

Sovereign States of the Americas: Great Infrastructure Projects

The LaRouche in 2004 Presidential campaign committee on Sept. 16 released a pamphlet titled “The Sovereign States of the Americas,” on the conceptual foundations for a new American foreign policy toward the Western Hemisphere, in the footsteps of John Quincy Adams. The introductory chapters by Lyndon H. LaRouche, Jr. were published in last week’s EIR. Here we reprint portions of the pamphlet pertaining to infrastructure projects, including an excerpt from Mr. LaRouche’s Preface, “The Monroe Doctrine Today,” with its maps of infrastructure projects in North America; and Chapter 5, by Marcia Merry Baker, Dennis Small, and Sara Madueño, with its maps of projects in South America.

must persuade my fellow-citizens to recognize, is that the future security of the United States and its citizens themselves, depends upon the U.S.A.’s adoption of a new set of

Preface: The Monroe Doctrine Today

... Today, each and all of the states below the U.S. border are confronted by the paradoxical state of affairs, that the increasingly more radical “free trade” and related, more radical IMF “floating-exchange-rate system” policies imposed upon Central and South America, by the United States, since Spring 1982, have been the greatest single source of the deepening spread of misery throughout that region. Yet, paradoxically, no recovery from those desperate conditions were possible presently without the cooperation of the great, ominous neighbor to their north, our own U.S.A. A new U.S. policy toward those states of the Americas is needed, a policy shaped under the admittedly new, worse conditions which have developed since Spring 1982. What all too few U.S. citizens understand today, so far, what I

FIGURE 1
The Great American Desert



Source: EIR.

FIGURE 2

North America: Elevations



policies, actually constructive policies toward our neighbors in the Americas, about as much as those neighbors' future depends upon us. I need your help to make that connection clear to our citizens.

For just one of many important examples of that paradoxical situation, look at both sides of our border with Mexico. The U.S. economy of today has degenerated, physically and morally, to the point, that it has come to depend, to a large degree, on the very cheap labor of Mexicans in Mexico, and the mostly cheap labor by persons of first- and second-generation Mexican descent inside the U.S. economy itself. This Mexican-American group is part of a larger, so-called "Hispanic-American minority" which is the largest "ethnic minor-

ity-group" inside the U.S.A. It exceeds, for example, the number of Americans of African descent. Yet, where the family ties among this population of Mexican descent, on both sides of the border, ought to strengthen the ties between the two neighbors, a virtually racist doctrine, such as the California Proposition 187 supported by the politically predatory freak-show entertainer and candidate Arnold Schwarzenegger, typifies the abusive follies from the U.S. side which threaten and estrange persons of Mexican descent on both sides of the border. That kind of folly promotes a potential for conflict which may come to threaten the security of both Mexico and the United States.

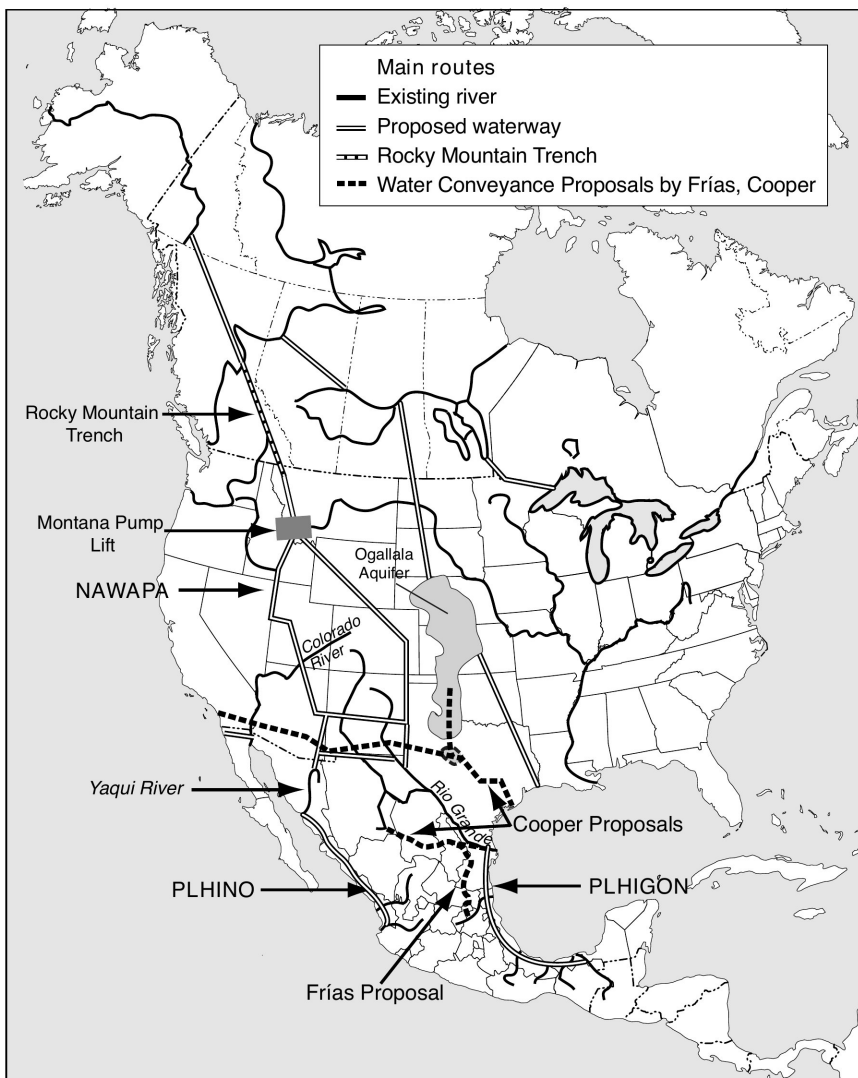
That much said so far, after a moment or two longer spent on preliminaries, I shall conclude this preface of my report, with one important example of my Presidential policy toward the Americas as a whole. For this purpose, I focus upon a specific example of the special kind of large-scale, immediate cross-border, job-creating cooperation between the U.S. and Mexico which I intend to launch on my first day as President of the U.S.A., in January 2005. That program is labelled a NAWAPA-Plus development of Canada, the U.S.A., and Mexico. . . .

NAWAPA-Plus

The region of North America known as the Great American Desert, runs between the Rocky Mountains and Pacific coastal mountain ranges, southward, across the southern border of the U.S.A., into the region between the two Sierra Madre ranges of northern Mexico (Figures 1-2). During the decades following World War II, the Parsons engineering company played a leading role in defining a project called The North American Water & Power Alliance (NAWAPA), with the included intent of conquering that desert by organizing the water flows and production and distribution of power from the Arctic Coasts of Canada, down into Mexico.

My intention is an expanded version of that NAWAPA program, which will intersect Mexico's long-standing intention to bring water from its water-rich, mountainous South, along the coasts of Mexico and by inland routes. By joining an extended NAWAPA southwards, and joining with the northward movement of water in Mexico in the region between the two Sierra Madres and in Sonora, and combining this with a modern high-speed rail/magnetic-levitation transport grid-system spread from terminals inside the U.S.A. to Mexico City, the basis for a technological revolution would be established in what are presently still mar-

FIGURE 3
North America: 'NAWAPA-Plus'



Sources: Parsons Company, *North American Water and Power Alliance Conceptual Study*, Dec. 7, 1964; Hal Cooper; Manuel Frías Alcaraz; *EIR*.

ginal zones of economic activity. (See Figures 3-4.)

Such a tri-national (Canada, U.S.A., Mexico) undertaking, would serve as the fulcrum for the kind of water-management system for both water-distribution and barge-traffic needed as an economical solution for such crisis-conditions as collapsing, over-taxed aquifers.

Admittedly, such projects ran against the grain of the recent four decades trend of increasing opposition to large-scale public infrastructure of the TVA type, even against regulated systems of combined production and distribution of power. However, the inevitable, and presently catastrophic effects of deregulation, as combined with the accumulated effects of

a general depression in progress since 2000, are changing increasingly frightened, even desperate, but sane currents of popular opinion, prompting more and more of our citizens to look back, away from right-wing fantasies such as President Nixon's Southern Strategy and anti-Roosevelt Democrats' Nixon-like "suburban" fantasy, back into the direction of the world-outlook of the U.S. Franklin Roosevelt Presidency.

During the time since the terrifying, successive blows of the 1962 nuclear-missiles crisis, the assassination of President John F. Kennedy, and the launching of the U.S.A.'s official war in Indo-China, there has been a qualitative shift in public opinion, especially among the first generation of U.S. citizens and Europeans born after World War II, away from the moral values of a productive society, into a cult of "post-industrial" utopianism, an increasingly bankrupt and predatory, pleasure society, toward something often suggestive of the decadence of Rome under Caesars such as Tiberius, Claudius, and Nero. With that shift from "blue collar" to "white collar" values, and beyond, more and more of that shifting composition of the adult population emerging from the aging process's attrition among successive generations, had less and less feeling for, even hostility toward the importance of basic economic infrastructure, and high energy-flux density, in maintaining the productive powers of society per capita. Our economy has been ruined as a result of these foolish changes of the recent span of nearly forty years.

In reality, the stability and net growth of a modern productive economy, such as the pre-1964 U.S.A., requires an investment of about half its activity in combined investment in and operation of basic economic infrastructure. This infrastructure investment must be concentrated, for the most part, in capital-intensive investments. These investments in infrastructure are embodied in, variously, Federal, state, and local functions of government, or in government-regulated, but privately-owned public utilities. Included categories are: production and distribution of increasing ratios of energy-flux density of power; water management and related systems; transportation systems, for both freight and people; the public facilities essential for health-care and sanitation systems; an urgently

FIGURE 4
North America: Proposed High-Speed Rail Lines



Sources: Hal Cooper; *EIR*.

needed, sweeping reform of educational systems, which must be designed for the rounded development of future citizens as part of a highly productive form of adult society; and, appropriate forms of urban organization which efficiently integrate agricultural zones with residential, industrial, commercial, and public functional modes of habitation and employment.

To illustrate that point, the effective productivity per capita within two otherwise apparently identical manufacturing plants, will vary in proportion to the capital-intensive development of infrastructure in which the plant and its employed population are situated. Thus, the development of the U.S.A. as an integrated nation, required a certain approach to the

development of the transcontinental railway system, on which the possibility for the development of agriculture, mining, and manufacturing throughout most of its territory, depended. In other words, the potential relative productivity of labor and private capital investment, per capita and per square kilometer, either increases significantly, or even becomes barely possible, only with increasing capital-intensity of development and operation of a basic economic infrastructure provided in the modes of governmental, or government-regulated investments in infrastructure-related public utilities.

Any attempt to cheapen costs of goods purchased by deregulation through “free market” policies, will collapse the infrastructure and point-of-production productivity, by such effects as driving capital investment and skills-levels downward, irreversibly, resulting in an inevitable relative collapse of the economy, by cutting short-term prices through depleting essential long-term capital investments in people and facilities. Under such trends, including effects of a zeal for “outsourcing” from cheap-labor markets, entire categories of necessary skills and technologies will disappear from the labor-force and productive capacities, as has been the case in the United States, increasingly, since the beginning of the 1970s, and, a bit later, also on continental Europe.

This effect of so-called “free market” policies can be seen today, as the collapse of the physical standard of living and employment in the U.S.A. today, especially among the lower eighty

percentiles of family-income brackets, especially since approximately 1977. . . .

Presently, the U.S.A., the Americas generally, Western Europe, Australia and New Zealand, are nearing the fag-end of a decades-long, “free trade”-driven attrition of infrastructure-development and capital-intensive modes of production. The errant impulse of a succession of economically incompetent U.S. governments, since the pro-fascist turn under President Nixon, is the use of “free market” motives to cause compensatory, “fiscal austerity” measures, austerity measures which curtail precisely those infrastructure investments, services, and employment on which the maintenance of even the present level of output depends absolutely.

The only solution for such cases, is a large-scale increase of productive employment in agriculture, industry, and capital-intensive modes of basic economic infrastructure, as President Franklin Roosevelt did in reversing the catastrophe produced by the Coolidge and Hoover administrations. By raising the ration of those employed in, and capital-intensity of productive output, in respect to both total population and area, and pushing this ration up to levels above break-even for the economy as a whole, a general economic recovery can be achieved. The contrary “free trade” policy, with its side-effects of “fiscal austerity” and “deregulation,” has produced only disaster. Cutting production, lowering levels of technology, will only lead toward the absolute ruin of an economy already in financial difficulties.

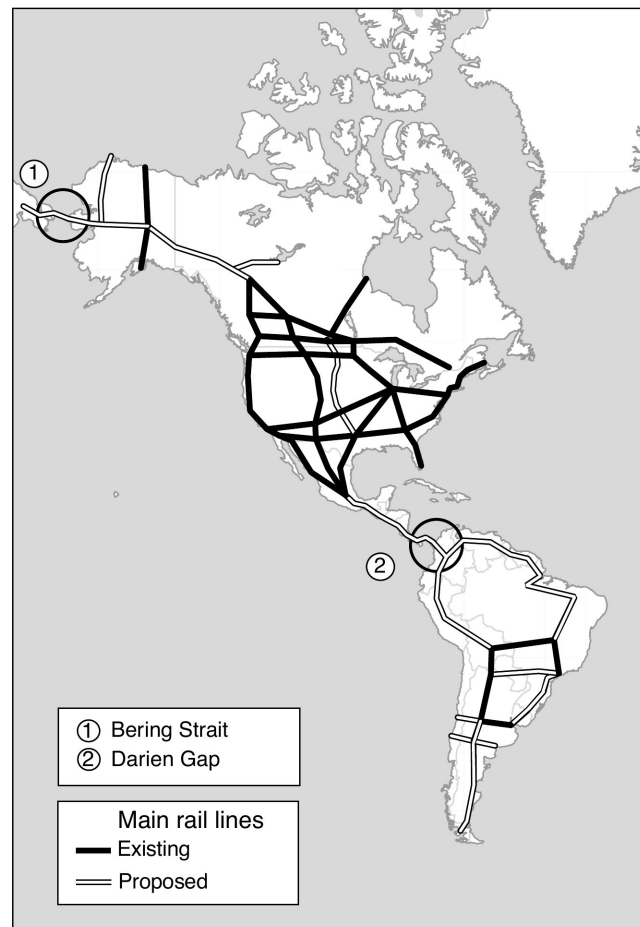
Most of the world, outside some important areas of Asia such as China, is already plunging deeper and deeper into bankruptcy brought about by more than three decades of “fiscal austerity,” “deregulation” and related measures. This began in the U.S.A. and Britain, about the time of the outbreak of the Indo-China War and ruinous measures unleashed by Britain’s first Harold Wilson government. For the U.S.A., the general downturn began with the 1966-67 budget. The same trend hit western continental Europe a bit later. The developing sector, including South and Central America, were increasingly hard-hit by the combination of a 1971-72 shift to a “floating-exchange-rate” monetary-financial system, and the petroleum-distribution cartel’s shenanigans of the mid-1970s. Under the conditions now existing, about three decades later, the only general solution for each and every part of the world, including the Americas, is large-scale infrastructure-building programs which raise the combined levels of useful employment and long-term capital formation, with emphasis in basic economic infrastructure. Without infrastructure programs such as a NA-WAPA-Plus program for Canada, the U.S.A., and Mexico, there is, generally speaking, no longer any hope for any of these nations. . . .

Chapter 5: Priority Projects For the Americas

The economic development potential of the Americas is vast, both in terms of the given natural resource base, and man-made “natural” resources—created through infrastructure projects. The maps shown here are a brief survey of selected key projects, many on the drawing boards for decades, awaiting only the policy go-ahead.

The land mass of North and South America combined (16,300 sq mi, or 42,215 km²) ranks close to Asia, the largest continent (17,400 sq mi, or 45,065 km²), and has many of the planet’s unique features; for example, the great Amazon River—the world’s longest, most abundant, and most navi-

FIGURE 5
The Americas: Priority Railway Routes



Source: EIR.

gable over its length.

In this context, the priority rail routes shown on the Americas map here (Figure 5)—part of the World Land-Bridge (see Figure 16 and Figure 17)—are not simply proposed speedy travel routes from point-to-point, with connections to Eurasia/Africa (1, Bering Straits crossing), and new inter-oceanic routes (2, a new canal through Central America—a new sea-level canal at the Darien Gap, or in the adjacent Colombia region); rather, these routes indicate corridors of development, whose pattern arises from topography, key mineral and other physical resources, and also historical settlement patterns (where populations are already concentrated), and where proposed new development zones should be. The rail route/corridors indicate intended locations of new concentrations of energy, water, agricultural and industrial activity, and also, centers for health care, cultural, and educational activity. This is how the 19th-Century trans-continental rail development worked in North America, crossing the U.S. plains and

FIGURE 6

South America: Great Rail Projects

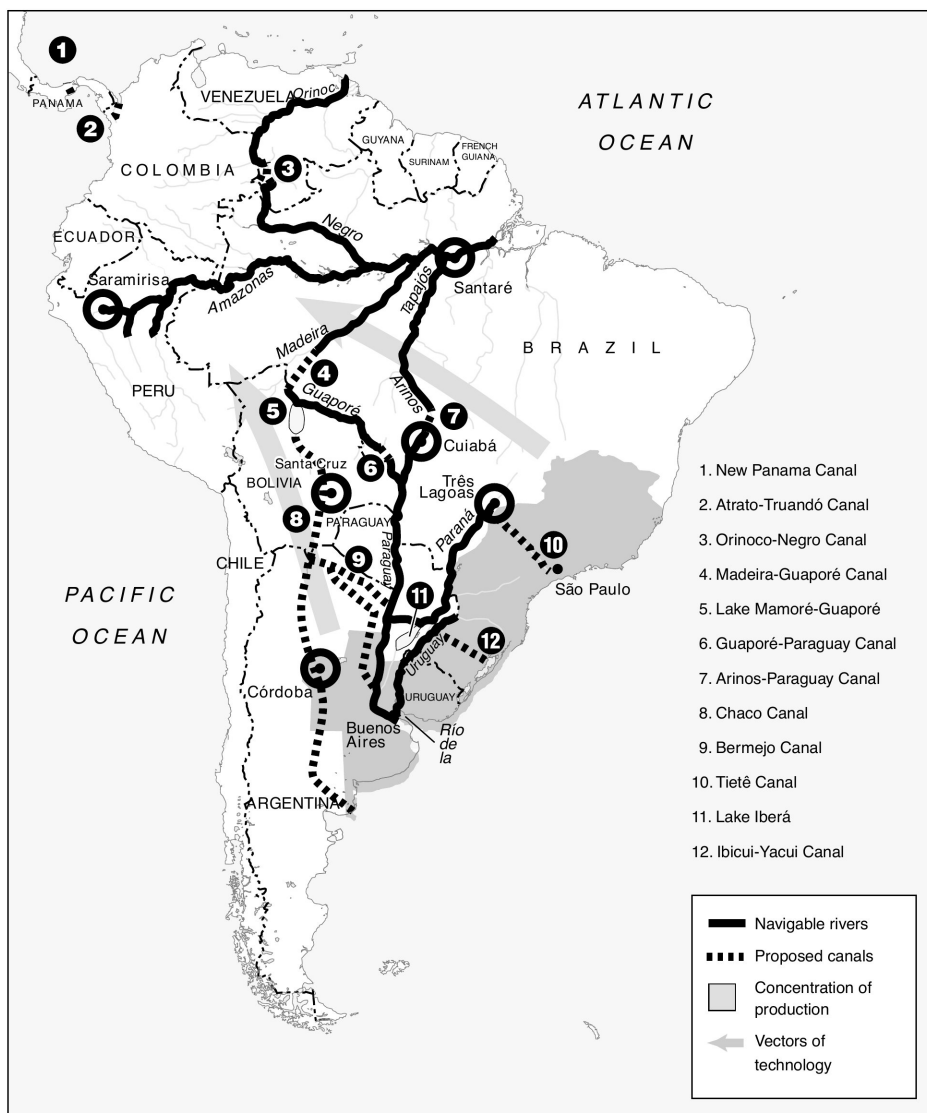


FIGURE 7
South America: Topography



Source: EIR.

FIGURE 8
South America: Great Water Projects



Source: EIR.

mountains of the West, sowing new towns, advancing farming and industry.

North America: Rail Grid, 'New' Water

In the Preface, the North America maps (Figures 1-4) show in more detail the key proposed high-speed rail routes (to be electrified as soon as possible), and the projects required to increase the water resource base of Canada, the United States, and Mexico.

The North America rail map is simple (Figure 5). First, build the intercontinental lines planned for decades: the United States/Canada/Alaska line—already mapped out by

the Army Corps of Engineers in the 1940s! Second, build the Pan-American rail connection southward linking Central America and South America with the North, likewise planned for decades. Third, upgrade the existing rail grid in Mexico, the United States, and Canada, which had been developed as of mid-20th Century, then taken down drastically during the last 40 “post-industrial” years. The priority routes for high-speed are shown. Note in particular how Mexico City is interlinked with the entire northward grid, and to the south.

In terms of its water resource base, North America is cut by an isoline of 500 mm of average annual rainfall (running north-south through the High Plains), defining the eastward lands as humid (more than 500 mm), and westward as drylands (well under 500 mm), to the point of desert. The “Great American Desert” (Figure 1) thus covers a vast part of the states of northern Mexico and the Western U.S. (apart from the Pacific coastal region). The relief map (Figure 2) shows that the landforms in the various sub-areas of the Great American Desert vary from mountainous, to rolling, to flat terrain.

How to bring new water supplies into these desert lands? The 1950s-60s North American Water and Power Alliance (NAWAPA) plan proposed diverting some of the plentiful northern

continental waters southward, as shown on the map (Figure 3). In Mexico, likewise, some of the ample run-off of the Southern and Western Sierra Madre can be diverted northward. In addition, nuclear-powered seawater desalination, on coastal sites, can provide additional supplies, as well as desalting inland brackish water. Specific proposed designs for this are shown on the map, from Hal Cooper, a U.S. engineer; and key routes in eastern Mexico, proposed by Manuel Frías Alcaraz, a Mexican engineer.

With vast new supplies of power and water, and a modern transportation system, the six states of northern Mexico, and seven states of the U.S. Southwest—located in the “Great

American Desert”—would constitute a new “development zone,” where its current population of only 86 million people (this includes 34 million in California and 21 million in Texas) could increase many times over, as new economic activity locates in the once desolate desert areas. This would be real development, not maquiladora slave-labor camps. This new type of development would absorb Mexican labor into working in high-productivity jobs, rather than fleeing across the border into the U.S. in search of survival. Millions of new high-skilled jobs would be created, and new towns arise.

South America: Economic Integration

In South America, the map (Figure 6) shows key priority rail routes to be built, especially to ring the continent, proceeding along the Andean spine in the west, with key links across the mountains, whose features are indicated on the relief map (Figure 7). This kind of network will act to integrate growing economic activity. As of mid-20th Century, parts of Argentina and Brazil had very dense regional rail networks (see Figure 8, showing “Concentration of Production”), but over the last 40 years, this was undermined. A continental grid was never built at all.

The map in Figure 8 shows priority water improvement projects for intra-continental navigation, as well as flood control, power, irrigation and all other uses. The continent is well-endowed with navigable rivers (dark lines). The proposed canals (dashed lines) make key link-ups to form a continuous inland water route. “The Great Waterway” is the name given by Brazilian expert Vasco Azevedo Neto, for the north-south link-up of the Orinoco to the Amazon system (No. 3 on the map), and the Amazon to the Rio de La Plata (No. 7 on the map). Neto’s 1996 work, *Transportation in South America: Continental Development and Integration*, spoke of how “rivers unite.”

Visualize from the mouth of the Orinoco, continuing the water route northward throughout the Caribbean Sea, and into North America via the Mississippi and Tombigbee Basins, or the East Coast—thus, an intercontinental “Great Waterway of the Americas.”

The shaded “Concentration of Production” area spanning parts of Brazil, Uruguay, and Argentina, refers to the concentration here of population, industry—in particular machine-tool capacity, science, and R&D, and output potential of all kinds (aviation, steel, automobile, nuclear power, high-tech farming), which can provide needed technology transfer inland, throughout the continent—indicated by the shaded arrow-vectors.

The Cerrado, the Rio de la Plata

The maps in Figure 9 and Figure 10 focus on the agriculture side of this vast potential.

Figure 9 shows the Cerrado region in Brazil, the huge area

FIGURE 9
Brazil's Cerrado Region



Source: EIR.

of well-watered grassland of 205 million hectares, or 24% of Brazil’s total land area of 846 mil ha. The riparian Cerrado is crossed by the Araguaia, Tocantins (Amazon system), the San Francisco, and the Paraná Rivers (Rio de la Plata). The agricultural potential is unparalleled, for all variety of output—livestock, crops, viticulture, given high-tech farming methods. Indicative is soybeans, whose production in the Cerrado went from 0.3 million metric tons in 1975 to 11.3 million in 1995.

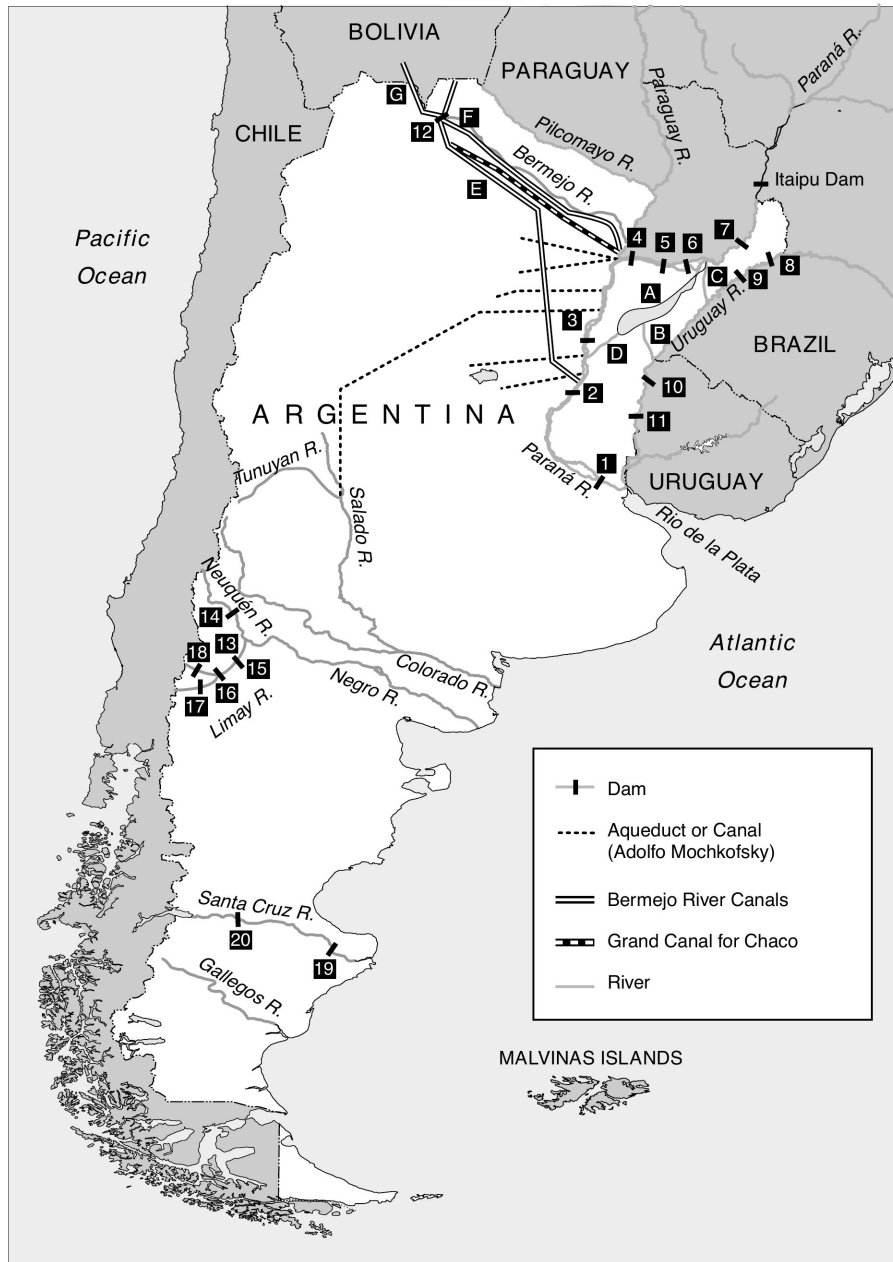
The question posed, however, is: for whose benefit will this superb resource be used? For looting under free trade? Or for the development of Brazil, the Americas, and worldwide? For example, soybean output from Brazil (now the world’s largest producer) is being used as export-source commodities by the world food cartel (Cargill, ADM, Smithfield et al.) for “free trade” world food control.

In reality, it is in the sovereign power and interest of Brazil, to determine how the Cerrado is developed—what crops grown, what methods used, what infrastructure built, for the benefit of the public good, not the service of the cartel demands.

“The Cerrado Syndrome” is a term coined by Lyndon LaRouche, to refer to the general principle involved. He submitted a paper, “The Future of Brazil’s Agriculture,” to a Brasilia conference titled, “Brazil and the Free Trade Agreement of the Americas,” in October 2001. LaRouche spoke

FIGURE 10

Argentina: Great Water Projects



Source: EIR, 2003.

Rio de la Plata and Up-River Systems

- A-Lake Iberá
- B-Mirinay River
- C-Aguapey River
- D-Corrientes River
- E-Santiago del Estero Canal
- F-Lateral Canal
- G-Canal to Bolivia

—Dams

- 1-Guazú
- 2-Paraná Medio Chapeton
- 3-Paraná Medio Patí
- 4-Itatí
- 5-Yacyretá Compensador
- 6-Yacyretá
- 7-Corpus
- 8-Roncador
- 9-Garabí

- 10-San Pedro
- 11-Salto Grande
- 12-Zanja del Tigre

Neuquén, Negro and Limay Rivers System

- Dams
- 13-El Chocón
- 14-Cerros Colorados
- 15-Michihuao
- 16-Piedra del Agua
- 17-Alicurá
- 18-Collón Curá

Santa Cruz River

- Dams
- 19-La Barrancosa
- 20-Condor Cliff

of the need for “management of the biosphere” in a way to transform it to “higher levels of fruitfulness”— which is necessary for Brazil’s long-term survival as a nation, and for the “presently imperilled continent as a whole. The realization of the potential of the Cerrado typifies the kind of adopted sense of mission which is presently required for not only Brazil, but the continent as a whole. That is what I signify by, ‘the Cerrado Syndrome.’ ”

Going from the Cerrado southward, the map in Figure 10 shows Great Water Projects for Argentina. In the Chaco region of northern Argentina, a whole system of dams and canals is proposed, in order to drain and control the water in this area, where the level terrain is marked by marshes and scrub, characterized by a parched season, alternating with Summer rains and floods. Water management will open up the Chaco, along with the entire Rio de la Plata Basin (comprising portions of Uruguay, Bolivia, Paraguay, and southern Brazil, as well as Argentina) for fabulous productivity and settlement.

To the south, the Pampas is world-famous for its extensive tracts of grasslands, fertile soils, vast plains perfect for farm machinery, abundant water, and temperate climate. The proposed dams and waterworks on the southern river systems will further increase the productivity of the southern lands.

Peru: God’s Challenge to Engineers

The rough Peruvian geography, with the seemingly inhospitable High Andes, is “God’s challenge to engineers” (Figures 11-12). These two maps show details of what can best be conceptualized as three proposed development corridors, land-bridges linking the Pacific and Atlantic Oceans.

Begin in the north. From the industrial port of Paita, proceed eastward along a rail and high-speed highway route (it would best be rail, though current plans for highways are being constructed) for at least 200 km in length, to Saramirisa, a future industrial port on the rim of the jungle. This uses the lowest cut through the Andes in Peru, called the Porcuya Pass (2,400 meters above sea level). The rail and highway routes would then intersect the Amazon system, through the Marañon River. The Amazon headwaters region is shared by both Peru and Brazil.

In the second, or central, corridor, proceed eastward from Lima, to Inapari, at the border with Brazil. The Brazilians

have a plan to join Inapari to São Paulo, on the Atlantic, and also a proposal for a connection to Salvador on the Atlantic, farther to the north (see the Great Rail Projects map, Figure 6). In Peru, critical links of rail line need to be extended to Pucallpa, and from there to the Brazilian border.

The southern or “Liberators” corridor, which idea dates from the independence era, begins with the industrial ports of Matarani and Ilo, proceeding eastward to Desaguadero, thence to La Paz, Bolivia—a 460-km stretch. It already has a recently completed highway, and there are Peruvian government plans for some 1,200 km of interconnections with Juliaca, Puno, and other locations. Peru and Bolivia have agreements to promote a rail line between Ilo and La Paz; and a pipeline between Ilo and Cochabamba in Bolivia, to bring Bolivian gas westward to Pacific Ocean ports.

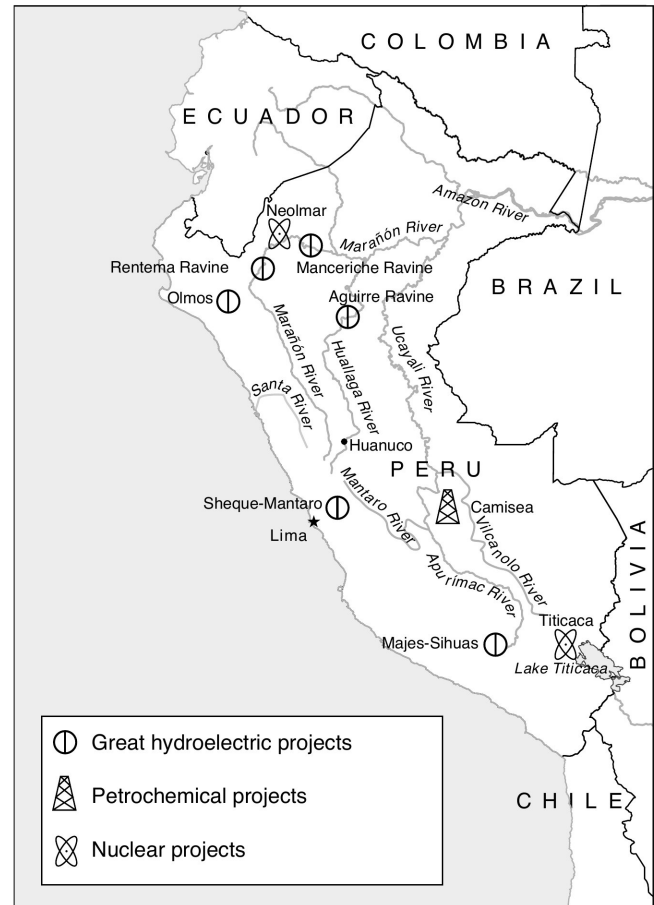
Energy projects in Peru (Figure 12) are essential to provide the power needed for development—metal processing, manufacturing, high-tech agriculture, and so on. The hydro-

FIGURE 11
Peru: Integrated Transportation Infrastructure



Source: EIR.

FIGURE 12
Peru: Great Energy Projects



Source: EIR.

potential is gigantic. Harnessing just the potential of the Marañon River in the north, using 20 proposed plants, would have a combined capacity of generating 12,000 MW—the equivalent of the great Itaipu Dam, and more than double all the current installed capacity in Peru of 5,000 MW! Many other

ivers have excellent sites for hydro-power, as indicated by the map symbols. Peru (and Bolivia) also have enormous natural gas reserves. The famous Neolmar nuclear project is planned near Saramirisa in the north; and another project on Lake Titicaca is planned in the south.

Colombia, Central America

As shown for Peru, there are vital infrastructure projects on the drawing boards for every nation in South America, for the Caribbean island and coastal nations, and throughout the Hemisphere, that are awaiting a world political and financial shift. Space limits what can be shown here. But the map of Colombia (Figure 13) makes the point.

In Colombia, there are few existing principal rail lines (black); extensive new lines (double) are needed, which would both bind together the nation, and also link Colombia outward—to Ecuador (via Pasto), to Brazil (via Leticia), with two new lines eastward into Venezuela, and to North America via a mainline northward into Central America. The engineering challenge is to deal with the trifurcation of the Andes Mountain ranges (running north-south) in the western half of the nation, which, without rail and good transportation, renders whole parts of Colombia isolated.

The map of Central America (Figure 14), shows the proposal for an “Inter-Oceanic Dry Canal” highway (in El Salvador and Honduras), the Darien Gap location for a new Panama Canal, and the vital proposed Hemispheric rail line to link the Americas.

The “Dry Canal” proposal, though smaller-scale than many other Hemispheric projects, is just as critical, in terms of forcing a change in policy outlook. Already, construction of a new container port at La Unión, is set to break ground in early 2004, on the Gulf of Fonseca, through a loan from Japan. The facility will serve El Salvador, Honduras, and Nicaragua. But, with the construction of merely 100 km of new highway (dotted line on the map) to connect with the existing highway

in Honduras, to Puerto Cortes, a new land-bridge will exist between the Pacific Ocean and the Caribbean/Atlantic (Inter-Oceanic Dry Canal). A container truck could drive from the Pacific to the Atlantic in seven and one-half hours!

FIGURE 13
Colombia: Great Rail Projects



FIGURE 14
Central America and the Proposed 'Inter-Oceanic Dry Canal'



Source: EIR.

The Greatest Resource: Population

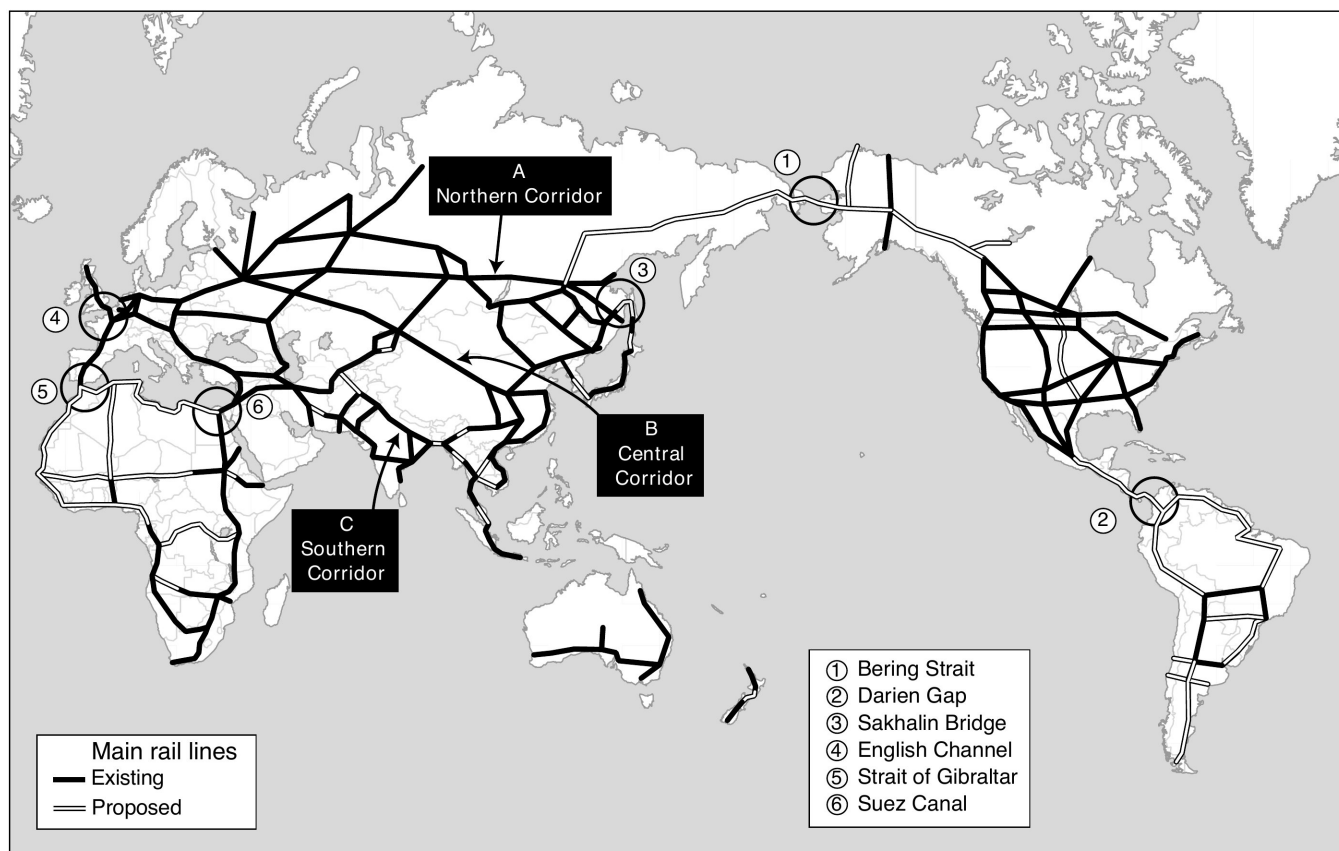
The stalled development potential in El Salvador exemplifies the situation throughout the Hemisphere: The last 40 years of shift to free trade, cheap labor, and anti-infrastructure development, have meant worsening poverty and dislocation for tens of millions of people throughout the entire Hemisphere. Across Ibero-America, mega-cities have grown with millions of displaced people—Mexico City, Buenos Aires, Rio de Janeiro and others—with no infrastructure base to serve the population. Millions have relocated to the slave-labor work camps at the maquiladora centers, again with no infrastructure, by definition. Still more from Central and South America have fled to the United States or Canada, driven there in an attempt to make a life. El Salvador has suffered heavy out-migration, as have many other Central American

FIGURE 15
Mexico: Population, Emigration and Development



Source: INEGI (Mexico); EIR.

FIGURE 16
The World Land-Bridge



Source: *EIR*.

states. Remittances to the home country from migrants to the U.S., are now a significant source of local spending throughout Central America and Mexico. Indeed, Mexicans working in the U.S. now send \$10 billion a year back to Mexico, the country's second largest source of foreign exchange after oil and the single largest remittance flow in the world. (Wall Street schemes are in the works to grab some of this money stream.)

Mexico today would have a population of 120-125 million people, instead of its current population of 101 million, except that 21 million Mexicans—18%—are living in the United States! The breakdown of this 21 million is: 9 million Mexicans (legal and illegal), born in Mexico, are in the U.S.; and 12 million Mexican-Americans, second generation, born in the U.S. of Mexican-born parents, are in the United States.

The map in Figure 15 shows the region (dark shading) of the heaviest out-migration from Mexico to the United States. (It overlaps significantly the heaviest population concentration zone in the middle of Mexico.) In the state of Zacatecas, located in what would be the "Development Zone" for a new Great American Desert "Super-TVA" program, fully half the

population has left to live in the United States!

Overall, as of 2002, at least 33.1 million of the entire U.S. population of 292 million were immigrants (legal and illegal), the highest number ever, and the highest percentage in 70 years. Ibero-America accounts for 52% of U.S. immigrants, with 30% coming from Mexico alone.

The alternative to this destruction? Launch the infrastructure projects. Begin the rebuilding of national economies, and undertake mutual-interest trade. Outlaw slave-labor/free-trade practices. With the millions of new jobs, people of the Americas can look forward to building, not leaving, their homelands—old or new.

Energy for Economic Development

Critical to the economic re-building process, is the provision of plentiful, cheap energy. This means the appropriate combination of high-tech use of fossil fuel deposits, hydro-power potential where available, and everywhere, the resumption of nuclear power development. There are major deposits of fossil fuels at many points throughout the Americas, from coal, oil, and gas in Alaska/Yukon, to natural gas in

Peru and Bolivia, besides the famous Mexican, Venezuelan and Texas/Oklahoma deposits. But the vast untapped hydro-power potential is in South America. In the United States, hydrologists estimate that over 80% of the impoundment potential has been achieved, on major rivers such as the Colorado, the Columbia, and others, where management systems were built in the 1930s and '40s, thanks to the Franklin Delano Roosevelt infrastructure drive.

But in South America, the huge Itaipu Dam on the Paraná River illustrates the fact that throughout the continent, there are many favorable dam sites for power, as well as for water control, navigation, etc.

It is nuclear power, the most advanced, energy-dense power source, that must be resumed full-force. Soon after the 1953 announcement by President Eisenhower of the "Atoms for Peace" program, Argentina became the first nation to sign an agreement for cooperation on the peaceful uses of nuclear power. Its first reactor came online in 1974, the Atucha; and its second, the Embalse, came online in 1983. As of 1979, four new plants were planned to go operational between 1987 and 1997, but it never happened. The global economic downturn and IMF austerity dictates stopped all such programs. Today, the Atucha II reactor stands 80% finished.

In Brazil, the same thing happened, although scientists were conducting experiments in nuclear fission there in the 1930s. Today, only two Brazilian plants are operational, Angra I (1982) and Angra II (2000).

In Mexico, President López Portillo (1976-82) had plans for 20 nuclear plants. Today, there is one.

In all of the Americas, there are 124 nuclear generating plants operational in 2003: United States, 104; Canada, 14; Argentina and Brazil with two each, and Mexico with one. Engineers had said 50 years ago, "2000 by 2000!" — the world needs 2000 nuclear plants by Y2000. But as of 2003, there are only 441.

There is no scientific or safety impediment stopping nuclear power development. It is a policy war, in which it is critical to win the battle for government re-regulation of energy in the public interest, and then to proceed to build infrastructure.

During the Enron era in which the nouveaux energy pirates bilked California, the same companies raided the power

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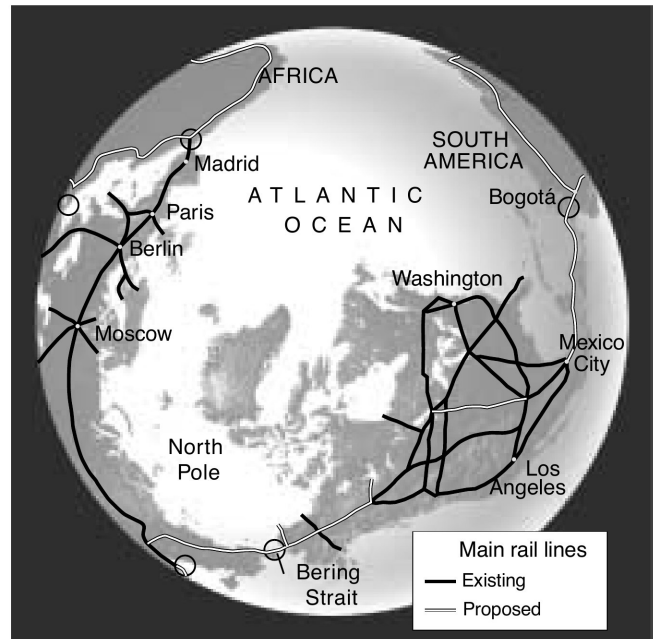
The LaRouche Show

EVERY SATURDAY

3:00-4:00 p.m. Eastern Time

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FIGURE 17
The World Land-Bridge, Polar Projection



Source: EIR.

systems of Central and South America. Enron itself bought up gas lines in Colombia, Venezuela, Brazil, and Bolivia. A swarm of foreign companies bought controlling interests in the electric utility systems of South and Central American nations, amounting to 26% of all electricity there as of 2000. Some examples: 76% of Chile's installed capacity (U.S.-based AES, and Spain-based Endesa); 96% in Bolivia (U.S.-based GPU, NRG and PPL); and 52% in Argentina (AES and Endesa). In Argentina, these interests are now demanding the IMF force electric users to pay hyper-high prices to the foreign interests, no matter what.

It is the LaRouche mobilization in the United States, to break this political and financial chokehold once and for all, that opens the prospect for unprecedented Hemispheric development, hope, and world peace.

World Land-Bridge

The final maps show the World Land-Bridge (Figure 16 and Figure 17). Especially when seen from a polar viewpoint, they convey the idea that the entire planet is one; that the Land-Bridge is a single continuous route that can integrate and develop Earth as a whole, from Tierra del Fuego in South America, to the Cape of Good Hope in Africa. It reminds us of the reality that the human mind and human creativity are the determinant, and also the most important resource to develop, in the course of developing the physical-economic condition of the world.