

All Hands On Deck!

With the *Emergency Infrastructure Program for the U.S.*, Democratic Presidential pre-candidate Lyndon LaRouche “presents the President and the incoming [108th] Congress with the emergency program they must immediately adopt” in order to reverse the economy’s slide into depression. LaRouche made this statement at Labor Day, after forecasting that September 2002 would be a “hellish” month for the economy—a forecast that proved accurate. In issuing this report, the candidate was replying directly to President George W. Bush’s do-nothing, “recovery is just around the corner,” economic summit meetings held in Waco, Texas in August.

LaRouche’s focus is economic infrastructure, the skeleton of the economy, whose strength and technological level determines its potential productivity more than any other factor; which can not be imported from cheap-labor markets abroad; and which includes, under the heading of “soft infrastructure,” the educational and health-care systems that are the marrow of the productivity of the the country’s labor force. Economic infrastructure is never built by the promises of free-trade, private-enterprise hucksters, or successfully created by multinational corporations. It is constructed and reconstructed only by government-directed economic mobilizations, exemplified for the 20th century by the recovery programs of Franklin D. Roosevelt’s Presidency.

FDR’s recovery from the Great Depression is LaRouche’s historical precedent for practical action against the economic disaster now. But, he emphasizes that there are qualitative features of the current economic collapse which make it worse than the 1930’s Depression. It requires qualitatively bigger thinking, on the transformation of the Earth’s regions by infrastructure programs at the frontiers of technology.

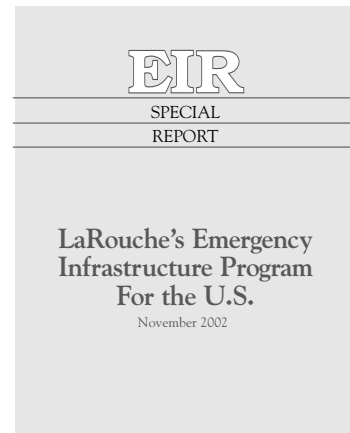
Ammunition and Forces

The infrastructure of the U.S. economy—not being a cheap import—is in graver collapse than the declining econ-

omy as a whole, as shown by a series of sector studies presented in the Report following LaRouche’s policy statement on “Science and Infrastructure.” The candidate jokes that the airlines are “belly up—not a recommended position to fly!”; the railroads have disappeared to the point the citizen no longer considers them a means of transport, while the Amtrak routes that remain are being cut by Congress and President. These two disasters alone, LaRouche argues, if not vigorously reversed, will soon break the national economy into non-viable pieces; it is therefore the reversal of the rail and air sector disasters on which the report is concentrated.

In issuing the “Emergency Program,” LaRouche is not advising the President and Congress, but leading them. He has the greatest possible credibility—“electability”—on the imminent breakdown of the economic system, since he forecast it in the mid-1990’s, and then worked to catalyze wide international support for his New Bretton Woods monetary system and Eurasian Land-Bridge infrastructure policy. He confronts a government in denial, and a Congress unable to debate serious economic recovery proposals, despite the dismay of the American citizenry.

LaRouche also has a rapidly growing national Youth Movement as the leading edge of his Presidential campaign—hundreds of college-aged supporters who are taking the “Emergency Program” to Congressional and Legislative offices and debating it on campuses nationally. He is known among elected officials across the country for his 25-year record of fighting every form of “de-regulation,” the dominant legislative snake-oil which has decimated America’s once-strong infrastructure. He has *EIR* expert studies of rail, air, water management, power, and other reconstruction needs; and the work of Hal H.B. Cooper, one of the world’s



LaRouche’s Emergency Infrastructure Program For the U.S.

Washington, D.C., *EIR* News Service, October 2002
88 pages, with 40 infrastructure maps, charts, and tables, staple-bound, \$75.00

most experienced and technologically optimistic rail transport consultants. The Report includes a transcript of an October webcast by Virginia LaRouche Democratic candidate Nancy Spannaus and Cooper, in which detailed plans for rail development corridors all over North America, from Alaska down into Central America, are presented.

Space Is Also Infrastructure

In Lyndon LaRouche’s “Science and Infrastructure,” the most fundamental argument the candidate makes for the necessity of these recovery measures now, is that the U.S. economy is operating far below breakeven, and has been sunk below economic breakeven for decades of deregulation and speculation. His treatment of the urgent practical question of profit—how can the economy as a whole return to producing a surplus?—ranges from the most detailed examination of wasted time and cost in air travel and road travel, relative to rail travel for distances under 250-300 miles; to the most general con-

cepts that enable the citizen to understand real, physical economics. “The two accumulations of physical capital which are . . . overlooked or greatly underrated,” writes LaRouche, “are governmental contributions to the development of basic economic infrastructure, and the development of . . . artistic and scientific cultural development of the members of society”—measured by education meeting the standards of Classical culture.

The society has to invest in crash programs of infrastructure reconstruc-

tion, at higher technological levels and with scientific breakthroughs, not just to create jobs—but, so that the cognitive productivity of the workforce, its real technological understanding, rises enough to pull a shattered economy above breakthrough. This was the effect of the mobilization for World War II in the United States, which was qualitatively different from the effect of the programs of the New Deal. This is the qualitative effect LaRouche demands in an infrastructure credits and jobs program—from the construc-

tion of new continental Land-Bridges, to the use of a revived space colonization program as an infrastructural model. And, the report spells out the U.S. role in the Great Projects needed on every continent—nowhere more than in the broken-down economies of North America.

This is the only economic recovery program going in American politics—from the only political leader willing to tell the truth about the “worst global depression in living memory.”

—Paul Gallagher

The Transcontinental Engine of Development

Between 1863 and 1869, the United States, even while engulfed in a war to defeat the British- and Hapsburg-sponsored Southern secessionist insurrection, launched and completed the most stunning engineering and economic feat in modern times. With the completion of the Transcontinental Railroad on May 10, 1869, the United States was consolidated as a continental republic. A series of technological revolutions had been achieved along the way, including the construction of the first-ever rail tunnel through a mountain range.

Noted historian Stephen E. Ambrose brings this Transcontinental Railroad project to life in his absorbing book, *Nothing Like It in the World*. Although Ambrose does not demonstrate a self-conscious understanding of the American System of Political Economy, which was the basis for the transformation of the United States into the greatest agro-industrial power on the planet in the hundred years following the American Revolution, he can be easily forgiven, as his book tells the story of the American System *in practice* (and hence, incidentally, “warts and all”). For that reason alone, the book is must reading for anyone serious about understanding what Lyndon LaRouche calls the “American intellectual tradition.”

Lincoln’s Railroad

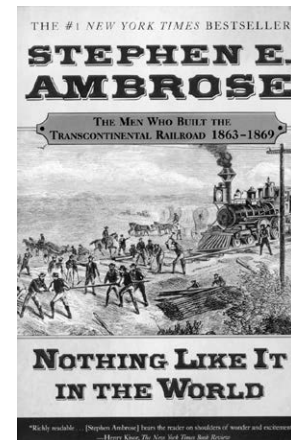
One stunning fact stands out among the many wonderful stories contained in Ambrose’s account of America’s “Great-

est Project”: the architect of the Transcontinental Railroad, beginning in the 1840’s, was none other than Abraham Lincoln. Before Lincoln ever had the opportunity to ride the rail, he had conceptualized the strategic significance of a continental railroad to join together the entire republic from the Atlantic to the Pacific. He became America’s leading railroad lawyer, before he entered the United States Congress.

When the War of Southern Secession erupted early in his Presidency, Lincoln did not flinch in his commitment to launch the Transcontinental Railroad project—even as the Union prosecuted the war, even in the darkest moments of combat.

Other leaders of the effort were likewise heroes of the Civil War: General William T. Sherman was one of the leading Californians in the pre-Civil War period to promote the importance of the Transcontinental. He and his brothers invested their personal fortunes in the Union Pacific. General Ulysses S. Grant was another vital promoter, both as soldier, and later as President.

Less known, but equally heroic in the effort, was Gen. Grenville Dodge, described by Ambrose, probably accurately, as “America’s greatest railroad builder.” General Dodge was the head of Gen. Sherman’s “pioneer corps” of 1,500 engineers, who rebuilt bridges and rail lines that had been



Nothing Like It in the World: The Men Who Built the Transcontinental Railroad 1863-1869

by Stephen E. Ambrose
New York, Simon & Schuster, 2000
431 pages, paperback, \$16.00

destroyed by the Confederates as they retreated south during the Western campaign. He was under immense pressure from the leading investors in the Transcontinental Railroad, to quit the Army and become chief engineer of the Union Pacific, before the war ended. He refused—even after he was seriously wounded on the eve of Sherman’s occupation of Atlanta. Dodge stayed in the Army, leading the effort to suppress Indian uprisings in the West, until the peace had been