

operations of this fascist crowd, informing many of the honest citizens of those newly exposed facts about the Trilateral Commission is obviously one of the only efficient ways in which to weaken the Trilaterals' grip over the Reagan administration. This flanking action is especially effective since the U.S. news media have been covering up a massive scandal which has been out in the open for weeks in much of the leading news media of Europe. It is not difficult for the citizen to discover that the facts we are exposing are completely true, and that those who attempt to hide those facts are engaged in a provable, very dirty cover-up effort.

I decided that a second flanking-action was needed.

Therefore, I have chosen to open this campaign to bypass the Democratic National Committee, and to preempt national policy leadership of the moderate forces of the Democratic Party and its traditionalist business, labor, farmer, and minority constituencies.

Since, after deducting one after the other those national figures who are making gestures toward becoming the 1984 nominee, I am the only national figure of the Democratic Party committed and otherwise qualified to lead a fight against both the Socialist International and Trilateral Commission, it is my clear obligation to step forward more boldly at this time, to make the effort to preempt national leadership of moderate Democrats.

If the two actions I have chosen succeed, then it becomes possible to defeat the imminent depression. If large numbers of citizens mobilize against the evil forces of the Trilateral Commission, that evil force allied to Rockefeller and George Ball can be weakened greatly. If the moderate forces of the Democratic Party are willing to rally quickly enough around a new pole of leadership, we, together with patriots in the Republican Party, can undertake bipartisan policy-actions to save this nation from a looming disaster.

Whether this twofold flanking attack against Rockefeller's crowd will succeed, I do not know. Perhaps it is too late to save the United States from the disaster into which we have drifted this past 15 years. Perhaps the citizens of this nation are too weakened in their power to act on the basis of reason to find in themselves the power to rally against catastrophe. That remains to be proven.

Whether my efforts succeed or not has no bearing on the rightness of my decision. This nation, this civilization deserves to be given at least one more chance to test whether or not it is morally able to mobilize itself to survive. It would be monstrously immoral and cowardly of me not to do everything within my means to give the good people of our nation at least one more chance to find a rallying point around which to mobilize themselves so that this republic might survive.

Interview

Montreal welcomes U.S. investment

Three months ago the population of Québec re-elected the Parti Québécois of Prime Minister Lévesque into office. Lévesque had run on a progrowth platform in opposition to the Club of Rome orientation dominating the Ottawa administration of Prime Minister Pierre Trudeau. Since then Québec has been waging a battle against Ottawa's constant drive to strip the province of its sovereign rights, notably on energy resources. At present Ottawa's Energy Minister Marc Lalonde is attempting to pass a law that would give the federal authorities the right to expropriate Québec land at will! This would allow Ottawa to seize a corridor of Québec territory so that Newfoundland could sell electricity to the United States as part of an effort to make the U.S. more dependent on Canadian energy supplies. Québec rightly argues that any large energy (such as hydroelectricity projects) investments on the part of the United States would have to be part of an overall development project for Québec.

The capital of Québec, Montreal is a city of 3 million inhabitants which is still in full expansion under the growth orientation of Mayor Jean Drapeau, in power since the 1950s. It was Drapeau who invited French President General de Gaulle to Montreal in 1967.

This interview with Claude Piché, Commissioner of Industrial Planning for the city of Montreal, was conducted in Montreal by Garance Upham Phau on July 5.

Phau: For our readership, my first question is: would you consider massive U.S. capital investments in Québec as something beneficial to both parties?

Piché: What do you mean by massive? For this had been suggested in the context of Québec's energy resources development. The United States was interested in the financing of the whole of Québec's hydroelectric installations for about \$50 billion, and that can be considered massive. The position of Québec at that point—and I am not speaking as a representative of the government—was that it was too massive, it gave too much importance to a foreign investment with the obvious control that followed. Montreal has very adequate equipment for that. So, for the port of Montreal, the future looks very bright. . . .

lows. But beyond that I think that American investment, or foreign investment, but especially American, is always well received by Canadians generally and especially by Québécois. . . .

With a population base of 6 million, Québec cannot always draw on its own resources to invest, it needs foreign capital. Several sectors are open for investment, and our universities turn out an important number of bilingual graduates. Québec, in this respect, has highly qualified professional human resources which can be drawn upon and which can be interesting to American enterprises dealing with European, particularly French, technology. That's one element. Then there are the energy resources of Québec, all the other natural resources we have.

Phau: What's happening with the proposal of Montreal's mayor, Mr. Jean Drapeau, for a rapid train from New York to Montreal?

Piché: That project is dear to Mr. Drapeau, even if some think it's too avant-garde. The government of Québec has accepted participation in the financing and the feasibility study, and some American partners have also expressed interest, but without committing themselves on the funding. The project is in a preliminary stage. . . .

Phau: What technology would be used?

Piché: Possibly French, because the French have demonstrated mastery of that technology with the fast Paris-Lyon train to operate this fall at the speed of 260 kilometers per hour. It is not excluded that speeds of 300 kilometers could be reached by the time, in 5 to 10 years, the New York-Montreal train would be realized; then it becomes very interesting for the inhabitants of both cities. It would also go through Albany and therefore be of interest to the capital of the state. . . .

Phau: What about the other industrial projects of Montreal, especially port development?

Piché: The port of Montreal is presently advantaged by the high cost of energy, because it is more and more attractive for shipping companies to supply the North American market as close as possible to the market. This highlights in a spectacular fashion the geographical advantages of Montreal's port. The city was, besides, founded as the most advanced post, the farthest west, of the northern part of the continent, because one could not go farther without changing modes of transportation. Now there is the St. Lawrence maritime waterway to Chicago and Detroit, but that's not open all year round, it is closed five months of the year.

Furthermore, the port is advantaged by the revolution in maritime transport. containerization one can manipulate all sorts of merchandises very rapidly and with complete security, and

Phau: How about Montreal's exports, like the subway for Mexico?

Piché: The Bombardier company has effectively received a contract with Mexico for the manufacture of subway cars. It is the result of a promotional effort on the municipal as well as federal level. As for the Montreal subway cars, it is a French technology that has been adapted and improved by our engineers, and which is now very competitive on world markets. It is an illustration of what I was telling you about Québec's highly skilled graduates, who can take French or American technology and improve on it. For example, in Montreal we developed further, and even got ahead, in the technology of word processing, on the basis of an American technology which we improved upon. The same thing with aviation, as in the case of the Challenger Jet. . . .

Phau: Volcker's policy of high interest rates exists here: do you see that as a brake on development?

Piché: I am not an economist. We certainly see that enterprises hesitate to accept a priori interest rates of 20 or 22 percent. . . . Well, of course, it puts a damper on development prospects. And in my work I am more often called upon to work with small and medium-sized enterprises rather than with the big ones, which have their own financing capability and are less affected.

Phau: Comparing Québec to the U.S. one is struck by the lack of population here, the visible result of a British policy of underpopulation. The winter may be rough, but the development potential is like Siberia's, which is immense.

Piché: Ah, yes, it is a new frontier! See all the space yet to be developed, the perspectives are really extraordinary for Canada in general, for Québec. To the extent that American investment sees the possibility of making a profit and of ensuring long-term development perspectives here, to the extent that those investments are compatible with Québec's own personality, I don't see why anyone would object.

In conclusion, I would like to add something on the industrial policy of Montreal. The city of Montreal, like the majority of the great cities of the Northeast of the continent, has seen a phenomenon of relocation of enterprises and manufactures on its periphery. Now the city has decided to take on the problem and provide industrial parks for traditional industries within the municipal territory itself. But also the city has set up an industrial planning body to intervene in the relocation, restructuring—restoration if you wish—of the old industrial zones. For example, we are planning large investments in the old industrial sector of Montreal to try to redevelop those zones. Montreal wants to reverse the balance favoring service industries at the expense of manufacturing.