

**THIS NEWSLETTER WILL BE SENT OUT IN TWO PARTS.
THIS IS THE FIRST PART. SECOND PART TO FOLLOW.**

Technocracy Inc. CHQ
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In reading over the material in preparation for writing this issue of our monthly newsletter, my thoughts drifted to something I was told by Howard Scott during an extended visit to CHQ in the early spring of 1969.

Scott said that earlier in our history, "The march or growth in the use of extraneous energy was from the West to East. In the last days of the Price System this would reverse, with the East in the drivers seat." I forwarded this to my friend and fellow Technocrat Dean Cameron in Wisconsin, to be sure I had remembered correctly. I received this comment from Dean: "This is correct: The march he referenced was the industrialized march, i.e. the march of installed technology and its application. Of this there can be no rational disagreement."

Today, most new jobs created are minimum wage opportunities in service jobs. Currently the number of non-farm manufacturing jobs is less than 15% of all USA's total employment, and continuing to decline.

The only substantial stimulation for well-paying jobs in the Pacific Northwest is due the growth of our seaports. A November 28, 2004 article reports that exponential growth in container ships off loading large cargo containers, is stimulating growth in rail transportation. This article has pictures of railroad flatcars stacked two high on two Burlington Northern - Santa Fe trains loaded with cargo from China, Japan, South America, and from other Ports around the world. The following is from the Nov. 28, 2004 Seattle Times article: "As congestion worsens at the west coast's busiest ports of Los Angeles and Long Beach, more cargo ships are heading north. Railroads in Seattle plan to spend billions of dollars to expand."

Container transport is the railroad industry's top source of revenue, according to figures from the Association of American Railroads. Monthly levels increased 9.46 percent in October compared with last year. Railroad container transport has seen the 20th busiest time in history in 2004, with the record peaking during the week ending Oct. 30 for the most containers moved in a week.

Intermodal shipping, the industry term for moving cargo containers from ships to trains or tractor-trailers, uses standardized containers that are easily moved from ships to trucks to trains and back. Sophisticated cranes are used to move the containers. The cranes attach to the top of the containers and pick them up like a magnet lifting paper clips. They stack securely on top of each other, interlocking edges holding them in place.

(Shift to the Northwest) Los Angeles and Long Beach ports have long been the West Coast's busiest, and as congestion there has worsened, several retailers including Home Depot, Target, Michael's, and Wal-Mart have built distribution centers in the Northwest. "We've had a tremendous amount of direct importers changing their ways," said Kent Christopher, general manager of the container group for the Port of Seattle. But this spring, cargo congestion in Southern California grew even worse because of labor shortages and problems with railroads. That sent more cargo ships north, many loaded with mid-west bound goods. Some ships entering Los Angeles or Long Beach end up waiting five days just to unload, but turnaround time in Seattle normally is less than a day and a half.

West Coast ports' container counts Container traffic has risen from 12,662,145 in 1999 to 16,984,701 in 2003 at West Coast ports and that trend is expected to continue. Container transport – moving cargo containers from ships to trains, planes, or trucks has boomed in the past 13 years. From: 3,000,000 in 1980 to 9,900,000 Container Units in 2003 - This is a 230 % increase nation wide."

In point of fact, the Port of Tacoma is in the final stages of doubling the capacity of seaport. They are looking for hundreds of new workers for the increasing capacity. their

Over the past several years I have been monitoring tape recordings in our archives at CHQ. Among them were lectures and membership meetings going as far back as 1947 by our Director in Chief Howard Scott. The Chief was always ahead of the curve when it came to "Strategic Alliances." He predicted from the earliest recordings that Europe and England's future would be an alliance with what was then the Soviet Union. Why? Because of Russia's vast resources: Coal, gas, oil, as well as large deposits of minerals necessary for a high-energy civilization.

(Postscript: Dean Cameron) "Europe is already in the driver's seat. Note the rapid rise in the Euro vs. the Dollar. We in the West are the world's largest consumer nation for goods from the rest of the world. As events interfere with that consumption, the Price System has only one way to go, and that is not upwards or expanding."

Howard Scott's analyses of Russia aligning with Europe are now proving to be correct. China may compete with the U.S. as a major industrial power. An increasing amount of our manufacturing base is being located in China because of the available cheap labor, low taxes, and non-existent pollution controls.

These statistics and situations only highlight the studies of Technocracy in that of the Price System's unfaltering emphasis for profit. It matters little to the Captains of Industry where that profit is generated, but in their inherent operating agenda, they accelerate their own demise -- an increasing population with fewer and fewer opportunities for acquiring purchasing power here at home.

Paul Cordsmeyer - CHQ

