

Zepp-LaRouche Led Drive for Land-Bridge

by EIR Staff

The dramatic breakthrough which is represented by the April 24 Moscow conference featuring the Bering Strait Corridor, is inconceivable without the tireless efforts of the LaRouche political movement, especially Schiller Institute founder Helga Zepp-LaRouche. We review here the highlights of Mrs. LaRouche's campaign for the Eurasian Land-Bridge, or, as she often called it, the New Silk Road.

Upon the fall of the Berlin Wall, in November 1989, when Lyndon LaRouche was a political prisoner of President George Bush senior, Zepp-LaRouche launched an aggressive international campaign for the European Productive Triangle, a concept of East-West European development which economist LaRouche had put forward from his jail cell. The initial concept involved rail and development corridors between Paris, Berlin, and Vienna, with spiral arms extending from the European industrial heartland to the East and the South, specifically to Moscow and to Africa.

Mrs. LaRouche herself described the expansion of the campaign many times, as she was organizing government representatives and others in conferences around the globe.

Before the Economic Committee of the Russian State Duma in Moscow in June 2001, she put it this way:

"In 1991, when the disintegration of the Soviet Union rendered necessary a new political and economic perspective, LaRouche proposed extending the "Productive Triangle" to the "Eurasian Land-Bridge," which should run along three main corridors: "Corridor A," the Trans-Siberian Railway and the line of the ancient Silk Road; "Corridor B," from China, via Central Asia and Eastern Europe; and "Corridor C," from Indonesia, through India, Iran, and Turkey, into Western Europe.

"Through an entire system of auxiliary corridors, the whole Eurasian continent was to be connected. These corridors were not supposed to be just transport connections, but infrastructure arteries, around which advanced technologies could be brought in, so as to no longer merely extract raw materials, but to process them on the spot, and in this way build up modern industries. So, for the first time, these land-locked areas of the vast Eurasian continent could enjoy the same geographical advantages that were previously the privilege only of territories with access to the oceans.

"To service existing populations and the expected population growth, especially in the densely populated areas of Asia, approximately 1,000 cities were to be built along the corridors. Inherently safe nuclear reactor models, such as the High-Temperature Reactor, were to be built to supply abundant energy to industry, agriculture, and cities. Between 1992 and today, the Schiller Institute presented the conception of the Eurasian Land-Bridge—including its extensions via the Bering Strait into the Americas, and via the Middle East into Africa—as a global reconstruction program for a just new



Helga Zepp-LaRouche in Beijing, May 1996, addressing a university audience. She became known as "the Silk Road Lady," because of her tireless efforts to realize the project for building high-technology infrastructure corridors along the ancient Silk Road: the Eurasian Land-Bridge.

Schiller Institute

world economic order, to literally thousands of conference and seminar audiences in all five continents.”

The ‘Silk Road Lady’

The highlight of this 15-year organizing campaign, came in 1996, when Mrs. LaRouche and Schiller Institute scientist Dr. Jonathan Tennenbaum were invited to participate in a major conference in Beijing, entitled “International Symposium on Economic Development of the Regions Along the Euro-Asia Continental Bridge.” The event, which was sponsored by a number of government agencies, brought together hundreds of experts, and diplomats from 36 countries.

By this point, the Chinese government had already made agreements with the Conference of Independent States (the grouping of former Soviet states, including Russia) for expanding rail links across the vast Central Asia land mass. But the skeleton of the idea remained to be filled out, with the concepts of development corridors, and a new international financial architecture, which the LaRouche movement brought to the table. Zepp-LaRouche’s speech addressed the

strategic significance of the project, and was entitled “Building the Silk Road Land-Bridge: The Basis for the Mutual Security Interests of Asia and Europe.” Dr. Tennenbaum addressed the concept of the development corridor, as a model for in-depth industrial development.

In the wake of the Beijing conference, Zepp-LaRouche accelerated her organizing drive, both throughout the United States, and Western Europe. During a tour in New York City in 1997, she was told that she had earned the reputation as the “Silk Road Lady,” because of her advocacy of the vast development project. She returned to China in the Fall of 1997 and 1998, and made a huge impact during the Moscow trip cited above, which included her husband addressing the Duma on dealing with the world financial crisis. The Schiller Institute also circulated numerous calls for implementation of LaRouche’s New Bretton Woods proposal, which advocated completion of the Eurasian Land-Bridge as the premier project to spur world economic development. Hundreds of legislators worldwide signed on to the idea.

Henry Carey’s Worldwide Land-Bridge

“To the highly organized community,” wrote economist Henry Carey in his 1859 *Principles of Social Science*, “every new road brings with it increase of power over nature, with increase of life.” Carey’s efforts to foster sovereign nations’ cooperation on infrastructure projects for the improvement of their populations’ lives reverberates across a century and a half, and now is thrust forward by the Bering Strait project.

This American System approach, financed with public credit, Carey saw as the means to defeat the horrors of Malthusian British free trade. Again today, American System methods can be the successful counter to the Malthusian globalizers and Luddites.

Carey (1793-1879) was Abraham Lincoln’s chief economist—and much more. He developed a cadre that helped run Lincoln’s Administration. Carey-style nationalist William Gilpin (whom Lincoln appointed the first Governor of the Colorado Territory) was one of the first to propose connecting the world by railroads, bridging the Bering Strait with “hooks of steel,” as Carey called them.

In 1869, Carey gave a send-off dinner for Andrew Curtin, the former governor of Pennsylvania, who had just been appointed Ambassador to Russia. Attending this dinner in Philadelphia, were the Russian delegation to the United States, the chief U.S. railroad builders and machine-tool builders.

At the dinner, Gen. Joshua T. Owen proposed that the Russian Tsar build a railroad to the Pacific Ocean, with a gauge to match America’s new Pacific railroad. General Owen called for “girdling the globe with a tramway of iron,” to strengthen Russia, and to “outflank the movement made by France

and England for predominance in the East, through the Suez Canal; and America and Russia, can dictate peace to the world.”

As historian Anton Chaitkin detailed in *EIR* (May 2, 1997), Carey and his faction led the efforts after the Civil War to make Russia, Germany, China, Japan, Mexico, Central and South America, and other countries into modern nation-states.

Among the goals of their efforts were literally electrifying the world, countering Britain’s genocidal policies in Asia by industrializing Japan and China, and building Germany into a partner for world development.



Henry Carey