

## LaRouche: Senate Must Stop Flim-Flamming, Save Auto

*This statement was issued by the LaRouche Political Action Committee on March 1.*

In the face of a new phase of collapse of the auto industry, including not only tens of thousands of layoffs, but also the threat of dismantling of General Motors, Democratic leader Lyndon LaRouche warned that the time has come for the U.S. Senate to stop flim-flamming around, and take action.

LaRouche himself began warning approximately a year ago, about the threat to the destruction of the machine tool capability of the auto industry, and issued several memoranda to the Senate making it clear what had to be done. Instead, the Senate has dilly-dallied, while the auto

sector has gone through a rapid plunge into shutdowns, plant closures, and layoffs, which threatens to get a lot worse.

The Senate has to act now, LaRouche said on Feb. 28. If it does not, it may be too late to stop an irreversible and chaotic collapse of the industry. Congressional leaders, particularly in the Senate, have had the time to understand the situation and absorb the principles of acting on it; they have heard from the LaRouche movement, and from auto unionists, how urgent their intervention is.

It is the responsibility of the Congress, especially the Senate, to take action for the general economic welfare of the population, LaRouche added. Either they do it rapidly, or they will be abdicating the leadership responsibility which is uniquely theirs.

Anyone needing to refresh his or her memory on LaRouche's proposals, and the political support which they have found among constituency leaders in the Midwest, can find them archived on [www.larouchepac.com](http://www.larouchepac.com).

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## Interview: Phil Cavanaugh

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### 'Our Tool-and-Die Industry Was Second to None'

*Phil Cavanaugh is County Commissioner of Wayne County, Michigan, which encompasses Detroit. He represents Dearborn Heights, Redford, Garden City—in total about 142,000 people. He is in his third term, and has served Wayne County for six years. He was interviewed on Feb. 7.*



**EIR:** Could you tell us a little bit about the history of Detroit? What sort of changes that Detroit's gone through over the years since World War II, up through the present?

**Cavanaugh:** Detroit has had a very rich history. As many people know, and fondly remember, back in World War II it was called the Arsenal of Democracy. When the Nazis were taking over all of Europe, and America finally got into the war in 1942, our country ramped up, and built airplanes, tanks, just anything they needed for the war effort, and it was built right here. Because of Detroit's positioning on the Great Lakes, on the Detroit River, its access to natural resources,

and its labor corps. People came from down South, people came from the Midwest. During the '40s and early '50s, there were over 3 million people in Detroit. It was a great place to live. It had great opportunity. It is the home of the three auto industries: Chrysler, GM, Ford all have their headquarters in Wayne County.

And over the years that has all dissipated. Today it is no longer the Big Three. Globalization has made Toyota, Mitsubishi, and Nissan all major players. It's questionable who is the top automaker at this present day.

Detroit had over 3 million people as early as the 1950s. The exodus started with jobs, and hence the people, during the 1960s. My father was mayor of Detroit from 1962 to 1970. It was a model city during those years, for its economic development, its renovation, but also for its racial progressiveness. My father was the first guy to appoint African-Americans to high levels in his administration. The city was, as the country was, going through a changing time. But the machine, the tool-and-die, the auto companies, were still strong. People were still buying cars. Our tool-and-die industry was second to none throughout the world.

There was Germany, Japan, and the United States, and the United States was seen as the frontrunner in the world. The best tools, the best cars. That has dissipated since then. There was a mass exodus of people and jobs through the '70s. And now, we sit here in 2006, there's a little over 800,000 people in the city of Detroit. It is questionable who the number one automaker is. The tool-and-die industry is gone, for all intents and purposes.

And that worries me, because in World War II, it was the Arsenal of Democracy. So, in war, we could look upon our