### ECONOMY

#### 1. Infrastructure stimulus fails—multiple reasons

De Rugy and Mitchell 11 — Veronique de Rugy, Senior Research Fellow at the Mercatus Center at George Mason University, former resident fellow at the American Enterprise Institute, policy analyst at the Cato Institute, and research fellow at the Atlas Economic Research Foundation, holds an M.A. in Economics from the University of Paris IX-Dauphine and a Ph.D. in Economics from the University of Paris Pantheon-Sorbonne, and Matthew Mitchell, Senior Research Fellow at the Mercatus Center at George Mason University, holds an M.A. and Ph.D. in Economics from George Mason University, 2011 (“Would More Infrastructure Spending Stimulate the Economy?,” Mercatus Center Working Paper Number 11-36, September, Available Online at http://mercatus.org/sites/default/files/publication/infrastructure\_deRugy\_WP\_9-12-11.pdf, Accessed 06-12-2012, p. 1)

Four years into the … negative consequences in the long term.

#### 2. Keynesian theory is wrong—government spending can’t generate wealth.

Mitchell 09 — Daniel J. Mitchell, Senior Fellow at the Cato Institute, holds a B.A. and M.A. in Economics from the University of Georgia and a Ph.D. in Economics from George Mason University, 2009 (“Spending Is Not Stimulus: Bigger Government Did Not Work for Bush, and It Will Not Work for Obama,” *Tax & Budget Bulletin*, Number 5, February, Available Online at http://www.cato.org/pubs/tbb/tbb\_0209-53.pdf, Accessed 01-27-2010)

During the 1930s, …, it merely redistributes it.

**3. Economic collapse does not cause war—their historical arguments are wrong**

Ferguson 06 (Niall, MA, D.Phil., is the Laurence A. Tisch Professor of History at Harvard University. He is a resident faculty member of the Minda de Gunzburg Center for European Studies. He is also a Senior Reseach Fellow of Jesus College, Oxford University, and a Senior Fellow of the Hoover Institution, Stanford University, Foreign Affairs, Sept/Oct)

Nor can economic … not followed by wars.

#### 4. Their competitiveness arguments are wrong—HSR isn’t necessary

**Sanandaji, Ph.D in Public Policy, 11**—PhD in public policy from University of Chicago, MA in economics from U Chicago, post-doc student at U Chicago, Research Fellow at the Institute of Industrial Economics (Tino, 2/8/2011, “America wrong continent for High-Speed Trains”, Super-Economy (blog), http://super-economy.blogspot.com/2011/02/america-wrong-continent-for-high-speed.html)

The New York Times headlines … figure after Obama's plan is my estimate based on White House material).

#### 5. Heg unsustainable – multiple constraints ensure collapse and rise of alternatives

Christopher Layne, Chair in National Security at the School of Government and Public Service at Texas A&M University, 09 [“The Waning of U.S. Hegemony—Myth or Reality?: A Review Essay,” International Security, Vol. 34, No. 1, Summer 2009]

For an overview of trends that could … to having since 1945 (ibid.).

### OIL

#### 1. HSR doesn't cause shift away from oil-consuming vehicles

O’Toole, 11 (Randal O’Toole, senior fellow at CATO, “High-Speed Pork,” National Review Online, February 14, 2011, http://www.nationalreview.com/articles/259618/high-speed-pork-randal-otoole)

President Obama’s high-speed-rail … aside from this fairly wealthy elite will regularly ride high-speed trains.

#### 2. No war - China won’t risk it all

Bremmer 10 [Ian, president of Eurasia Group and author of “The End of the Free Market” (Portfolio), published in May, China vs America: fight of the century 22 March 2010 Issue 169, http://www.prospectmagazine.co.uk/2010/03/china-vs-america-fight-of-the-century/]

China will not mount a … elite privileged investment opportunities.

#### 4. HSR empirically doesn’t get enough ridership

Utt 10 (Ronald, Research Fellow in the Thomas A. Roe Institute for Economic Policy Studies at the Heritage Foundation, “America’s Coming High-Speed Rail Financial Disaster,” March 19, http://www.heritage.org/research/reports/2010/03/america-s-coming-high-speed-rail-financial-disaster)

To put the European … even worse results.

#### 5. Eminent domain and environmental lawsuits gut solvency—fiat doesn’t solve

Longman 11(Phillip, senior fellow at Washington Monthly and New America foundation, “The Case for Not-Quite-So-High-Speed Rail,” Aug, http://www.washingtonmonthly.com/magazine/julyaugust\_2011/features/the\_case\_for\_notquite\_sohighsp030492.php?page=2)

But as great as it … polarized American politics.

#### 6. Zero risk of peak oil—reserves constantly increasing, technology means better extraction and exploration methods, price spikes lead to fast substitutes and efficiency eases demand.

Gorellick, 09 (Steven M., Cyrus Fisher Tolman Professor in the School of Earth Sciences at Stanford University, “*Oil Panic and the Global Crisis”,* December, Pages 222-224)

Much evidence shows a declining … before the end of the global endowment is in sight.

#### 7. No resource wars, they are too risky and expensive—they are empirically caused by failure of governance as Kuwait proves—countries will negotiate

Victor 08(David G., writer for the National Interest, “Smoke and Mirrors,” Jan-Feb 2008 issue, http://nationalinterest.org/article/smoke-and-mirrors-1924)

MY ARGUMENT is that classic … the stock exchange than the gun barrel.

### Warming

#### 1. ECOLOGICAL APOCALYPSE DISCOURSE UNDERMINES THE BASIS FOR A PRUDENTIAL ENVIRONMENTAL ETHIC AND RISKS THE IMPOSITION OF AUTHORITARIAN VIOLENCE IN THE NAME OF A FINAL SOLUTION.

BUELL 03

(FREDERICK, PROFESSOR @ QUEENS COLLEGE , FROM APOCALYPSE TO WAY OF LIFE: FOUR DECADES OF ENVIRONMENTAL CRISIS IN THE US, P. 201-203)

Looked at critically, then, … apocalypse to dwelling place.

#### 2. Environmental benefits are overstated—environmental impact statement proves

O’Toole 10 (Randal, Senior Fellow at Cato Institute, “High Speed Rail,” June, http://www.downsizinggovernment.org/transportation/high-speed-rail)

2. Environmental Benefits. The … rail stimulus funding for the route.38

#### 3. Turn: HSR is empirically proven to *increase* CO2 emissions—more than other trains

Whitelegg, 09 (John Whitelegg, research leader at the Stockholm Environment Institute, York University, “On the wrong track: Why high-speed trains are not such a green alternative”, The Guardian, April 28, 2009, http://www.guardian.co.uk/environment/2009/apr/29/high-speed-rail-travel-europe-uk. Nik)

The HSR plan is a … of increasing the mass of travel.

#### 4. Alt causes, China—studies prove

Chen et al 10Chen, Qian, Peridas, Qiu, Ho: Natural Resources Defense Council, Friedmann: Lawrence Livermore National Laboratory, Li, Wei: Institute of Rock and Soil Mechanics, Chinese Academy of Sciences, Sung, Fowler: Clean Air Task Force, Seligsohn, Liu, Forbes: World Resources Institute, Zhang: China Tsinghua University, Zhao: Institute of Engineering Thermophysics, Chinese Academy of Sciences (Jason Chen, Jingjing Qian, George Peridas, Yueming Qiu, Bruce Ho, Julio Friedmann, Xiaochun Li, Ning Wei, S. Ming Sung, Mike Fowler, Deborah Seligsohn, Yue Liu, Sarah Forbes, Dongjie Zhang, Lifeng Zhao, December 2010, “Identifying Near-Term Opportunities For Carbon Capture and Sequestration (CCS) in China,” [http://docs.nrdc.org/international/files/int\_10121001a.pdf)](http://docs.nrdc.org/international/files/int_10121001a.pdf)//DR)

Coal—the most carbon-laden … of global warming from occurring.11

#### 5. No warming—recent studies prove

**Beisner 10** — former associate professor of interdisciplinary studies in economics, government, and public policy, Covenant. PhD, University of St. Andrews (Calvin, Forget Global Warming Mini Ice Age May Be on Its Way, 12 January 2010, http://www.rightsidenews.com/201001128144/energy-and-environment/forget-global-warming-mini-ice-age-may-be-on-its-way.html) Note – graph omitted

The UK's MailOnline did just that this week … IPCC and other alarmists rely.

#### 6. HSR needs high diversion from cars and aviation annually to compensate the construction emissions—transportation studies prove

Westina and Kagesona, 12 Centre for Transport Studies, Royal Institute of Technology, Department of Transport Science [Jonas Westina, Per Kågesona, Can high speed rail offset its embedded emissions?, Transportation Research Part D: Transport and Environment, Volume 17, Issue 1, January 2012, Pages 1–7]

4. Annual traffic required for … of a relatively low proportion of tunnels. For a railway with a higher proportion of tunnels, even more trips would be required to compensate for the annual embedded emissions of the construction of the project.

#### 7. Justifying plan as being necessary to prevent the apocalypse paralyzes activism for social change while rationalizing scapegoating and violence

QUINBY 94

(LEE, ASSOCIATE PROFESSOR OF ENGLISH AND AMERICAN STUDIES @ HOBART AND WILLIAM SMITH COLLEGES, ANTI-APOCALYPSE: EXERCISES IN GENEOLOGICAL CRITICISM)

Today within the United … by dreadful but deserved events, and the righteous will be saved.