

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.

Interview: Phil Cavanaugh

'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

own people, we could look upon our own industries, to defeat the enemy. Now, if we have a war, America has all these planes and bombs, etc., but we don't have the tool-and-die industry, we don't have the mechanisms to make things ourselves, because we shipped that all overseas. We're going to globalization. But I consider it a national security issue. We can't take care of ourselves.

The auto industry's really hurting. Last week the Ford Motor Corporation announced 30,000 layoffs, throughout the Midwest. GM yesterday announced huge layoffs, dividend cuts. They cut their top executives' salaries by 50%. And it just seems like our President is fine with this. He says, our corporations need to be downsized. He has no problems with big oil reaping huge profits, where our tool-and-die industry is non-existent, and our auto industry is struggling at the best.

So, it was a better time when my Dad was mayor. Detroit has some promise. But what really worries me is the tool-and-die industry and the auto industry. *Everyone* is trying to redefine themselves. But in America today, redefining themselves means service jobs at Wal-Mart, or McDonalds, or gaming. Gaming and tourism seem to be most states' most industry. You can't sustain on that.

Interview: LaMar Lemmons, III

Deindustrialization Turned Smiling Neighborhoods to 'Snaggle-Tooth Housing'

Michigan State Rep. LaMar Lemmons, III gave a video interview to Robert Johnson of the LaRouche Youth Movement early in February.

EIR: I'd like to start by asking you about some background on some of what's happened to Detroit here in the last couple of decades. You grew up in Detroit, correct?

Lemmons: That's correct.

EIR: And you've been representing this district for how long?

Lemmons: Almost a decade now.

EIR: I wanted to ask in particular about, just what has been the effect in Detroit over the years, of this scaling-back of the number of people employed in manufacturing jobs? What's been some of the effects on the community, including things like education and drug use, and poverty? And how have some of these other factors interrelated with the problem of the collapse of industry in the city?



LaMar Lemmons: "It's a fight, but that's what I'm used to."

Lemmons: First of all, let me say this: As I grew up here, on the east side of the city of Detroit, the economy was basically booming; people could leave one factory and go to another if they were dissatisfied with the working conditions, or the management, or their treatment. There was a time when people were still migrating here from the South, to take advantage of these good-paying jobs here in the city. It was the largest homeowner population for African-Americans in the entire United States. And as I entered the workforce when I graduated from high school, there were many options, in terms of finding employment.

Many of those factories—most of those factories—almost *all* of those factories are gone. Those jobs and those opportunities have dissipated. And what's left, are young people who are no longer successful in getting an education, and the quality of education has gone down immensely; those who are able to achieve, leave Detroit, seeking better opportunities. So, it's become a town of the very poor, and the aging. That's the city of Detroit that I've come to know now. And so, I've been doing whatever I could to change those conditions, as a legislator.

As a legislator, I came in contact with Mr. LaRouche and his programs, and his programs were something that I had been advocating, prior to that, was just the Roosevelt program. I think that we need to institute Franklin Delano Roosevelt's program, the WPA, the Conservation camps, etc., because we are in a severe depression—not recession, *depression*—particularly in the African-American communities across in the United States; but not just in the African-American communities, cities throughout Ohio, and this entire region. People are unable to find gainful employment and enough to sustain a family.

EIR: You've recently taken up the call, echoing the call that LaRouche put out to the U.S. Senate, when he called on the Senate to really take the spearhead, in taking emergency action to retool the automobile and related machine-tool indus-