

Korea's Citizens To Master Eurasian New Deal

by Kathy Wolfe

I was lucky enough to tour Korea April 16-25 during a wave of optimism after the April 15 election, and to present Lyndon LaRouche's Eurasian Land-Bridge as a "New Apollo Project" vision for the nation's future. A youth movement peacefully holding candles, had taken the streets of Seoul, giving President Roh Moo-hyun's Uri Party a clear majority in the National Assembly for détente with the North for the first time since 1945. Roh's March impeachment was thus dismissed in court on May 14.

On the one hand, Korea seems ready for a "Eurasian New Deal" as LaRouche proposes: a coalition of the two Koreas, China, Russia, and Japan, to rebuild the Trans-Korean Railway and the infrastructure of the entire Eurasian mega-continent—especially with the April 1 debut of the new Korean-made KTX bullet train. Boarding the KTX at Seoul Station, I was delighted to see a large public Korean National Railway billboard advertising a future KTX trip as a ride on the New Silk Road "from Busan (Pusan) to Pyongyang, Beijing, Moscow, and Paris." In beautiful new Dorasan Station at the south end of the DMZ, posters promote the rise of the Silk Road and the end of the Cold War, symbolized by an old locomotive rusting in no-man's land since the rails were cut in 1945.

But Korea's youth movement, and its leaders, have no economic plan—the problem which has crippled Mr. Roh since inauguration. Candles are not enough; with no economic blueprint, Korea's economy is already being destroyed by a "New Oil Shock," thanks to the International Monetary Fund (IMF), under which foreign hot money bought 45% of Korean

assets. Now the hot money is rushing out again in a financial panic.

The panic is made worse by U.S. Vice President Dick Cheney, who in Asia April 9-16 called for confrontation with North Korea. Cheney, who has said he will "never negotiate" with Pyongyang, aims to stop the May 12-15 Six Power Talks in Beijing, by demanding the North close all nuclear plants, even power plants, with no compensation. North Korean Chairman Kim Jong-il told China last month that this was a "deal breaker." John Kerry's failure to speak out against them means the Cheney-Bush team may win the U.S. election, so things can only get worse—unless Seoul comes up with a new plan.

New Chance for Economic Transformation

While President Roh spoke of the New Silk Road at length in his February 2003 inaugural speech, he hasn't said a word on it since, because the nuclear impasse has almost frozen Trans-Korean Railway (TKR) construction.

LaRouche's Silk Road concept is just the new plan South Korea's new majority needs, to escape this trap.

The April 15 election gives Korea a "second chance at 1989," when a peaceful "people's revolution" toppled the Berlin Wall. Germany missed its chance and fell under IMF budget cuts, which destroyed its economy and ruined Unification. I urged Koreans not to let the same failure ruin their future; but instead, to teach LaRouche's "physical economy" to the youth. As long as a few gurus on Wall Street run the world economy, Koreans cannot win. The time has come for all citizens to master economics.

LaRouche's "Apollo Project" approach to the TKR and Silk Road means not simply to build a few more miles of 19th-Century railroads, but to opt for a total, integrated upgrade of all infrastructure across Eurasia. President John F. Kennedy transformed the U.S. industrial base with the Apollo Moon launch, because it forced the introduction of new technologies into every sector of industry. LaRouche's plan would revolutionize the economy of Korea and Eurasia with technologies such as Magnetic Levitation trains and 21st Century gas-



A youth movement's candlelight rallies swept Korea and defeated the neo-con destabilization of Roh Moo-hyun's government; but Roh's movement lacks a clear economic policy. A start is found in the commitment to "a new Iron Silk Road," shown in this billboard with a KTX bullet train crossing all of Eurasia.

cooled nuclear power plants, along with large new water transfer projects, oil and gas pipelines, and building of new cities.

In Seoul and other cities around Korea, I was able to begin public debate about this approach. Senior statesman Senator Yoo Jay Kun, chief foreign spokesman for President Roh, was one of the first to see the Silk Road as Korea's mission. At his election victory party April 16, he held up an *EIR* with the Eurasian Land-Bridge map, and asked me to greet the crowd. "Let's congratulate Mr. Yoo as a moral leader who won't bow to money politics," I said. "Now that you have won your revolution, let's start a revolution in the world economy, by building the New Silk Road to Pyongyang and Paris." Much discussion ensued.

On April 17 I was able to join the last "candle-light rally" for President Roh, where tens of thousands of young people filled King Sejong Boulevard south of the Blue House. A reporter from the popular Internet agency "Oh My News" asked why this foreign lady was in Seoul. She was shocked to hear that *EIR* had predicted a neo-con attack on Mr. Roh months beforehand, and she ran a full story on LaRouche's critique of Cheney's neo-cons and the positive alternative, the New Silk Road.

On April 19, I addressed 60 engineers and executives at the Korea National Rail College, where the KTX was built, with a color slide show on the "big picture" of LaRouche's Eurasia-wide Apollo Project approach. They were happy to hear of a continent-wide plan to integrate rail with water, energy, and other large transformation projects. They also asked sharp questions about how to overturn the last 30 years' anti-industrial axioms.

That evening, a slide show combining LaRouche's critique of the neo-cons, with the "New Deal" of the Eurasian Land-Bridge, was presented to 30 peace movement leaders at the Center for Democratic Studies. Despite one nostalgic comment that "you have ruined our illusions about the revolutionary Alexandre Kojève," these intellectuals were eager to discuss how to build the Land-Bridge. One leader of this group decided to organize a regional conference on the Eurasian Land-Bridge by contacting peace groups in Japan, China, Russia, and other countries in the region.

In the cultural capital of Namwon as well, LaRouche's Land-Bridge program was presented to an elite audience of former officials, educators, and media experts.

Gateway to Eurasia

The trip's highlight was a speech at the Port of Gwangyang, at the southern tip of Korea, by invitation of the Korea Trade Research Association (KTRA), Gwangyang City, and Jeolla Province. Here, South Korea is building a new Pusan



The beautiful new Dorasan train station at the inter-Korean border is full of Eurasian Land-Bridge images contrasted to those of the Cold War. The author presented Lyndon LaRouche's concept of the Land-Bridge to political and professional meetings across the country.

from scratch, a super-port which will double the tons of freight which southern Korea can handle daily by 2011. As the many DVDs and brochures distributed by the port show, Gwangyang is meant to be the new "Gateway to the Iron Silk Road" for the entire Pacific.

The three-day conference featured speakers from the UN and ports and universities around the world; I was privileged to address some 400 guests at the final session with another *EIR* slide show. In contrast to the many speeches focusing on port statistics and profit figures, I asked the audience "to forget for a moment about money, and think of future generations, your grand-children, and grandchildren of future generations all across Eurasia," through LaRouche's vision of the real Land-Bridge.

After explaining LaRouche's paper "On Tariffs and Trade," I said: "The reason we are here in Gwangyang today, is China's economic miracle, which is based not on Marx, but on the principles of Franklin Roosevelt's New Deal. China is having a real boom in the industrial production of physical goods." This led to numerous graphics explaining the full extent of the Land-Bridge.

This is a plan to overthrow the basic axioms of IMF economics, it was noted. Instead of IMF budget cuts, which somehow always funnel cash to speculators, LaRouche proposes major government spending on "New Deal" infrastructure programs, and controls on hot money.

These and other events resulted in a half-dozen invitations to write articles with illustrations on the Eurasian Land-Bridge: for the Ministries of Transportation in Korea; also in Japan; as well as for other journals.