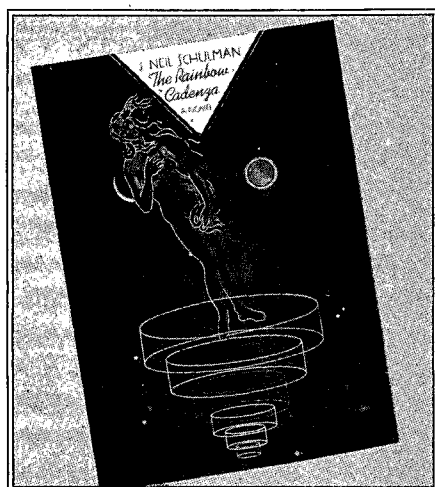


The background is too complex for me to do more than hint at it. Besides, finding your way around in it makes for quite a voyage of discovery. Civilization has survived at least two major wars, gained a world government of sorts, and progressed far in most material respects. Pollution, disease, and related problems appear to have been overcome. Spaceflight has opened the wonders and wealth of the solar system



to humankind. Biotechnology allows people to do everything from deciding the sex of their offspring to living healthily past the century mark and, under the right conditions, reversing death itself.

Yet this is a society as cruel and degraded as Nero's Rome. Males outnumber females seven to one—Schulman explains how that came about—with strange results, among them the drafting of young women for a term of service in public brothels. Resisters and other non-conformists, like ordinary criminals, lose all legal rights and become Touchables, subject to commercially sponsored execution in microwave ovens for minor infractions, or to rape, torture, and killing for sport. To identify both them and the privileged, electronic devices are implanted in children, linked to a global computer network. The catalogue of horrors goes on.

Almost everybody takes these horrors for granted—which may be the ultimate horror. One person argues at length that the system is good, demanding minimal sacrifice for the benefits it confers. Most whom we meet are decent and well-meaning by the standards of their time; some are in an absolute sense. Joan Seymour Darris, the heroine, is downright lovable, as are certain of her friends. The most evil character, at least on center stage, is her kinswoman Vera—but she is desperately unhappy,

warped by circumstance, not choice.

The book follows Joan's career in lasegraphy, light shows having become as developed an art form as ever music was. The narrative is structured accordingly and contains several beautiful descriptive passages. Hope endures in the space colonies, which have gone their various independent ways. I wish the author had told us more about the libertarian one.

I also have a couple of nits to pick, notably Schulman's placing a geosynchronous satellite above the latitude of New(er) York and a colony at the L-2 point of the Earth-Moon system—that is not a stable position. A larger flaw is his interruption of things, chiefly in the earlier chapters, with long expositions in his own voice.

But this is praising with faint damns. Here, in his second novel, J. Neil Schulman has given us not only a fine story but a great deal to think about—perhaps especially if we consider ourselves sexually unprejudiced. Whatever he does next, which may well be as different from either foregoing book as they are from each other, it should be an event worth awaiting.

Poul Anderson is the author of Orion Shall Rise (just published) and other science-fiction novels, as well as short stories and several non-fiction works on space.

Breaking Out of the Big-Government Mold

Development Without Aid

By Melvyn Krauss
New York: McGraw-Hill.
1983. 208 pp. \$18.50.

Reviewed by Lynn Scarlett

In an intellectual arena in which government planning and redistribution rather than growth have become synonymous with economic development, Melvyn Krauss is a voice in the wilderness. A few scholars, of course, such as Peter Bauer (*Dissent on Development*) never let up the plea for free markets and economic growth during the '70s. Melvyn Krauss joins these few, rekindling the case for private choice and initiative.

Krauss's most recent book, *Development Without Aid*, unabashedly argues "that big government in both the North and South constitutes the single most threatening force to the economic pros-

perity of the Third World." In contrast, much of the 1970s' development analysis placed the blame for underdevelopment on external forces—a decline in the terms of trade for raw materials, exploitation by multinational corporations, high energy prices, and more broadly, the remains of Western imperialism.

The first half of Krauss's book soundly repudiates this focus. The primary problems in the less-developed countries (LDCs), he claims, result from ruinous tax and spending policies *within* the Third World itself. This is not a new argument (a fact that does not diminish its importance). Even among advocates of big government, the dismal performance of so many LDCs has led to criticism of numerous domestic tax and spending programs. Almost without exception, however, these complaints have been accompanied by arguments merely for replacing one set of controls, manipulations, or interventions with another.

Krauss does not succumb to this folly. Instead, he staunchly supports cutting tax rates sharply to spur private-sector initiative and economic growth. Moreover, in contrast to many theorists, Krauss argues that development of roads, bridges, airports, and all the other elements of an "infrastructure" can only come in *response* to growth. Public-sector spending on infrastructure cannot generate growth.

Nor do redistribution policies benefit Third World economies and their poor. Food-price ceilings aimed at benefiting consumers do so at the expense of producers. Krauss aptly notes that "rice at a low price that is unavailable does not feed poor people."

Krauss is too generous when he says that laudable aims fuel the urge to pursue these devastating policies. It is far more likely that the road to hell (as he puts it) is paved not with good intentions but with political self-interest.

Krauss's exposition is a welcome addition to development literature, but he stops short, at least in this book, of denouncing government welfare programs altogether. In appealing for drastic reductions in taxes to stimulate Third World economic growth, Krauss is adapting the familiar supply-side theory of economics to less-developed nations.

In this context, Krauss observes that "for the Third World attention has centered on...whether public spending is to be financed out of economic growth or by high tax rates on a stagnant economic base." And supply-siders, he

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- interfere with legitimate religious practices

- censor what we say
- punish us for what we write
- control what we can see
- enslave innocent individuals

Clearly, this is not what we have been taught, and certainly it is not what the framers of the Constitution intended. In fact, it is directly contradictory to the purpose of the American Revolution.

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How did the institution that was designed to protect our individual liberties from the threat of a despotic state become the destroyer of those liberties?

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Every individual who is concerned about the future of individual rights will find *Sweet Land of Liberty?* to be a compelling and vitally important book. Order your copy today. Read it, and have your friends read it. *Until individuals understand what is happening, the destruction of liberty will not stop.*

About the Author

A constitutional lawyer and professor of law at Brooklyn Law School in New York, Henry Mark Holzer has been involved

in the litigation of such diverse constitutional issues as the military draft, private gold ownership, legal tender, forfeiture of citizenship, imprisonment for debt, double jeopardy, and warrantless searches and arrests. He represented the late author Ayn Rand, and currently represents teenage Walter Polovchak ("the littlest defector"), seeking to prevent his forcible return to the Soviet Union.

Professor Holzer is the author of three books—*The Gold Clause*, *Government's Money Monopoly*, and his newest release, *Sweet Land of Liberty? The Supreme Court and Individual Rights*. He has published a variety of articles in newspapers and is consultant to state and federal legislators.

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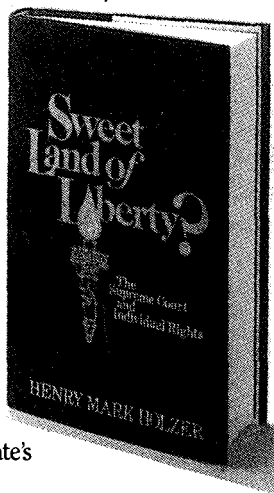
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Professor of Economics
Polytechnic Institute of New York

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notes, are "not necessarily opposed to increases in public spending per se, but they are against high tax rates to finance public spending. Indeed, it is in arguing that public needs can be more adequately met by low tax rates than high ones that the Laffer curve makes its principal contribution."

It is not clear in Krauss's presentation whether he is merely describing the theory or whether he is also endorsing it. Does he implicitly accept the effectiveness (and necessity) of public spending on welfare services, education, health, and so on, *provided* they are pursued with revenues resulting from low tax rates in a climate of rapid economic growth? Throughout the rest of the book, Krauss rigorously denounces such expenditures in industrialized nations, but in discussing supply-side economics he curiously makes no such denunciation.

Perhaps the most interesting feature of Krauss's discussion of disastrous domestic policies in the LDCs is not his analysis of their economic effects, especially if one already appreciates the benefits of free markets. More interesting and more original is his attempt to link the resulting economic chaos to political violence and even fascism. He sketches mini-scenarios of Uruguay, Ghana, El Salvador, and Costa Rica in which he analyzes their current political troubles in the light of their redistributive policies. While his portrayals may be overly simplistic, they do raise some important points, most particularly about the tight relationship between economic and political stability.

The second half of *Development Without Aid* contains Krauss's most thought-provoking and novel arguments. Here, he turns to the effects of the redistributive policies of the industrialized welfare states, the so-called developed nations, on Third World development. Many analysts have condemned the developed nations for their trade protectionism, which, in curtailing imports from the Third World, inhibits economic development. But most of these discussions of protectionism focus only on foreign-trade and foreign-worker policies.

Krauss goes a step further by analyzing the effects for the Third World of domestic workers' rights programs and redistributive policies in the industrialized nations. He shows how workers' rights programs that lead to subsidizing inefficient industries directly hamper Third World infant industries.

Prospects for Third World development have also been compromised by income transfer programs and stagnation induced by big government and a slow-growth mentality. Krauss's criticisms of these are not unique. What is original is the way he *links* these policies to foreign aid, showing them all to be different facets of the same doctrine. Krauss argues that aid is a foreign extension of the social democrat's commitment to redistribution. As such, aid is not only ineffective but actually harmful for LDCs. "Foreign aid constitutes another way big government subsidizes exports or foreign policy objectives. For the recipient country, foreign aid allows big government to pursue policies that damage the competitive sectors of the economy and thus its economic base."

To bolster his argument, Krauss points to South Korea and Taiwan, both of which had stagnating economies while they received US aid. Only when the aid stopped did each country pursue policies that resulted in economic growth and prosperity.

Apart from an occasional lapse into simplistic exposition, the only flaw that mars Krauss's work is in his explanation of *why* welfare policies and, especially, workers' rights policies, prevail in the industrialized nations. Krauss claims that it is not because special-interest groups have pushed for such policies and politicians have too easily succumbed to such pressures. Rather, he suggests that the public in general has come to perceive workers' rights policies as legitimate and just.

This proposition, however, seems to gloss too hastily over the political-systems analyses of interest-group politics and the incentives for political participation, including Mancur Olson's most recent work, *The Rise and Decline of Nations*. These works present a far more convincing explanation for such policies than does Krauss's theory. This is an important flaw in Krauss's work, because how one perceives the cause of big-government redistributive and workers' rights policies determines the solutions one proposes.

Generally, however, this is an excellent book. One might quibble over some details of Krauss's arguments, but it is refreshing to read an analysis of economic development that breaks out of the big-government mold.

Book Review Editor Lynn Scarlett is a Ph.D. candidate in political science, specializing in the political economy of Third World development.

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Further & More

DECONGESTANT

The latest word is that Hong Kong's "electronic road pricing" system (see Trends, June) will use differential fees—people who drive on the most congested roads at the most congested times will pay extra. As R. S. Taylor-Radford urged nearly two years ago in REASON, road-user fees, to achieve the most efficient use of the scarce resource of road space, should be related to the costs imposed by drivers.

Through the Hong Kong system, now in a pilot phase, motorists will be encouraged to choose whether and when to use their cars. The plan is to install about 300 electronic loops under the surface of the most congested roads in Hong Kong and to equip all vehicles with an electronic number plate. Drivers will be advised of the charges in effect at different points and times via electronic signs erected in front of each loop.

Drivers will be billed monthly—for an average \$33, by current projections. The system is expected to pay for itself within a year. And the Hong Kong government predicts that the island will be doing a booming business in exporting the system's electronic components.

THE GAMES OAKLAND PLAYS

"All my life," sports writer Jim Murray confessed, "I had supposed eminent domain to be merely the right of a government to bulldoze some old lady's little fruit stand to make way for an expressway." This in response to a 1982 California Supreme Court ruling that Oakland's city government could sue to acquire the Oakland Raiders by eminent domain and prevent their planned move to Los Angeles (see "Football Slaves," Oct. 1982).

The Oakland pols took advantage of the opportunity and sued. In July, Monterey County Superior Court Judge Nat Agliano ruled that they could not recapture the National Football League franchise by exercising their power of eminent domain. If Oakland were to have its way, the judge sardonically predicted "campaigns for political office based on promises dealing with future draft choices, trades, player salaries and the

hiring and firing of general managers and coaches. It is questionable whether these are proper governmental functions in any day and age."

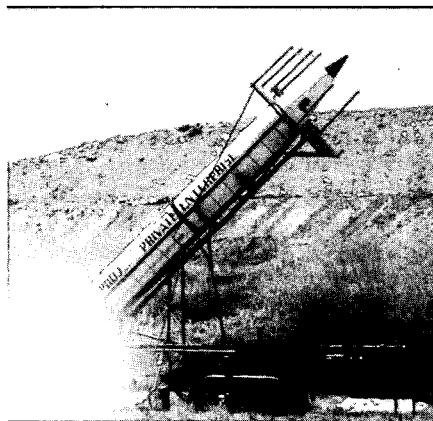
WEATHER NEWS

In a June investigative story, Patrick Cox reported on private weather-forecasting firms and the case for shifting weather services from the government to the private sector. There are now signs that the Reagan administration is continuing its moves in that direction in spite of the hue and cry surrounding the original proposal.

In July, *Aviation Week* reported that an advisory committee to the secretary of commerce is working on a draft request for proposals to transfer to the private sector the government's remote sensing (Landsat) or weather satellites or both. The request will be available for public comment in October, and the final request should be released in November. Bids would be due next February.

MR. BENNETT GOES TO WASHINGTON

James Bennett, a REASON author ("The Second Space Race," Nov. 1981) and a vice-president of Arc Technologies, testified recently before the House Subcommittee on Space Science and Applications on the potential of commercially financed space development. Appar-



ently, the fact that Arc Technologies receives no government money and wasn't asking for any was a source of mystery to the subcommittee. An exchange between Bennett and an in-

credulous Rep. Harold Volkmer (D-Mo.) is typical:

Volkmer: You are not at the present time having any agreements with NASA?

Bennett: No, sir, we do not.

Volkmer: You don't contemplate the need for any, is that correct?

Bennett: No. Our plans allow us to proceed to the point of launch and having our vehicle in service without either buying or selling anything to the government.

Volkmer: You also emphasize you see no need for government funding or government loans, or government grants, or anything else, to people involved in commercialization?

Bennett: No, sir. Our business plan projects us being able to provide the sort of service with no change in the current tax structure or economic...

Volkmer: No tax incentives? No guaranteed loans from the government?

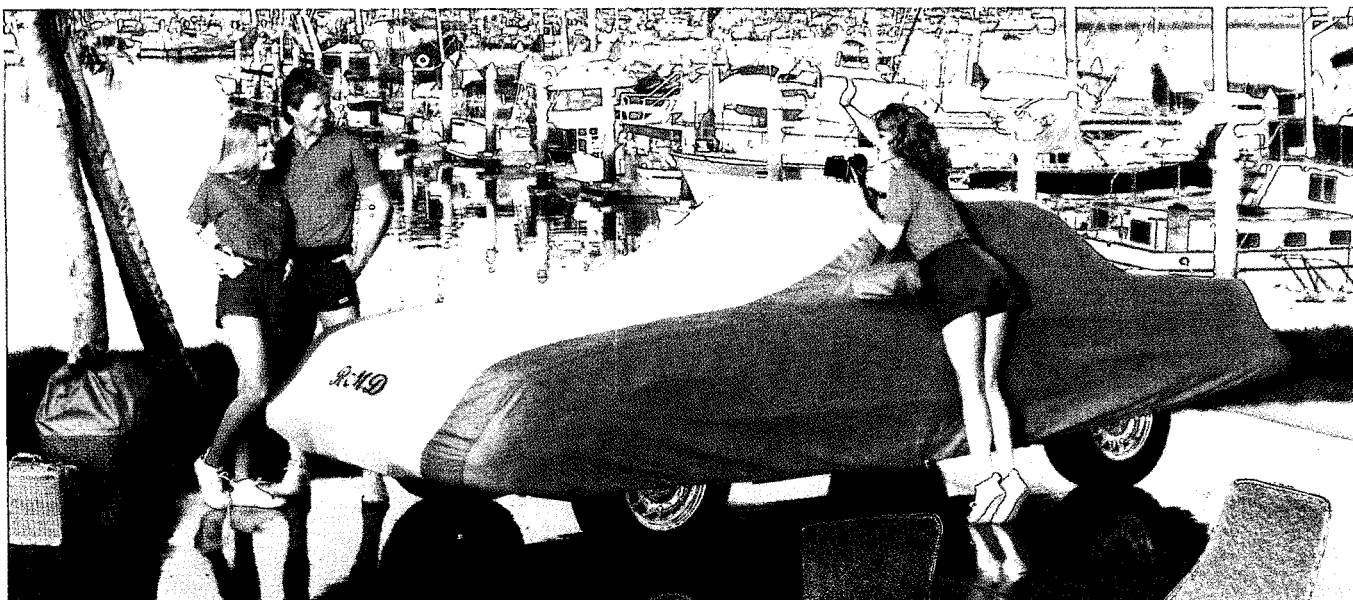
Bennett: We do not require any of that, sir.

When the hearing concluded, Volkmer congratulated Arc Technologies "for your entrepreneurial spirit in the face of everything."

AD CAMPAIGN SURVIVES A BOUT OF BUREAUCRATIC FLU

In August we reported in Trends that a British drug manufacturer, Boots Pharmaceuticals, had launched a direct-to-consumer advertising campaign for its antiarthritis drug, Rufen, over Florida television ("Sluggish FDA Needs Pick-Me-Up," p. 21). In early summer, however, the Food and Drug Administration ordered Boots to stop the commercials. According to the FDA, the ads falsely represented the drug.

Boots then revised the ads, deleting any claims about the drug's performance and instead informing consumers only that Rufen is cheaper than its chemically identical competitor, Upjohn's Motrin. The FDA approved the new price-comparison ads. Boots then reaired the revised commercials, against the FDA's request that all manufacturers hold off on consumer ads for prescription products until the agency has fully studied the issue.



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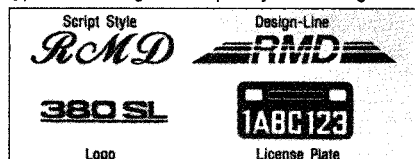
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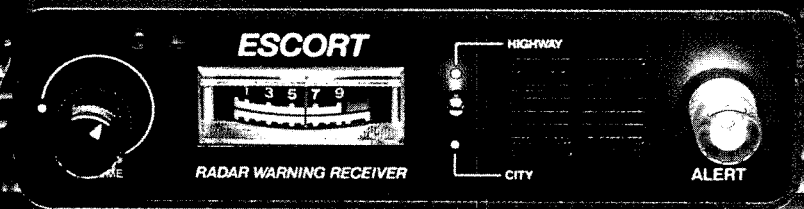
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**ST/O/P
THE
FIRST
RADAR
DETECTION
ADVANCE
SINCE
SUPERHETERODYNE**



ESCORT: "A GENUINE BREAKTHROUGH"

—CAR and DRIVER

ESCORT WINS AGAIN!

MAY 1983 CAR and DRIVER TEST

"The Escort looks so comfortable, contented, and familiar at the top of the heap that it's hard to see that something new and special has been added... live with a new Escort for a while and you'll realize it has advanced new circuitry that should go down as a genuine breakthrough."

If you keep up with magazine tests, you know that ESCORT does more than just outperform other radar detectors. In its most recent evaluation, Car and Driver concluded: *"The Escort radar detector is clearly the leader in the field in value, customer service, and performance..."* But performance, as measured by warning distance, is *not* the new breakthrough. After all, ESCORT has been beating all comers since its introduction in 1978.

Now There's More To It

While long detection range is obviously essential it does *nothing* to solve a problem that has cropped up in the last year. In fact, increasing range by itself just makes the problem worse. If you already have a good superheterodyne unit, you know what we mean. A new generation of imported detector *transmits* radar signals, and can set off your unit as far as a mile away. The longer the range of your unit, the farther away you find them. As Car and Driver pointed out last November: *"Since there are far more detectors on the road than police radar units, interference...could become a genuine nuisance."*

Low Level Contamination

At first it was just an irritation. At least ESCORT owners had a way of distinguishing the polluters from the real thing. Our unique audio warning differentiates between the two police radar bands: it "beeps" for X band and "braps" for K band. The polluters' trashy signals triggered both warnings at once, and made a new sound—different than the sounds for police radar. (The rest of the industry didn't even know there was a new problem. Their detectors were making the same sounds as always, just more often.)

Radar Epidemic

As more and more of the "polluting detectors" hit the streets, the problem became more serious. If one of the "polluters" is approaching in an oncoming lane,

the alarm from your detector is brief. But if it's traveling the same direction as you, your alarm can go on for miles. And the offending detector doesn't have to be in the car right next to yours. It can be ahead or behind, and up to a mile away. A very serious problem indeed.

Pollution Clean-Up

The problem required an entirely new approach. Examining the interference from these imports, our engineers discovered a subtle difference between their signals and those of police radar, even though they were on the same frequency. The solution, then, was to design new circuitry that would reject the pollution while—and this was the hard part—maintaining ESCORT's industry-leading response to pulsed and instant-on radar. We named it ST/O/P™ (Statistical Operations Processor), and it consists of a CMOS digital processor with built-in memory. ST/O/P is not simple, and it's not cheap. But it is, in our opinion, the most important breakthrough in radar detection since superheterodyne. Car and Driver would seem to agree: *"Now, all the world's Radio Shack detectors can hum right by your car in full microwave broadcast mode and your Escort will sit on your dash as politely and silently as a canary-fed cat."*



**THE RADAR
DEFENSE
KIT**

Peace of Mind

With ST/O/P, we've put the complications necessary to cope with today's radar problems inside—where they work automatically. Just install ESCORT, plug it into your cigar lighter, and turn it on. ESCORT does the rest. If you encounter a signal from a "polluting detector," ESCORT keeps quiet while maintaining its lookout for police radar. If the signal is the real thing, ESCORT immediately alerts you both audibly and visually. And, unlike other detectors that keep you guessing about the radar's location, ESCORT's signal-strength meter moves upscale as you approach and its variable-rate beeper/brapper pulses faster. You get the full story.

It's Simple

If you want the best, there's no reason to look anywhere else. But don't take our word for it. Try ESCORT *at no risk*. Open the box, install ESCORT on your dash or visor, and take 30 days to test it. If you're not absolutely satisfied, we'll refund your purchase *and* pay for the postage costs to return it. You can't lose. ESCORT is sold factory direct, so knowledgeable support and professional service are only a phone call or parcel delivery away. And we back ESCORT with a full one year limited warranty. Order today and let ESCORT change radar for you forever.

Do It Today

It's easy to order an ESCORT, by mail or by phone.

By Phone: Call us toll free. A member of our sales staff will be glad to answer any questions and take your order. (Please have your Visa or MasterCard at hand when you call).

CALL TOLL FREE. . . . 800-543-1608
IN OHIO CALL. 800-582-2696

By Mail: We'll need to know your name and street address, daytime phone number, and how many ESCORTs you want. Please enclose a check, money order, or the card number and expiration date from your Visa or MasterCard.



ESCORT (Includes Everything) . . . \$245.00
Ohio residents add \$13.48 sales tax.

Speedy Delivery

If you order with a bank check, money order, credit card, or wire transfer, your order is processed for shipment immediately. Personal or company checks require an additional 18 days.

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RADAR WARNING RECEIVER

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