

EIR: And isn't Highland Park a city in receivership, to the state?

Lemmons: It is in de facto receivership to the state, and has a manager that manages, so the City Council and Mayor basically have no power.

EIR: Wow—so, you could say that what happened to Highland Park, that could happen to any city or town in Michigan, where you had factories just closing?

lemmons: What happened to Highland Park happened to all of Detroit, and that's just a microcosm. If it was a cell of a living body, you would say that this diseased cell has cancer. And that cancer is the deindustrialization of our society, and the lack of replacing those jobs with viable opportunities. Which is why I introduced House Resolution 13, which said: We take those factories, we take those industrial infrastructure, and we put something else there, whether there be trains—or, Mr. LaRouche talked about these maglev trains that use magnetic levitation, that really float—and we relieve some of the overcrowding and congestion at the airports; we have viable transportation.

We can take these same centers, and put people to work *rebuilding our cities*. For instance, the sewer system in the city of Detroit: Some of it is so old, that it has *wooden* sewer lines. We need to rebuild. But the city can't afford to rebuild its own sewer system—I mean, there are hollowed-out trees, still to this day, in the sewer lines!

EIR: I've noticed that the drainage around here has gotten really bad.

Lemmons: It is. It's terrible. It's terrible.

EIR: There's nowhere for the water to drain.

Lemmons: The entire infrastructure of this city, and other urban areas are the same. So, what needs to happen is, Mr. LaRouche's plan. First of all, this has happened over a period of time, and it's had an adverse effect on the family and the family structure. So now, we have a generation of people with no skills, who need to be trained, and I heard Mr. LaRouche talk about doing something similar to what FDR did, in terms of taking people out of these environments, which are toxic—I mean, socially toxic, in terms of raising families, in terms of developing the character of individuals. And these are the type of things that must happen. And he's the only one that is talking about it, is giving it a priority.

EIR: I've heard you use the term "snaggle-tooth housing" to describe some of the neighborhoods around here, where you have, on some blocks, only one or two houses—

Lemmons: Exactly. There was a smiling neighborhood; now, it's snaggle-tooth, which is a reflection of the poverty, like some of the people who cannot afford dental care. And so, in that neighborhood, it seems it can't afford to have consecutive housing in a nice neighborhood, and so we call it "snaggle-tooth housing."

EIR: When you have these neighborhoods that are cleared out like that, how able is the city to provide fire protection and police stations and things like that?

Lemmons: Good question: There have been suggestions, under another administration, that we close off entire sections of the city and move everyone out, and just close it off, because we can't afford to provide infrastructure and support for the population that's there—

EIR: And you could create a wildlife preserve for endangered fire hydrants!

Lemmons: I was about to say, that many of them have become overtaken by large trees and weeds, etc., and also it's hard to secure. And the city has difficulty, in maintaining its property.

EIR: So, it's really getting impossible for most people to even, just live and survive in Detroit.

Lemmons: It's very difficult, and it's very expensive to live in the city of Detroit. And so only the dedicated, the very wealthy, and the very poor. And a few of the trapped, which tend to be poor as well.

So, we've got a New Orleans situation. With any type of catastrophe, New Orleans-like, Katrina-like catastrophe, which could happen here probably with some blizzard or something—we could have similar effects. And at the same time, we're sending money "billions for Baghdad," as I say.

UAW Workers Speak Out For Retooling Industry

Here are excerpts from interviews conducted by a LaRouche Youth Movement camera crew early in February, with labor leaders in Ohio and Michigan.

Interview: Oscar Bunch

For National Rail Grid, 'We Do Have the Skills'

Oscar Bunch is a UAW Leader in Toledo, Ohio, who has been with the union for 54 years, and a union president for 28.

EIR: Most people don't really have a very good sense at all of what a productive economy is, so I wanted you to describe a little bit, what exactly is entailed in a retooling process. How

does this process take place, when you take an entire plant and convert it over to some new product?

Bunch: Well, today, we've got more technology than we've ever had on new machinery. We've got computerized machinery, we've got ACM machines that are easy and adaptable. And we certainly have the ability to build them. We can change from one product to another better today than we've ever been able to do. We've got all the skilled workforce, and we've got the dedicated people. The American worker is the best productive person in the world, there's no question of that, and they proved that time and time again.



What it would take is an all-out effort from our leaders to say, "We've got to do this," and get the people on board to do it. Because once you get the people motivated, you can get it done. Because they're the people that's got to do the work.

Of course, in World War II, we had a crisis, people realized that we were attacked, and that we had to change. We really haven't motivated the people to do this change, but it can be done, if we had the right leadership.

EIR: How many workers do you estimate were once involved in the auto industry in just this area?

Bunch: We've had an awful lot of workers that have been displaced, laid off, and still haven't got jobs. The only job they can get is a \$7- or \$8-an-hour job. We've had plant closing after plant closing, and no industrial jobs for these people to get. This community here used to be—the granddad worked in the plant, and the dad worked there, and then the son worked there—and it's not that way any more. You can't find a job here.

EIR: I would imagine a lot of those people are highly skilled tradesmen, who would be pretty integral to being able to take the automobile industry, take a plant that right now is either building cars, or about to be closed down and the jobs outsourced. Do you think that a lot of these people could be just ready to bring back into a factory, and be ready to create, say, a new process for producing high-speed trains, or components for nuclear power plants, or something like that?

Bunch: There's no question of that. As you know, this country has more rail system right-of-ways than any country in the world. They just let it go to pot. Because, for one thing, the railroads sold off all of their scrap, to get the revenues to operate what they had left. We've got that whole rail system, the right-of-way for it, and it's just sitting idle. But we do have the skills.

A good example of what's happened here, after the Asians came here: The UAW had 500,000 numbers, just in General Motors alone, a half a million people working at General

Motors. Now, with this last 40,000 cut, they're going down to about 60,000 left. So, all of these people are out there someplace, ready to go. It just takes someone to mobilize them. . . .

That's a shame that the government has allowed this to happen, because we've got the resources here. We've got the skills, you can train them in something. But most of these people are in their late 40s and early 50s, and they don't have any desire to be trained in the type of technology that's coming now.

And I tell you, that the money's got to come from someplace. We can't service each other and polish each other's shoes. Some way we've got to have wealth, and the only way to have wealth, is to have an industrial base. We've lost that, and we need to get that back. We need to motivate the people to get that back. All the skills are still out there; we just need to utilize them.

Interview: Marty Green

There'll Be 40% Capacity To Machine Something Else

Marty Green is a skilled-trades representative of UAW Local 730 in Grand Rapids, Michigan.



Green: General Motors, Ford, Chrysler seem to be in a downsizing mode of the tooling industry, and naturally that brings a great concern, seeing as how it's an industry that has been thriving for many, many years. And it really bothers me, seeing as how all the manufacturing seems to be heading overseas, and we've lost a lot of different industries throughout America. And it's quite concerning that it's getting to this point. We've lost textiles and steel industries, and now, to totally lose our manufacturing base, frankly scares the hell out of me. And I'd like to see whatever avenues we've got to make a difference, I'd like to pursue them.

The tool-and-die industry at one time, has been a matter of national security, involved in building just about anything to do with metal, and when you take it a step farther, anything to do with plastic. We've got plastic injection molding and stuff like that, and everything is heading overseas.

EIR: Your plant is tool and die, or is tool and die part of what