

# Rockefeller Gold and American Guns Are Paving Way For Great New York-Buenos Aires Railroad

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A grandiose scheme for Yankee imperialist hegemony over the two Americas paralleled only by the Berlin to Bagdad railroad dream, will be within sight of completion on Jan. 1, 1925, when the Buenos Aires to La Paz (Bolivia) railroad is opened to operation.

This will signify the completion of more than three-fifths of the New York to Buenos Aires pan-American railroad which will tie up Wall Street with the whole vast hinterland which the National City bank (Rockefeller) is opening to "civilization," investment, the U. S. marines, naval experts and several hundred per cent Americanism in the form of incredible profits.

## War Gave Bankers Power.

It was not so long ago that this new dream of empire richer than the vision of "Cairo to the Cape," and without the opposition which blocked the dream of "Berlin to Bagdad" was a mere paper scheme of the U. S. controlled Pan-American Federation. But with the gaining of exclusive domination over two continents as a result of the world war, American bankers set to work in earnest to build from both ends toward the middle the Buenos Aires to New York master work.

The section from New York to Guatemala has already been completed. Jan. 1, 1925, will see the completion of the Buenos Aires to La Paz section. That means the termination of 6,696 miles of the 10,116-miles total of this magnificent "Roman" road of an empire destined to put old Rome into the shade.

Plans are already being laid for the remaining difficult section of 3,420 miles of Central America and the north of South America. One of the two plans now being considered by engineers and financial experts is thru Guatemala, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Peru and thus into Bolivia. The difficulties are high mountains.

## Under American Guns.

There are no political obstacles, for every one of the countries in question is under American domination. Guatemala and Honduras have the U. S. battleship Rochester "protecting" them. The U. S. government by a series of ultimatums, cajoleries, bribes, and persuasions of the marines, is determined whom Honduras shall elect as president to succeed Rafael Lopez Gutierrez, whose term expired Feb. 1. Gutierrez has assumed a temporary dictatorship with the support of Secretary of State Hughes until the most useful of the three dead-locked candidates can be chosen by the Honduras congress aided by representatives of the U. S. state department

and the commander of the battleship Rochester.

Nicaragua and Costa Rica, have known the blessings of the marines. Panama was created by Roosevelt because Colombia wanted too big a price for the canal zone, and was actually recognized thru a miscarriage of plans or a mixing of signals, ten days before the imaginary revolution of Yankee dollars broke out there. Colombia was mollified by a handsome gift of the Wilson administration by way of compensation for the Panama affair. Ecuador, Peru and Bolivia are run in part by the National City bank and for the rest give off the international smell of Standard Oil.

## Brazil In U. S. Toils.

The alternative line being debated would be more central, running thru Brazil to Bolivia in place of running thru Ecuador and Peru. Politically it presents no more difficulties than the preceding plan, for Brazil also yields international dividends to the National City bank and the aforesaid international smell. Brazil's navy is being run by a U. S. naval commission.

To the ignorant the Central American portion of the Buenos Aires to New York line would look like a losing proposition financially because the traffic is light. But these "favorable" presidents that the United States is helping to maintain in power will grant valuable mineral, oil, land and other concessions and direct subsidies to the railroad-building, investing bankers. Some of these countries are planning to build the lines themselves, directly thru the National City bank and its interlocking construction companies.

It is hard to decide which is the more alluring of the two plans.

The completion of the vast nerve center of the two continents will be supplemented by the net-work of railroads that connect Buenos Aires with other South American countries not mentioned above and that connect New York with the western United States and Canada. The railroad will serve for the easy sending of U. S. troops and manufactured products to South and Central America, of minerals and petroleum from Latin America to the United States. This is the plan of the American empire builders.