

Selling America Down the Road

Free trade requires the complete destruction of national sovereignty and is a cornerstone of Fabian Socialism. In the end, it is an international form of socialism that will control all the economic, political, and social activities of this planet. The United Nations and its many agencies are assisting in helping to establish this reality. Capitalism, Socialism, and Communism are all integral parts of the same process
–*The Permanent Revolution* by Terry Hayfield

While the psychological operations droogies were busy scaring U.S. citizens the last few weeks with tales of terror and the pumping up of North Korea as our Public Enemy No. 1, those whose work it is to meld Canada, the U.S., and Mexico into, virtually, one nation had some unwanted light shown on them.

Weeks ago, one of my columns was devoted to examining the white paper entitled “Building a North American Community.”

The 70-page document was the culmination of a joint brainstorming endeavor conducted by the Council on Foreign Relations, Canadian Council of Chief Executives, and Mexico’s Consejo Mexicano de Asuntos Internacionales.

This is part of the Security and Prosperity Partnership that the White House signed onto in March 2005.

The Department of Homeland Security explains that the purpose of SPP is to “establish a common approach to security to protect North America from external threats, prevent and respond to threats within North America, and further streamline the secure and efficient movement of legitimate, low-risk traffic across our shared borders.”

That all sounds wonderful, but, unfortunately, it’s more sugar-coated lies and doublespeak.

The Canadian Council of Chief Executives is a bit more forthcoming about the real deal. On its website it is stated that the program’s objectives are, among others, to reinvent borders, which translates to “get rid of them.”

This is part of the globalist concept of free trade embraced by the North American Free Trade Agreement, which did nothing for our country other than to damage its economy.

The successor to NAFTA is the Free Trade Area of the Americas agreement, which is designed to eventually eliminate trade barriers among all nations in the Western Hemisphere and, ultimately, around the world.

This means nations will no longer draw revenue from exporting, further shutting down income streams into governments already heavily in debt and, as some economists would aver, already bankrupt.

The only beneficiaries of free trade are the corporations. Free trade is anything but free for workers, who will see their earnings capped with no way of bargaining for something better.

The latest eye-opener in this journey toward an American Union is the revelation of the plans to construct a super-highway that would link the U.S. to Canada and Mexico.

You could argue that, since the sixties, there’s always been a network of sorts for vehicular traffic between the three nations. Let’s say that’s true, but what is proposed for the end of this decade is nothing like what exists today.

The plan for the super-highway and for major improvements in intercontinental railroads is being promoted most conspicuously by the North American SuperCorridor Coalition, Inc.

As outlined by Jerome R. Corsi, who has been following these developments for the conservative organization Free Republic, NASCO is defined as “a non-profit 501c6 organization that functions as a trade association and sometimes lobbying group for the public and private entities that are members.”

NASCO bills itself as “dedicated to developing the world’s first international, integrated and secure, multi-modal transportation system along the International Mid-Continent Trade and Transportation Corridor to improve both the trade competitiveness and quality of life in North America.”

NASCO has proposed the building of a 4,000-mile network of new super-highways and six rail lines for high-speed passenger and freight transportation.

The current U.S. interstate highways serving as the main arteries for this project are 10, 15, 19, 35, 29, 69, 93, and 94 with more, no doubt, to follow.

One of the features of this system will be reduced container checks. At this time, only Kansas City has been designated to house a facility in which sealed cargo may be inspected.

This system will be paid for by you and me, but it’s the corporations, not the government, that will prosper.

The governments of the three nations involved are offering no oversight or opposition to these plans.

If we consider the recently expanded eminent-domain protection, we might suspect that thousands will lose their homes and businesses for the cheapest price possible to make way for the expanded highways and railbeds.

So the plans for the super-highway and rail system continue with few Americans aware that this is going on. And not a word about it in the mainstream media. Why?

However, we are currently being assured of beefed-up border security and tougher illegal immigration and anti-terrorist legislation.

In the meantime, the globalists are well on their way to opening up the three North American nations to basically unfettered commerce.

As CNN anchor Lou Dobbs—one of the rare media types that “gets it”—said last year:

“Americans must think that our political and academic elites have gone utterly mad at a time when three-and-a-half years, approaching four years after September 11, we still don’t have border security. And this group of elites is talking about not defending our borders, finally, but rather creating new ones. It’s astonishing.”

But how many Americans know what is happening at all?