

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*

**South America: Great Rail Projects**



proposed that Colombians view the Metro, not just as a local project, but as a crucial link to the Eurasian Land-Bridge elaborated by LaRouche and his wife, Helga Zepp-LaRouche, leader of the German BÜSo (Civil Rights Solidarity) party. The Land-Bridge's extension into the Americas, the leaflet pointed out, would become possible through the tunnel under the Bering Strait that Russia is proposing to build.

In the period between Moreno's election and his taking office in January of 2008, the LaRouche Association widely circulated its Strategic Alert with such articles as "Prometheus, the Bogotá Metro and the Bolivarian Railroad," and "The Reasonable Is Possible: The Darien Train and the Bering Strait Tunnel."

In the December forum, Londoño's testimony stood out for its optimistic view of what Colombia can achieve, if its leaders abandon the Malthusian conceptions peddled by the World Bank and the IMF, and embrace the "think big" vision that Franklin Delano Roosevelt so successfully applied in the 1930s United States, and that the Eurasian Land-Bridge embodies today. Londoño has incorporated these programmatic proposals into every campaign he has waged in Colombia, dating back to 2002 when he ran for Congress on the electoral slate of Presidential candidate Gen. Harold Bedoya.

General Bedoya, former head of his country's Armed Forces, used the 2002 campaign, as he did in earlier campaigns for the Presidency, to propose a Marshall Plan-style of national reconstruction program for Colombia, one that would also include close cooperation with the United States in dealing with the narcoterrorism that plagued the nation. Bedoya expanded on those proposals during a joint press conference with Lyndon LaRouche, held in February 2000, in Washington, D.C.

### 'Crazy' Ideas

I don't have the highly developed ability of Dr. Paul Bromberg [the former Mayor of Bogotá] to think small. We have to think big. We have to conceptualize things and do them—make possible what is reasonable, and push demagoguery aside. We are at the best possible moment to build not only the Metro, but an entire integrated network of rail corridors to connect the country with the rest of the region and the world.

Look at what's happening. In April, the Russians announced they were going to build a tunnel under the Bering Strait. That's crazy, right? It's 110 kilometers! But it means



Maximiliano Londoño

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that you could start from any European capital, and after traveling across Europe, go 10,000 km on the Trans-Siberian Railroad and reach the Americas. This is the topic of conversation right now in Canada, Russia, and in the United States. And we also have to take it up.

The only other significant problem for those railroad corridors would be the so-called Darien Gap, which, from now on, should be called the Darien Train. The railroad that was being discussed in 1890 was never built because people, like Dr. Bromberg, weren't thinking big. He says that we poor people can't think big. But we *have* to think big. For example, right now, in Italy, there is discussion of building a tunnel under the Mediterranean. Listen carefully: 164 km to connect Sicily with Tunisia, and they're going to build four artificial

islands with the left-over refuse.

Wow, that's crazy! Demented! Just as demented as President Kennedy was when he said, "I believe that this nation should commit itself to achieving the goal, before this decade is out, of landing a man on the Moon and returning him safely to Earth." Now, what do those programs mean? Breaking with existing paradigms—breaking with the "limits to growth." The meaning of going to the Moon wasn't that we brought back some rocks and used them for minerals. The key was the advancement in science and technology.

So, society advances with new principles. Right now, specifically in the case of Bogotá, introducing the Metro, a system that isn't just about transportation, will allow us to reorganize everything. That's how societies work, on the basis of new principles.

At any given moment, seeing something in context is useful, but we can't just stay there. There are several things that are clear right now. If we're going to have a Metro, what will it be like? Well, we have to think of what it will be like 50 or 100 years from now. People work in surrounding areas, so of course, we're going to have to connect them through rail corridors, but with wide-gauge electric trains. We're talking about locomotives with electric traction, like the European ones.

What's wrong with our political leaders? They travel and see progress in the United States and in Europe, but what do they bring back? Small things! A return to the cavemen! In Europe, you can travel at speeds of 300-350 km an hour, on trains with electric traction, not diesel electric, but entirely electric traction. Why can't we do the same thing here?

One of the problems is financing. Let's look at what the United States has done. They are our friends. They've helped orient us, sometimes in the wrong direction, as we know. But the World Bank report that Dr. Bromberg so favorably discussed, tells us we can't build infrastructure, and much less, rail corridors. The Bank said in 2005 that infrastructure was only acceptable in the area of highways, and then, only through privatizations, through concessions. Anything else is impossible.

## Think Big!

We have to think big. In 1956-57, President Eisenhower decided to build a federal highway system, for reasons of security. How did they do it? They made a decision to have a parallel budget for capital investment. Of course, if we look at our current budget, there just isn't any money. The minister has been told there's no money. They gave him a hard time over building just 2,500 km of highways. So now he's a little bit scared and doesn't want to discuss this.

Now we want him to be our commander of the Metro, and of the railroads too. He has profound theological conceptions and knows that faith moves the physical. Human beings think, conceptualize, imagine, dream—that's what moves us, not the little things.

Of course, we have to make ideas become reality. Let's look at the budget issue, a capital investment budget, because we're talking about long-term investment. We're going to need \$2.3 billion for the Metro, and they tell us: "Horrible! You're going to take food out of the mouths of the poor. You're not going to be able to build the bridges."

No! What did Eisenhower do? At that time, they were talking about a \$100 billion budget, but it was to be extended over 33 years. They imposed a two-cent federal tax per gallon of gasoline which was used to cover the amortization of bonds, issued to attract private capital to finance a public project.

They took as their model what Franklin Delano Roosevelt did in 1933. He took office with the economy paralyzed. [The government] had followed Wall Street's rules: First finance the debt—but then there's nothing left over for investment. He said, very simply, we have to put people to work; there's no place else to cut. So what did he do? The State built infrastructure projects. He used a financing corporation that Herbert Hoover had set up to save the banks, and then empowered it to issue bonds.

Here in Bogotá, we need a district corporation that can issue bonds to be capitalized. That way, we can ensure that savings, of any kind, can be part of this process. There were a number of different processes that came together in what Eisenhower did. He said, we're going to issue bonds, because debt is an instrument for generating wealth. Money in itself isn't wealth. Credit is an instrument to activate people who have organizational and administrative abilities, who have ideas and can mobilize others to create tangible wealth.

Credit can also become an instrument of usury. Right now,

we have the best conditions to effect change. Take the Bank of the South, for example, which is being discussed because the need for a new international financial architecture is being posed, and former Argentine President Néstor Kirchner and Ecuadorian President Rafael Correa understand this.

Look at what Argentina is doing. It abandoned orthodoxy, and now they're building a bullet train, the kind that travels at 350 km an hour, between Buenos Aires and Rosario, and they're going to build another one. The Chinese are building railroads, including magnetic levitation. So, here in the District of Bogotá, we can build the Metro and many other things.

## The FDR Model

We can do what Franklin Delano Roosevelt did in 1933. People were downtrodden and he said: How can we employ them? So they began to build infrastructure projects, and in the first three months of his term, 4 million were put to work. Doing what? They weren't mowing the lawn or sweeping the streets. They built railroads, highways, canals, airports, etc. And, just as a reference point, remember that when Gen. Gustavo Rojas Pinilla was President, he invited David Lilienthal to Colombia.

Lilienthal was the head of the Tennessee Valley Authority (TVA), the largest water management project ever seen by mankind. It extended over seven states, and took care of the region's flooding problems. The TVA built more than 20 dams, not to mention all the other projects. Rojas invited Lilienthal to come up with a proposal for our country, and [Lilienthal] said that the Cauca River Valley and the Sinú River Valley should be the pioneers, to do there what the TVA did in the U.S.

This was Rojas's real program, and through it, he built 18 airports, besides Bogotá's El Dorado airport. After him, President Alberto Lleras sold the land that Rojas had bought for these projects. Rojas was a visionary; he built what infrastructure we have, and now we have to take the next step.

We know for sure that we need the Bogotá Metro, connected to a train for the surrounding Sábana, which will go beyond the existing one. We also need rail corridors nationwide. How can we solve our problems with Venezuela? It has a plan for a train to reach Arauca. So why don't we have a train that will go through Arauca, Casanare, Meta, Caquetá, and Putumayo, and ends up in Ecuador? Of course, then, we'll have our Gran Colombia<sup>1</sup>—we'll have it physically, integrating ourselves through rail corridors.

What the Russians have proposed, to link up the Eurasian Land-Bridge—this is the name for the network of rail and development corridors—with the corridors of the Americas, is a higher-level principle that completely changes the planet. Now we, with the Metro idea, which is a metaphor, an infini-

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1. Historically, Gran Colombia included present-day Venezuela, Colombia, and Ecuador.



tesimal of this new geometry, have to hook up with this.

There are several things we can do. The Bank of the South is an instrument to create credit. We can create a district financing corporation, which, as I mentioned earlier, will be able to issue bonds. Even if it's public, it won't depend on the regular budget, so that we won't hear from the finance minister later on that "there's no money." So, we have a number of options right now.

As LaRouche says—he's the American statesman who's organizing inside the Democratic Party—we have to get rid of this obsolete financial system. Debt is growing faster than nations' revenues. Even the United States has been hurt by this. Last year, 65 auto factories shut down, and the U.S. aerospace sector has been dismantled.

There's also a fight going on inside the Democratic Party to steer it in a different direction. There's a debate about these rail corridors. I want to say that it is possible to have here something like what Franklin Delano Roosevelt did in 1933, which was known as the New Deal. He said: We're going to put people to work on infrastructure projects. So, let's start with the Metro, then continue with the Cundinamarca train, and the surrounding areas, and build the rail corridors. And, Mr. Minister, to give you a few more problems, wed yourself to the Metro! Let the President wed himself to this project! Wed yourself to the railroad. We need it.

Thank you very much.

## LaRouche's 15-Point Plan For a War on Drugs

*On March 13, 1985, Lyndon LaRouche sent a message to a Mexico City conference on the drug traffic, laying out a 15-point "war plan" to combat it. Here are excerpts.*

**1.** What we are fighting, is not only the effects of the use of these drugs on their victims. The international drug traffic has become an evil and powerful government in its own right. It represents today a financial, political, and military power greater than that of entire nations within the Americas. It is a government which is making war against civilized nations, a government upon which we must declare war, a war which we must fight with the weapons of war, and a war which we must win in the same spirit the United States fought for the unconditional defeat of Nazism between 1941 and 1945.

**2.** Law-enforcement methods must support the military side of the War on Drugs. The mandate given to law-enforcement forces deployed in support of this war, must be the principle that collaboration with the drug traffic or with the financier or political forces of the international drug traffickers, is treason in time of war.

**a)** Any person caught in trafficking of drugs, is to be

classified as either a traitor in time of war, or as the foreign spy of an enemy power.

**b)** Any person purchasing unlawful substances, or advocating the legalization of traffic in such substances, or advocating leniency in anti-drug military or law-enforcement policy toward the production or trafficking in drugs, is guilty of the crime of giving aid and comfort to the enemy in time of war.

**3.** A treaty of alliance for conduct of war, should be established between the United States and the governments of Ibero-American states which join the War on Drugs alliance to which the President of Mexico has subscribed. Other states should be encouraged to join that military alliance.

**4.** Under the auspices of this treaty, provisions for actions of a joint military command should be elaborated. These provisions should define principles of common action, to the effect that necessary forms of joint military and law-enforcement action do not subvert the national sovereignty of any of the allied nations on whose territory military operations are conducted. These provisions should include the following:

**a)** The establishment of bilateral military task-forces, pairwise, among the allied nations;

**b)** The establishment of a Common Command, assigned to provide specified classes of assistance, as such may be requested by designated agencies of either of any of the member states, or of the bilateral command of any two states;

**c)** Under the Common Command, there should be established a central anti-drug intelligence agency, operating in the mode of the intelligence and planning function of a military general staff, and providing the functions of a combat war-room;

**d)** Rules governing the activities of foreign nationals assigned to provide technical advice and services on the sovereign territory of members of the alliance.

**5.** In general, insofar as each member nation has the means to do so, military and related actions of warfare against targets of the War on Drugs, should be conducted by assigned forces of the nation on whose territory the action occurs. It were preferred, where practicable, to provide the member nation essential supplementary equipment and support personnel, rather than have foreign technical-assistance personnel engaged in combat-functions. Insofar as possible:

**a)** Combat military-type functions of foreign personnel supplied should be restricted to operation of detection systems, and to operation of certain types of aircraft and anti-aircraft systems provided to supplement the capabilities of national forces; and

**b)** Reasonable extension of intelligence technical advice and services supplied as allied personnel to appropriate elements of field operations.

**6.** Technologies appropriate to detection and confirmation of growing, processing, and transport of drugs, including satellite-based and aircraft-based systems of detection, should be supplied with assistance of the United States. As soon as the