

# THE HAMILTONIAN

## STOP COMEY'S FBI COUP AGAINST TRUMP! What the Lying Media Are Not Telling You

Lyndon LaRouche called upon the American people to shut down the coup underway against President Trump which was fed Thursday by the lying testimony of fired FBI Director James Comey before the Senate Select Committee on Intelligence. LaRouche said that the coup is an FBI-type operation attempting to destroy the United States, and if it is not stopped, the world will face general warfare.

On June 7, former Director of National Intelligence Clapper revealed the actual motivation for the coup against Trump in remarks in Australia. He said that Trump's openness to peace with Russia—the platform upon which Trump was elected by the American people—was itself wholly against U.S. national security interests, in effect, equivalent to treason. It was already known in official Washington well before the election, that President Obama, in collusion with the British, candidate Clinton, DNI head Clapper, CIA head Brennan, and FBI head Comey, had steered the U.S. on a war course with Russia and China, which was meant to be fully activated with Clinton's election. Trump was elected instead, triggering the coup which has followed. President Trump has kept his promise and established better relations with both Russia and China, who are seeking cooperation with the United States in developing the world based on great infrastructure projects. That is the only issue here. Comey backed that up Thursday in a long rant against Russia as a mortal enemy, in response to a question from Senator Joe Manchin.

Here's how the actual conspiracy worked in general outline. According to Comey's own words and their actual implication, on January 6th, FBI Director Comey is select-

ed by Obama's intelligence chiefs to do a "J. Edgar Hoover" on Trump, briefing him on salacious blackmail material fabricated by British intelligence and Clinton campaign operative Christopher Steele. It is a pure Hoover blackmail operation. Comey signals to Trump, "give up your fantasy about cooperation with Russia and we won't release this." Trump doesn't budge. The very next day the whole Steele dossier is leaked all over the international news media, accusing the President-elect of perverse sexual acts with Russian hookers. Comey admitted as much in his testimony Thursday, saying he was aware that this briefing could be construed as a "J. Edgar Hoover moment," in response to a question from Senator Susan Collins of Maine. During this meeting, Comey assured Trump that the President wasn't under FBI investigation. Comey goes out and writes a classified memo about the briefing and the President's responses. Was this memo shared with the British? Who else was it shared with?

Comey claims that he wrote this up because he thought the President would lie. This is hogwash. Comey had already been targeted to bring down the President, to entrap him, if Trump did not back down on seeking better relations with Russia and China. That James Comey set out to entrap the President, is the only logical conclusion which can be drawn from Comey's testimony in response to questions by various Republican Senators.

First, Senator James Risch: I remember, you talked with us shortly after February 14th, when the New York Times wrote an article that suggested that the Trump campaign was colluding with the Russians... that report by the New York Times was not

true. Is that a fair statement?

Comey: In the main it was not true. With respect to the alleged Michael Flynn conversation:

Risch: You quoted exactly what the President said, "I hope you can see your way clear to letting this go, to letting Flynn go. He is a good guy. I hope you can let this go..." He didn't direct you to let it go?

Comey: Not in his words, no.

Risch: He didn't order you to let it go?

Comey: Again, those words are not an order.

Risch: You don't know of anyone being charged for hoping something?

Comey: I don't as I sit here.

In any truthful scenario that should have ended the matter there.

Various Republican Senators asked Comey repeatedly, why, if the President had asked for his loyalty, and had told him to drop the Flynn investigation (both of which Trump deny and is also apparently willing to testify under oath stating as much), why did he not report it to the Attorney General? Alternatively, why did he not threaten to resign, as he had done previously in a confrontation with President George W. Bush? Why keep meeting with the President, telling the President he was not under investigation, while refusing to tell the public the same thing, and returning to strategize with FBI agents about what was said and the next steps. Comey admitted during his testimony that he did not do logical things, including telling the President to stop any improper conduct, because the FBI had decided that these conversations were of "investigative interest," i.e. Comey, acting as an undercover informant, had not yet succeeded in completely setting up President Trump.



Fired FBI Director James Comey testifying to the Senate Intelligence Committee, June 8, 2017.

Comey includes Assistant FBI Director McCabe in the circle of people he was briefing on all of his interchanges with the President. Unfortunately for Comey and this entire "obstruction of justice" scenario, McCabe testified under oath to Congress following all of these events, that there had been no effort by Trump or anyone else to interfere with or obstruct the FBI investigation. In fact, Comey himself testified to the Senate Thursday that prior to his firing, there was no investigation of President Trump for either obstruction of justice or collusion with the Russians.

In a statement following Comey's staged performance, President Trump's lawyer Marc Kasowitz denied that the President ever asked Comey to let the Michael Flynn matter go, that he ever pressured Comey, or that he ever asked for Comey's "loyalty." Kasowitz appropriately emphasized these parts of Comey's testimony:

• The alleged Russian hacking did not change any votes.

• The President told Comey that if any of his satellite associates did something wrong it would be good to find that out.

• James Comey admitted that he leaked all of his memos about his conversations with President Trump to the New York Times, in order to provoke the appointment of a Special Prosecutor. At least one of these memos was classified.

This is not a battle which will go to court. Whether it continues or not is a question for the American people and their representatives. As LaRouche said, it is time for the people to speak out and end this disruptive and highly dangerous attempted coup. It's also time for the coup plotters to be investigated, including the treasonous news media.

## Lyndon LaRouche Calls for Committee on Manhattan Infrastructure

BY DIANE SARE

Last week, in response to a report from Manhattan Project organizers, Lyndon LaRouche proposed that a committee be created to do something about the alarming collapse of the Manhattan-area transportation grid, and to "kick whomever needs it, to get it done."

As anyone who has attempted to travel into or through New York City will tell you, the roads in some areas, especially on toll plazas by the bridges, look like they were hit by a carpet bombing campaign. One couple returning from Staten Island to New Jersey destroyed three tires in one large pot hole! And this, where each driver pays \$15 just to cross the Hudson River! Driving is a high anxiety activity, which has become like an obstacle course in a war zone.

Then there's the rail system. Aside from the fact that both the East and West Hudson River tunnels were built 107 years ago, in 1910, they were also damaged by Superstorm Sandy in 2013, which flooded them with salt water, which is corrosive, but also leaves a nasty, rock hard residue around cables and wires, making "minor" repairs impossible. Some of the tunnels have been repaired, but the Canarsie Tunnel, built in 1924, which connects Manhattan to Brooklyn for 225,000 commuters each day, will have to be shut down for 15-18 months, beginning in 2019. The two tunnels crossing over from New Jersey need to be replaced, and there is no other tunnel to replace them or absorb the traffic while new tunnels are built.

New York Penn Station already is serving an average of 650,000 commuters per day, well over double the number of passengers for which it was built, and because it is so overloaded, and there are now so many delays due to ancient switches and storm damage, among other problems, no one knows which track a train will be pulling into, until just a few minutes before it arrives, so that there is a mad swarm of rushing New Yorkers suddenly all trying to move to the same location at the same time. In early April, when a train derailed due to old tracks, 8 out of the 21 tracks had to be shut down. The system is so run down, and so overloaded, that not only is there no redundancy, but any accident is likely to have a chain reaction, multiplier effect.

Repairs on Penn Station can no longer safely be delayed, so although there doesn't

seem to be any comprehensive plan yet in place, as of July 7, 2017 up to 20% of the Long Island RR trains will no longer be going there, and there will be similar reductions in NJ Transit trains. This is being called by Gov. Cuomo and others the beginning of the "Summer of Hell." Supposedly the repairs are going to "only" take two months, but no one knows for sure. Also, although the partial shutdown begins on July 7th, no plan has actually been announced to address the plight of those commuters who need to get in and out of Manhattan each day. There are vague promises of ferries and buses, and proposals that some people should just start their work day at 4:00 am, but nothing concrete at all.

### Tasks for the Committee

One of the tasks of LaRouche's proposed committee would be to indicate what would be the potential consequences of doing nothing about this nightmare, which clearly could implode into a catastrophe, including with great loss of life. When asked this question, rail transport corridor expert Hal Cooper said the following, "New York City is the center of the United States. It's the financial center, it's the economic center, it's the social center, it's the political center. If we don't repair the infrastructure, the ability of the people who work in New York, and I understand that's something like 1.8 million [1.6 million people commute into Manhattan each day to work, bringing the daytime population of Manhattan to over 3 million. -dws] people work in New York City, and a large portion of them come from outside, either Westchester County or Rockland County, or from New Jersey or from Long Island, and many of them wouldn't be able to get to work. And what we're going to see is an economic breakdown and collapse is going to happen, because of so much of what is important in this country centers in New York City. And that is absolutely essential, and we will see a great breakdown if something is not done to correct the problem soon."

In other words, the consequences of a breakdown of transportation in the New York Metropolitan area would not only be catastrophic to the people in New York, but would be devastating to the nation as a whole. This implosion must be prevented, but to do so requires urgent action, and

even with urgent action, we will be unable to prevent certain damage from occurring.

What is needed is a comprehensive plan to integrate Manhattan into China's Belt and Road Initiative. The fact that President Trump sent a high-level delegation to the Beijing conference in May, and has himself established a personal relationship with Chinese President Xi Jinping is a promising beginning. Schiller Institute President Helga Zepp-LaRouche, who spoke on a "Think Tank" panel in Beijing expressed the potential represented by Trump's commitment to spend \$1 trillion on infrastructure, and to return to the "American System" of economics. She pointed out that Chinese estimates are that the US needs more like \$8 trillion of infrastructure investment, and the American Society of Civil Engineers calls for about \$4.5 trillion, so Trump's proposal would definitely be a step in the right direction.

The obstacles to the implementation of this are the following: first, the stalling by the U.S. Congress on reinstating the FDERA Glass-Steagall Act, for which bills have been introduced in both the House and Senate, and for which the President has stated his support, but no one has thus far been willing to force through; and second, the small-mindedness of the American people themselves, who after 16 years of Bush and Obama, on top of the post-JFK rock-drug-sex counterculture, which is now the culture, barely consider the future at all, except as something they'd like to avoid. Many of them are just drugging themselves into oblivion, when they should be grabbing their pitchforks and chasing down their Representatives with appropriate urgent demands.

There is also another important factor delaying such action, and that is the political witch hunt against President Trump directed out of London. The hysteria being spouted in the US News media about President Trump and his administration's relationship with anyone from Russia, and former President Barack Obama and Hillary Clinton's campaigns to harass and scandalize the new administration are highly destructive, not so much of Trump personally, who has demonstrated a fortunate willingness to fight, but of the opportunity that now greets the American people in the wake of the Beijing Belt and Road Forum.

### Consider NY from Space

The committee that Mr. LaRouche has called for, would have to step back and look at Manhattan as if from outer space. With the impending doom of local breakdown, it can be challenging to consider where the United States and the world will be even 50 years from now, much less 100 or 1000 years from now, but this is the kind of thinking that is required.

One factor, hopefully in the not-so-distant future, is the development of thermo-nuclear fusion power, which China is pursuing aggressively. With cheap, abundant, clean energy, what kind of transportation, manufacturing, water management, and even food production would become possible?

The Belt and Road is all about connectivity. Now that the Bayonne Bridge is going to be elevated, large freight container vessels can get into the Ports of Elizabeth and Newark. What are the implications of that for trade? Not much if our rail system is in a shambles. Should we have a rail transportation grid that connects our ports to our major cities? What about rail from Newark to China and Russia across the Bering Strait? What role would Detroit play in this? Could New York City become

a manufacturing center again? How will we connect the Elizabeth Port to the high tech areas of Connecticut and Long Island? What about building the storm surge barrier that should have been erected before Sandy? Shouldn't those industries in Long Island, New Jersey, and Connecticut, which contributed so much to the Apollo Project, be revived, to become part of NASA's collaboration with China on a mission to Mars, and establishing an industrial base on the moon?

New York City and the contiguous areas have a high density of capable people, and potentially capable people, if there were a crash program to train them. These are the questions that the people of the United States need to urgently consider, not whether Jared Kushner had a meeting with the Russian Ambassador (which would probably have been a good idea, at any rate).

LaRouche's Four Laws provide the parameters for the needed crash program. Now we must assemble a committee of experts who can fill in the details, and by so doing, transform the way that New Yorkers think about the current catastrophe. Remember, in Chinese the character for crisis and opportunity is the same.



Amtrak's proposed Gateway project, including building two new rail tunnels under the Hudson River. Construction on a similar project, Access to the Region's Core, began in 2009 and was cancelled by New Jersey's then-Governor Chris Christie in 2010.

# ONLY A BYSTANDER?

## Once the United States joins the Belt and Road Initiative, A New Paradigm for Mankind Can Begin

BY HELGA ZEPP-LAROCHE, FOUNDER AND PRESIDENT OF THE GERMAN SCHILLER INSTITUTE

The following is Helga Zepp-LaRouche's article in the May issue of China Investment, which is published in Chinese and English. It is part of a cover story package on the Belt and Road Initiative.

While initially almost all U.S. think tanks were negative concerning China's Belt and Road Initiative (BRI), or simply refused to even take note of it, there has recently been a shift. Except for the hardcore neocon think tanks, several now have started to report about the tremendous business opportunities the New Silk Road project would also mean for U.S. enterprises. This reporting has occurred especially since the summit between President Xi Jinping and President Trump in Mar-a-Lago, Florida, which was very successful, despite difficult circumstances.

The most obvious of many areas of such cooperation would naturally be the link between the Belt and Road Initiative and the planned \$1 trillion infrastructure project Trump has promised in his election campaign, which is supposed to be presented in May. There are several roadblocks to be overcome for this to happen.

The infrastructure requirements of the U.S. are enormous due to decades of long non-investment by the previous administrations. Besides those who have actually been to China, most Americans have no idea how far behind U.S. infrastructural development is as compared with China. The Washington-Boston 736 km Acela "high-speed" line travels at an average speed of only 105 km/h, with only very short segments at 145 km/h, which is by no means high-speed compared to the approximately 130,000 kilometers in China, over 50 times as much! The roads are in terrible, dangerous condition, and so are the bridges, sanitation systems, etc., but their use is still extensive. For a trip between Washington and New York one has to pay the substantial amount of \$115 in tolls and gas per car.

The American Society of Civil Engineers at a recent conference put out the estimate that the real infrastructure investment requirements are actually \$4.5 trillion. There is no way the financing of either these amounts will come from the private equity market, as representatives of this sector in recent discussions with President Trump expressed prohibitive conditions, such as a 11-12% return per annum, and a full return of the capital invested within ten years. Also problematic is the idea that the infrastructure should be financed by a toll system, which would maybe work narrowly in densely populated areas, but not at all in thinly inhabited ones. But the very idea, that there should be an immediate direct return on infrastructure, completely misses the function of infrastructure for the general economy.

financing therefore can not be left to the private investor, but it has to be the responsibility of the state, which is devoted to the common good of the national economy.

If President Trump would simply request Congress to fund the infrastructure program by the Federal budget, he would run into the same opposition of the Democrats and part of the GOP that already prevented the repeal of Obamacare. And if China and other foreign investors would simply invest by means of the private equity market, provided that would be allowed, these investments would be exposed to potential fluctuations of the markets.

Due to decades-long policies of outsourcing to cheap labor countries, the U.S. manufacturing sector presently lacks a complete upstream and downstream industry chain, which is another impediment. China on the other hand, has such a complete upstream and downstream industry chain, and it also has a vast experience in building of modern infrastructure systems, not only from its experience in China itself, but also having built them in other countries.

China could therefore not only help those cities with the greatest transportation needs, such as New York, Los Angeles, Boston, Chicago, San Francisco, and Washington DC, but it could also help to replicate what China is doing domestically, namely to connect all major cities with fast train systems. For regions like the one between New York, New Jersey and Philadelphia for example, an integrated infrastructure system like the planned system for "Integrated Transport Development" of the Beijing-Tianjin-Hebei region, would make a lot of sense, since people are losing every day many hours in commuting back and forth between living quarters and work. While it takes only five hours to travel the distance of 800 miles from Beijing to Shanghai at an average speed of 185 mph (298 km/h), it takes 19 hours from New York City to Chicago, about the same distance!

The United States would also benefit greatly from the construction of entirely new cities, which could be located in the very thinly populated areas in the central states of the U.S. They could be science cities, as education and research centers, or they could be located with other needed large infrastructure projects, such as water management projects for the drought endangered regions of the Southwest. One such project, which has been on the shelf since the Kennedy administration, is the North American Water and Power Alliance, NAWAPA, which has recently been upgraded for the 21st Century.

On the other hand, such an upgraded U.S. economy could also export into the expanding Chinese market where a middle class of now approximately 900 million

people is enjoying a quickly increasing buying power, due to the structural reforms implemented by the Chinese government. In 2016 the bilateral trade volume between the U.S. and China was already \$519.6 billion, bilateral investment grew to \$170 billion in the same year. Over the last decade, U.S. exports to China grew 11%, and Chinese investments to the U.S. grew 5.6%. The potential for all of these categories to grow, if the two complementary economies of the U.S. and China would link in the described way, is enormous.

Such U.S.-China cooperation would naturally not be limited to bilateral exchanges, but given the vast requirements for infrastructure, agriculture and industrial development in the world, joint ventures almost anywhere in the world would be a Win-Win perspective for the United States, China, and the third party country. With the huge potential of the Belt and Road Initiative to develop into the World Land-Bridge proposed by the Schiller Institute in 2014, in the not so distant future there can be the construction of a fast train system from the southern tip of South America in Chile and Argentina all the way up through Central and North America and via a tunnel under the Bering Strait connect to the Eurasian Transport systems. This would provide the gateway for the United States to join the newly emerging Pacific-centered world. This would require vastly improving and

expanding the Alaska railroad corridors through Canada and connect that with the new rail line system in the U.S.

Such a perspective of approximately 40,000 miles of modern electrified rail, about half of which should be fast train systems, will also mean an enormous investment into industrial production to supply the necessary goods and materials, as well as the training and education of the skilled labor needed to accomplish such a huge task. Especially for the training of the youth one can go back to the experience of Roosevelt's Civilian Conservation Corps, the CCC program, which contributed significantly to help lead the U.S. out of the depression in the '30s. Roosevelt called the CCC "the greatest peacetime movement this country has ever seen." It was created to address the dire lack of education and skills of the youth, a condition which in today's America takes the form of a very large drug addiction and drug-related crimes.

At the summit between President Trump and President Xi Jinping, they decided to set up four permanent dialogues, one of them devoted to economic issues. This group of experts could start to explore the project of the U.S. joining the BRI immediately.

The most important aspect of the concept of the U.S. joining with the Belt and Road Initiative, however, will be to inspire the whole population with hope for the future, a better future for generations to come, something which has been lost in the last five decades. It would also demonstrate that President Trump's promise to make America great again, is not in contradiction to the interests of other countries, but that such a Win-Win cooperation would move the entire world into a new era of human civilization. If the two largest economies of the world would work together in this way, there will be no problem on the planet that could not be solved.

If one studies the economic theory behind the tremendous success of the Chinese economic miracle of the last 30 years,



Helga Zepp-LaRouche appears on the English-language CGTV show "Dialogue with Yang Rui"

one will find that present Chinese economic policies, basing themselves on the education of its citizens, very much in coherence with the Confucian principle of lifelong learning and innovation, are actually very close to the economic principles of the American System of economy, as it was developed and implemented by Alexander Hamilton, John Quincy Adams, Henry Clay, Henry C. Carey and Lincoln. All of these men understood that the most important source of wealth of a country is the development of the creative powers of their own population. And therefore, they designed a system of economy that furthered exactly that in order to catalyze the greatest rate of scientific and technological progress and innovation.

It is also fascinating that the real spiritual father of the American Republic, Benjamin Franklin, was completely excited and inspired by the writings of Confucius, from whom he took the conviction that the moral ennoblement of the individual was

the absolute key for the improvement of society. Franklin based his own system of moral teaching on Confucius, which was decisive for the spirit of the foundation of America. A very similar intellectual closeness existed between President Lincoln and the founding father of China.

The collaboration with the New Silk Road should therefore have a cultural dimension, and exactly like the ancient Silk Road, lead to an exchange of art and philosophy. It should do so to bring forward the best traditions and highest expression of humanity of each participating country, and in doing so, people will discover the unexpected beauty of the other cultures and this knowledge will lead to admiration and open new horizons. The epoch of a community of a shared future is within reach. If President Trump and President Xi Jinping will join hands for this collaboration, both of them will have a place in history for having led Mankind to its true destiny.

### The Full World Land-Bridge

Expanding China's New Silk Road  
A Global Infrastructure Economic Platform

- A) New Marshall Plan for the Middle East**  
A full-scale Marshall Plan-type effort is needed to rebuild the Middle East after decades of perpetual warfare and genocide have devastated much of the region. Practically all aspects of modern infrastructure are needed: from power, water, and transportation systems, to healthcare, education, and recreation resources.
- B) Great Inter-Oceanic Canal, Nicaragua**  
The Great Inter-Oceanic Canal across Nicaragua will provide a new connection between the Pacific and Atlantic, accommodating more traffic and larger ships. Plans include two ports and an international airport. A commitment was announced July 2016 by President Daniel Ortega and the head of the Chinese HENDI firm.
- C) South American Transcontinental Rail**  
South America's first transcontinental rail corridor would traverse Brazil, Peru, and possibly Bolivia with one or two routes. This corridor would bring additional infrastructure and development along the route, and China, Brazil, and Peru are already involved in feasibility studies for a transcontinental rail line.
- D) Canal through Isthmus of Kra, Thailand**  
A canal through the Isthmus of Kra (across Thailand) will shorten the major bottleneck at the Malacca Strait. Near practically the only sea line between the Pacific and Indian Oceans, the congested Malacca Strait currently handles one-quarter of all the world's trade. China and Japan are interested in the Kra Canal.
- E) Refilling Lake Chad with Transaqua**  
The Transaqua project would divert water from the headwaters of the Congo river into the shrinking Lake Chad. This would be the largest water transfer project on the planet, using Lake Chad, controlling flooding in the Congo, generating hydroelectric power, and irrigating an area equal to the size of California's Central Valley.
- F) Africa-Europe Strait of Gibraltar Tunnel**  
The proposed tunnel between Tarifa, Spain and Tangier, Morocco, would be 25 km long with a depth of 1000 ft below sea level, cutting the travel time between Barcelona and Casablanca to 9 hours, and linking European and African high-speed rail networks. The Spanish and Moroccan governments have completed feasibility studies.

To learn more about the US joining the New Silk Road, visit: [Ipac.co/us-joins-nsr](http://Ipac.co/us-joins-nsr)



The quality and density of infrastructure represents the precondition for the productivity of an economy as a whole, and a modern economy requires approximately 50% of its total expenditures for the expansion and modernization of infrastructure, since the life expectancy of various categories is between 20 and 50 years. A well planned infrastructure platform is an integrated system of high-speed rail lines, waterways, highways, energy production and distribution, communication, as well as so-called soft infrastructure such as health and education systems, etc. The higher the technological development and productivity of an economic space becomes, the more important the speed and efficiency of the transport and density of infrastructure in general will need to be, since all the various levels of production into semi-finished and finished goods work together like a complicated machine, where each part has a role for a harmonious function. Thus, the return on the infrastructure investment is actually measured by the increase of the productivity of the entire economy, and the

## Create a Classical Renaissance with the Schiller Institute NYC Chorus



The Schiller Institute NYC Chorus is committed to creating a renaissance in the United States based on principles of Classical Composition. In music this means Italian "bel canto" placement of the voice at the proper scientific tuning, as advocated by Giuseppe Verdi of Middle C = 256 Hz. (A no higher than 432 Hz).

In September 2016, the Schiller Institute NYC Chorus, joined by friends from NJ, Boston, and Virginia, was able to perform the entire Mozart Requiem with a chorus of over 80 members, and a professional orchestra and soloists, in living memorial for those lost on 9/11/2001.

The chorus has now expanded to Queens and Brooklyn over the past year, and has become a crucial part of Lyndon LaRouche's "Manhattan Project," to restore Manhattan as the intellectual and cultural capital of the United States, as it was during the time of Alexander Hamilton.

Visit [sincchorus.com](http://sincchorus.com) to sign up

Get Active: [Ipac.co/nyc-action](http://Ipac.co/nyc-action)

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