

Noah D. Alper's Brief Cases

OUT OF THE HORSE'S MOUTH

The question is where to buy when you buy land for speculation. To answer this one must know what gives value to land. A land advertisement in a Los Angeles newspaper states: "California has a sooner future, a brighter future and (California City) is a reality right now. The location is the north end of the dynamic Antelope Valley in the path of progress. Industrial expansion is begun in the great, rich North Antelope Valley. Our neighbors include U.S. Borax, Edwards Air Force Base, Texas Aluminum, and dozens more. Big money has been made in California land. How? Simply because when population goes up the value of land goes up and now population is increasing at a faster rate than ever."

So again we find data from the land dealers' advertising which reveals why the publicly earned natural rent-of-land revenue should be used to support government.

IT'S A GREAT TIME TO WORK FOR TRUE TAX-REFORM

"A generation ago our labor press was strident in its condemnation of tax systems which neglected to tax the unearned increment implicit in land holding," states The St. Louis Labor Tribune. "While most of them did not go so far as to prescribe Henry George's 'single tax' panacea, they did denounce the patent injustice of land holdings made more and more valuable by the enterprise of others who built around them and were taxed much higher on the improvements they made than on the land occupied."

"Since World War II, land values in the U.S. have increased by 500 billion dollars—yes, a half-trillion dollars. Yet the beneficiaries of this enormous increase in land values—often farm land used for subdivisions—only paid the normal 25 per cent capital net gains on their bloated profits instead of the progressively higher rates corporations and individuals pay. . . . The largest single inflationary factor in this country today is not the stock market—it is land inflation."

TAX CHICKS COME HOME TO ROOST

Speaking before the Greater St. Louis Chapter for the Advancement of Management, a former Mayor, now president of the Chamber of Commerce, said "a metropolitan area such as ours begins to suffer seriously when it can no longer accommodate industry on proper terms."

He then told how a New York realtor had come to St. Louis to work out an industrial district of some 200 acres. After months of investigation he settled on a tract near Lambert Airport at a price of \$22,000 an acre, which his client reluctantly agreed to pay. On returning to close the deal he found the price had gone up to \$40,000. It is understood that the reason land is so high in St. Louis, as allegedly explained by advisors from three local educational institutions, is that it is "over-taxed."

A SAD-SACK TAX FACT

"Within the last few years many small airports all over the country have closed principally because the land they occupied, being close to cities for the convenience of private pilots, became so valuable for housing and other real estate developments that it could not remain in use as an airport without considerable financial sacrifices on the part of the owners."

This fact was found in a report released by General Elwood R. Quesada and was reproduced in one of a series of articles on subsidiary airports written by Sam B. Armstrong of the St. Louis Post Dispatch as being applicable to St. Louis as well as to Washington, D.C., where the report originated. Today all great cities have these airport problems for large as well as subsidiary purposes. In these areas local city governments have worked to secure "sources" of taxes which gave tax-relief to land and made it high priced and profitable for non-airport uses. Today they sweat for land, seeking federal aid, in the process. Thus do we work against ourselves in tax matters. Yet, it need not be!