

Editorial

Infrastructure as National Security

Speaking to nearly 100 youthful campaign workers and volunteers in Los Angeles on Aug. 17, Lyndon LaRouche challenged President George W. Bush's "so-called 'economic summit' of a sleeping President," in the only way that can change such a disaster. By making LaRouche's own Presidential campaign the leading Democratic campaign for the Presidency, the White House can be made to get serious about the real "economic fundamentals"—our collapsed national infrastructure. To quote LaRouche:

"What we should do, of course . . . is, recognizing that the rail system and the air-transport system, as presently constituted, is an *essential, national security asset*—*national economic security asset*—meaning, the nation would be seriously damaged if this thing were to be disrupted, if this were not developed. Therefore, under a situation like this, the government must intervene into areas of basic economic infrastructure, put them back under regulation, provide credit for their rational reorganization, and expansion, and improvement.

"For example: The problem with rails in the United States, the fundamental problems—why we can't even *use* trains that are improved trains—is because the track has not been maintained. The track is not safe to use at high speeds. The systems are old and antiquated. We need, therefore, a national railway development program, as an *emergency program*, at this time. We need a national air-transport development program, so that, while we're trying to reorganize air traffic companies rationally, we must make sure they continue to function; that the maintenance required for aircraft continues, and competently; that aircraft are upgraded, so they don't crash on your roof, or trying to get out of the airport—that sort of thing: So, you must go back to a regulated system, which is government-protected. That does not mean you have to de-privatize everything, but it means you have to regulate it.

"And, the only competent response—and it's an urgent, emergency response, which a real President would have made, at the time that the vacationing President

was talking nonsense in Texas—what we should have done is, said, 'The United States government is going to ensure that rail and air traffic are maintained; that we do not lose that quality, we do not lose that capability. And, the Federal government is going to intervene to get that thing straightened up.'

"Now, that's going to mean raising some money. It's going to mean a change in the present Federal Reserve System; a change in the laws in Congress, going back to a Franklin Roosevelt approach to these kinds of problems. That must be done *now*: What if these companies break up in three months? What if the leading air-transport companies of the United States begin to break up, go into irreversible disorganization, over the next three months, which is now a quite-probable situation? This would be a national security disaster.

"We have no national security disaster in Iraq. We have an Iraq policy, which is a national security disaster, but Iraq is not our problem. Our problem is chiefly right here! In the United States: Our mismanagement of our own society.

"Roosevelt faced that kind of situation in 1932-33, when he was running for President, and when he first became President: Take emergency action, to save this nation; not merely to deal with the crises, which were presented, but to launch programs, using the power of government to do this, to set things into motion. As a result of what he did, in the public sector, and by certain reforms, he created the condition under which we had a very successful—on balance—a very successful progress in economic development, over the period from 1933, actually until 1964. There was a general improvement, despite the injustices, there was a general, net improvement, in the conditions of life in the United States and, to a large degree, outside the United States, as a result of that change."

EIR will publish next week, LaRouche's challenge in full, and an outline of the most important infrastructure building, financing, and regulating required—the response to the economic breakdown which his campaign uniquely can make happen.