
Documentation

The LaRouche Record on 'Science and Infrastructure'

Lyndon LaRouche, as the most accurate economic forecaster, and among history's leading economists, has repeatedly, explicitly located the significance of infrastructure in the real economy.

Over the last four decades of "post-industrial" decline, he has insisted on bringing back onto the public agenda, projects cast aside under globalization—from nuclear power development, to the North American Water and Power Alliance. His name is associated with the most beautiful, large-scale development programs under discussion internationally, in particular the "Eurasian Land-Bridge" of development corridors; the "Oasis Plan" for Southwest Asia; the "Productive Triangle" concept of restoring the European industrial powerhouse; the "Great American Desert Development Program," for the U.S./Mexico cross-border region; and above all, the imperative of economic development in Africa.

LaRouche has spelled out key concepts involved, ranging from questions of technology, to how to fund the projects, and ensure national solvency, living standards, and a future for mankind. LaRouche and his efforts stand in direct opposition to Rohatyn and the Synarchy International. Here are a few points of the clash over the last five years, now at show-down stage.

2001

Aug. 31: LaRouche issued in *EIR* a "Challenge to Banker Felix Rohatyn," to state whether his use of the term, "New Bretton Woods," called for in LaRouche's widely circulated proposal, means that Rohatyn is supporting LaRouche's proposal, or attempting to make an end-run against LaRouche's growing influence worldwide on this matter. LaRouche issues a statement, "Rohatyn Must Not Duck the Issue."

2002

Aug. 18: LaRouche, as a pre-candidate for the 2004 Democratic Party Presidential elections, announced a national emergency infrastructure-building drive, leading with rebuilding rail and air systems. "Without this action, we don't have a future." He spoke at a San Pedro, California gathering of youth, a beginning formation of the LaRouche Youth Movement.

Aug. 24: LaRouche, on Internet radio, called his emergency infrastructure-building policy, a "November Emergency Program," to be the metric for the 2002 midterm elections. When Congress reopened after Labor Day, LaRouche's infrastructure package—including a detailed U.S. sector-by-

sector survey—was circulating in Washington.

A 50-page report, "Science and Infrastructure" was written by LaRouche, reviewing the takedown of infrastructure—especially railroad systems over the past 35 years, and the need to rebuild rail, air travel, waterways, and all infrastructure. He included especially, the vital "soft" infrastructure sectors of health care and Classical education.

Sept. 11: At an international webcast from Washington, D.C., LaRouche reiterated his call for a "national infrastructure policy," and foreign policy on the same basis. "If you don't build infrastructure, you're wasting your time."

October: A 25-page pamphlet was released for mass circulation by the LaRouche in 2004 Committee, entitled, "LaRouche's 'November Program' To Rebuild The Economy." Over the next two years, more than 1 million copies are printed. The document stressed how to pay for the projects, and at the same time, restore local, state, and Federal governments to solvency, using precedents of the FDR drive for massive infrastructure-building and job creation.

November: A 100-page *EIR* Special Report was released, "Science and Infrastructure," leading with LaRouche's policy paper of that name, and including reviews of the breakdown of U.S. infrastructure, especially rail and air systems.

"A Super-TVA" was the concept stressed by LaRouche in tours in California and northern Mexico. Focussing on large-scale power and water programs, he called for the development of the "Great American Desert Project," which he said was required in the U.S./Mexico cross-border region.

2003

September: The "LaRouche in 2004" campaign issued three pamphlets in California, in the Democratic Party battle to defeat Arnold Schwarzenegger. The first exposed George Shultz and the other Synarchists backing Schwarzenegger. The next two pamphlets:

- *The Sovereign States of the Americas*, which included maps and reports on the "Great Infrastructure Projects," from the intercontinental rail grid, to Atlantic-to-Pacific waterway connections across South America, and others. Printed in Spanish and English.

- *Return To Sanity: Make California a Pilot Project For the Nation!*, reviewing in detail, plans for nuclear electricity and nuclear-powered seawater desalination.

Nov. 18-20: In St. Louis, Missouri, and Detroit, Michigan, LaRouche conferred with state and local lawmakers, and labor and farm leaders, on specifics of a "Transportation Reconstruction Fund," in the FDR tradition, for Midwest regional economic reindustrialization.

2004

July 30: A Boston press conference was held by LaRouche, with the LaRouche Youth Movement, at the conclusion of the national Democratic Party convention, launching the Lyndon LaRouche Political Action Committee (LPAC). He committed to "draw an economic map of the

United States,” on what is collapsing, and what must be done. LaRouche commissioned a series of animations of economics—especially of infrastructure development historically, and for crash development today.

Sept. 4: Labor Day Conference in Reston, Virginia. LaRouche stressed in his keynote, “The greatest issue today, in terms of government policy, is the question of basic economic infrastructure.”

September: The pamphlet, *‘It’s the Physical Economy, Stupid!’*—Lyndon LaRouche, 2004, was released by the Lyndon LaRouche Political Action Committee, for mass circulation.

2005

March: LaRouche issued an alarm, and call to action by the Senate, on the threat of shutdown of the U.S. auto/machine tool sector. He repeats this throughout the year, calling for retooling auto capacity for transportation infrastructure development. Over the ensuing 15 months, more than 20 state and city resolutions are introduced calling for Congressional action to intervene against the auto shutdown, and launch infrastructure-building.

Dec. 30: LaRouche article appeared in *EIR*, titled, “How Not To Build a Recovery: A Tale of Two Bozos,” in which he dissects a piece of chicanery written by Rohatyn and Warren Rudman for the *Washington Post*, entitled, “It’s Time To Rebuild America: A Plan for Spending More—and Wisely—on Our Decaying Infrastructure.” LaRouche describes Rohatyn’s efforts as part of the “globalized system of imperial rule by . . . many private financier interests,” aimed at destroying national governments. LPAC issues the statement for mass circulation as a public warning of the Rohatyn menace.

Dec. 30: LaRouche’s paper, *Rebuilding the U.S.A.: Travel Among Cities*, appeared in *EIR*, as a guide to economic animations to depict transportation and the historical development of the United States; and programs needed today “in restoring our presently ruined and endangered national public transportation (air, rail, navigable waterways) and power grid.”

2006

Jan. 27: *Deficits As Capital Gains—How to Capitalize a Recovery*, is a 35-page *EIR* feature by LaRouche, on how to conceptualize and finance economic recovery.

March 27: At the Rohatyn/Rudman National Press Club event on their Commission for Public Infrastructure, Rohatyn was forced to admit publicly, in response to questions from LaRouche Youth Movement and *EIR* representatives, that he opposes the FDR perspective on infrastructure funding and programs.

May: *The U.S. Economic Recovery Act of 2006* is issued by LPAC, as what Congress must do to halt the liquidation of the auto/machine tool industrial core.

July 20: LaRouche to hold an LPAC international webcast in Washington, D.C. on the topic, “Rohatyn As Satan.”

Transatlantic Initiative

Rohatyn Courts Mayors For Urban Looting

by Elke Fimmen

Lazard’s Felix Rohatyn has been working, since at least 1999, to put together a forum for selected mayors from cities around the world, to convince them that globalization is here to stay, and they have to learn how to live with it. A big part of this organizing effort, is to sell U.S. and international mayors on the idea of privatizing large chunks of their taxpayer-funded urban infrastructure. Rohatyn’s other goal, which he shares with all synarchist bankers, is to strip away the powers of the sovereign nation-state.

The drive was officially launched in January 1999, when Rohatyn addressed a meeting of the U.S. Mayors Conference in Washington, D.C., on the theme of “Cities, Europe, and the Global Economy.” He praised “the role of regions of cities” in the globalization of the world economy, besides the competitive drive of the private sector. He singled out the big European investment in the United States as an important factor. For the future, mayors would have to learn to work in partnership with the private sector, and also “compete internationally in new ways.” Then, he invited the mayors present, to work with him and John Kornblum, to convene a U.S.-German-French mayors meeting in 2000 in Lyon, France, “center of an international economic region, that extends from Barcelona, Spain, to Geneva, Switzerland, north into Germany, and south across the Alps to Turin in northern Italy.”

Rohatyn’s partner, Kornblum, was U.S. Ambassador to Germany (1997-2001), and is currently the chairman of Lazard’s branch in Germany.

Lyon, 2000

The first Transatlantic Summit of Mayors took place a year later, April 6-8, 2000, in Lyon. It was organized by Rohatyn, who was then U.S. Ambassador to France, Kornblum, J. Thomas Cochran (executive director of the U.S. Conference of Mayors), together with Aspen France and the Aspen Institute Berlin. Major foundations and corporate sponsors included the German Marshall Fund of the United States, American Airlines, and ONDEO Services (including United Water, Lyonnaise des Eaux, and Eurawasser). The conference was held under the umbrella of the New Traditions Network (NTN), which had emerged since 1994, and is coordinated by the U.S. Embassy Public Affairs Section.

About 30 mayors participated, including 10 from the United States, and 20 from France and Germany.