

LaRouche on BP: EXPROPRIATE THE BASTARDS



Lyndon H. LaRouche reiterated the needed emergency solution for the Gulf of Mexico oil spill crisis: “Expropriate the British Bastards! Take over BP! They owe us!”

By nationalizing BP North America, the U.S. government will be ending the “trust us” game of years of looting, leading up to the current epic oil spill. Look at the scale of BP North America finances to be deployed: The assets of BP North America (also going under the brand name ARCO, from acquisitions of Atlantic Richfield and Amoco) stand at \$240 billion, with liabilities of \$136 billion. This then, leaves net assets of \$104 billion. Of those assets, current (circulating) assets are \$70 billion.

This amount is clearly in the right range to be deployed for conducting clean-up operations, compensation, and drilling control, in the spirit of “waging war” that people are rightly demanding in the Gulf of Mexico states and neighboring nations. The \$70 billion even compares favorably to the estimate of \$22 billion to cover costs and liabilities of the Gulf disaster, as put out recently by insurer ING, itself part of the Inter-Alpha Group of London-centered political-finance networks, involving BP.

Obama: Still Covering for BP

As oil from the blown out well washes up on beaches as far away as Florida, Pres-

ident Obama can still do no more than defend himself. In his Saturday radio address, Obama declared “We are prepared for the worst, even as we hope that BP’s efforts bring better news than we’ve received before.” He then reeled off reams of statistics to “demonstrate” how much the government has done in response to the ever growing disaster.

Earlier in the week, LaRouche had commented that “the urgency of the situation in the Gulf of Mexico makes it clear that, as long as Barack Obama remains in office as President, the problem will not be competently addressed. For the vital sake of our nation, Obama must be immediately removed from office.

“The situation in the Gulf of Mexico is now totally out of control, and it will only get worse and worse, so long as Obama is in the Presidency. There is no chance to save the U.S.A. as long as he is not impeached or otherwise Constitutionally removed from office,” LaRouche declared.

With the latest failures of British Petroleum to cap the oil leak, and with President Obama’s deadly failure to act in any competent fashion, this crisis, LaRouche warned, “is now going to spread up the Atlantic coast, and into the Gulf Stream. We have reached a moment of truth. Either we act to save the planet, by immediately removing Obama from office, or we shall not survive. These latest events in the Gulf of Mexico are the last straw.” LaRouche continued, “It’s time to end the insanity and take back our nation. Expropriate BP and dump Obama.”

“Anyone who is not moving for Obama’s ouster is not for real. The disaster in the Gulf of Mexico is one more demonstration of why Obama must be expelled from office on an emergency basis. If you want to save the nation, he has got to go. Either he goes or civilization goes.”

LaRouche on Infrastructure

an excerpt from the LPACTV Weekly Report

What we are moving for is a new conception of economy, as I outlined it in "The Secret Economy," in which we will base ourselves on looking at infrastructure in a way which is different than the term is used these days by most economists. What we mean by infrastructure, we mean that the basic economic infrastructure of the planet, as typified by the development of, first of all, ocean travel, ocean transportation, which for a long time was the chief, most effective means of organizing society for some form of progress: maritime traffic was the basis. Then, with Charlemagne, he introduced a system of land-based water systems, a combination of rivers and canals, which was completed initially during his reign as emperor of what was called France, what became known as France. That started a new system.

Now, when the United States was founded, as an economy, our development was based largely, initially, on doing what Charlemagne had done but in modern terms, of building a system of canals and river-connected arrangements for inland transportation. The first drive was to get from the North American coast to the Ohio River. Then to go from there, to the Mississippi and beyond. And at that point, we had with Secretary of State and, later, President John Quincy Adams, we had the development of the railway system. And the intention of John Quincy Adams, as Secretary of State *and* President, was to utilize the system of river systems and canal systems, together with rail systems which initially would tend to parallel the river-and-canal pathways, in order to unite the United States as a territory from

Atlantic to Pacific coast, as a single nation, connected by a transcontinental railway system.

So therefore, what we have to understand, in looking at that aspect of history, in the progress from maritime systems, to inland waterway systems, to railway systems, to magnetic levitation systems, these steps are what we call "infrastructure"--and health care and other things go along with that. So infrastructure is not something you add, to enhance the economy: infrastructure, as defined in these kinds of terms, is the foundation of economy. So, when you're investing in infrastructure, you're not just investing in something to make things more convenient. It's not like building highways, the way we're building highways in recent times. Infrastructure enables mankind to increase the quality and quantitative feature of productivity of labor, as a qualitative step upward. And therefore, infrastructure, as such, when it's applied in this way, to mankind, introduces a qualitative leap upward in the possibility of productive economy, that is, agriculture and industry depend for their improvements, based largely on the factor of basic economic infrastructure, as I've just identified it.

But we have virtually no industry now! The industry, industrial development of Western and Central Europe is broken down; the industrial development of Russia is a catastrophe. There is no infrastructure, essentially, in Africa: It's not allowed there. And in the East, in the Orient, India's a powerful economy; it's over 1.1 billion people. China's over 1.4 billion people: These are populous territories, and there

is some very good, high technology in these economies, especially in India. *But!* There also is a tremendous mass of very poor people with virtually no infrastructural development in their lives.

So therefore, we have to put into play, a Glass-Steagall system, again, but not only for the United States, but we have to extend that to our partners in the world at large. And so by having a Glass-Steagall system, and having a banking system which works on the basis of *public credit*, which is an important feature of our Constitution, when the Constitution is observed, we are now at a point where we're going to have to take the possibility of developing a banking system as a healthy one again, get rid of all this garbage, and we're going to have to, at that point, start with an infrastructure program, in areas like water, power, and mass transportation--these will be the key drivers. We're doing to have to invest, quickly, largely in these areas. We're going to have get government credit back to the regular banking system, that is, the mercantile banking system, as well as the Federal means themselves. We're going to have to use that credit to get mass employment started in production of basic economic infrastructure. By using infrastructure as the leader, we then require ourselves to restore industries, *productive* industries, of manufacturing and agriculture, in areas where they have been destroyed. Because we can not build the infrastructure, without industrial production and agricultural production.

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