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FEDERAL AVENUE BLACK 324

Letters to the Editor

TOTAL CONSCRIPTION

Editor, Daily News:
 We find that you have been very fair in allowing the public the use of your paper to express themselves, and we have prepared an article, which we would be very glad to have you publish.
 Technocracy has since the onset of this war urged that total conscription should be implemented of men, machines, material and money, with national service from all and profits to none as the only adequate program for waging total war, thus ensuring as near as possible equal sacrifice from all in this national crisis—also in the hopes that we may emerge without war debt and a social crisis from dislocation in the immediate post-war period. The capitals of Ottawa and Washington have been flooded from time to time with thousands of letters from Technocrats from every corner of the North American continent and from Technocrats in the services at home and abroad. Our press quotes Ottawa as being annoyed at these demands but Technocracy recognizes that we must continue to demand total conscription even though total conscription for total war seems a bit late. We realize, as all indi-

cations point to a dislocation crisis in immediate post-war period, that such a program immediately instituted could be carried into the peace for a period of at least six months to allow our men of war and of war industries to become reinstated in civil life with the least amount of confusion.

Ottawa must find at least two million new jobs after this war for our war workers and servicemen. We have 12 times as many machine tools as we had in 1939. Our production per capita has increased approximately five times over 1939 so, with more machine tools, we can accelerate production to the extent that fewer men can produce more and, consequently, more men will find less work. For these reasons our governments cannot find useful employment for the men, except in war. In times of war all nations must of necessity increase their own means of production with the result that they become less dependent upon imports from other nations. As a result we in Canada or the U.S.A. cannot again look forward to export trading as a means of stimulus for employment at home except for a very limited period after the war. Nations abroad are becoming more interested in the purchase of productive machinery with the inevitable result that they will require less processed goods. We must face these facts squarely and govern ourselves accordingly.

WM. F. ADOLPH.



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repairs made by the drivers. Under a city-owned system these conditions would not obtain. The manager would be an office man, drivers would be drivers only and mechanics would be employed for repair work. Extra buses would have to be obtained and demands for buses along other routes would have to be considered and granted. These demands would materially increase the running expenses out of all proportion to any increased income that might problematically be obtained.

On October 2, the City Engineer was asked to obtain, along with G. L. Taylor and S. J. Hunter, an appraisal of the present buses. In a letter from Mr. Hanes addressed to the Mayor, dated October 10, the appraisal figure for the buses was set at Ten Thousand Dollars. This figure of Ten Thousand and apparently is not being used as a basis of valuation. The transportation committee of the City Council has seen fit to accept a figure of \$12,503.00 (being government ceiling-price) as the actual value of the vehicles under consideration.

In the appraiser's report it is stated "the buses were examined on October 9 and found to be more or less in a run-down condition chiefly due to the terrible beating that they had received from the desperate conditions of the city streets." This would indicate that the actual value of the buses is below ceiling price. Why, then, should the taxpayers be asked to pay an inflation price for this equipment?

Also in the same communication from the City Engineer, paragraph 8 states, "the establishment or not of a garage for repairs of municipal equipment to be considered in a separate report." To my certain knowledge such a report has neither been prepared, submitted nor considered.

In addition to the building for which the city now proposes to pay \$4,000 for use as a municipal garage, is assessed at

\$2,200, and was purchased by the present owner three years ago for \$1,250. This \$4,000 is for the building and land and includes no machinery whatsoever. This building is totally unsuitable and inadequate and in the wrong location to take care properly of the servicing of all city vehicles and buses.

In order that the ratepayers and public at large may be informed as to, the exact dollars and cents value of the utility to be purchased, the following detail will give full information:

(a) Actual value of buses according to independent appraisal	\$10,000
(b) Assessed value of garage and land	2,200
(c) Value of spare tires, engines, spare parts, excluding any garage machinery	1,900
Total	\$12,200

The taxpayers are being asked to pay \$20,000 for the above items. I submit that \$6,800 is too great a figure for what may be termed "goodwill."

In my opinion, the policy for our city administration to follow is to build up and improve the city. Our present utilities are so run down and exhausted that replacement is the only remedy. Our streets, sidewalks, sewers, water system and telephone system should be considered under a long-range replacement program over a period of years and if we are to borrow money, it should be for the replacement of present utilities and not for a gamble such as the proposed bus purchase.

Let us first put our house in order. Let us prove that we can maintain our present utilities before we embark on unknown and perilous adventures.
 NORA E. ARNOLD,
 Alderman.

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