

economically self-sufficient, energy independent and resource independent to the greatest extent that we can; where we are focussing on individual, regional self-economic development which is actually coordi-

nated among all nations.

In the past, the United States has jumped into the morass of British economic thinking with predictable results. Now we can change that.

U.S Patriots' War To Build The Intercontinental RR

The United States, since its creation, has fought for the science-driven economic development of the nations of Ibero-America, as exemplified by the policies of John Quincy Adams, Henry Clay, and Abraham Lincoln.

Hal Cooper's proposal to build a rail connector, across the Bering Strait, and down through the Darien Gap, touches on the issue that has been central to the ideas of patriotic American leaders for 125 years: building an intercontinental railway and economic development corridors, that unite North and South America. Nationalists such as Henry Meiggs and Gen. William Palmer, built rail systems in Chile and Peru, and in Mexico, respectively, during the latter part of the 19th Century, often against fierce Anglo-Dutch imperial opposition.

In October 1889, one of America's greatest patriots, James G. Blaine, then Secretary of State to President Benjamin Harrison, convened in Washington, a conference of leading representatives of 17 Ibero-American nations, Hawaii, and the United States. At this six-month conference, U.S. Army Corps engineers and other personnel, as well as Ibero-American experts and governmental authorities, plotted to build 5,456 miles of new rail lines that were to connect with thousands of miles already in operation. The rail lines would extend along the Atlantic and Pacific Coasts of South America, and connect every major commercial and political city in North and South America. In 1898, the U.S. Army Corps of Engineers released an eight-volume report, containing hundreds of maps and illustrations, and covering specific contours of areas along the route, specifying how the system as a whole would be built.

On Oct. 2, 1889, Blaine addressed the conference

that he had convened, stating:

"The aggregate territorial extent of the nations here represented falls but little short of 12,000,000 square miles, more than three times the area of all Europe, and but little less than one-fourth part of the globe; while in respect to the power of producing the articles which are essential to human life . . . they constitute even a larger proportion of the entire world. . . .

"We believe that we should be drawn together more closely by the highways of the seas, and that at no distant day the railway systems of the North and South will meet upon the isthmus [of Panama] and connect by land routes the political and commercial capitals of all America. . . .

"We believe the spirit of justice, of common and equal interest between the American States will leave no room for an artificial balance of power, like unto that which had led to wars abroad and drenched Europe in blood."

On May 12, 1890, Blaine submitted to the U.S. President and Congress the plan agreed on by the conference, for a "survey for a railway line to connect the great commercial cities of the American hemisphere." He said that this grand rail plan, "is an undertaking worthy of encouragement and co-operation of this Government."

Blaine also proposed the establishment of an Inter-American Bank, with sufficient credit to foster the capital-intensive development of the Western Hemisphere.

In 1893, Blaine died; in September 1901, U.S. President William McKinley, Blaine's friend and close ally on the rail project, was murdered by a British-sponsored assassin. McKinley was, at the time, organizing for this and allied plans at the Pan-American Exposition in Buffalo, New York. McKinley was replaced by the British-run traitor, Teddy Roosevelt, who immediately shut down this and related projects.

This intercontinental rail project has lain dormant more than 100 years.—*Richard Freeman*