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the European armies withdrew. Under President José Balta (1868-72), Peru's government hired Meiggs to build an astonishing set of railroads into the Andes. The lines ran from the southern port of Mollendo to Arequipa, on to Puno and Juliaca en route to Cuzco; and from Callao next to Lima, up the Rimac Valley and on across the heights to Huancayo. Meiggs employed his laborers under uniquely humane conditions, and the results were considered a wonder of modern times, the most daring and ingenious mountain engineering known to the world.

On New Year's Day, 1870, Meiggs spoke at a celebration in Lima marking the opening of his second Peruvian project, the Central Trans-Andean Railway, known popularly as "the railway to the moon."

Meiggs told the proud civic gathering that the object was to "scale the summits of the Andes and to unite with bonds of iron the people of the Pacific and the Atlantic. . . . Its immense transcendancy will very shortly be felt in all spheres of human activity. This happy event proclaims in the future a great social revolution whose triumph and whose benefits are en-

LaRouche: Railroads and the Eurasian Land-Bridge

Interviewed June 19, 1996, on "EIR Talks," Lyndon LaRouche placed his "Eurasian Land-Bridge" proposal in the tradition of America's successful railroad development.

You have to take the railroad issue, and treat that not as a rail line, not as transportation that lies across the desert. . . . The way this has to be done: If people get some good maps which give some degree of the topography of the area, and population density, water, and things like that—Take the railroad maps together of China, and of Western Europe. Look at the inland waterways, the canals, and other transportation devices.

Now, looking across these vast reaches, going eastward from Berlin, which is the natural rail hub in Europe for going to China and India, and there, toward China, and you find you have vast expanses, which are virtually undeveloped, with low population densities, with a lot of natural resources, but very little development. And, you're going to run a rail line, say, from Berlin as a hub, also, to Brest, in France, and so forth; but, as a hub, out to places like Beijing, and across to the islands, and down into the main island of Japan, and down into India, and so forth.

And, you find that you're putting track (in this case, it might be magnetic levitation), across very vast expanses, with very little in between. Very few places from which to pick up freight or passengers, or dispatch them, at least, in large quantities. So, that gets pretty expensive, on the surface of it: to transport something thousands of miles, and that's what it amounts to, in some cases, across the Eurasia heartland, with nothing there; very few canals, very few—a limited number of roads, and so forth, into China, into the heavily populated part of China, or the heavily populated part of South Asia.

How do you pay for that? Well, we did that, in the United States, with our railroad development. As people may recall, in the middle of the last century, we used rail to create development corridors along the line of the rail route, and we populated the area with farms; we populated the area around the farms, with new urban communities, and, apart from the mess that was made of it during the course of this century, and under the Cleveland administration, and so forth, in the past century, it was very good. We showed the way of how to develop the country.

Now, therefore, when you build a railroad across Eurasia, you're not just going to build a rail track, or a magnetic levitation track. You're going to build a corridor, a development corridor. And, that development corridor will reach to approximately 50 kilometers on either side of the main trunk line, which may be defined by a canal, a canalway, or inland waterway, or by railroads, or so forth.

Now, when you do that, what you're going to do, is put along the same right of way as your railway track, you'll put things like fuel pipelines, freshwater pipelines, and other logistical devices. Your power grid will be oriented, in that region, to your main highway, your main artery of transportation; warehousing systems. You will then reach out, in natural centers, which are natural urban centers, and just plan them, as we did in the West; and, you will go out to 50 miles, or 30, 40 miles or so, on either side of your main trunk line. And, you'll develop farms, you'll develop industries. You'll move population, and so forth. In that way, every kilometer of track, in a sense, is paying for itself because of the economic development along the right of way.

Now, the Chinese have caught on to this; and, they've proposed that they're pushing for the rail line, to also develop other things, like pipelines and power lines, and so forth, to match this. It's very intelligent; and, the United States should say, "We want to get into this with both hands," and help them. Our helping them in this, would help revive some of our moribund industry, and get some jobs going in the United States. And, the Europeans should do the same thing. So, I'm very much for it.

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