

The Basis of Productivity

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Lyndon LaRouche:

“We should then recognize that the development of basic economic infrastructure had always been a needed creation of what is required as a ‘habitable’ development of a ‘synthetic,’ rather than a presumably ‘natural’ environment for the enhancement, or even the possibility of human life and practice at some time in the existence of our human species... Man as a creator in the likeness of the great Creator, is expressed by humanity’s creation of the ‘artificial environments’ we sometimes call ‘infrastructure,’ on which both the progress, and even the merely continued existence of civilized society depends.”

— April 17, 2010 “What Your Accountant Never Understood: The Secret Economy”

“What I had named ‘The Secret Economy’ has four crucial elements:

1. An urgently needed, revolutionary re-definition of an implicitly, dynamically orderable series of universal economic principles of infrastructure;
2. A fresh definition of universal physical space-time, restating the intention of the Mendeleev periodic table in terms of a universal system of cosmic radiation;
3. A new, scientific definition of the noetic quality of physical-economic function of ‘basic economic infrastructure’ consistent with the enhanced view of the ontological characteristic of physical space-time; and
4. A needed redefinition of the term ‘economy’ by a relevant, universal physical principle, done through a reform which identifies the human personal identity in terms of the creative potential of the specifically human mind, rather than as being regarded elementarily by a notion identified in terms of mere sense-perception.”

— June 4, “This Present Century: The Secret Economy’s Outlook”

“To free society of the incompetence of such practices as that which had been heretofore often conducted in the name of the ‘economics’ of ‘infrastructure,’ I have introduced the concept of ‘platforms,’ a concept introduced to the domain of essential technical terms of economy, a concept which I have introduced as an improved practice of crucial importance, a practice which I have prescribed as a reform whose effects are typified by the precedent of the great reform in European national economy associated with the revolution in economic practices introduced by and under Charlemagne.”

— March 2011, “Up From the Ruin Which the Roman Empires Have Made of This World”

Consider some historical examples on background, beginning with the case of Charlemagne:

France’s Charlemagne had defined the precedent for modern systems of economy. This was expressed in such forms as his great physical-economic census, his system of local national government in crucially significant regional capitals, and his development of his revolutionary systems of inland waterways.

Charlemagne’s reforms served as the precedent for the development and role of the great internal systems of rivers and canals... Those inland waterways prepared the leap toward the revolutionary U.S. transcontinental railway systems, first, inside the United States, and, in turn, the transcontinental rail systems of Eurasia.

Now, the prospect of the combined effect of magnetic-levitation mass-transport systems and rail, which will connect the principal continents of the world, would render most ocean transport of freight technologically obsolete, because the modern successor of ordinary internal rail transport will have rendered much of ocean freight-transport technologically, and, therefore, economically obsolete.

Changes such as those, illustrate a general principle which will be expressed in future development of certain nearby Solar-system locations, such as our Moon and Mars, when they will have come to be considered, sooner or later, as having come to be considered, later, as within the bounds of our presently still young, new century's plausible instances of work and habitation. Typical problems to be overcome for the purpose of human transport and dwelling in nearby Solar space—and, later, beyond, must look to such future developments already foreseeable for later in the present century; we should then recognize that the development of basic economic infrastructure had always been a needed creation of what is required as an “habitable” development of a “synthetic,” rather than a presumably “natural” environment for the enhancement, or even the possibility of human life and practice at some time in the existence of our human species.

For example: look back to the approximately hundred-centuries' interval of the Earth's last great glaciation. While some part of the human population had remained mired in the habits of life of some fixed, relatively narrow regions free of glaciation, great trans-oceanic maritime cultures were also developed. The requirement of a stellar mapping for navigation for the existence of maritime cultures, gave us the stellar notion of the efficient existence of a functional form of an ontologically actual universe, as echoed by such residual artefacts as the great pyramid of Giza, and by the physical science of Sphaerics known to the so-called Platonic long cycle and to the Pythagorean predecessors of Plato.

So, similarly, the fact of man's ancient knowledge and evidence of use of a fireside, as “fire” has been a crucial proof of the existence of the ancient distinction of man from ape, and that of “humanism,” since no later than the bestial-like depravity of the mythical Zeus's proclamation against such physical-science expressions of human progress as the power of nuclear fission and fusion. Man as a creator in the likeness of the great Creator, is expressed by humanity's creation of the “artificial environments” we sometimes call “infrastructure,” on which both the progress, and even the merely continued existence of civilized society depends.

Evil is thus typified by the attempted denial of certain forms of required human progress... Always, such progress depends upon mankind's increased power through the effects of what may be generally defined as needed increases in the energy-flux-density of the resources of applied, human-controlled power, as has been the case beginning with the discovery of improved forms of fire, such as the mandatory standard of nuclear-fission and thermonuclear fusion today, together with the progress of astronomy in the direction of man's exploration and prospective colonization in our planet's nearby space.

So, as we develop the means for satisfaction of those production requirements on the Moon which are needed to prepare mankind's escape to other planets and star-systems of our galaxy, from the present, prison-like bounds of Earthly habitation, we must include the need to meet the challenge of lower-ranking fields of gravitation, and the challenge of acceleration-deceleration in interplanetary flight to, and residence on Mars. Thus, we must do for interplanetary Solar space, what the great ocean-going mariners of the last great period of glaciation did in discovering astronomy as a practiced science, together with what Charlemagne did for the development of inland economy in Europe, with what we did in our initial development of the territory of North America, what we did in launching the concepts of transcontinental railway transport in North America, and with what must now be done ... beginning with the development of the Bering Strait railway tunnel. Thence, we must now go on to development of our Moon, and, thence, to conquer the mysteries of transport through the larger domain of cosmic radiation, as for transport to and from and habitation on Mars. — April 2010

