
LaRouche on Colombia

Replace Terrorists With Farmers!

“The time has come for the governments of South and Central America to take the action on whose behalf we’ve been working for many years,” U.S. statesman Lyndon LaRouche said July 8, in welcoming the highly successful operation carried out July 2 by the Colombian government and military, which freed 15 hostages held by the FARC narcoterrorists. LaRouche was also responding to Colombian President Alvaro Uribe’s July 5 call, supporting an earlier proposal by Venezuelan President Hugo Chávez, to build a continental railroad linking Colombia with its immediate neighbors, Venezuela and Ecuador, and with extensions into Central America and farther south into all of South America.

“These developments make it possible to bring about a revolution in the region,” LaRouche asserted, “which throws the British out of the area for good, as originally intended by the Monroe Doctrine.” British imperial support for the FARC over decades is notorious, as is the controlling role of City of London financial interests in the international drug trade, in which the FARC is the leading cocaine cartel.

“What we now have in our hands,” LaRouche said, “as recognized by various people in South America, is that the FARC, essentially, is dead meat, politically. Its time has passed. What has happened is a very sophisticated operation, carried out by elements of the Colombian government and military, with intelligence support by elements of France, including the institution of the Presidency, and institutional elements of the United States. They set up an operation, which is a long-ranging operation, which came to fruition recently.

“Although carried out in Colombia, by Colombians, what has happened is not a Colombian phenomenon, as such. It’s something that was created over a long period of time, probably more than 20 years, with some institutions in the United States, operating within their relevant authority, helping to set an operation against things like the FARC, against the drug-terrorist operation.

“Now, this has succeeded recently because of many years of preparation. It is not something that just happened yesterday,” LaRouche explained.

LaRouche went on to discuss the Chávez-Uribe rail proposal, noting that, for decades, he and his associates throughout the region have presented detailed proposals for the physical integration of South and Central America with great infrastructure projects, including maglev rail links.

“We have worked on these rail proposals before,” La-

Rouche stated, “including the idea of linking them up with agricultural projects. The time has come to replace terrorists with farmers. All the pieces lie at hand to do that now, including rehabilitating motion towards a Bank of the South, to facilitate such great development projects. What is needed is only the political initiative.

“The British—including British free trade and globalization policies—have no place in the hemisphere, or the world. The time has come to return to the tradition of Lincoln, of McKinley, and of Franklin Delano Roosevelt’s Good Neighbor policy.”

Colombia-Venezuela Railroad

LaRouche ‘Land-Bridge’ Is Back on the Agenda

by Maximiliano Londoño Penilla

Mr. Londoño is President of the Lyndon LaRouche Association of Colombia. He issued this statement in Bogotá, July 7.

Barely three days had passed since the Colombian Army’s successful operation July 2 rescuing former Presidential candidate Ingrid Betancourt, three American citizens, and eleven policemen and soldiers who had been hostages of the narcoterrorist FARC (Revolutionary Armed Forces of Colombia), when President Alvaro Uribe once again surprised the country.

On July 5, he announced that during his upcoming trip to Caracas, Venezuela, that he was prepared to sign a memorandum of intent on the building of the Colombia-Venezuela railroad proposed by President Hugo Chávez, one of whose lines would connect the Venezuelan plains with the Colombian plains to reach Ecuadorian territory. A second corridor would go from Venezuela through Colombia and then into Central America via the Caribbean.

These projects are part of the agenda for the physical integration of the nations of Ibero-America proposed by American statesman Lyndon LaRouche in his 1982 “Operation Juárez.” There, he explained how to use the “debt bomb”—a moratorium on foreign debt—to put an end to the usury practiced by Wall Street and the City of London. In 1986, LaRouche commissioned the book *The Economic Integration of Ibero-America: 100 Million Jobs by the year 2000*, which detailed the railroad, water, industrial, and agricultural projects, that could transform the region into a great industrial power.

Speaking from Aguadas, Caldas on July 5, Uribe said: “In the past, President Chávez proposed that we move forward

with railroads to integrate our nations. We believe we should accept that proposal. It is my hope, therefore, that in our July 11 meeting, we can sign the memorandum of intent, accepting President Chávez's proposal to integrate our countries by building railroads—one line alongside the Caribbean, and the other through the Eastern Plains. [Let] Venezuela and Colombia become integrated in both directions; and may the line built through the Caribbean be the beginning of our integration with Central America, and also with Mexico, with a vision of Mesoamerica.

And, Uribe continued, "let the line that extends toward the Southwest, through the Eastern Plains—first through Venezuela's plains and then through Colombia's—move us toward integration with our sister nation of Ecuador. Then, hopefully, thinking big, we can continue moving south. This is the subject we are very excited about, looking toward the July 11 meeting."

The LYM Makes a Proposal

On Aug. 31, 2007, Chávez visited Uribe's countryside residence in Hato Grande, Colombia; during their final press conference, members of the LaRouche Youth Movement proposed that Chávez consider the proposal to finance a railroad that would unite Colombia and Venezuela, and link the two nations to the rest of the world. This would lay the groundwork, so that the high-speed railroad corridors of the Eurasian Land-Bridge could, after linking Russia's Far East with Alaska via the Bering Strait tunnel that would be built by the Russian government, extend through North and Central America and continue on to South America, with Colombia as their entryway.

At least one line would border the Caribbean Sea, from Colombia, passing through Venezuela and continue south, finally reaching Argentina after crossing Brazil. A second line would be closer to the Pacific Ocean and extend down to the Argentine Patagonia. Lyndon LaRouche and German leader Helga Zepp-LaRouche have taken the lead in proposing construction of these great development and infrastructure corridors to link all of the planet's continental masses.

On Oct. 27, 2007, in an article entitled "Maglev Trains and Nuclear Energy Should be the Priorities for the Bank of the South," I warned that "President Chávez should eliminate his anti-U.S. posture, and instead seek a new relationship with the country to our north, through a Democratic Party revitalized by LaRouche's leadership. If Chávez really wants to unite the nations of the continent, he should invest Venezuela's petrodollars in the great Railroad of the Americas or the Pan-American Railroad, as this latter project was known in 1889, when the United States organized the first conference to promote this integrationist initiative."

Unfortunately, by 1923, the railroad project had been replaced by the Pan-American Highway, which in turn was interrupted by the ill-named Darien Gap (henceforth, this should be referred to as the Darien Train). The nascent Bank of the

South could be the vehicle through which this great project to physically unite the nations of the continent, and particularly those of the region, could become reality.

On Nov. 4, 2007, in an article entitled "Prometheus, the Bogota Metro and the Bolivarian Railroad," I proposed building what is now being called the Colombia-Venezuela Railroad: "Taking advantage of the warm friendship he enjoys with President Hugo Chávez, President Uribe could request that the sister republic of Venezuela invest in the Bogota Metro, and also in the building of the Bolivarian Railroad. The latter would connect Venezuela with Colombia, entering through Arauca, continuing on to the plains, then through Villavicencio and intermediate points until reaching Ecuador."

A new era has begun in the Americas, in which a lasting peace can be secured, not only by defeating narcoterrorism, but by simultaneously launching economic reconstruction. Specifically, security for both Presidents Chávez and Uribe must be strengthened, to prevent their assassinations by the hit men controlled by the Anglo-Dutch financial cartel that seeks to control the world. To date, the British Empire has succeeded in imposing a dictatorship of global free trade, and to create perpetual warfare which prevents any discussion of industrialization projects. It is now time to revive the legacy of Benjamin Franklin, George Washington, Alexander Hamilton, Abraham Lincoln, Franklin Delano Roosevelt, John F. Kennedy, and the American System of political economy, today embodied in the American statesman and economist Lyndon LaRouche.

Max Londoño: Build The Metro to China!

We publish below the presentation given by Maximiliano Londoño, President of the Lyndon LaRouche Association of Colombia, before a December 6, 2007 forum in Bogotá, entitled "the Bogotá Metro, an Unpostponable Challenge." Held in the Elliptical Room of the National Congress, and transmitted nationwide by the Congress's TV station, the forum occurred just weeks after the October electoral victory of Samuel Moreno as Mayor of Bogotá. Development of the Metro was a central element in Moreno's electoral platform.

Both the LaRouche Association and the LaRouche Youth Movement not only played a critical role in that victory, but also helped to shape the broader environment in which Colombian President Álvaro Uribe's July 5 acceptance of Venezuelan President Hugo Chávez's proposal to build a regional railroad, could take place.

The LaRouche forces organized aggressively on the streets and in the universities, distributing 70,000 leaflets headlined, "Vote for the Darien Train and the Bogotá Metro." The leaflet