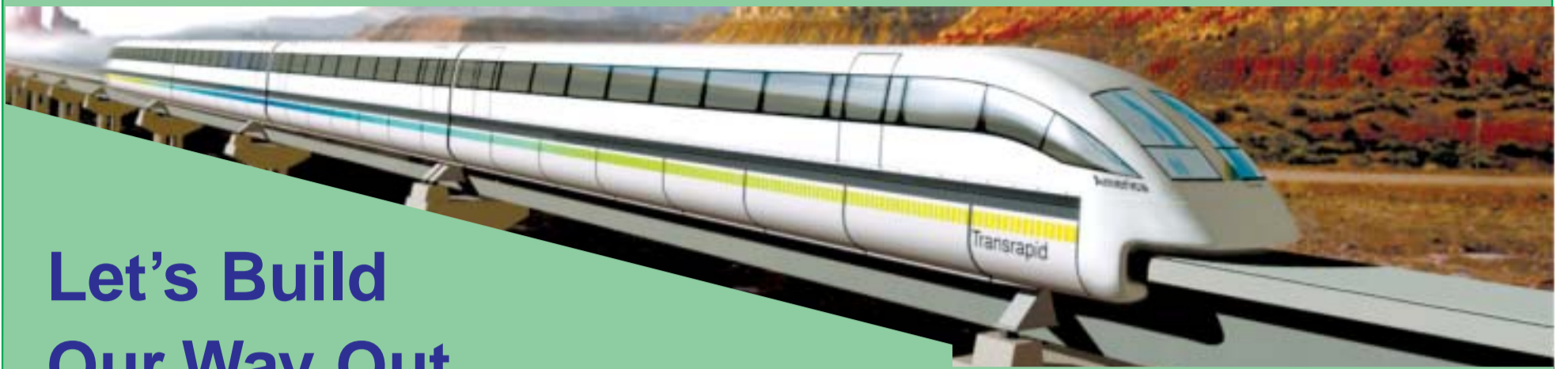


## Special Report

# The Infrastructure Road to Recovery—



## Let's Build Our Way Out of the Depression!

### Contents

	Page
Introduction	11
Populate or Perish: We Need 50 Million People!	14
Building a Nation: The Snowy Scheme	17
Great Water Projects	20
Conquering Our Salinity Problem	26
Australia Must Go Nuclear!	28
A Great Railway Boom	31
A World Leader In High-Speed Shipping	33
Conquering Space	36
Rebuilding the Health System	40
Education: Dummies Won't Develop Australia	42

No matter how hysterically Australia's political and financial elites try to deny it, the world—and Australia along with it—are now hurtling into the worst depression in history. This special report provides an overview of the kind

of great nation-building projects, along the lines of the legendary Snowy Scheme or the extraordinary work of Tasmania's Hydro-Electric Commission in decades past, which will enable us to build our way out of the depression. Be-

fore detailing the specific areas and projects which must be built, or rebuilt, the following overall points are essential to locate the "mission orientation" in which the specific projects are located.

### 1. Build the Eurasian Land-Bridge!

An alternative to the deepening economic depression is taking shape, in the form of the building of the "Eurasian Land-Bridge." Actually a conception of several rail-corridor land-bridges across the Eurasian continent, this idea is giving rise to a large number of "Great Projects" of power, communications, and water management as well. Its guiding idea came ten years ago from American statesman and physical economist Lyndon LaRouche, when the fall of communism opened up the potential for an economic reconstruction drive "from the Atlantic to the Urals," and at the same time west from China, Southeast Asia, and India, uniting the high technology capabilities of Russia and Western Europe, with the world's greatest population centres, in Asia. It also includes the development of the vast, undeveloped and underpopulated, but resource-rich areas of central Eurasia, including the Siberian region of Russia—the "inner space of the planet"—as a driver of recovery from depression for the world as a whole.

The Eurasian Land-Bridge is not just a "nice idea"—it is rapidly being built, and is increasingly becoming the centrepiece of the foreign policy of Russia, China, the central Asian nations, and other countries. In order for the Land-Bridge program to really blossom, however, the world must dump the disastrous IMF/World Bank globalist system of looting, and replace it with a New Bretton Woods system built upon the best aspects of the original Bretton Woods, including national banking, exchange and capital controls, tariff protection, etc.<sup>1</sup>

Australia must make the Eurasian Land-Bridge the centrepiece of its own program for physical economic recovery. The ELB represents a true "Asia policy" for Australia, not the "beat them on



Source: EIRNS

Above: Lyndon LaRouche designed the Eurasian Land-Bridge concept as the engine of world economic recovery. Right: With high speed trains and high speed shipping, any part of Australia is only 1-4 days away from the world's largest population centres.

the head with a stick" policy of John Howard, nor the phoney "engagement" policy of Paul Keating and the ALP, both of which are predicated upon free-trade looting, both of Australia and of Asia. The ELB provides us the vehicle to return to the postwar perspectives of Australia's greatest prime ministers, John Curtin and Ben Chifley, Curtin and Chifley, together with U.S. President Franklin Delano Roosevelt, envisioned Australia,

because of its geographical position and because of the industrial transformation it had undergone during the war, as an agro-industrial engine for the postwar economic recovery of an Asia of sovereign nation-states freed, at long last, from British, French, Dutch, Portuguese colonialism, a colonialism continued today under the guise of the IMF and World Bank.

With the economic boom that such a perspective will unleash, our nation will suffer a huge labour shortage, and can joyfully open its arms to immigrants of many countries, who, in turn, will help build Australia. These "new Australians", along with the optimism unleashed by having our nation at last on the move once again, should return us to the fertility rates of the 1950s, and put us well on the path to having 50 million Australians by 2050.



Container Ports in Asia

Source: Prof. Lance Endersbee

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