

The Great Waterway

The following description of the Great Waterway project was written by Prof. Vasco Azevedo Neto, professor emeritus at the Federal University of Bahia, Brazil. He was a federal deputy for three terms. As a railroad engineer of international renown, Professor Azevedo has defended great infrastructure projects as fundamental to the integration of Ibero-America, and is the author of the concept of "lines of least resistance," as the preferred parameter for defining railroad and highway routes.

Of the 9,818 kilometers of the Great Waterway, 1,650 km are located in the Orinoco Basin, 4,333 km in the Amazon Basin, and 3,370 km in the La Plata Basin.

The connection between the Orinoco and the Amazon (235 km) should be constructed in the Casiquiare, through the Pato-Cabarua Canal, which would not only shorten the distance, but would also avoid the rapids and other obstacles to the canal along other proposed routes. The Amazon-Plata connection (230 km: 140 km in the Amazon and 90 km in the Plata) is situated between the navigable extremes of the Guaporé and Jaru rivers. The only dry

stretch of the Great Waterway, some 3 km long, is found in this link, where the watershed is 330 meters high, which should be lowered by only 10 meters.

Apart from these two connections, the Great Waterway is broken at Antunes and Maipures, where there is a drop of 31 meters; and in the Tapuraquara and São Gabriel rapids (49 km long and a drop of 72 meters). All of these drops and waterfalls offer multiple potential advantages.

Although navigable, corrections and improvements will be needed in the following stretches: Cocuy-São Gabriel (250 km); Mamore-Guaporé (1,380 km); and in the Jaru River, 100 km more between Porto Esperidião and the confluence of the Jaru-Paraguay rivers.

In all, this constitutes a total of 1,730 km, or 17% of the total route, all sections of which require significant improvements.

These waterways are paths that naturally seek the "lines of least resistance," meaning less energy expense for transport. For example, it is estimated that, on average, the energy produced by a single kilogram of coal would allow the transport of 6.5 ton-kilometers by highway, 20 ton-kilometers by rail, and 40 ton-kilometers by water. According to W. Geile, during the last 30 years in Germany, the average cost of railroad transport was 2.14 pfennigs per ton-kilometer, and 0.43 pfennigs per ton-kilometer by water—one-fifth the cost of railroad transport.

tal Republic," in a strategic region encompassing parts of the rich states of São Paulo, Paraná, and Mato Grosso do Sul in Brazil. In this region is located nearly half the electrical generating capacity of Brazil, including the giant Itaipú hydroelectric dam, the world's largest, on the border with Paraguay. A terrorist "sanctuary" in the Pontal, which the Pol Pot-like leadership of the MST is striving for, would compromise the electricity supply of the entire southeast of the country, including the industrial state of São Paulo.

The decision to create the Yanomami reserve was made during a discussion at Buckingham Palace in the late 1960s, among Prince Philip, Queen Elizabeth II, and British explorer Robin Hanbury-Tenison, who had just given the royal couple a verbal report on his expedition along the length of the Great Waterway. He detailed for them the enormous wealth of the area, especially of the Amazon region. This, it was decided, could not be left in the hands of a sovereign Brazil. A Yanomami Indian enclave in the area would have to be concocted.

To carry out their project, Tenison and others, such as John Hemmings, director of the British Royal Geographic Society, a favorite haunt of Britain's environmentalists and Malthusians, created Survival International (SI), in 1969. Funding for the first operations of SI was provided directly

by Prince Philip, through then-WWF President Sir Peter Scott. As intended, SI emerged as the indigenist arm of the WWF, and promptly took up the Yanomami "cause."

(SI's current vice president is Lord Buxton, a member of one of the leading oligarchic families of the United Kingdom. Buxton also presides over Anti-Slavery International, the oldest human rights organization in the world, through which the British oligarchy internationally promotes the Landless Movement of Brazil.)

Lady Lynda Chalker—who, as U.K. Overseas Development Minister, is in charge of the imperial office which controls the Central African heads of state around the Nazi President of Uganda, Yoweri Museveni—travelled to Brazil in early 1991 to offer "medical assistance" to the Yanomami communities, and to prepare for Prince Charles's April 1991 visit to Brazil. In November of that year, Brazilian President Fernando Collor de Mello, puppet of the Anglophile Sir George Bush, decreed the creation of the Yanomami reserve, a decision which was helped along by a public letter calling for the creation of the reserve issued by a group of eight U.S. senators, plus Vice President Albert Gore and Undersecretary of State for Global Affairs Timothy Wirth, two of the most fervent promoters of the British Empire's environmentalist campaigns.