

# Energy and equity

## Calder & Boyars - The Ivan Illich Archive

"Contrary to what is often claimed, man's speed remained unchanged from the Age of Cyrus to the Age of Steam. News did not travel more than a hundred miles per day, no matter how the message was carried. Neither the flocks' runners nor the Venetian galley, the Persian horseman, or the mail coach on regular runs under Louis XIV broke the barrier. Soldiers, explorers, merchants, and pilgrims moved at twenty miles per day. In Valéry's words, Napoleon still had to move at Caesar's slowness: *Napoléon se déplace à la même lenteur que Jules César*. The emperor knew that public prosperity is measured by the income of the coaches: *on mesure la prospérité publique aux comptes des diligences*, but he could hardly speed them up. Paris--Toulouse had required about 200 hours in Roman times, and the scheduled stagecoach still took 158 hours in 1740, before the opening of the new Royal Roads. Only the nineteenth century accelerated man. By 1830, the trip had been reduced to 110 hours, but at a new cost. In the same year, 4,150 stagecoaches overturned in France, causing more than a thousand deaths. Then the railroad brought a sudden change. By 1835, Napoleon III claimed to have hit 96 kilometers per hour on the train somewhere between Paris and Marseilles. Within one generation, the average distance traveled each year per Frenchman increased one hundred and thirty times, and Britain's railroad network reached its greatest expansion. Passenger trains attained their optimum cost calculated in terms of time spent for their maintenance and use.

With further acceleration, transportation began to dominate traffic, and speed began to erect a hierarchy of destinations. By now, each set of destinations corresponds to a specific level of speed and defines a certain passenger class. Each circuit of terminal points degrades those pegged at a lower number of miles per hour. Those who must get around on their own power have been redefined as underdeveloped outsiders. Tell me how fast you go and I'll tell you who you are. If you can corner the taxes that fuel the Concorde, you are certainly at the top."

— Ivan Illich, *Speed Shamed Imagination*.  
Toward a History of Needs, Energy and Equity, NY 1978.

Description: -

-  
Sermons, American -- 20th century.  
Baptists -- Sermons.  
Chemistry, Organic.  
Brushes, Electric.  
Petőfi, Sándor, 1823-1849.  
Social history -- 1970-  
Energy policy  
Transportation -- Cost of operation  
Transportation -- Social aspects  
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## Energy and Equity, Ivan Illich

It will appear particularly attractive once it has been understood that modern Americans walk, on the average, as many miles as their ancestors—most of them through tunnels, corridors, parking lots, and stores. Why did you choose to study both energy and combustion technology, and energy policy? Degrees of self-powered mobility A century ago, the ball-bearing was invented.

## CASE STUDY: Innovation in Equity and Energy Efficiency

If that relationship is determined by the velocity of vehicles rather than by the movement of people, man the architect is reduced to the status of a mere commuter.

## Equity in Energy

Very minimal damage to the cover including scuff marks, but no holes or tears. Germany 24 with a larger population was still doing better than Belgium 42 and France 52.

## The Energy Poverty and Equity Explorer

While people have begun to accept ecological limits on maximum per capita energy use as a condition for physical survival, they do not yet think about the use of minimum feasible power as the foundation of any of various social orders that would be both modern and desirable. The majority of pages are undamaged with minimal creasing or tearing, minimal pencil underlining of text, no highlighting of text, no writing in margins. In this case, the critical quantum will appear as a speed limit.

## CASE STUDY: Innovation in Equity and Energy Efficiency

This posting is available in Italian translation at Eric Britton 13, rue Pasteur. Instead, the growth of the transportation industry has everywhere had the reverse effect. For the leaders of people who are not yet dominated by the same process of industrialization, the energy crisis serves as a historical imperative to centralize production, pollution, and their control in a last-ditch effort to catch up with the more highly powered.

## **Equity in Energy™**

There is a place, in other words, for a world of technological maturity.

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