

Strangers in our own land

*In my own country
I am in a far off land
I am strong yet have
No force or power
I win yet remain a loser
At break of day I say goodnight
When I lie down I have a great fear of falling
-- François Villion*

Firstly I'd like to thank a reader of this column who sent me information regarding the globalization movement and what it really means to United States citizens.

For the record: Karl Marx did not invent Communism or Marxism. He was a front man for the economic visions of the Rothschild banking houses of Europe, who funded Marx in France.

The Rothschilds' dream, which was caught up by the Robber Barons in this country, was a global system known as Communism.

People laugh when *Communism* is mentioned because they have been propagandized into believing that the system is dead, citing the fall of the Soviet Union.

Communism is not dead. The Soviet Union did not crumble.

The system still lives. The Soviet Union simply downsized.

In a speech given in March, 2006, in Brussels, Belgium, 63-year old Vladimir Bukovsky, a former dissident imprisoned in Soviet gulags, stated that, in January 1989, then-Soviet President Mikhail Gorbachev met with representatives of the Trilateral Commission, to include founder David Rockefeller and Henry Kissinger.

"They had a very nice conversation," said Bukovsky, who, in 1992, had access to Politburo and Central Committee secret documents which are still classified to this day. "They tried to explain to Gorbachev that Soviet Russia had to integrate into the financial institutions of the world, such as Gatt, the IMF and the World Bank. . . . But the original idea was to have what they called a convergency, whereby the Soviet Union would mellow somewhat and become more social-democratic, while Western Europe would become social-democratic and socialist. Then there will be convergency. The structures have to fit each other."

That is exactly what is happening in North America and around the world. All nation's economic systems—and, therefore, by extension, their political structures as well—are being morphed to fit into global socialism, which, when it becomes the only system, is nothing other than Communism.

In *Wall Street and the Bolshevik Revolution*, author Antony C. Sutton documented that it was Western financiers who financed Lenin and Trotsky, the latter who prepared for the revolution on Manhattan's east side.

After the revolution, John D. Rockefeller, using the American Red Cross that he had highjacked around 1905, sent financiers and industrialists into Russia under the guise of a humanitarian delegation headed by William Boyce Thompson, director of the Federal Reserve Bank of New York.

Among this group of 24 humanitarians, only five were doctors, the rest were there preparing the way for Western investment in the new Soviet Union infrastructure.

The money masters, in essence, created all three systems: socialism, capitalism, and Communism and, now, the time has come for “convergence.”

You can see this principle at work in the language of North American Free Trade Agreement, in the Free Trade Area of the Americas, and in the promotion of a North American Union.

Last year, the White House released its “Security and Prosperity Partnership of North America Prosperity Agenda,” in which it called for economic integration, which really means a merging of countries into a bloc:

These are but three of the key proposals:

1) Work through the Partnership for Prosperity and the Canada-Mexico Partnership to strengthen our cooperation in the development of human capital in North America.

[My comments: Notice the reference to workers as “capital?” Very loving. We’re all going to be one big happy workforce, I guess.]

2) Improve the safety and efficiency of North America’s transportation system by expanding market access, facilitating multimodal corridors, reducing congestion, and alleviating bottlenecks at the border that inhibit growth and threaten our quality of life.

[I thought open borders threatened our quality of life? Funny there’s no mention here of easier access to the U.S. by terrorists. Maybe when we become the North American community, the terrorists won’t be interested in us anymore.]

3) Identify measures to facilitate further the movement of business persons within North America and discuss ways to reduce taxes and other charges residents face when returning from other North American countries.

[Hmmm. Relocations of workers in and out of the U.S., Canada, and Mexico. So what kind of wages might we expect without competing economies?]

This economic integration is actually the redistribution of wealth meant to “even the playing field,” which means the U.S. comes out the big loser as our manufacturing base, jobs, and wealth are siphoned off by the have-nots. Some people would call this practice *stealing*.

To give you an idea how the North American Union proponents will lie and play with words to advance the cause, consider the following statements on <http://nascocorridor.com>, the official website for the North American Supercorridor Coalition:

Is NASCO a part of a secret conspiracy?

Absolutely not. Our organization has been in existence for 12 years. We are not tied to any Presidential Administration.

[You see, that’s the problem: this is going on without any oversight by the Federal government. Our representatives and administrations have offered no resistance to this sovereignty-eroding movement.]

Will the NAFTA Superhighway be four football fields wide?

There are no plans to build a new, “NAFTA Superhighway”—it exists today as I-35.

[That’s interesting because the International Construction Review’s newsletter, *ICON*, stated that Grupo Ferrovial, “Spain’s construction, infrastructure and services giant,” had obtained a contract to “develop an alternative route to Interstate 35” and “would be part of the ‘super-highway’ spanning the United States” from Canada to Mexico.]

So what’s the story, folks?

And isn’t it interesting that, instead of a U.S. company building and maintaining this highway, a foreign conglomerate gets the contract?

Ferrovial's contract is not the first, however. Cintra, a subsidiary of Ferrovial, has already taken over management of the Indiana Toll Road (ITR) after paying \$3.8 billion to the State's finance authority for the transfer of the asset.

This, too, is another part of the Brave New North American Community: a nation is no longer able to put its own citizens to work within its own borders.

But, then, there will be no borders.

And we'll all be happy citizens of the New World Order.