

EIR Feature

A peace plan in the true interests of Arab and Israeli

by Lyndon H. LaRouche, Jr.

Virginia congressional candidate LaRouche made the remarks transcribed here on Aug. 21, speaking from prison in Rochester, Minnesota.

Immediately, the present war in the Middle East is a direct reflection of a British intelligence control over Israel, and orchestration of the situation in the Arab world. The Arab world as a whole was manipulated, together with Israel. Saddam Hussein, and Iraq as a whole, were put into a corner, where they had no choice but to react in a certain way, and when they reacted in a certain way, they were put into a corner again, and forced to react accordingly.

The essence of the matter, as every patriotic Arab knows, and many such patriotic spokesmen have said, is the British have worked successfully, over decades, to ensure that the Arabs were prevented from using revenues from petroleum, for economic and related development, of the Arab population as a whole.

However, let's look at another aspect of this. Let's assume that this British policy were defeated, as it must be, if there's ever to be peace in the Middle East.

What do we do?

Well, we have to correct some errors which are fairly popular, among, respectively, Arab and Israeli populations in the Middle East. And, we must structure, at the same time, a general policy plan of development which is the foundation for such peace.

For years, our proposals for economic development, have been repeatedly brushed aside, with the advice that a political settlement must come first, and then an economic cooperation for general development of the region, might become possible.

There is no purely 'political' solution

We have repeatedly said, and rightly so, that that line of argument is wrong, and even dangerously absurd. The simple reason is, that without a policy of



United Nations

Without a policy of economic development, Arabs and Israelis have no basis for a political peace settlement. But Israeli technology can help make the deserts bloom. This irrigation project in Israel was constructed to pipe water from the River Yarkon to the Negev Desert.

economic development, the Arabs and Israelis *have no common basis for political agreement: no common interest.*

It is only as the Israeli—not as a Zionist, but as an Israeli—finds his or her interest to be the economic development of Israel, as a nation (not as an arms exporter, not as a participant in drug trades, not as an exporter of illegal or black diamonds, but as a producer of vegetables, machine tools, technology, and so forth), and the Arab similarly, that both have a fundamental, common interest in the progressive development of the fertility and fecundity of the land of the entire region. On that basis, for the sake of those respective and common economic interests, a political settlement is possible. Without that element, the idea of political settlement is an old fool's coughing into the wind.

On the Arab side, we have found the most common and most powerful corrupting ideological influence, supplied by the British, to divert many Arabs away from their true self-interest, is the British indoctrination of Arabs, in the physiocratic doctrine: that the exploitation of a natural resource, oil, was the proper present and future destiny of the Arabs forever, that economic development was not necessary; and thus, the British have cultivated certain, shall we call them, physiocratic tendencies among Arabs, and have manipulated Arabs, by virtue of these physiocratic tendencies, which have treated technology as something which is simply imported, at choice and at pleasure, out of the proceeds of petroleum sales abroad.

We must replace these physiocratic ideas with the notion

of the exchange of petroleum for technology, technology to uplift the individual Arab, technology to increase the fecundity, and fertility, of every square kilometer of Arab soil, in terms of agricultural and industrial, and hence, also, infrastructural potential. I indicate below some guiding principles, which properly govern any sound economic development plan.

The tactics of economic geography

First, let's look broadly at the tactics, which we might call the tactics of economic geography.

One could define the proper approach to development of the Middle East, if no persons lived there presently, as if, for example, we were planning the settling of Mars: an uninhabited planet, by aid of artificial environment, and so forth. We could define the future cities, the future topography of Mars, from the standpoint of its geography, and a few principles of topology.

The primary considerations, which we would bear in mind for the Middle East, presuming nobody lived there, but we were going to settle people there, would be water, power, transportation, and the location of urban centers.

Now, it doesn't mean you have to have the water there. You simply have to know you need the water. And, you have to decide on the proper courses by which the water will be transported, or distributed, one might say (we're talking about fresh water, of course), such as to make the average square kilometer of land most fertile, or most fecund. That

doesn't mean a uniform distribution of water; that means what we might call the equivalent of a least-action distribution of water, to get the highest average value of land, not the highest uniform value of land.

We also know that we require a certain amount of power, per square kilometer, to develop that square kilometer to a certain level of productivity for various kinds of land-use, such as reserve land, wilderness land (those are two different kinds of land uses); pastureland, as opposed to agricultural land in agriculture; forest land; land use for private habitation; land use for commercial functions; or land use for heavy or light industrial functions. In each of these cases, we require a somewhat different density of power supplied, per hectare or per square kilometer, and per capita.

Then, transportation: We require a least-action pathway of transportation, in terms of ton-miles per hour, essentially, or as one parameter, to be used. And, we generally find that

transportation will tend to follow the course of water, because water transport, rail transport, highway transport, and air transport, are all interrelated, in terms of their relative functions, within an economy. Also, the transportation of materials, whether by pipelines, or transportation of power, or transmission of power, all tend to follow most conveniently, a least-action pathway, which tends to bring these various modes of movement into a convergence, along certain lines of movement, just as water is moved along certain lines of movement. And, these two, and water, tend to converge.

Now, the network of water flows and transport flows, and the network of required energy flows, defines certain nodal points in the entire landscape, which are the proper sites of present or future urban centers. Urban centers are characterized as nodes of transportation, and also, nodes of distribution of power, that's the way a healthy physical economy functions.

LaRouche: 'A Leibnizian approach to city design'

On April 28, 1981, Lyndon LaRouche submitted a proposal to the Organization of African Unity as a supplement to the OAU's then recently released "Lagos Plan of Action." LaRouche's proposal was entitled: "Stop Club of Rome Genocide in Africa!" Almost a decade later, Africa is a dying continent, and U.S. President George Bush and British Prime Minister Margaret Thatcher are leading their nations into a strategic debacle likely to devastate not only the Middle East and Africa, but the industrialized West as well. It is long overdue for the kind of Leibnizian development programs advocated by LaRouche to be adopted by the international community.

The following excerpt is from the chapter of LaRouche's report entitled "A Leibnizian Approach to City Design."

The designing and building of even a single new city designed to house 250,000 persons is a costly investment. Implicitly, we are indicating the early development of a string of new cities throughout the region of an African "common market," each city with the *capacity* to sustain a population of from 100,000 to more than 2 million persons. This is indeed, a most costly investment!

Is it therefore too costly an investment to be considered for Africa at this time? On the contrary, *the savings of costs made possible with such cities are savings which relatively poor nations, such as African nations, cannot afford to defer.*

Let us review some of the kinds of savings of cost a modern city provides, and then indicate the reasons a new city is a far less costly investment than efforts to repair an old city.

The most obvious cost-saving provided by a modern city is the advantages provided by the density per square mile of inhabitants. . . .

The city is a cultural center

The core of the new city must be an educational complex. On all other points, our purpose here is to outline a sufficient number of the principal considerations to be included in city design so that the general conception of the design-problem is communicated.

The very center of the city—at least the *functional center* of the city—must be a complex of *pedagogical museums, libraries, and cultural centers* associated with the activities of those museums and libraries. All urban life should be organized around this complex of museums, associated parks, and teaching and research institutions. Naturally, this should include the leading medical services-research center of the entire region of the city and its surroundings.

Let us now contemplate the following hypothetical specifications for our new cities. The hypothetical criteria used for purposes of illustrating the concept here are the result of informed insight into certain of the leading problems of city-design, but are otherwise arbitrary assump-

Bringing the Dead Sea to life

I'll just give one example of what this leads to, in the Middle East.

It has been long discussed, that there should be a canal cut from the Mediterranean, to the Dead Sea, and that the water flow from the Mediterranean to the Dead Sea, would improve that area, particularly if we lined the canal with a number of nuclear plants. And, the nuclear plants do not merely use distilled water, distilled or processed from the salt water flowing in, for their own functions, but they are generally producers of water.

Now, in some parts, we have a very high cost, in the Middle East, for water. And, we can produce water, with the aid of high temperature gas cooled nuclear reactors (HTGRs), much, much cheaper, at a fraction of what it costs to deliver presently. And, since water is the main bottleneck for development in the region, the supply of water by the

optimal method, that is, taking advantage of high temperature nuclear reactors, is the best means of supplying this.

So, we have a course. This water course, from the Mediterranean and Dead Sea, becomes an industrial pathway; it becomes, for purposes of economy, also an area of urban development—of industries, and some agriculture in the area close to the water—more efficient—and so forth and so on. And, that is the sort of thing one has in mind.

Now, let's go to a second topic, under the same thing.

The natural European Triangle

Let's take the example of the Triangle in Europe, the Triangle defined by sort of a spherical Triangle, from Paris to Berlin: Paris to Vienna, and up from Vienna, by way of Prague and Dresden, to Berlin.

This is an area of the greatest concentration of productive population density, industrial energy density, and so forth,

tions for purposes of illustration. The purpose of this interpolated exercise is to outline the scope and implications of the policymaking involved.

Let us assume that we have defined two categories of urban centers. The first is a city in the proper sense of the term's conventional usage: a population center including residential, industrial, commercial, and educational centers. The second is an industrial city, linked in each case to the labor force of one or more nearby cities of the first category. The link is provided chiefly by a combination of high-density, high-speed passenger rapid-transit services and freight service.

For cities of the first category, let us assume that we have prescribed that each city will be designed to expand its number of inhabitants to a predetermined maximum population, that the allowed city-designs provide for maximum populations of only the following scales: 100,000; 200,000; 300,000; 500,000; 800,000; 1,300,000; 2,100,000.

Let us also presume that we have prescribed that there will be no urban extension into the countryside beyond the prescribed limits of a new city's design. Each will be an urban "island" which is surrounded by (chiefly) modern agricultural fields and forests, and connected to only the most proximate other cities by rail and major highways. So, industrial cities will be set off by intermediating rural area from the relevant regular cities.

Let us assume that we have varied the designs of cities somewhat to take into account the fact that one may be situated on a seacoast, with a harbor; another may be on a navigable inland waterway; another may be landbound.

If it became desirable to have an urban concentration whose population exceeded 2,100,000 inhabitants in ca-

capacity, we would place another or two of the specified varieties of new cities proximate to one another, linking them by a dense-traffic, as a means of integrating the populations' functioning.

It is not hypothetical to propose that most of our new cities would be situated at either a seacoast, a navigable inland waterway, or an artificial waterway (such as a canal). For the present, and the foreseeable future, the advantages of cost of water-borne bulk and other heavy freight are so considerable that this cost-factor must be observed in all possible cases. This is not merely a matter of the freight traffic in and out of a functioning city. The building of a city is itself a massive problem of logistics. Otherwise, access to large supplies of water for commercial as well a population use is a major economic consideration. Therefore, in building an inland city in a site removed from major "natural" water courses, the construction of canals to that city to provide an additional mode of transportation of freight, as well as a conduiting of water supplies to the city and its surrounding agriculture (perhaps), is desirable. . . .

To the extent that the rate of progress of technology is limited . . . the modern industrial nation's economy's greatest problem is a *shortage of people!* Without employable productive labor, to transform the wealth represented by capital stocks into still-greater wealth, the profits of the exporting nations would tend to collapse. To have that added productive labor, that productive labor must be created by households of a corresponding larger population. Of course, the people contributed to the labor-force by those households must also be developed to competence in the levels of technology the invested capital stocks represent.

in Europe. But, that's not accidental. This was all laid out, more than 1,200 years ago, from the time of Charlemagne, the development of Europe, along its natural course, defined then in terms partly of waterways, and canal systems linking these waterways, which gave an impetus to this sort of direction. Naturally, the *Ostmark*, Vienna, became a center: a center of development, on the Danube. Similarly, Prague, eventually, became a center. Similarly, Brandenburg, and Berlin, as part of that Mark, became a center. And so, over the course of centuries, geography, and the process of development, pivoted upon Paris, or Charlemagne's Paris, to be more precise, has determined the economic history of Europe, or the economic outlines, with which the economic history of Europe would flow.

So, what we have, in the Triangle today, is not some accidental phenomenon, or an arbitrary one; but, a very natural one. Similarly, we find that when we define what we've called the spiral arms, radiating from the Triangle, we find that these spiral arms are defined in a natural and historical way; and, so forth and so on.

And, what we are doing, is taking advantage of that fact, to recognize, as I said before, that if we were dealing with the settling of Mars, the geography of Mars, and the kind of considerations which I've just indicated above, would tell us where to plan the future cities of Mars, even before the first person had landed on that planet.

The essential principle

Third, the essential principle, underlying this, is the relationship of man to nature. Man is unlike any other creature, in that man's relationship to nature is defined by the potential for creative reason in man.

By creative reason we mean specifically, the powers of the discovery, which are associated with the discovery of valid, new scientific principles—valid, new principles of natural science. We also mean principles of discovery, creativity, as they're associated with the classical forms of art. But it's sufficient, for our purposes here, to identify, essentially, the notion of scientific and technological progress.

Man's history—essentially, his successful history of survival—is determined by the exercise of this power of scientific creative reason: the ability of man to generate, to transmit, and to assimilate efficiently, advances, or lessening of imperfection, in man's knowledge of the principles of nature.

The result of this, is an increase in population density, or potential population density, which means, that in terms of production of the material means of survival, and development of man's condition, that is, we might call it an improving standard of living, that the productive power of the average individual has increased, in physical terms, in terms of technology, and physical production. So, we have an increase, per capita, in man's power over nature. At the same time, this per capita power is reflected in man's power per hectare, per square kilometer, over nature. The power to

produce, is correlated with the consumption of power, in the way the form of which power expresses itself, per production and life. And thus, we see, that the relations we describe the geographical relations, water, power, transportation, and the location of urban centers, and so forth, reflect a deeper principle, the principle of man's relationship to nature, a relationship which is determined by the essential distinction which sets man apart from, and above, all the beasts: the powers of creative reason.

One must be informed in this proceeding, in constructing a proper plan of development, by reference to the method which I've employed in my own work, such as, for example, I reference construction on the basis of the Lagos Plan of Action, which I did some years back, and other plans of development, or as we have done in terms of plans for the development of Argentina, or the Ibero-American Common Market as a whole: partial, but indicative of the method to be used, or what I've done, in defining the development plan for the Pacific-Indian Ocean Basin, as a whole.

This method, is a method which I have learned from Leibniz. And, it's rather important to emphasize, as a matter of practical consideration, that I learned this method first between the ages of 14 and 16, in choosing Leibniz over all other leading philosophers of France, and Germany, and England, of the period of the seventeenth and eighteenth centuries.

This relationship to Leibniz was deepened from the age of 16 on, by my undertaking to defend Leibniz against the principles of the anti-Leibnizian, Immanuel Kant. My work in economic geography, and physical economy, began essentially at the age of 25 on, in recognizing the essential fallacy, the bestialization of man, inherent in Professor Norbert Wiener's notion of information theory. That the attempt to apply that notion of information theory, to man, as somehow corresponding to the nature of human intelligence, or intelligent behavior, was bestiality, and I recognized that as being *coherent* with the fallacy of Kant, in Kant's attack on Leibniz.

And thus, I have mastered the Leibnizian-Socratic method, in these ways, mastered it from a very early age in adolescence, the age of the secondary years, where the formative development of the intellect occurs, rather than in university, it occurs in the so-called secondary school age years. And therefore, I had mastered this method at the time most propitious for any person who wishes to master it; and thus, I have a certain excellence, a rather unique excellence, by virtue of others neglecting to do the same thing. And thus, one must say, that in undertaking this kind of approach which I've indicated above, one must reference my work.

I would especially recommend a study of the elementary considerations of my method, which is available now in a short book, *In Defense of Common Sense*, 1989, and reference also to a series of studies complementing that, and treating some more advanced problems relevant to economics, among other things, called *Project A*.