

LaRouche: Restore Midwest 'Production Capability'

Lyndon LaRouche, campaigning for nomination as Democratic Party candidate for President, toured Missouri and Michigan in November 2003. Here is an excerpt from his speech in Detroit on Nov. 20 (for full text, see www.larouchein2004.net).

St. Louis has had a Detroit-style catastrophe, probably worse than that. They've lost the aircraft industry, which used to be centered around there: McDonnell Douglas, and so forth. It used to be a hub center, for air transport. It's dying.

Now, it has, in that area, the potential of that kind of manufacturing. Well, the United States has lost its rail system. I intend to give it back its general trunk rail system. Now, when we built the transcontinental system, which unified this nation, as one nation from Atlantic to Pacific, we started from St. Louis, and we built a rail system, or a complex of rail systems, out of the St. Louis hub, which used to be a hub for the wagon trains, before then. So we built that.

Now, we're going to have to build a high-speed transport system, for freight and passengers, from a hub located in St. Louis, to the West Coast. It'll go through the North, Middle, and South, as we always did before. But this time, it'll be magnetic levitation—not necessarily the one that's used in Germany, but the best magnetic levitation system we can devise, based on the experience of other countries. We develop the United States. We would use St. Louis as an assembly point for the development of this system.

Now, let's go to Detroit: What do you do here? We have an automobile industry, which has outlived its usefulness in its present form. So therefore, now we have to take

the production capability of Michigan, Ohio, and Indiana, and use that productive potential before we lose it altogether, in devising a new variety of product required. . . The area used to have engineering facilities, machine-tool capabilities. It was not the automobile manufacturers that were essential to the industry; it was the machine-tool vendors who supplied the components of the system. This is the area, where a lot of the jobs have gone out. We now get imported assemblies from poor countries, for automobiles, rather than making the components ourselves. . . .

So, therefore, we have to rebuild that, and we have to orient our production capacity to national priorities, the way we went for the aircraft industry before, the automobile industry before then, and the railroads. So, now we need a national transport system, which will do all kinds of things. . . .

So, what we need is, we need rapid-transit systems, as a way of reintegrating and reconstructing our economy. We need a way that people can walk out the front door, walk a short distance, get to some kind of light rail, or some other system, and get to their destination without having to go through a traffic jam. So, therefore, we have a great need in this country, for developing a new national transportation grid, which integrates high-speed freight and passenger traffic, which integrates it in terms of local communities, high-speed transit systems, to get people off the parking lots called highways, in order to make it possible for people to live in a community, and have efficient access to their schools, to the place they work, and so forth. We need that.

So, therefore, this area must be rebuilt. It must be rebuilt based on its existing capabilities, redesigned and applied to a new mission. And the mission is a national transportation system. Automobiles were a transportation system; we also have other kinds of transportation systems. We're going to do it. And by this kind of method, we can address the problem.

And I said, the economy does not lend itself for us to levy a tax, to levy on our constituents at this time. We must find other means of generating some revenue, to provide the services which we need to provide to our citizens, and to remain a city, besides taxing them. Because it didn't only happen only to the governmental entities across this country; it affects the residents and constituents, which we serve as well. They have to find ways to manage their homes, and operate without us taxing them out of the city.

And so, the commission which is supervising our finances—we are under the auspices of the state, as far as our finances is concerned—the commission has challenged me to come up with other ways besides taxing, because I

told them I would not support a tax levy.

EIR: There are similar, prominent situations in the same boat. Over the state border, you have Pittsburgh. They were recently declared a "distressed" city under a Pennsylvania law passed in 1997. This way, the state doesn't have to say, "receivership or bankruptcy"; they call it "distressed." And it's another famous, former steel and factory center, in the same crisis situation. Bigger than your own city, but the same process.

In Ohio, the law declares municipalities in "fiscal emergency"—that is the expression?

Mays: That is correct. East Cleveland is one of those. That's