible car-for-hire system could very well be financially disastrous for a shaky mass transit experiment, restrictions on such operations became inevitable to rationalize grander schemes of public transit.

Such regulation has been extremely unhelpful to consumers. Consider:

- The city council of Vancouver until this year failed to issue a single new taxi licence for 26 years. (See box.)
- The higher fares which usually accompany regulatory efforts have prompted such spectacles as Mercedes-Benz taxis on Toronto streets, in owners' efforts to compete in

service where they are not allowed to compete in price.

- Consumer discounts in such practices as highflagging, the sharing of taxis by strangers originating at separate pick-up points, and charging less than the metered rate are everywhere prohibited.
- The demand for taxi licences has so increased beyond the supply granted by most large city governments, that waiting lists for licences are years long. In the meantime, suburban customers, and anyone unlucky enough to want a taxi in rush hour might as well walk.

Not that taxi licence owners have necessarily benefited where consumers have suffered. Consider:

- The cost of acquiring a licence in the open market from an existing licenceholder is, in most Canadian cities, well above \$25,000.
- Should an individual wish to wait to be issued a new one, he must, in most Canadian cities, be uninterruptedly employed for a period of some years in the industry. This usually means the applicant must drive another's taxi at relatively low rates of pay while he serves out his time in the queue.
- In addition to long unproductive 'apprenticeship', such requirements as

fluency in English for drivers works hardest against such minorities as recent immigrants. The low level of education and low capital input required for operating a taxi would, in a less regulated market, make taxiing a desirable and accessible form of self-employment.

The benefits of regulation appear to fall among a few, very few, individuals who were 'grandfathered' (granted licences at a time when their cost was low), and some greater number of politicians that have gained incomes and votes through the exercise of bureaucratic discretion.

The costs of regulation, on the other hand, are ubiquitous and diverse. Regulation has raised fares, restricted entry, denied employment, limited choice, and disrupted transportation resources. A major result of the limitation of taxis has been to

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HALT PRODUCT

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every block. But that one member will join, support and work for HALT only when asked! And asking is the job of the Block Representative.

And what better way is there to make "HALT" a household word than to have a HALT Representative on every block?

Additional Advantages

In addition, Block Organization provides the following advantages:

1. precise and limited job descriptions that make recruiting of new members vastly easier,
2. a structure that lends itself to petition drives and other forms of community action,
3. a concrete and visual aid for ongoing administration.

Finally, the feedback that the block supplies can make HALT a powerful force in today's politics. What politician will be able to ignore an association of taxpayers which, in a matter of days, can poll a municipality, a province, or the entire country?!

Act Now

Is there a HALT Representative on your block? If not, and you're willing to be one, contact your chapter leader or Head Office for the details. Aside from an hour or so a week, you have nothing to lose but your taxes! 

A Tale of Two Cities

Vancouver, B.C.

Washington, D.C.

Taxi licences are granted at a nominal fee to all applicants possessing valid drivers' licences. Most taxis carry no radio equipment, and none carry meters. Fares are, however, regulated on a fixed zone-fare system. Cab ownership is widely dispersed. Many owners and drivers are black. Many drivers own their cabs. A substantial number of the taxis operate only during rush-hour, when the demand is heaviest, as the owner/driver travels to and from his own regular employment. Taxis can generally be flagged down with ease anywhere on the city's major traffic arteries, and at any time of day. Taxis are often shared with other passengers picked up along the route. The capital cost of the some 40,000 licences is nominal. The number of taxis per 1000 persons is 11.1.

The number of licences from 1954 until 1980 was 363. This year, 23 of 25 new licences were granted to the four largest taxi companies in operation for \$25,000 each. Their bids independently totalled 25 licences, each for \$25,000*. (Private sale of existing licences can command prices ranging from \$30,000 to \$75,000.) The four firms own 25% and control virtually 100% of all licences outstanding. A special report to city council considered deregulation but rejected it because of speculation that it would cause the industry to become concentrated. Taxi service is available nowhere outside the central business district except by telephone dispatch. The capital cost of the 388 licences outstanding is about \$12 million. The number of taxis per 1000 persons is 0.95.

*An Anti-Combines investigation has been initiated.

by Nick Moldovanyi

September's HALT Report gave details of our Sales Department's success in selling our services to the Vancouver business community. With the steady growth of revenue HALT has dramatically increased its activity, as Head Office personnel continue to build a coast to coast network of local chapters. This month we will take a look at what this money has enabled us to accomplish in different parts of the country.

Ontario

Vice-President Mike Little spent four weeks in Toronto contacting supporters and members throughout the province. His trip was an outstanding success. Ontario members were anxious to contribute funds to establish a Regional office and Marilee Haylock was hired as a full-time organizer. Marilee is coming to Vancouver in late November to undergo two weeks of training and planning before she returns to start up the operation. Since HALT was founded in British Columbia in 1978, much of our action has centred in Western Canada and the new Ontario branch office will afford all Canadians a chance to take an active role in the fight against big, expensive government.

Saskatchewan

On his way back to Vancouver, Mike paid a visit to HALT Saskatoon President, Bernard Janzen. The local chapter has been busy running public opinion advertisements in newspapers and establishing a strong voice in municipal affairs. With the continuing effort and determination of HALT Saskatoon and the prospect of hiring a sales representative for Saskatchewan, the entire province can look forward to major steps toward limiting the role of government in their lives.

Port Alberni

National President Rick Bolstler spent September 21 - 28 in Port Alberni, B.C., to set up a local chapter. He held three meetings to discuss chapter duties and objectives. Businessman Lorne Berg consented to act as pro-tem president for the group.

Response to HALT in this city of 20,000 was excellent. Rick's activities included fundraising and attracting

media coverage. In addition to a newspaper article, he appeared on an open line radio show with host Hugh Anderson. Two municipal politicians phoned in, explaining how carefully local spending was controlled. Taxpayers, however, had a different view with two or three potential issues surfacing.

Edmonton

The month of October saw Rick Bolstler and Heather Engstrom move on to Edmonton. Their days were kept busy meeting with businessmen and their fundraising efforts have proven very effective. Most Albertans are aware of HALT's activities and many are anxious to see us expand our role in combatting government spending. During evenings and weekends, Rick and Heather worked with Mike Kozak and Bruce Vaughan of Edmonton to bring the local chapter to Level 2 status and to launch an issue oriented campaign.

Calgary

Mike Little and Bill Buckler are on their way to Calgary to assist Wayne Kollinger and his well-known band of Tax Rebels to plan and organize future activities. While Bill concentrates on fundraising, Mike and Wayne will be seeking to enlist other activists as HALT Calgary expands its influence in that City.

There was interesting news last month when Mayor Ross Alger, the man most vocally opposed to HALT's success in stopping the grandiose Calgary Civic Centre, was resoundingly defeated in his bid for re-election. A local news magazine calls the Civic Centre plebiscite the turning point in Alger's career. Does anyone still think that politicians don't have to listen to taxpayers?

Vancouver

Paul Miniato is working with the membership to establish a strong network of neighbourhood HALT representatives. Using the HALT-A-BLOCK concept, he is finding individuals throughout the lower mainland who are willing to carry petitions and sell chapter memberships to people in their immediate area. Once operational it will enable his group to act on various issues with a minimum of delay and a maximum of efficiency. 

concentrate service in the high-density areas of a city, and to lessen it drastically in the suburbs where low population densities, but identical fare structure, conspire to drive out taxis. Another quality-of-service cost is imposed on rush hour users. In the absence of variable pricing, and a flexible taxicab industry structure, they are doomed to feel the harsher end of the peak-load problems caused by regulation.

The answer to the problem is unavoidable, however difficult it is for the regulators to extricate themselves politically from the expectations aroused by restrictive licensing to date.

Open the doors. Grant licences to all comers. Allow zone-fare pricing, or even entirely negotiable fare-setting, as consumers will. Compensate those whose licences are now valueless. And then, by all means, have the politicians stand aside and let the market work. 

EASY COME -EASY GO

HALIFAX — Municipalities should have a guaranteed *right* to a portion of your federal income taxes. According to Wendall Phinney of the Nova Scotia Union of Municipalities the present system of federal grants to individual projects is not satisfactory. "We cannot survive on property taxes and grants," he said. "We were under the impression that the amount of the grants would grow each year." The extra money that Phinney wants to get his hands on is NOT for roads or municipal services, but for so called special projects.

VICTORIA — An internal memo revealed that the provincial Ministry of Human Resources was saving \$3 million through a civil service hiring freeze. But the minister responsible, Deputy Premier Grace McCarthy, refused to accept any of the credit.

"Balderdash," replied McCarthy. "The programs have been increased; the dollars have been increased; my ministry budget was increased by 17% in the last budget. The ministry's budget has never been higher. We have never had more services. . . . I will not accept that criticism from anyone." 



If a man has the intelligence to earn a living, he has the intelligence to control how it is spent.

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