

NAWAPA Extended: Taming the Darien Gap

With the completion of a Bering Strait tunnel, linking Eurasia and the North American continent, and the extension of NAWAPA into Mexico and Central America, the major part of the South American continent will remain to be connected to the system, through the Darien Gap. As we learn in this 23-minute video,¹ narrated by Meghan Rouillard, while the “Gap,” long ago, physically separated Central and South America, today, they are separated by a nearly impassable, vastly underdeveloped region, kept that way by the British empire, and its intention to keep world civilization backward and controllable. The disconnection of the two landmasses can best be viewed from the standpoint of LaRouche’s conception of cultural-economic platforms. Neither modern roads, nor railroads can traverse this region, in its present state.

The NAWAPA perspective will address the development of the Darien Gap, by applying the most modern methods of water management, transportation, including high-speed rail, nuclear power, and advanced aerospace, as well as musical and scientific education, to uplift the populations of South America, for generations to come.

When the Panama Canal was inaugurated in 1914, the ancient connection between the Atlantic and Pacific Oceans was reestablished, along with the potential to develop the entire subcontinent into a flourishing economic singularity, and to integrate the Americas, from North to South. It was precisely this potential, that the British empire was determined to prevent.

1. www.larouchepac.com/node/16138

The video then reviews the determination of the German humanist Alexander von Humboldt to develop the South American continent, which he explored in the mid-19th Century, with rail and water transport; in the late 19th Century, President William McKinley promoted rail links from the United States, through Central America, and traversing the Darien Gap, into South America. Another Andean rail line, proposed at the time, was ridiculed by the greenies of the day, as “trains to the Moon.” But, maps show exactly where these rail lines were to be built,

FIGURE 1



LPAC-TV videograb

The Pan American Highway; inset: the Darien Gap.

had the imperialists not moved to kill the baby in the cradle.

In fact, it was the assassination of McKinley, in 1901, at the Pan-American Exposition, in Buffalo, N.Y. (which was celebrating precisely this kind of scientific and economic potential), that snuffed out the development perspective. Then, British agent, Theodore Roosevelt became President. Today, TR’s tradition is represented by the World Wildlife Fund of Prince Philip, which, along with other British-run “environmentalist” kooks, has prevented any development of the Darien Gap, with the designation that it must be preserved as a “Biosphere reserve.”

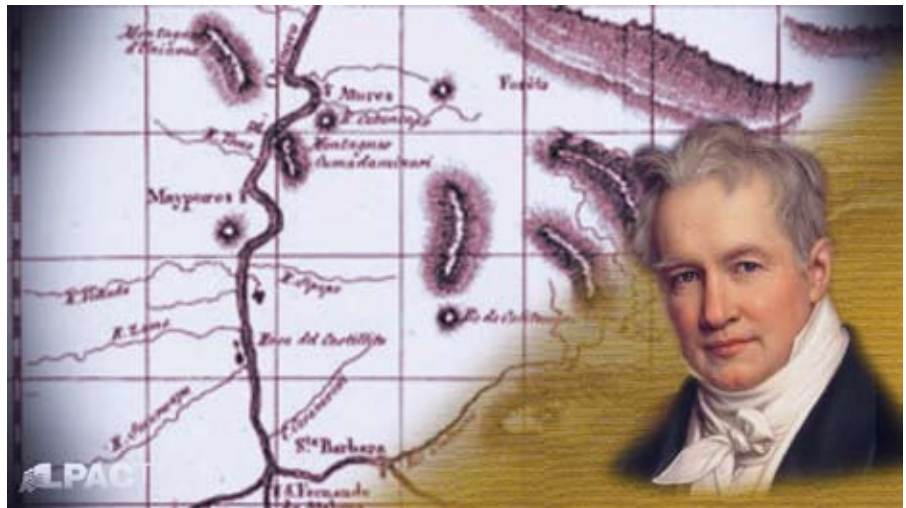
As we learn, the “reserve” has now become a *terra incognita*, inhabited and controlled by the narcoterrorist FARC—with the blessing of the British monarchy and the WWF.

A Second Panama Canal

LPAC then presents a plan for the physical-economic integration of the Americas, starting with high-speed rail through the Darien Gap. A second Panama Canal, necessary because the original Canal is far too narrow to accommodate the large loads to be shipped through to the new areas under development, will be built. There are several possible routes shown, along with their connections to the present and future transportation networks.

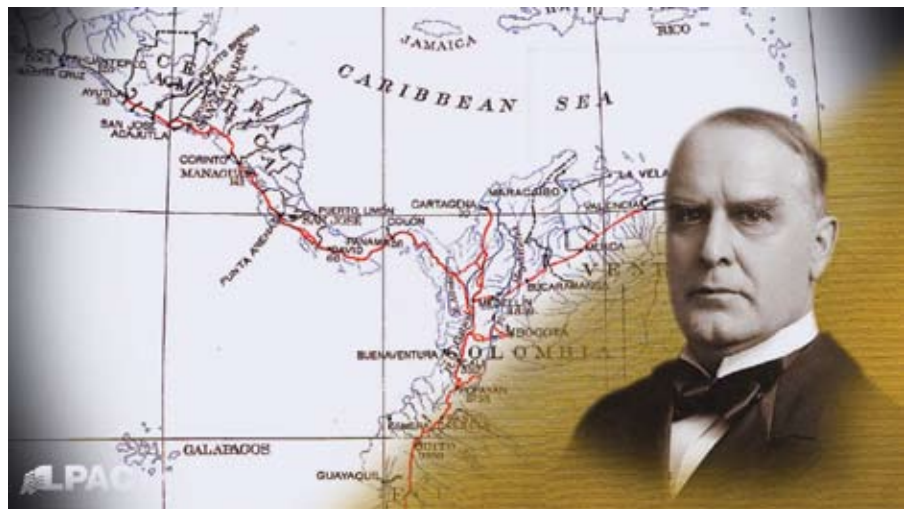
One of the major targets for development is the Amazon in Brazil, where, as we discover, there was, over the past 12,000, a highly advanced, astronomically oriented civilization. This prehistorical society terraformed thousands of square miles of the Amazon, creating raised mounds above the floodplain for agriculture and settlements, and constructing complex hydraulic works. Contrast this to the primitive, imperially enforced slash-and-burn farming techniques practiced there today. By reintroducing the hand of man, as gardener and terraformer in this region, we will come to understand better how the entire Biosphere functions, and perhaps, even craft new weather systems for our benefit.

This video next considers the region's vast mineral wealth, just waiting to be put to use for the benefit of mankind: This includes large desposits of coal, petroleum, natural gas, and uranium, along with iron, copper, nickel, zinc, and bismuth, etc. Next on the agenda, is the construction of nuclear power plants to fuel the industrial development that will take place. Argentina and Brazil can become centers for space exploration, while the southern tip of Chile, can become a jump-off point for the exploration of the Antarctic, where cosmic anomalies, such as the Aurora Australis at the South Pole, invite exploration.



LPAC-TV videograb

The German humanist Alexander von Humboldt explored South America in the mid-19th Century, and proposed to develop its great potential with rail and water transport.



LPAC-TV videograb

President William McKinley continued the continental development perspective of Abraham Lincoln, and like Lincoln, was assassinated by the British. The map shows a rail line, as McKinley dreamed of building, going through the Darien Gap.

The transformation of the Biosphere, and upgrading of the cultural platforms of the population, will prepare us to meet the challenges of space exploration. The closing of the Darien Gap will be a singularity in this process of development. But first, we must change the reigning axioms in the United States, so that we can take step one: NAWAPA.

The narration closes with the following caution: "Let us not be the generation that looks back and says, 'We could have made all of this happen, but we failed.'"

—Bonnie James