Schiller Institute

Zepp-LaRouche Calls on Presidents Trump, Putin and Xi: The Bering Strait Tunnel Project Is the Perfect War-Avoidance Policy

To President Donald Trump and President Vladimir Putin:

When you are meeting in Alaska on August 15, the fate of humanity lies in your hands. Against all the attempts by the opponents of peace, you can not only bring the war in Ukraine to an end, and with it eliminate the Sword of Damocles of the nuclear extinction of the human species at least over this conflict, but you can also reintroduce diplomacy into the relation of the two most powerful nuclear nations on the planet.

But there is something even more elevated you can do, by not only fighting off the threats facing mankind, but by giving the whole world a beautiful vision for the future. You could agree to build a corridor across the Bering Strait, and with that rail and tunnel project unite the rail systems of Eurasia with those of the Americas. This project would open up for development the vast untapped resources of Siberia, as well as the U.S. Arctic resources of oil, gas, precious metals of all kinds, as well as fresh water. Siberia and the Russian Far East hold the largest deposits of raw materials of all the elements which one can find in Mendeleyev's Periodic Table, and the joint development of these resources, to which many other resource-poor countries could be invited, could become the perfect war-avoidance program and greatly enhance the prosperity of the world.

In the not-so-distant future, one could then travel by high-speed railroad around the world, from the most southern tips of Argentina and Chile in Ushuaia and Puerto Williams, all the way through the Americas, then through the Bering Strait, across Eurasia, then with a tunnel under the Strait of Gibraltar, travel all the way through the African continent to the Cape of Good Hope.

The Bering Strait Tunnel project has been studied and promoted over decades by leading scientific and political figures in the United States, Russia and China, as is documented in the attached set of articles from *EIR* magazine, dating back to 2007, as well as an 8-minute video prepared by Dr. Victor Razbegin, deputy chairman of the SOPS, Russia's Council for the Study of Productive Forces, which won the Grand Prize for Innovation at the Shanghai World Expo 2010.

The Bering Strait Tunnel and related great infrastructure projects could also serve as the basis for further in-depth discussions among Presidents Donald Trump, Vladimir Putin and China's Xi Jinping, should President Trump be invited and agree to attend the 80th anniversary celebration of the end of World War II, to be held in China on Sept. 3—as I have earlier proposed.

This project for integrated infrastructure of the whole world as the basis for development will lay the basis for ending war as a means of conflict resolution forever. The hope of humanity rests on you!

Respectfully Yours,

Helga Zepp-LaRouche
Founder, Schiller Institute
Aug. 11, 2025

cc.: President Xi Jinping

Russian-American Team: World Needs Bering Strait Tunnel!

by Rachel Douglas

Several hundred people gathered in Moscow on April 24 at a conference called "Megaprojects of Russia's East: A Transcontinental Eurasia-America Transport Link via the Bering Strait." News of their discussions touched off a wave of optimistic thinking in many countries, that the time has arrived for one of the greatest of great infrastructure projects, a tunnel beneath the Bering Strait between Alaska and Russia's Chukotka Region.

The participants issued an appeal to governments of the Group of Eight member countries, to place the Bering Strait megaproject on the agenda of the G-8 summit in Heiligendamm, Germany, in June. Russia's Ambassador to Canada Georgi Mamedov told the Toronto *Globe and Mail* that he is now optimistic that the tunnel will be built. Mamedov expects President Vladimir Putin to discuss the Bering Strait project with Canadian Prime Minister Stephen Harper, when they meet in Heiligendamm. "We need Canada aboard," he said.

It is fitting that two American participants from the World War II generation put forward the idea that such great development projects are the path leading away from war. They were former U.S. Secretary of the Interior and Governor of Alaska Walter Hickel, a strong backer of the Bering Strait tunnel project for many years, and *EIR* founder Lyndon LaRouche, whose contribution, "The World's Political Map Changes: Mendeleyev Would Have Agreed," was read to the gathering. LaRouche, who as early as 1978 called for a Bering Strait bridge-tunnel crossing, wrote the article in response to a request from conference organizers, for publication in connection with the event. (See both LaRouche's and Hickel's papers, in this section.)

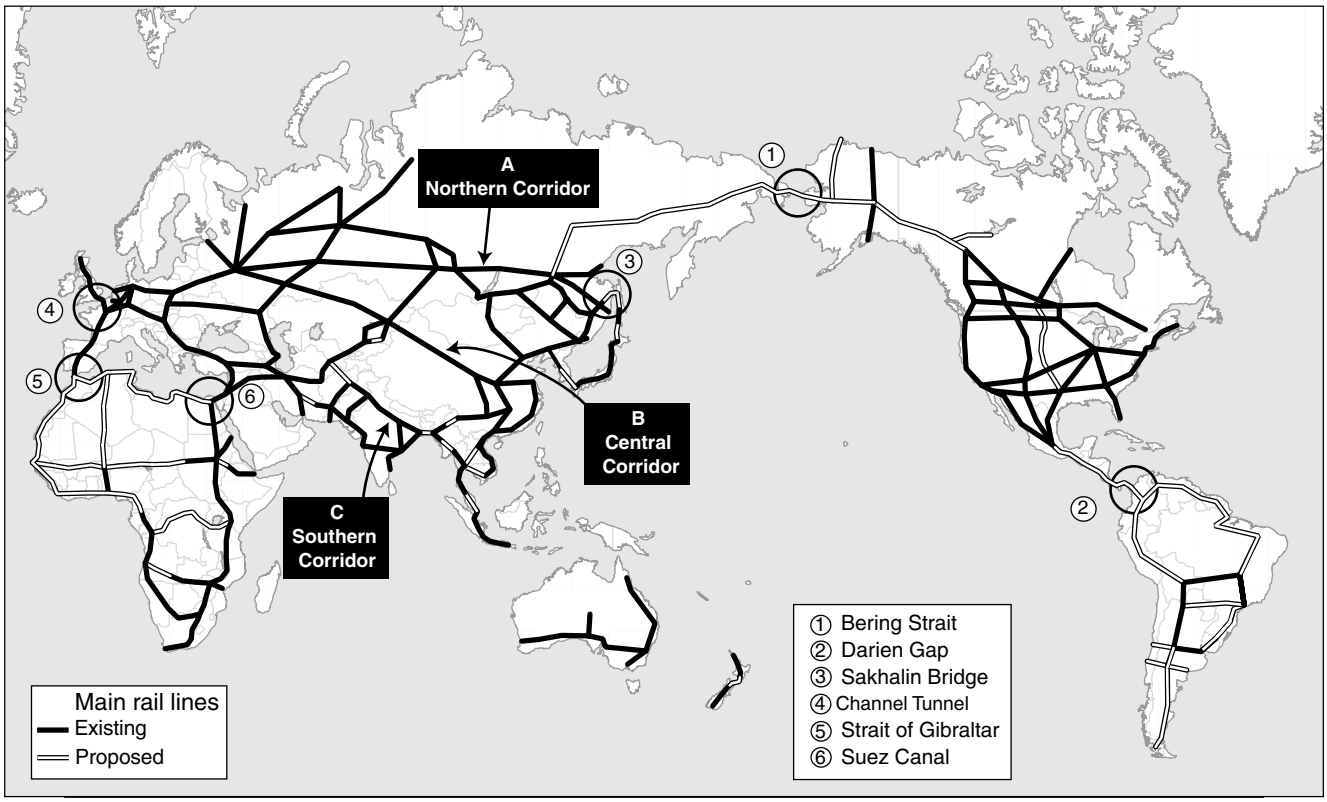
The Americans radiated confidence that *this can be done,* bringing North America into the Eurasian development perspective that is otherwise being promoted through such agencies as the Shanghai Cooperation Organization. It would be, as LaRouche said in Moscow in 2001, part of "the greatest transformation of the biosphere in history."

High-level Russian specialists from Federal agencies, regional governments, and the Russian Academy of Sciences took part in the Bering Strait meeting, along with specialists from Japan and Korea. It was the first of a "Megaprojects of Russia's East" conference series, organized by the Russian Academy of Sciences Council for the Study of Productive Forces (SOPS), in conjunction with the Russian Ministry of Economic Development and Trade (MERT), the Russian Ministry of Transport, the state-owned company Russian Railroads, and several regional governments in Siberia and the Russian Far East.

Victor Razbegin, who works in the MERT's Industrial Research department, gave a press conference on April 18 with other members of the Bering Strait project group, to publicize the forthcoming conference. Their huge map of the Arctic connection, and their enthusiasm for the $65 billion multi-modal project, with its associated long-distance rail and power lines, grabbed headlines in Russia. Over 60 stories about it appeared in press, web, and other electronic media, including a report on NTV, Russian national television Channel 2. NTV showed a dynamic map of the projected rail line from Yakutsk in East Siberia, through Nome and Fairbanks, to Fort Nelson in Canada.

Academician Alexander Granberg, head of the SOPS, described the project's advantages, in an April 16 interview

Proposed World Land-Bridge



EIRNS

for the economics website OPEC.ru. He said the road, rail, and pipeline connection would handle 3% of total world trade in physical goods. It will make it possible to harness more of eastern Russia's hydroelectric potential. It will allow development of previously inaccessible mineral resource deposits. And, said Granberg, the connection of the power systems of Siberia, the Russian Far East, and North America will create economies in electricity supply, worth $20 billion annually.

Russia's leadership, according to Granberg, now sees the development of transportation infrastructure as essential for uplifting Russia's vast outlying regions. Demonstration of this, he said, was an April 10 presentation by Vladimir Yakunin, head of the state-owned company Russian Railways, at a meeting on rail transport, chaired by Putin. There, Yakunin laid out the construction of a 3,500-km rail line from the Lena River to the Bering Strait, as a high-priority task. The Lena is the easternmost of Siberia's three great river systems, and is the tenth longest river in the world.

Feasibility and Financing

Razbegin, like Governor Hickel, has been closely involved in efforts to secure action on the Bering Strait project, for over a decade, as our review of its history shows (see below). Another longtime Bering Strait tunnel enthusiast is the American engineer Hal Cooper, whose overview of the scheme *EIR* published in 1994, and whose detailed work-up of its parameters has recently drawn renewed attention from Russian, as well as American promoters of a Bering Strait crossing. Cooper told *EIR* the week of the Moscow conference, that the push for the project may have reached "a real phase shift" now.

Speaking at the April 24 event, under big banners with maps of the intercontinental project, Academician Granberg said that the next step should be design and feasibility studies for the 6,000-km rail-road-pipeline-power corridor from Yakutsk to Fort Nelson, including 85-100 km of tunnel under the Bering Strait. There will really be two tunnels, Granberg pointed out, because Big Diomede Island (Russia) and Little Diomede Island (U.S.A.) lie close together in the middle of the strait. Since Japan already has built 50-km underwater tunnels between its islands, Granberg remarked, the technologies involved are proven ones.

Conference participant Louis Cerny of the American Railroad Association also presented the technical feasibility of the Bering Strait crossing, noting that the schedule for the project as a whole could be sped up by simultaneous construction of its different parts.

Many of the Russian speakers referred to recent government decisions, which make the Bering Strait project a live option. One of these is the Federal Target Program called "Development of the Far East and Transbaikal Region" to 2013. As *EIR* reported April 13 ("The Russian Far East: A World Great Project," by Mary Burdman), Prime Minister Mikhail Fradkov has been active in launching an array of measures to address the underdevelopment and depopulation of these regions.

Dr. Jonathan Tennenbaum, a collaborator of LaRouche for many years, introduced LaRouche's paper to the conference as the work of the American economist, best known in Russia for his Science of Physical Economy and his advocacy of basic infrastructure projects. LaRouche's discussion of the legacy of chemist and national economist Dmitri Mendeleyev, as well as his relating the cooperation of great nations on the Bering Strait project to the tasks of war-avoidance, were received with interest by the Russian participants.

Tennenbaum, who is known in Russia especially as a co-author of *EIR*'s 1997 Special Report *The Eurasian Land-Bridge: The 'New Silk Road'—Locomotive for Worldwide*

Putin's Annual Message Boosts Infrastructure

In the final annual Message to the Federal Assembly of his second term as Russian President, Vladimir Putin on April 26 presented economic and social programs, ranging from a second Volga-Don Canal to a national drive to rebuild Russia's library system, as vital tasks for the Russian state. Even more so than in his 2006 message, when he invoked Franklin Delano Roosevelt on the need for the government to step on the toes of selfish financial operators, in the name of the general welfare, Putin indicated breaks with some the rules of monetarism and globalization that have trapped Russia for 15 years.

The Stabilization Fund, for example, was set up in 2002, according to the monetarist dictum that Russia's oil and gas revenue must be sequestered (invested in foreign government bonds), lest its investment inside the country trigger inflation. "Today, however," Putin told the Federal Assembly, "the nature of our economic objectives requires correction of the function and structure of the Stabilization Fund, while maintaining a conservative financial policy." Now, the Stabilization Fund is to be divided into a Reserve Fund (against the eventuality of a petroleum price crash); a part to go into the Federal Budget, chiefly for social program spending; and a Future Generations Fund, "to raise the quality of life and develop the economy, for the improvement of the welfare of future generations, as well as present ones."

Putin called for physical capital investment through recently created institutions: "Some of these resources should be directed into the capitalization of development institutions, especially the Development Bank, the Investment Fund, the Russian Venture Company, and others. I propose to direct 300 billion rubles [$11.5 billion] in this way, already this year, and to anticipate further allocation of funds for these purposes in the future." This financing will go into "elimination of infrastructural constraints on growth," improving the efficiency of natural resources utilization, and modernization and development of high-tech industrial manufacturing.

Putin stressed that the government will not fund all of this activity directly: "Budget resources should not be the main source, but chiefly a catalyst for private investment." The state, he added, "should put its shoulder to the wheel, in cases where the risk for private investors is too great." Meanwhile, "the main role of the government should be to assist business in creating new, truly modern manufacturing."

Nuclear Power, Infrastructure

The time has come for "a second large-scale electrification of the country," said Putin. This striking formulation harks back to the famous GOELRO plan in the 1920s, which is remembered for Lenin's slogan "Soviet Power + Electrification of the Whole Country = Socialism," but was designed by the explicitly pro-American engineer (and collaborator of V.I. Vernadsky) G.M. Krzhizhanovsky.

Notably *not* stressed was the long-standing campaign by Anatoli Chubais, now CEO of the national utility Unified Energy Systems (UES), to restructure power generation on the British Commonwealth-model schemes that prioritize profit flows for shareholders. Without explicitly rejecting that, Putin chose to emphasize the physical side of power generation.

Putin said that Russia is already confronting "the lack of sufficient generating capacity for further growth." The sector's reform, he said, must increase power output by two-thirds before 2020. Combined government and private investment in new power plants and infrastructure modernization will be 12 trillion rubles ($460 billion).

Thirty nuclear power units were built during the entire Soviet period, Putin said. "In the next 12 years, we need

Economic Development, then elaborated the concept of infrastructure corridors, and networks of intersecting such corridors. Building them in the far north is a challenge for the 21st Century, he said, which can be met by building chains of nuclear-powered cities. U.S. work on building the nuclear-powered research town, Camp Century, under the ice in northern Greenland in the 1950s, together with Russia's city-building experience in Siberia, makes this a tailor-made area for U.S.-Russian cooperation, Tennenbaum said.

Maxim Bystrov, deputy head of Russia's Federal Agency for Special Economic Zones, picked up on LaRouche's and Tennenbaum's remarks about the enormous financial bubble that exists today, as against the potential for directing funds into productive investment like these infrastructure projects. Liquidity won't flow into long-term projects on its own, Bystrov stressed. He said that the Russian government would advocate attracting private concessionaires for the project, rather than rely solely on state funding from the countries involved. At the same time, Bystrov said that his agency was prepared to put up $120 million for the feasibility studies.

Governor of Yakutia (Sakha Republic) Vyacheslav Shtyrov, whose paper was read to the meeting by the region's

to build 26 of them, using the most advanced technologies." He proposed a new, special corporation, bringing together the nuclear power industry, and working both within Russia and for export.

Putin noted that Russia's hydroelectric potential is currently only 20% exploited. "Construction of large hydroelectric plants must be launched, above all in Siberia and the Far East," he urged.

After mention of road, rail and air transport, Putin enumerated elements of his plan to upgrade Russia's ports and inland waterways. He challenged the government to establish an international consortium to build a second Volga-Don Canal, to "improve ship traffic between the Caspian and Black Seas." (The Volga empties into the Caspian, while the Don flows into the Black Sea.) Putin said he had already discussed this plan preliminarily with the other Caspian Sea littoral countries, and that "for Russia, this could become yet another major, economically beneficial infrastructure project."

Other economic tasks, touched on in this speech, included: Russia's processing more of its own raw materials; promotion of the "innovation economy"; investment in basic scientific research; and nanotechnologies.

Putin reviewed the status of the existing National Projects, which cover agriculture, education, and housing. The latter he presented as a national emergency: to rescue Russian people now living in substandard housing, much of which has hardly been maintained since the end of the Soviet Union in 1991. Putin said that funds from the sale of Yukos Oil Company assets could be one source for financing an urgent, $10 billion fund to move people out of dilapidated housing.

Foreign Policy

The foreign policy sections of Putin's Message were relatively brief, but pointed. They continued what he began Feb. 10 in his speech to the Munich "Wehrkunde" Conference on Security. Putin zeroed in on the types of programs that go by the name of Project Democracy (since the founding of the U.S. National Endowment for Democracy, in the 1980s):

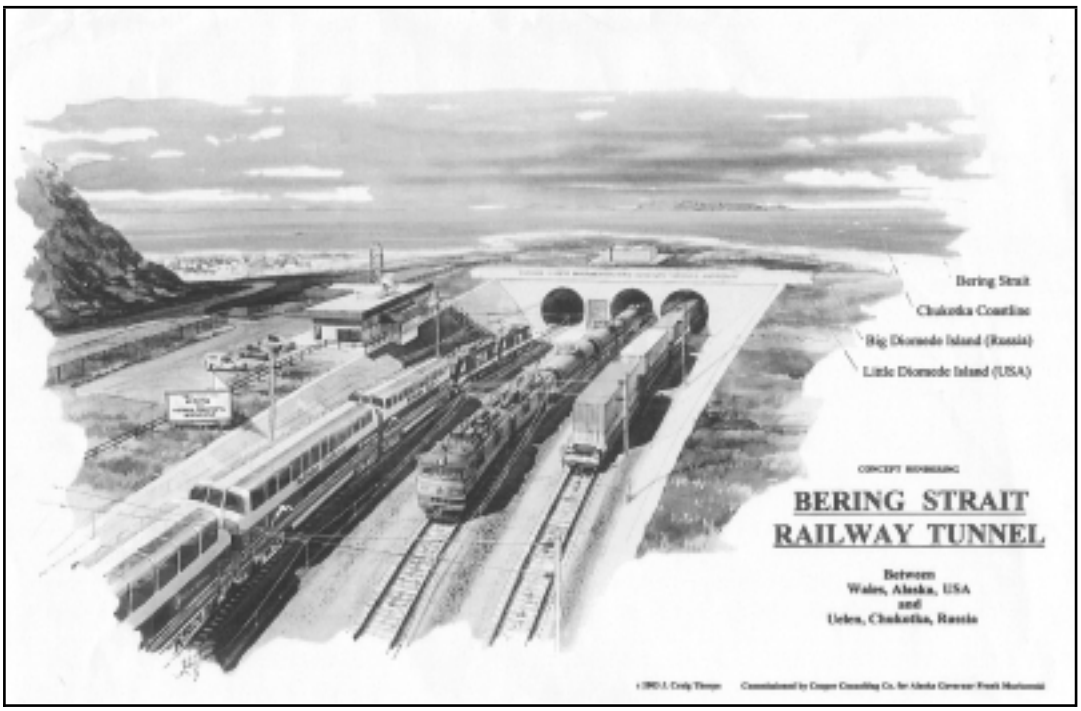
"There are those who, making clever use of pseudo-democratic phraseology, would like to bring back the recent past: some, in order to be able to loot our national wealth with impunity, as in the past, to rob the people and the state; others, to strip our country of its economic and political independence. In addition, there is a growing influx of foreign money, used for direct interference in our internal affairs. If we look to more distant times in the past, we see that during the hey-day of colonialism, there was talk about an alleged civilizing role of the colonizing states. Today, 'democraticizing' slogans are used. But the goal is the same: to achieve unilateral advantage for one's own benefit and interests."

Putin also announced that he "considers it appropriate to declare a moratorium on Russia's adherence to the Treaty on Conventional Armed Forces in Europe (CFE)." The CFE was concluded in 1990, just before the end of the Soviet Union; many of the countries that were in the Soviet bloc at that time, are now in NATO. Putin stressed once again that some Western parties to the CFE have never ratified it, and continue to link ratification to Russia's performance on its separate, very complex agreements to withdraw forces from Georgia and Moldova.

"This gives us the basis to assert," said Putin, "that our partners are behaving improperly, seeking unilateral advantage." He said that the matter could now be discussed in the Russia-NATO Council, and that Russia reserved the right to withdraw from the CFE altogether, if there is no progress.

Putin again protested the planned placement of U.S. anti-missile facilities in Central Europe, calling them "elements of American strategic weapons systems."

The Russian President highlighted the importance for Russia, of its economic and other cooperation with its Eurasian neighbors, through the Eurasian Economic Community (EurAsEc) and the Shanghai Cooperation Organization.



An artist's conception of the proposeed Bering Strait Railway Tunnel. The first in a series of Moscow conferences on "Megaprojects of Russia's East" brought this long-dreamed-of idea closer to fruition.

representative in Moscow, discussed the enormous development potential of that East Siberian region. With a land area equal to half the size of the lower 48 U.S. states, covering three time zones and extending to the Arctic Coast, Yakutia's population is less than that of Rhode Island. Shtyrov noted that "we have all of the elements of Mendeleyev's periodic table" in Yakutia, as well as enthusiasm for Mendeleyev's ideas about development.

Contagious Optimism

News of the high-level Russian backing for the Bering Strait tunnel project was welcomed across Eurasia, from Sweden to Japan. *Dagens Industrie,* a Swedish business newspaper, reported favorably on it in the April 25 issue. German press coverage cited enthusiastic responses from China, Korea, and Japan, including the view of some Japanese business circles that the tunnel could be built more cheaply than the estimates cited at the Moscow conference.

In Denmark, where national attention has been focussed on the Schiller Institute's program for magnetic levitation rail infrastructure, Schiller Institute leader Tom Gillesberg pointed out that Vitus Bering, for whom the strait is named, was a Dane in the service of the Russian Navy, during the time of Peter the Great in the early 18th Century.

Publication of a story about the Bering Strait project on the Saudi Arabian news website Elaph.com brought forth contagious optimism. The report said, "The cost of this gigantic transport project, $65 billion, will be quickly paid back through the revenue, created by the transit of goods between the countries in the region." Comments on the site, from readers in Arab countries, as well as Arab-Americans and Arab-Canadians, urged the Arab states to learn from Russia, Canada, the U.S.A., and Asia, and launch construction of a network of railroads and bridges throughout the Arab world, from the Persian Gulf to North Africa.

In Russia itself, many identify the Bering Strait project with LaRouche. The Bering Strait rail line was shown on maps in *EIR*'s 1997 Special Report on the Eurasian Land-Bridge. Academician Sergei Rogov of the Institute of the U.S.A. and Canada, and Academician Vladimir Myasnikov, then of the Far East Institute, used reproductions of *EIR*'s map, to illustrate their own articles on Eurasia's development potential, appearing in major Russian publications in the late 1990s.

Typical of the Bering Strait project's reputation as LaRouche's idea, and of the growing sense of such ideas' potential to change even the most rigid institutional attitudes, is a Russian blogger's comment, posted April 23. With reference to a recent U.S. State Department report, which pledged support for regime-change in the former Soviet region under the banner of "pro-democracy" movements, the writer commented: "This I must mentally applaud: answering the State Department's latest attack, by proposing a gigantic, joint investment project—the dream of Lyndon LaRouche, who advised the Democrats during the most recent Congressional elections; and this from the Ministry of Economic Development and Trade, no less, though it's headed by one of our dyed-in-the-wool liberals!"

Mendeleyev Would Have Agreed

by Lyndon H. LaRouche, Jr.

This article was delivered on April 24, by Dr. Jonathan Tennenbaum, to the Moscow conference on "A Transcontinental Eurasia-America Transport Link via the Bering Strait," and will appear in Russian and English in a forthcoming issue of FORUM International. *The meeting was sponsored by the Russian Academy of Sciences, State Scientific and Research Organization, Council for the Study of Productive Forces (SOPS), in conjunction with the Russian Ministry of Economic Development and Trade, the Russian Ministry of Transport, Russian Railroads, and regional governments in Siberia and the Far East.*

The intention to create a trans-Siberian rail system, implicitly extended, across the Bering Strait, to North America, dates implicitly from the visit of Dmitri Ivanovich Mendeleyev to the 1876 U.S. Centennial Exposition in Philadelphia. The defeat of Lord Palmerston's scheme for destroying the United States, by U.S. President Abraham Lincoln's leadership, spread the influence of what was called The American System of political-economy into Russia, as also the Germany reforms under Bismarck, the industrialization of Japan, and elsewhere. These global, so-called geopolitical developments of the post-1865-1876 interval, have been the focal issue of all of the spread of great wars throughout the world from the British orchestration of the first war of Japan against China, in 1894-1895, until the 1945 death of U.S. President Franklin Roosevelt.

EIRNS/Stuart Lewis

Lyndon LaRouche told the participants at the Bering Strait conference, "The bridging of the Bering Strait becomes, . . . now, the navel of a new birth of a new world economy."

Throughout the ebbs and flows of global economic and geo-political history, up the present day, the realization of Mendeleyev's intentions for the development of Russia remains a crucial feature of that continuing history of the post-1865-1876 world to the present moment. The revival of the intention launched by him, now, is presently renewed as a crucial quality of included feature of crucial importance for the world as a whole today.

The same impulse toward new world wars persists in new guises today. At the present moment, the world is gripped by what threatens to be, very soon, the greatest global monetary-financial collapse in the entirety of modern history to date. The spread of warfare and related conflict out of Southwest Asia is nothing other than a reflection of the same, continuing, so-called geo-political impulse which has prompted all of the world's major wars since the 1763 Treaty of Paris, but, more emphatically, the rise of the U.S.A.'s 1865-1876 challenge to the Anglo-Dutch Liberal monetary-system.

This onrushing collapse of the world's presently hyperinflated, disintegrating world monetary-financial system, requires early concerted emergency action by responsible leading nations. A sudden change in U.S. political trends, back to the traditions of President Franklin D. Roosevelt, is urgently needed for this purpose. Such a change in U.S. policy must be realized through emergency cooperation which would be led by a concert of leading world powers. These must include the U.S.A., Russia, China, and India, as the rallying-point for a new, spreading partnership among perfectly sovereign nation-state economies.

In such cooperation, the development of a great network of modern successors to old forms of rail transport, must be spread across continental Eurasia, and across the Bering Strait into the Americas. The economically efficient development of presently barren and otherwise forbidding regions will enter into the urgently needed future development of the planet as a whole.

Such a plan was already crafted, during 1990-1992, under the direction of my wife, Helga Zepp-LaRouche, who remains the principal political and cultural leader among my associates in Europe and beyond. This perspective must now be revived to become a global actuality.

Technologically, the leading thrust of scientific development is located in the succession of the work of such exemplary figures as Mendeleyev and Academician V.I. Vernadsky, and the work of the relevant, but too little heralded leader in the same field, the American pioneer William Draper Harkins.

This requires the creation of long-term diplomatic agreements among nations, creating a new system of relatively fixed-exchange-rate treaty-agreements, at very low prime interest-rates, over forward-looking intervals of between a quarter to half century. These present periods cover the eco-

nomic-financial half-life-span of principal long-term investments in the development of that basic economic infrastructure which the needs of the present and coming generations of the peoples of these nations require.

We have thus entered a time, measured by the clock of nuclear-fission and thermonuclear power's development, when the long history of the domination over the land-masses of the planet by actually or implicitly imperial maritime powers, is no longer an acceptable practical proposition. Instead, the science-driven, capital-intensive mode of development of the basic economic infrastructure and standard of living of the populations, will dominate any successful form of civilized development of relations among the sovereign nations of the planet. To this end, the tundras and deserts of our planet must be conquered by the forces of science-driven technological development of the increased productive powers of labor. Development must now proceed from the Arctic rim, southwards, toward Antarctica.

The bridging of the Bering Strait becomes, thus, now, the navel of a new birth of a new world economy.

Megaprojects Pose Alternative to War

by Walter J. Hickel

This paper was presented by former Alaska Governor Walter Hickel on April 24 to the Moscow conference on "A Transcontinental Eurasia-American Transport Link via the Bering Strait." The full title of the paper is "The Price of Progress Does Not Have To Be Blood. It Can Be Sweat. Megaprojects With Peaceful Purposes as Alternatives to War." Subheads are in the original.

Hickel served as Governor of Alaska from 1966-68 and 1990-94, and as U.S. Secretary of Interior in the Nixon Administration (1969-70).

The world joins Russia in its sadness over the passing of Boris Yeltsin yesterday. His courage changed a nation.

Bringing Russia and America Together Will Change the World

Congratulations to Academician Granberg, the Council for the Study of Productive Forces, and our other hosts for this important gathering. By initiating this series of International Conferences on Transport Megaprojects of the 21st Century, you are doing a service for all peoples. And Alaska wants to help.

These conferences may prove to be one of the most significant initiatives of this century. And I share your vision.

This Can Be an Alternative to War

In recent years, the clash of cultures in many parts of the world has expanded from misunderstanding and suspicion to hostility and violence. Countries that aspire to becoming cultures of freedom have become cultures of fear.

Having watched the world's conflicts all my life, I have long believed that war rarely solves problems.

Historically, the most cynical political and business leaders have used it as an economic strategy. Wars can unite and mobilize people. Wars put people to work and give them a purpose. But my question is, why war? Why not big projects? War is just a big project.

The price of progress does not have to be blood. It can be sweat.

Big projects are the alternative to war. This idea is as old as the pyramids of Egypt, the aqueducts of Rome, and the

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The view from the Trans-Siberian Railroad: here, the town of Vladimirovka. Hickel underscored that people who live in a cold, harsh environment "understand the power of big projects to change society for the better. Russia did it with the 10,000-kilometer Trans-Siberian Railway. Alaska did it with the great trans-Alaska oil pipeline. These modern wonders mobilized our people, gave them a challenge, and a goal."

cathedrals of Europe.

In that tradition, let's fulfill the theme of these conferences: Let's create a worldwide transportation infrastructure for the 21st Century.

Why not transport fresh water to where it is dry?

Why not replace coal and diesel fuel with natural gas and electrical power to clean up our smoggy cities?

Why not open Russia's pioneering Northern Sea Route to the world?

Why not explore space for the resources man needs?

All of this is possible. And much more.

When I was elected Governor of Alaska in the late 1960s, I proposed a railroad around the world—a railroad from the continental United States, through Alaska, across the Bering Strait into the Russian Far East, connecting with the Trans-Siberian Railway and on to Europe.

Time magazine had fun with the idea. They labeled it the "Vladivostok, Nome, and the Santa Fe." But they weren't thinking big enough. Imagine boarding that train in London or Paris and riding it to Moscow, then across Siberia to Alaska, and on to the Great Lakes and New York City.

Such a rail link would carry a wealth of ideas, curiosity and commerce. It would be one of the great wonders of the world.

'Workers, Unite the World'

For years, philosophers have dreamed of building a new world. My belief is that the way to build a new world is to actually *build* it.

It begins with the optimists and the visionaries, like those gathered here. Then we need leaders who can make decisions. So the engineers can step forward. And the skilled workers. Tens of thousands, even millions, can get involved. It's time to re-write the old slogan, "Workers of the world unite." It's time to proclaim, "Workers, unite the world."

We have gathered today to discuss the prospects for the creation of a Multi-Modal Transport Corridor via the Bering Strait. On our side, it is still in the visionary stage.

In Alaska our attention is focused on another big project, a natural gas pipeline from Alaska's North Slope to the tidewater or across Canada. We expect construction of the Alaska gas line to begin as soon as 2010.

A transport corridor to link Europe, Asia, and North America will require leadership both from Alaska and from our President and Congress to permit access across Alaska's Federal and state lands and waters.

This will require the support of the Alaskan and American people. The key to winning that support is the validity of the vision. Here is how I would describe that vision.

As we look at goals for the 21st Century, it's fitting that we bring Russia and America together. There couldn't be a more important symbol.

I have believed for many years that it will happen. And the place to start is the Bering Strait.

Let's build a link between our two great nations—a tunnel to move people, resources, and goods east to west, and west to east.

The world's greatest reserves of natural resources await in Siberia, Alaska, and Northern Canada.

Let's build a rail connection to take that wealth to the world.

Let's build a fiber optic cable link to improve world tele-

communications.

Let's build long-distance transmission lines to the 1.6 billion people on Earth who have no electricity.

Show me any area in the world where there is a lack of energy, and I'll show you basic poverty. There is a direct tie-in between energy and poverty, energy and war, energy and peace.

In the 1970s, inventor Buckminster Fuller launched the idea of a Global Energy Network. Existing electrical generators, unused during the nights in the North, can be tapped at the speed of light to bring poverty-fighting power to the South.

The technology to move electricity very long distances still needs improvement. Let's dedicate some of the world's greatest minds to this task. This can be a vast and visionary undertaking worthy of our generation and the next. And one of the few missing links is across the Bering Strait.

Some ask, "Where will the money come from?" My experience is that money is never the problem. I remember the dark days of the Great Depression in the 1930s. We were struggling to save our farms and keep our families fed. When we asked the politicians for help, they told us there was no money. Then Japan invaded Pearl Harbor, and we had all the money in the world!

Today, there are critics who doubt that a tunnel can be built beneath the Bering Sea. They say, "It can't be done."

When I moved to Alaska as a young man, I argued for a highway from the south 48 states to Alaska. They said it was impossible to build a highway over 2,000 kilometers across some of Alaska and Canada's most remote wilderness. But once World War II began, the U.S. Army built the Alaska Highway in nine months!

Other critics of the Bering corridor believe that "small is beautiful" and "wilderness is the world." They say that the rail link will be too expensive or will ruin the environment. They oppose all big projects. But we in the North understand the power of big projects to change society for the better. Russia did it with the 10,000-kilometer (6,500-mile) Trans-Siberian Railway. Alaska did it with the great trans-Alaska oil pipeline. These modern wonders mobilized our people, gave them a challenge, and a goal.

And so will the Eurasia-North America transport corridor. In fact, I believe it will be great for the world environment. Because there will be no answer to pollution until we find an answer to poverty. That truth is as real as the Ten Commandments.

The Bottom Line Is Not the Only Line

Today, I want to salute Russia for taking the lead in thinking about big projects. The fact that this conference is taking place in Moscow is a sign of the new role Russia is playing in the world. I predicted this when I visited here as Governor of Alaska in 1992.

"You will see a new and prosperous Russia," I said. "Not overnight, but in one generation."

Today, you have surpassed even my optimism. You are the world's largest energy exporter. Your major cities are flourishing. And you are now ready to expand your prosperity from the center to your far-flung regions.

This is where Alaska may be helpful. Alaska is a remote region, historically poor, ignored, and exploited, that has found its own road to prosperity. Our solution began with an understanding of the commons.

There are vast, commonly owned lands in Alaska. And it is the government, not the private sector, that controls these assets.

Other than Alaska's indigenous, Native corporations, that own 12% of our land, the government owns 99% of the rest. Private individuals own less than 1%.

The United States and Western Europe have a tradition of private ownership, but that is not true in Alaska. And it is not true in the world as a whole. Eighty-four percent of the world is owned in common, including the oceans.

The United Nations calls these commonly owned lands, waters, and resources the "global commons." So to care for this commons and to use it for the benefit of mankind, we must learn to work together.

How do we do this? Unbridled capitalism may not be the answer. When dealing with the commons, the bottom line is important, but it is not the only line. Without concern for other people, for their needs and wants, activities for strictly private gain become destructive not only to others, but eventually to oneself.

The indigenous people of the North have always lived on the commons. They learned long ago that in a cold, harsh environment, you have to care about others. You waste nothing. You care for the total. You share to survive. Every hunter shares his whale, walrus, or caribou with others, especially the very old and the very young.

These same principles are enshrined in the Alaska Constitution. What we own in common in Alaska must be managed not in the interest of a few but for the "maximum benefit" of all. The obligation rests with government both to care for the land and to make it productive. That's why I call Alaska the "Owner State."

In conclusion, I believe that if we bring Russia and America together, it will change the world

First, we can create a new generation of hope, and a lessening of tension.

Second, a transport corridor will greatly improve communications and commerce.

And third, Russia and Alaska can offer a model for both conservation and development to other nations around the world that are owned in common.

The result can be a truly better world. Let's do it!

In closing, let me say, right out of the blue, our hearts are with the Russians, too.

Thank you.

Chronology

Origins of the Bering Strait Project

by Richard Freeman

It was the great railway-building thrust led by President Abraham Lincoln and his economic advisor Henry C. Carey, that laid the basis for creating a rail network crossing the Bering Strait. In 1869, at Promontory Point, Utah, the Union Pacific and Central Pacific railroads were joined, creating the Transcontinental Railroad, which linked the United States from coast to coast—Lincoln's great vision. At the U.S. Centennial Exhibition in Philadelphia in 1876, exhibits and discussions were held on building rail networks, including by international figures such as the Russian scientist and railway builder Dmitri Mendeleyev. In the 1890s, American nationalist networks joined their Russian counterparts in building the Trans-Siberian Railroad.

- William Gilpin (1813-94), an American System ally of President Lincoln, proposed a railroad line going over the Bering Strait, as part of his idea that all great cities would be linked by railroads. In 1861, Lincoln appointed Gilpin the first Governor of the Colorado Territories.
- Toward the end of the 19th Century, the first proposals were made in Russia, for building a railroad between Yakutsk, Russia and the Bering Strait. Several options were considered for the railroad, which was to head southeast, and connect Yakutsk with the Sea of Okhotsk, and continue along the coast via Magadan to the Strait.
- At the start of the 20th Century, capital was raised to form the Trans-Alaska Siberia Company, which would build a railroad line extending from North Dakota (which was already connected to U.S. rail lines) through Canada to Nome, Alaska, which is within 100 miles of the Bering Strait. There would also be a railroad built from the Chukotka region of Russia (now the Chukotka Autonomous Region), which borders on the Strait, heading southwest, which would connect to Russia's Trans-Siberian Railroad.

Funds were raised to fund the initial feasibility studies for the 5,650-mile rail system. The idea was that New York, Moscow, and Paris could all be joined together for world peace. The company was advancing toward raising the $300 million required in 1907 to complete both the Russian and American railway land components, when British-allied interests halted the railway. The alliances of World War I put a permanent halt to this effort.

In **1902,** Loicq de Lobel, the French explorer, approached the Russian Imperial Technical Society with a proposal to explore the length of the future track from Yakutsk to the Bering Strait, and further to Alaska, up to the point where it would connect with an existing track. Upon receiving the approval of the Russian and French governments, Lobel set up the first committee for promotion of this project, and a second such committee, affiliated with the American Railroad Administration, was created in New York. The explorer delivered several reports on his work at the Paris Geographical Society at the Sorbonne.

In **October 1906,** a Russian Government Commission on the creation of the Great Northern Route held discussions attended by four American, one French, and one Canadian representative. It was decided to expedite work on the project, putting Lobel and the American engineer James Waddell in charge. Preliminary technical parameters for the track were set. Construction was supposed to be carried out by the New Jersey Construction Company, under a 90-year contract which entitled it to a strip of land 24 kilometers wide. Plots of land on both sides of the track were to be divided in chessboard pattern between Russia and the contractor.

In **March 1907,** the Russian government terminated the contract, having decided its terms were not favorable.

In **1905,** Tsar Nicholas II proposed building a Bering Strait rail link.

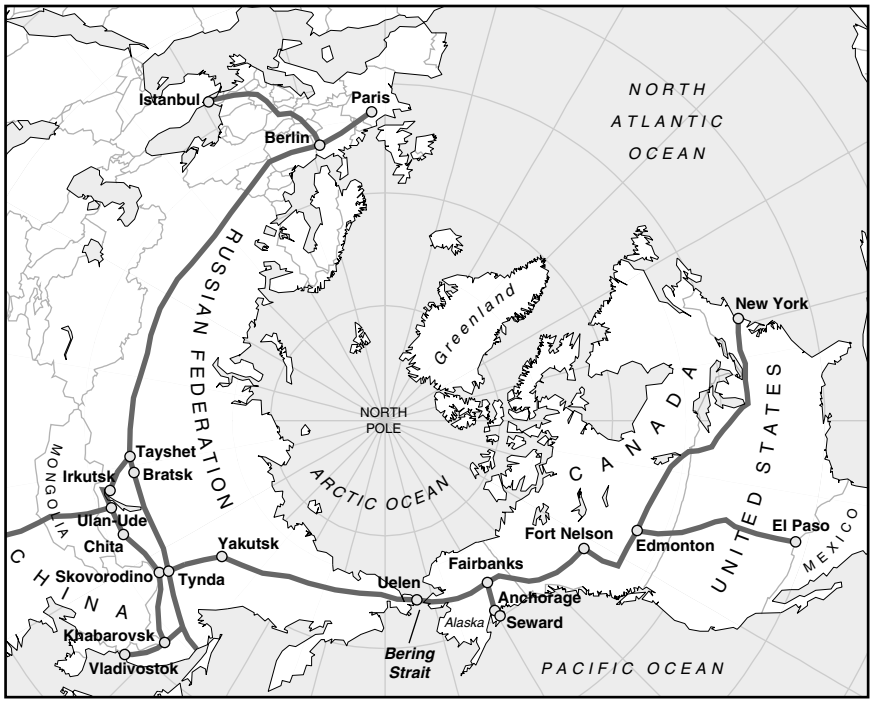
In **April 1918,** Russian leader Vladimir Lenin addressed the All-Russian Executive Committee on the need to intensify the construction of railroads, first of all in the North, including those reaching the Bering Strait, to expedite exploration of natural resources. Projects for building a track from Yakutsk to the ports Ayan and Eikan, and to Nikolayevsk-on-Amur, reaching the Bering Strait, were again on the agenda.

During the **1930s-1950s,** Josef Stalin put himself in charge of the Polar Track project for building a Northern Siberian railroad from Vorkuta to Anadyr.

In **1942,** During World War II, the Seattle District of the U.S. Army Corps of Engineers conducted a feasibility study to build a proposed railroad line, from Prince George, in British Columbia, Canada, to Fairbanks, Alaska, and thence to Teller, a city in Alaska's Northwest. The Army Corps projected for this project, a capital construction cost of $87 million for the 1,417-mile route, and a purchase cost for rolling stock of $24 million. The initial idea was to ferry war-time supplies needed by Russia, from the Alaskan port of Teller, to the Chukotkan port of Uelen, *until a railway tunnel across the Bering Strait would be built.* Another railroad would then be built, heading westward, from Uelen to Egvekinot, and to a junction, where it could then proceed to one or both of two Russian rail corridors. One rail corridor would go along the south shore of the Arctic Ocean to Vorkuta, to join the newly completed 1,100-mile rail line to Moscow.

President Franklin Roosevelt's personal emissary to Russia, Harry Hopkins, had raised this rail proposal, following a trip to Moscow, and briefed Roosevelt, Secretary of State

Future Global Rail Connections, as Seen From North Pole



Redrawn from H.A. Cooper

Cordell Hull, and Roosevelt's uncle, Frederic Delano. Roosevelt's uncle, among others, urged him to fund the Army Corps feasibility study. After the June 1942 U.S. defeat of a Japanese carrier force at Midway Island, the project was deferred.

After the end of World War II, Stalin contacted President Harry S Truman to restart discussions about connecting the Russian and U.S. rail networks, through a tunnel under the Bering Strait. Truman rebuffed Stalin.

In **1991,** the nonprofit corporation Interhemispheric Bering Strait Tunnel and Railroad Group (IBSTRG), known as "Transcontinental," was officially registered in Washington, D.C. The founding members on the American side were the State of Alaska, the American Railroad Association, and several large railroad, construction, consulting, and extraction companies. In Russia, a division of the corporation was set up under director V.N. Razbegin, a vice president of IBSTRG, as well as a Coordination Research and Development Committee, whose first chairman was Academician P.A. Melnikov. Participants on the Russian side included the Railroad Ministry, the Energy and Fuel Ministry, the Committee on the North, the Economics and Finance Ministry, the Construction Ministry, Unified Energy Systems, Transstroi Corporation and the Russian Academy of Sciences.

In **1992,** Lyndon LaRouche and Helga Zepp-LaRouche began presenting proposals, which would become known as the Eurasian Land-Bridge, which would connect Europe, Asia, and ultimately the whole world, through efficient, high-speed rail networks and accompanying development corridors to reconstruct the shattered world economy. The proposals called for either a tunnel or a bridge across the Bering Strait.

In **1994,** the American Engineering Association held a conference in Fairbanks, Alaska, entitled, "The Bering Strait Tunnel." Participants included V.N. Razbegin, vice president of IBSTRG, and Hal Cooper of Cooper Engineering.

In its **April 16, 1994** issue, *EIR* published an article by engineer Hal Cooper, "Bering Strait Tunnel and Railway Project Will Boost Pacific Development."

From **May 7-9, 1996,** in Beijing, at a conference entitled "International Symposium on Economic Development of the Regions Along the Euro-Asia Continental Bridge," Helga Zepp-LaRouche gave a speech, "Building the Silk-Road Land-Bridge." In the wake of this conference, *EIR* published a Special Report entitled *The Eurasian Land-Bridge, The 'New Silk Road'—Locomotive for Worldwide Economic Development,* which included discussion of worldwide plans for development through infrastructure corridors, and also the physical economic principles upon which such plans are based.

In **March 1998,** a resolution was introduced to the Russian government on the necessity to conduct research on the possibility of building a polytrack, which was coordinated with the Railroad Ministry, the Construction Ministry, the Committee on the North, the head of the administration of the Chukotka Autonomous Region, and the presidents of Unified Energy Systems and the Transstroi Corporation.

At the end of **2000,** Viktor Razbegin, of the Moscow Regional Transportation Institute, announced a feasbility study of building the connecting rail to the Bering Strait, indicating that it would be very economically feasible, and would benefit freight transport between the interior of Asia and the interior of the United States.

On **Nov. 20-28, 2002,** the 70th Anniversary Conference on the Railroad Transportation Developments in Siberia was convened at the Siberian State Transport University in Novosibirsk, at which the Bering Strait tunnel proposal was raised.

In **July 2006,** IBSTRG president George Koumal addressed U.S. President George W. Bush on this subject.

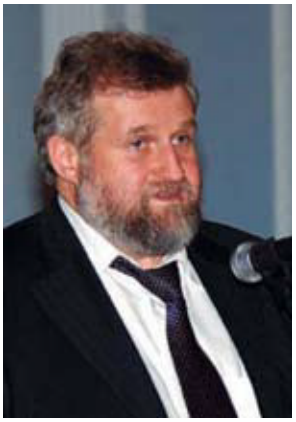
On **Sept. 28, 2006,** at a meeting at the Federal Agency for Railroad Transport (Roszheldor), the decision was taken to build the Yakutsk-Magadan track with its further extension to the Bering Strait.

Shanghai World Expo-2010

Grand Prize Goes to Bering Strait Project

by Rachel Douglas

Oct. 14—Just one year after Russian Prime Minister Vladimir Putin's visit to Beijing boosted Sino-Russian economic cooperation to a new strategic level, the Grand Prize for innovation at the Shanghai World Expo-2010 has gone to the premiere intercontinental megaproject, the Bering Strait Tunnel crossing. Results of an innovation projects competition were announced today at the Fourth Civilizational Forum event, held during the Expo.



Dr. Victor Razbegin

Receiving the award for the Bering Strait "intercontinental multimodal transport tunnel" design was Dr. Victor Razbegin, deputy chairman of the SOPS, Russia's Council for the Study of Productive Forces, a joint institution of the Russian Academy of Sciences and the Russian Ministry of Economic Development. SOPS is the successor organization of Academician Vladimir Vernadsky's Commission for Natural Productive Forces (KEPS), and was headed by Academician Alexander Granberg until his death in August of this year. In 2007, the SOPS cosponsored an international conference on the Bering Strait megaproject, for which Lyndon LaRouche's invited contribution was titled, "The World's Political Map Changes: Mendeleyev Would Have Agreed." The proceedings of that event are available in *Forum International* magazine.

Dr. Razbegin contributed a presentation to the September 2007 conference of the Schiller Institute, held in Kiedrich, Germany.

Most recently, the strategic implications of the Bering Strait project were presented by American engineer Hal Cooper and Russian geologist Dr. Sergei Cherkasov of the Russian Academy of Sciences Vernadsky State Geological Museum, at the Sept. 25 conference of the Schiller Institute in Berlin. The proceedings are featured in EIR Online of Oct. 15, 2010.

The Shanghai award for the Bering Strait was reported by the RIA Novosti today in a wire which went out in several languages.

Novosti quoted Aslanbek Aslakhanov, a member of Russia's Federation Council and former adviser to Vladimir Putin as Russian President, who recently promoted the Bering Strait project in an interview on the Russia Today web TV channel. In Shanghai, Aslakhanov said: "Transport connection between Eurasia and the Americas through the Bering Strait, with the simultaneous economic development of huge northern territories in Russia, the United States, and Canada, is a unique opportunity to fundamentally strengthen transcontinental and inter-civilization integration."

The Novosti report noted the inclusion of a 6,000-km (3,700-mile) railroad and pipelines, linking Russia's Chukotka Peninsula with Alaska. It mentioned that the project has been under discussion since the 19th Century.

Novosti reported: "More than 100 projects participated in the innovation projects competition at the World Expo, which was held in five categories: systems innovations, new materials and nanotechnologies, energy and environmental efficiency improvement, social and educational innovations, and regional border-area partnership projects. The competition was organized by the Pitirim Sorokin/Nikolai Kondratieff International Institute, the International Strategic Innovation and Technology Alliance, the Republican Scientific Consultative Research and Expertise Center (a scientific research institute with federal government agency status), and Kazakstan's scientific and technology holding company Parasat.

According to Novosti, the World Exhibition in Shanghai, with participation from over 200 countries, regions, and international organizations, has been visited by some 63 million people.

The Shanghai prize is a welcome contrast with this week's silly rush of publicity in Russia for the visit of Arnold Schwarzenegger, the governor of bankrupt California. Schwarzenegger consorted with Kremlin staffers and allies, such as British system afficionado and privatization architect Anatoli Chubais, who equate "innovation" with social networking and video games, and think those are magnets for foreign investment dollars to pour into Russia.

CHINA HIGH-SPEED RAIL

Girdling the Globe With a Tramway of Iron

by William Jones

May 14—The just-concluded visit to Africa by Chinese Premier Li Keqiang, with its promise of the construction of new rail lines on the transportation-starved continent, underlines the grand development strategy elaborated by China, utilizing its growing expertise in rail construction, in particular, high-speed rail construction, in order to connect the world.

This had been the perspective of the leading political forces in our own nation more than 150 years ago. The creation of the Transcontinental Railroad, initiated by Abraham Lincoln, and completed shortly after his untimely death in 1865, had welded together the vast expanse of the American West in a single line of communication. This served as a model for similar rail projects in Europe and the Middle East.

The Trans-Siberian Railroad, begun in the 1880s and completed in 1913, and the Berlin-to-Baghdad Railway, sabotaged by the British in their attempt to undermine the Continental powers, followed in the wake of the U.S. Transcontinental. Brig. Gen. Joshua T. Owen, a veteran of the American Civil War, speaking at a dinner in Philadelphia in 1869, organized by American System economist Henry Carey in honor of Andrew Curtin, who had just been appointed U.S. envoy to Russia, urged the Tsar to begin construction on a Trans-Siberian railroad, effectively "girdling the globe with a tramway of iron."

In the 1870s, there were attempts to create a Trans-Hemispheric Railroad from Alaska to Patagonia, but these never reached fruition. The firing of German Chancellor Otto von Bismarck by the German Kaiser in 1890, and the subsequent rush to war in the European capitals, which began years prior to the Great War of 1914-18, put an end to that vision. It has now been taken up by the Chinese leadership, with particular emphasis on the latest developments in mass-transportation technology, high-speed rail and magnetically levitated (maglev) trains.

China Ready To Span the Bering Strait

This "railroad strategy" is fundamental to the program of the two Silk Roads announced last year by Chinese President Xi Jinping: the Silk Road Economic Belt, traversing Central Asia to Europe, and the Maritime Silk Road, stretching through Southeast Asia. Most recently, China has also expressed a keen interest in getting involved in the Russian project of building a tunnel under the Bering Strait, bringing Eurasia and North America together in one expansive rail network. The Bering Strait tunnel project, which has been promoted for decades by *EIR*,[1] was also the subject of a conference in Germany in 2007, organized by the Schiller Institute, where representatives from both Russia and the United States involved in the Bering Strait project, made presentations.[2]

1. See: Benjamin Deniston, "The Pacific Development Corridor: Maglev Across the Bering Strait," *EIR*, Sept. 13, 2013, and many other articles at www.larouchepub.com.
2. See: Schiller Institute Conference, "The Eurasian Land-Bridge Becomes a Reality!" Sept. 15-16, 2007, Kiedrich, Germany, at www.schillerinstitute.com.

The concept for China's worldwide Iron Silk Road is based on Lincoln's Transcontinental Railroad, and Russia's Trans-Siberian. The Bering Strait crossing, shown here in an artist's conception, will realize the centuries-old dream of linking Asia and North America.

Speaking to the *Beijing Times* on May 8, Academician Wang Mengshu, from the Chinese Academy of Engineering, indicated that the Bering Strait tunnel was also encompassed in China's high-speed rail plans. "Right now, we are already in discussions" on the Bering Strait, Wang said. "Russia has already been thinking about this for many years." Using high-speed rail technology, Wang said, a passenger could make the trip between China and North America in two days.

Wang is not just any commentator. A highly regarded professor of engineering since 1964, he has played a key role in, and made numerous contributions, to many of China's major construction projects, including rail, tunnel, and subway construction. He has also advised on the construction of China's South-to-North water-transfer project. Wang has long been the chief proponent of China becoming the leading producer of high-speed rail. In 2011, he was nominated as the Science Person of the Year, and is also a member of the National People's Congress.

In an interview last year, Wang told reporters that China now is clearly ahead in high-speed rail technology. "When people talk of watches, they think of Switzerland," Meng said. "When they think of small electronics, they think Japan. When they think of space, they think of America, and talking of machinery, they think of Germany. Now when they think of high-speed rail, China becomes the name brand."

A High-Speed Silk Road

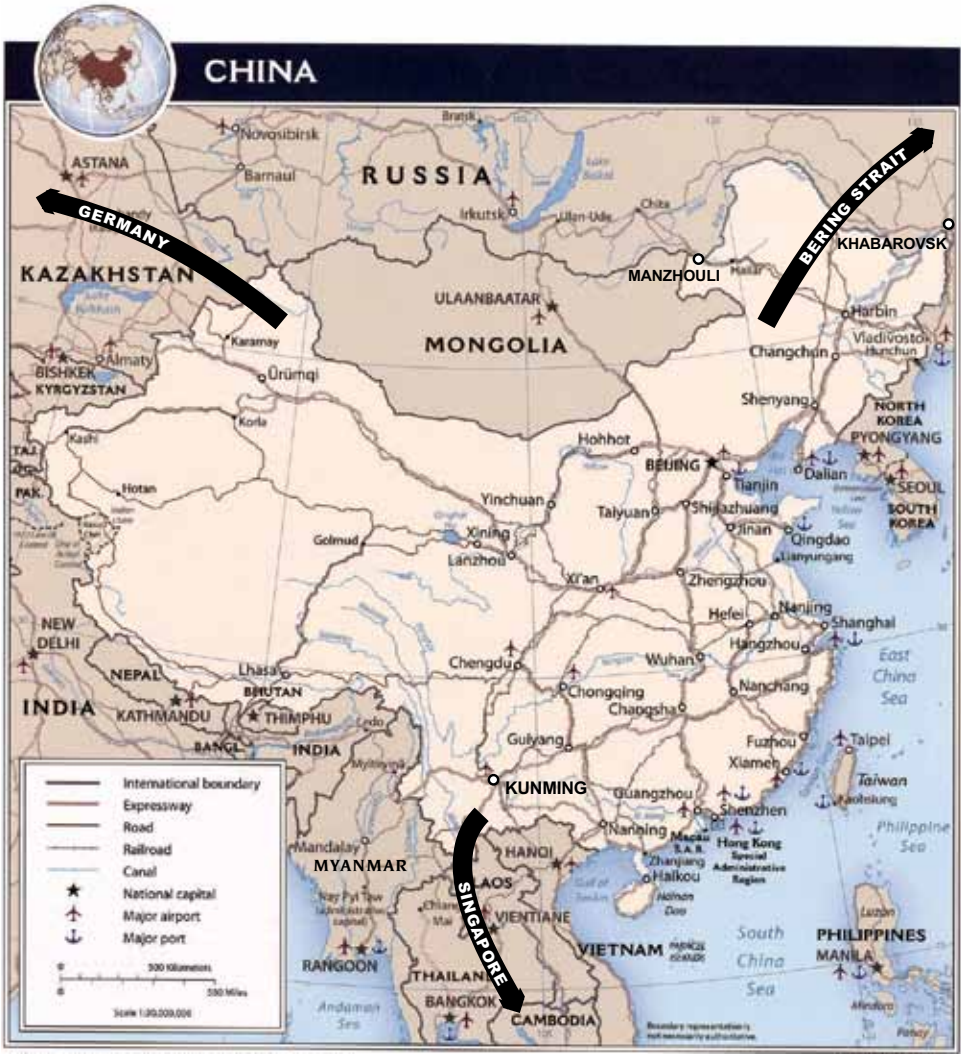
In the interview, Wang also announced China's "going out" strategy for high-speed rail. "High-speed rail will certainly have to "go out" Wang said: namely, with one high-speed line to the southwest, one to the northwest, and one to the northeast. A high-speed rail is also being proposed for the Central Asian Silk Road, and there are considerations for extending high-speed rail to Iran for both passenger and oil transport, Wang said.

In his more recent interview with *Beijing Times*, Wang explained the role of high-speed rail in the development of the Silk Road Economic Belt. He noted four primary directions for Chinese lines: 1) a Eurasian line with two branches, one going through Kazakhstan and another entering China at the border with Russia at Manzhouli, and proceeding east to Khabarovsk; 2) a Central Asian line, starting from Urumqi and proceeding through Kazakhstan, Uzbekistan, Turkmenistan, Iran, and Turkey, and, from there on to Germany; 3) a Pan-Asian line starting from Kunming and proceeding through Vietnam, Cambodia, Thailand, and Malaysia, and ending at Singapore; and 4) a line going to the northeast through China and into Siberia, linking up with the planned Bering Strait tunnel, which would connect Russia's Chukotka peninsula with Alaska.

There are still ongoing discussions with Russia regarding which gauge would be used for the lines traversing Russian territory; China wants to build their lines using the narrower international gauge rather than the broader Russian gauge.

Wang indicated in the *Beijing Times* interview that work is proceeding apace on the Chinese section of the first two lines, and that the overseas sections are still

FIGURE 1
China's 'Going-Out' Strategy for High-Speed Rail



The map indicates the key points on the projected four main lines of China's Silk Road Economic Belt: 1) a Eurasian line; 2) a Central Asian line; 3) a Pan-Asian line; and 4) a China-Siberia line linking up with the planned Bering Strait tunnel, to Alaska.

under discussion. Construction has already begun on the Pan-Asian line, on a railway tunnel from China to Myanmar. A Siberian line still has to be negotiated with Russia, but Wang thinks that China is prepared to help finance and build the tunnel under the Bering Strait, as well. Wang feels that resolving the issues involved in this construction would also provide the basis for the construction a tunnel between China's coastal Fujian province and Taiwan.

Wang went on to underline the importance of China becoming the leading producer of high-speed rail. First, he said, we can exchange our high-speed rail investment for the energy resources available in many of the transit countries. In the case of Myanmar, which is not an energy producer, the rail construction could be exchanged for its potash, Wang said. Secondly,"the project provides the outlet for Chinese engineers to play the key role in the surveying, design, and construction of the roads, and allows them to train personnel in the recipient countries. Even now there is a regular train which departs from Zhengzhou carrying exploration equipment and technical personnel destined for Central Europe and other regions on the rail line," Wang said.

A Hamiltonian Credit System

The project is not without its challenges, Wang admits. One involves its financing. Although China has extensive financial reserves, the size of the project far outstrips China's ability to finance it on its own. China's proposal for the establishment of an Asian Infrastructure Investment Bank might be a step in the right direction, but it would require that other nations put up their own capital as well.

More to the point, these types of infrastructure projects require a return to the notion of a Hamiltonian credit system rather than a monetary system. And this then raises the question of the urgent need for dealing with the out-of-control international financial system in which such "investment" is taking place. Helga Zepp-LaRouche, in her discussions with Chinese scholars on a visit to China last February, underlined that, if the projects associated with the Silk Road Economic Belt were to succeed, it were absolutely necessary to establish a

Hamiltonian state-generated credit system and to bankrupt the monetarist casino economy of Wall Street through the reestablishment of Glass-Steagall legislation.[3]

Secondly, Wang noted the need for the countries in the region to develop an expedited system for customs and border crossings. If lengthy border procedures remain a bottleneck delaying traffic, the very purpose of the high-speed rail system is defeated.

Returning to the "going out" strategy, Wang stated that China clearly possesses the capability and the technology. But the international situation is complicated, and the speed of travel is still relatively slow. Moving the project abroad requires negotiations, assurances that it will be beneficial for us and that it will also help to spur other industries." Thirdly, Wang indicated, there are still the major problems involved in traversing some of the difficult terrain encountered when bridging the Eurasian continent with high-speed rail.

But the directionality of the Chinese program is clear. In addition to the conventional high-speed rail, which China has effectively mastered, it is also proceeding to take the next step with the development of a commercial maglev traffic. Researchers at the Applied Superconductivity Laboratory of Southwest Jiaotong University are developing a maglev train prototype to run inside an evacuated tube which could potentially reach supersonic speeds up to 1,800 miles per hour. The limit to the speed of a maglev system is not the maglev technology itself, but the aerodynamic drag the vehicle encounters at high speeds. The Chinese evacuated-tube design lowers the atmospheric pressure inside to 10 times less than normal atmospheric pressure. The researchers successfully tested their vehicle in a 40-foot diameter closed circular loop.

Although high-speed rail and magnetically levitated trains were developed in the United States in the 1970s, with the first maglev line having been built in Germany, it has been left to China to move the ball forward. For this, they are to be lauded. And it should be a signal to the rest of the world that they must quickly abandon the rampant "green" ideology, which has taken root in the West since the assassination of President Kennedy, and return to those policies of scientific and technological progress which served us so well, and which now are the only hope for bringing mankind out of the economic misery in which the great mass of humanity now finds itself.

3. See: "Helga Zepp-LaRouche on Chinese TV: Silk Road Lady on the Potential for a 21st-Century Peace Order," *EIR*, April 25, 2014.

Finally, a Bering Strait Tunnel?

May 17—The inclusion of the Bering Strait Tunnel in an outline of China's plans for global rail development in the state-run *Beijing Times* on May 8 has again put that long-standing project on the international agenda. U.S. rail expert Hal Cooper, who has been a long-term advocate of the project, told Ria Novosti in the wake of that announcement that the Chinese action means that the project "will never be swept under the rug again."

The proposal for a rail link from Siberia to Alaska across the Bering Strait has been mooted since the time of Abraham Lincoln (see *EIR*, May 2, 2007), but the idea went through a renaissance beginning with the work of the Schiller Institute in the early 1990s, when Helga Zepp-LaRouche and Lyndon LaRouche embarked on their campaign for a World Land-Bridge of development corridors. Both LaRouches have conceived of the project both as a spur to global economic development and a means of war avoidance through cooperation among key nations such as the United States, Russia, and China, all of which are needed to realize such a project.

2007 Nodal Point

2007 was a breakthrough year for the project, featuring a number of high-profile conferences and decisions that spotlighted the tunnel project.

At an April 10 meeting on rail transport, chaired by President Vladimir Putin, Vladimir Yakunin, head of the state-owned company Russian Railways, laid out construction of the 3,500-km rail line from the right bank of the Lena River to the Bering Strait, as a significant task. That line would later be included as one of strategic importance for the future, in the Russian Railways Strategy for Rail Development in the Russian Federation to 2030, published in July 2007.

Russian proponents of the Bering Strait project conducted a publicity drive around an April 23 conference titled "Megaprojects of Russia's East: Intercontinental Eurasia-America Link via the Bering Strait." This was organized by the Council for the Study or Productive Forces (SOPS), a joint institution of the Russian Academy of Sciences and the Russian government's Eco-

nomics Ministry (MERT). Co-sponsors were the Economics Ministry itself, the Russian Ministry of Transport, Russian Railways, and several regional governments in Siberia and the Russian Far East.

On April 16, the late Academician Alexander Granberg, then head of the SOPS, explained in an interview how the project fit into the Russian leadership's vision of the development of transportation infrastructure as essential for uplifting Russia's huge outlying regions.

Then on April 18, at a pre-event press conference held by the SOPS project working group, SOPS Vice-Chairman Victor Razbegin, also of the MERT Industrial Research department, grabbed headlines in the Russian media with his huge map of the proposed $65 billion multi-modal Bering Strait tunnel from Russia to Alaska, with its associated long-distance rail and power lines.

At the conference itself, high-level Russian participants were joined by speakers from South Korea, Japan, and the United States.

In the opening session, two American contributions put forward the idea that great development projects are the path, leading away from war. These were the remarks by the late Governor of Alaska and U.S. Secretary of the Interior Walter Hickel, a strong backer of the Bering Strait tunnel project; and Lyndon LaRouche's article, "The World's Political Map Changes: Mendeleyev Would Have Agreed." The article by LaRouche, requested by conference organizers for publication in connection with the event, was read to the meeting.

Granberg told the conference that the next step would be design and feasibility studies for the 6,000-km rail-road-pipeline-power corridor from Yakutsk in Eastern Siberia to Fort Nelson, Canada, including a 100-km tunnel under the Bering Strait.

At the end of the conference, April 25, the participants issued an "Appeal from the participants of the international conference on an Intercontinental Eurasia-America Transport Link via the Bering Strait, to the heads of state and governments of Russia, the U.S.A., Canada, South Korea, Japan, China, and the EU member-states." Along with the Appeal, the participants at the April Moscow conference sent a draft Memorandum of Cooperation, proposing that those nations endorse the project and consider financing feasibility studies for the Bering Strait project at the June 6-8, 2007 G-8 summit in Heiligendamm, Germany. The studies, they said, could have been completed by 2010.

Global Support

While the issue was not known to have been taken up at the G-8 summit, high-profile organizing continued. Among the highlights was the Schiller Institute's Sept. 15 conference in Kiedrich, Germany, which in addition to the LaRouches, featured speakers from around the world, including an impressive delegation of Russian scholars and political leaders.

Among them were Prof. Stanislav Menshikov of the Russian Academy of Sciences; Razbegin; and Dr. Sergei Cherkasov and Academician Dmitri Rundqvist, both of the Vernadsky State Geological Museum; and Hal Cooper. The prospects for the Bering Strait rail tunnel as part of the global land-bridge were highlighted.

The Russians have also kept the project on the radar screen, although the global financial crisis and the geopolitics in the West have erected major barriers to it being able to go ahead. The Russians again attempted to place the project on the international agenda, at the November 2010 G20 summit in South Korea. Russian Federation Council member Aslambek Aslakhanov, formerly an advisor to President Putin, told Novosti of the critical role of this project for the industrial development of *the entire region*, by linking four continents.

Also in 2010, the Chinese interest in the project was demonstrated when the Grand Prize for innovation at the Shanghai World Expo-2010 went to the Bering Strait Tunnel project, submitted by Russia's SOPS. Razbegin was on hand to receive the award for this "intercontinental multimodal transport tunnel" design.

New Prospects

China's renewed public attention to the Bering Strait project has come virtually on the eve of Putin's May 20-21, 2014 visit to Beijing, where new levels of economic cooperation are expected to be discussed, and certain agreements, such as on natural gas, which have been under negotiation for some time, are expected to be consolidated.

Will these two leaders of the Eurasian world, who have been pursuing high-technology economic development, in stark contrast to the United States and Western Europe, take the occasion to publicly offer to the U.S., and others, cooperation on the Bering Strait mega-project? Given the utterly bankrupt condition of the trans-Atlantic system, the time for such a renewed offer is more than right.

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NEW WORLD PARADIGM — ECONOMICS — NEWS

Bring in China To Get the Bering Strait Tunnel for the Eurasian-American Railway Underway!

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Chinese rail engineers have given thought since at least 2014 to the construction requirements for the Bering Strait tunnel required to build a "China-Russia-Alaska-Canada-U.S. high-speed railroad." In May of that year, one of China's most famous tunnel and rail engineers, Wang Mengshu, outlined China's overall ambitious plans for building transcontinental high-speed railroads globally in an interview with *Beijing Times*. The fourth of the transcontinental trunklines he identified caught international attention: the idea of linking Eurasia to Canada and the United States. Wang reported that planning was beginning on an estimated 13,000 km route, "starting from the northeast and heading north, through Siberia to the Bering Strait, crossing the Pacific Ocean by building a tunnel to Alaska, then going from Alaska to Canada, and finally to the United States." He estimated that crossing the Bering Strait would require approximately 200 km of tunnels, "a technology used in the high-speed rail tunnel from Fujian to Taiwan, and the necessary technology is already in place."

"If it is completed, people from China to the United States will no longer need to take a plane. They can take the high-speed rail to see the scenery of many countries along the way. According to the design speed of 350 km per hour, passengers can reach the United States in less than two days by high-speed rail," he told *Beijing Times*.

Hearing of Wang's interview, U.S. rail expert Hal Cooper, a champion for the Bering Strait tunnel for decades together with the Schiller Institute, told Russia's RIA Novosti that while the political obstacles to Chinese, Russian, American cooperation may remain, "after this announcement by the Chinese, [the project] will never be suppressed. It's never going to be swept back under the rug again."

Seven months later, Wang told the *New York Times* in a December 18 interview, that the Bering Strait crossing "is a wish and a dream of not only China's railway experts but also railway engineers in Russia, Canada and the U.S. whom I have spoken to. The technology developments in recent years in high-speed railway and underwater tunnels make it pos
It is a dream, but one that is within reach.

“The Chinese central government is not seriously considering it, not yet,” he reported. “But why not? We have the technology, and it is a good thing to do. It would benefit generations to come, and the environment. As railway engineers, we think it would be a great legacy to leave for future generations. It would connect continents. It would be a grand structure of human engineering.”

The *New York Times* wanted to know what the chances are that this grand idea would ever be built. Wang answered:

“That depends entirely on politics, because we have the technology. It depends on whether governments of the four countries can work together, make this dream come true and leave this amazing legacy for our children.... Some governments like to spend their resources on fighting wars. I think building a railway is far more meaningful than fighting wars.”

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