

Agriculture by Gene Schenk

'Keep the Third World primitive'

The vile little senator from Minnesota argues for U.S. competitiveness, but means Third World genocide.

It is absolutely essential that what we do in the 1985 Farm Bill be of such a nature that we do not encourage the building of the infrastructure in other nations. . . ." These are the words of the senior senator from Minnesota, Rudy Boschwitz (R), spoken in the halls of Congress on Feb. 26 on the occasion of the arrival of the legislature of South Dakota in Washington to appeal for help for U.S. farmers.

Boschwitz, in effect mocking the farmers present, used the argument that the artificially high U.S. price of grain (a lie) allows the Third World to export cheaper grains to the United States, thus making money and developing their infrastructure for more exports—a threat to U.S. interests, he insisted. "It is absolutely imperative that we do not allow Third World agriculture exporters to develop shipping infrastructure."

Because of the lack of shipping infrastructure in Africa, the U.N. Food and Agriculture Organization this year even lowered the tonnages of food aid it called "needed" for Chad and some other parts of the starving continent, since "logistical constraints" made provision of more food impossible.

Boschwitz was arguing, not for competitiveness, but for genocide, and he knows it. It is well known that the senator from Minnesota is a "helping hand" to the interests of Cargill, Inc.—the Minneapolis-based giant that dominates U.S. grain exports and a high percentage of the world's grain trade. But such vile sentiment and evil

intent have been little displayed before—even among the current crop of weeds on Capitol Hill.

Earlier this year, Boschwitz called hearings on the issue of Cargill importing wheat from Argentina into the United States. The proceedings were conducted to show that Cargill was merely responding to what its chairman, Whitney MacMillan, called the "inflexible farm programs" in the United States that supposedly prop up U.S. grain prices and make foreign grain cheaper. MacMillan said Argentine wheat at Gulf ports was \$144.70 per metric ton (12.7% protein), compared with \$150.50 f.o.b. gulf ports for 11% protein U.S. hard winter wheat, and \$157 f.o.b. gulf ports for 13% protein U.S. spring wheat.

The policy perspective of Cargill, Inc. and the club of other international food cartel companies (Continental, Bunge, Louis Dreyfus, André) is straightforward genocide: Africa and other regions are to be depopulated through starvation and pestilence; the remaining, formerly advanced nations are to revert to a neo-feudal condition of farm production.

In front of a packed hearing room Feb. 26, Boschwitz pounded the desk with venom and hissed, "You have to understand. We have an extraordinary infrastructure in this country . . . and it is absolutely essential [pounding hard] that this farm bill that we pass—that the bill that is written for 1985 and thereafter, prevents the infrastructure of the rest of the world from begin-

ning. Oh, not beginning, but improving. I mean, is it a real pleasure to deal with the Argentines? Hell, no! The Argentines are not particularly efficient as producers or particularly efficient as shippers."

The case of the cartels in Argentina is clear. Some 20 years ago, the food production and shipping potential of Argentina was outstanding. This nation could alone be feeding all of South America. The productivity of the pampas and the natural benefits of the de la Plata River are enormous. Engineers regard the port site of Buenos Aires as one of the best in the world.

Instead, the development potential was sabotaged by the cartels. Cargill, Inc. dominates much of the grain and all of the poultry production of the nation. Cargill has built its own export terminals, and sabotaged independent capabilities. This has been accomplished in close collusion with the East bloc.

Senator Boschwitz specifically cited the 1959-1973 period of worldwide port and shipping infrastructure improvements as a bad era that must be prevented from ever recurring. During that period, independent U.S. innovators attempted to collaborate with Third World interests to develop modern port and infrastructure facilities, for example, the original Sea-Land Corp. in New Jersey. The company pioneered ocean-going containerization and worked in the 1960s to develop advanced shipping depots throughout the world.

However, the company was bought out by Reynolds Co. after being financially undermined by the Kissinger-Soviet 1973 grain and shipping protocols that opened all U.S. ports to Soviet merchant vessels. Moscow offered huge discount freight rates, and undercut and bankrupt independent shipping lines.