



A DARK MOON RISING

Surrendering sovereignty.
By Tim Findley

Has North America been sold? Did it go for a bargain price secretly agreed to by the three most powerful politicians on the continent, without a Howdy, a Hola, or a Hail Britannia to the people who elected them?

Under the plan, more than 500 million people are meant to be literally incorporated into the North American Union as early as 2010. They are expected to share natural resources, military defense, and a universal system of education that will alter long-held values, customs, and traditions and even change their languages. Law enforcement, health care, and cultural activities as well as virtually all trade will be financed with the new currency of the North Americans: the “Amero.”

Nowhere would the impact be greater than in the American West, cut off as a virtual subcontinent by an artificial, but impassable, barrier of a colossal super-highway cutting through the central “heartland” of the United States between the meaningless borders of Canada and Mexico.

It is not a computer program or an academic exercise. It is the essence of the “informal” agreement reached by the so-called trilateral leaders of the continent to surrender the sovereignty of their nations to a gigantic corporate cartel.

Will the people of the United States, Mexico, and Canada resist it? In spite of their own illusions about democracy and representative government, *can* they resist? The arrogant architects of the North American Union are almost certain they cannot.

The concept of America is already gone in the description of a new North America that leaves the borders between the three nations as little more than speed bumps, and in its “deep integration” plans to control the lives of individuals in once unimaginable ways, as if Orwell was a new chapter discovered in their secular bible.

Is it a new world or a dark moon rising? Is there blood on its rim?

BREAKING THE HEARTLAND

By Tim Findley

It was an animated conversation among friends and neighbors at a local diner, something about traffic congestion and road repair. Coffee talk, much like Analiese Kunert had heard all her life in San Antonio. But as she listened, Analiese felt a deep chill. They were talking about a monstrous new development called the Trans-Texas Corridor, and she realized from their description that it is meant to cross directly over the 30 acres with its cherished hacienda built in 1798 that is the home of her and her husband and their two young children.



Texas Gov. Rick Perry prepares to deliver remarks as he announces details of a state transportation plan on Monday, Jan. 28, 2002, in Austin, Texas. The artist's rendering at left illustrates the Trans-Texas Corridor plan, said by some to improve the state's transportation needs of the future. (AP PHOTO/HARRY CABLUCK)

Santa Ana's own cavalry had once camped there. All the flags flown in Texas may have fluttered there in their own time, and arrowheads still found by visiting children attest to an even longer history. Never in more than two centuries have the 18- to 20-inch-thick stone walls been breached.

But the Trans-Texas, she hears, cannot be stopped.

Like most Texans, the Kunerts regarded Rick Perry's grandiose speeches in 2001 about meeting the future of growth in Texas to be part of campaign rhetoric. Analiese had not

really noticed in 2004 when, in the middle of his first full term, the governor accepted a \$7 billion investment of the Spanish corporation Cintra and declared it, "One of the most significant days in transportation history."

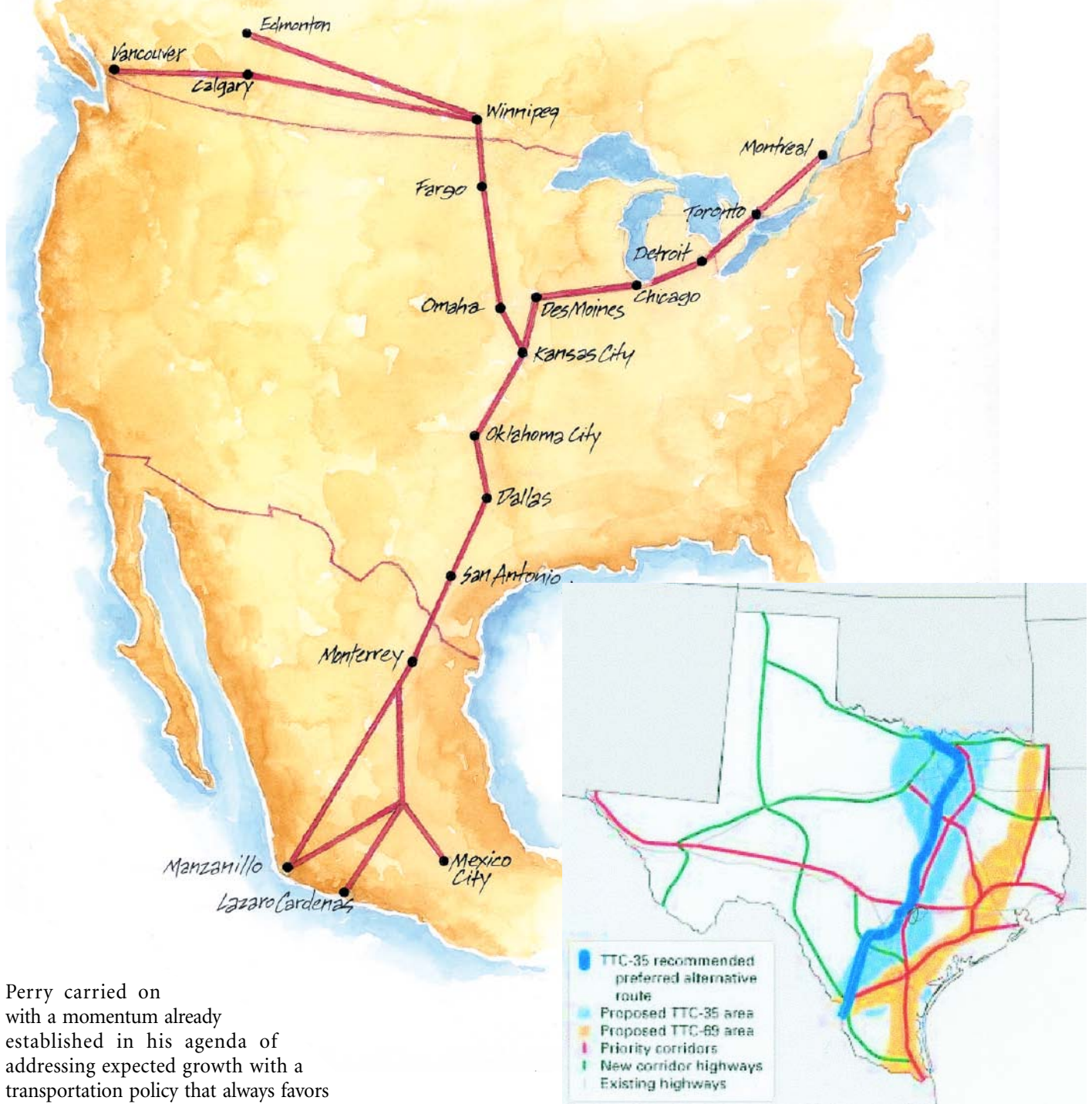
Speaking like a coach with a winning score in the Sugar Bowl, Perry said the Spanish investment "will not only bring the Trans-Texas Corridor from conception to completion; it will change forever the way we build roads in Texas."

Whether or not they even knew the game was being played, no coffee-table cabinet was

meant to have anything to say about it, and property owners like the Kunerts were best advised to accept a fair price and get out of the way.

Gov. Perry had been a rancher and an Air Force C-130 pilot, but he had learned his political skills rising up through the Texas legislature to become lieutenant governor in time to take over the governor's mansion for the remaining two years left in the term of newly elected president of the United States, George W. Bush.

Winning a full term on his own in 2002,



Perry carried on with a momentum already established in his agenda of addressing expected growth with a transportation policy that always favors expanding highways out of Laredo past San Antonio and that centers on the dream he ordered his staff to make real of a Trans-Texas Corridor.

Is it really the idea of Perry, or had it been left on the desk for him to see by the new president, whose family enjoys far better international contacts than the rancher-made-good Republican who followed G.W. into the top Texas job?

Whatever, Perry left no doubt among his appointees, especially Transportation Commission President Ric Williamson, about what he expects to be his legacy.

“Once the governor decided where we needed to head, he wanted to remove it from the political flow of the state. He wanted it to become policy as opposed to

politics, and that was one of the reasons for us to move so fast. And we’ve done an admirable job,” Williamson told his commission in June 2002.

Legislation making a Trans-Texas Corridor a separate project in state policy was rammed through the Texas legislature in 2003 with little notice. Among those who would usher Cintra to the head of a very short line of contractors willing to build such a yellow brick road was Perry’s legislative liaison, Dan Shelley, a former lobbyist who also formerly served as a consultant to Cintra. Once Cintra had beaten out even a Halliburton subsidiary for the project, Shelley left the governor’s office and accepted a lucrative contract to serve as a lobbyist for the Madrid conglomer-

ate. Although state policy prohibits him from lobbying the governor’s office for a year, last summer Shelley invited four state lawmakers on a junket to Canada to visit a Cintra toll road near Toronto. The trip was cancelled after the *Dallas Morning News* started asking questions.

State insiders buzzed with rumors, and even *TIME* magazine dipped briefly into the issue but soon withdrew after suggesting a “boondoggle” was in the works in Texas.

Analiase Kunert has paid no attention to all that. She assumed it would be easy to defend her own historic property at the scoping meeting scheduled by Texas Department of Transportation (TxDOT) officials in South San Antonio, but she found the meeting in a



The Kunerts' cherished hacienda, built in 1798, is in the way of a monstrous new development called the Trans-Texas Corridor. Analiese and Robert Kunert, shown with daughter Chloe and son Zachary, say that never in more than two centuries have the thick stone walls been breached. But Trans-Texas, they hear, cannot be stopped, and property owners like them are told to accept a fair price and get out of the way.

high school cafeteria crammed with an audience so large that authorities locked the doors to keep an almost equally large crowd waiting outside.

"They said they'd let us speak," Analiese recalls, "but I could see it was almost hopeless. Instead, they ran a half-hour presentation on it, once in English, and then a second time in Spanish. Then they let people talk for three minutes each, but they didn't really answer any questions, and most of us didn't know quite what to say. It was like a done deal."

She was stunned. Many of her neighbors, including retired rancher Jimmy Lamberth, were angry. "It didn't even have anything to do with highway congestion," he says. "The thing is meant to go around all the big cities, and we'd just be nearest on the route from Mexico."

Lamberth, a lifelong rancher, had watched TxDOT work before in establishing farm-to-market highways in the state, but he was astonished by a proposed toll turnpike that would end up cutting off even some of those highways. "I saw them [TxDOT] recently working on Highway 281 to solve a problem with cross traffic," he says. "They installed

stoplights on the freeway, even though they had money for overpasses. They just didn't want to compete with the toll road."

To Chris Stall, the city manager of the midsized town of Columbus, Texas, the whole concept at first sounded like science fiction. The aliens must have landed. "It would roll right over our town without an exit or an on ramp," Stall says, "leaving us isolated not only from business, but from existing roads to our own markets."

What Perry and TxDOT presented to them seemed almost unbelievable in its 10 to 12 lanes of highway, with high-speed passenger and freight rail lines attached, along with pipelines for fuel, water, fiber optics and electric power. Concessions of fuel, food, lodging, shops, and emergency services would be self-contained in the median. And all of it would cut nonstop through the state in a swath the width of four football fields.

Like Sherman through Georgia, it would consume at least 146 acres for every mile it made to the Oklahoma border, ultimately covering more than 4,000 miles of Texas in the largest network of toll roads ever known. That, it soon becomes clear, was what Perry

meant when he said it would be a "new way of building roads" in his state. Not the size of it or the materials involved, but the fact that it would be a SuperToll highway with most of the profits for at least half a century going to Cintra.

"Governor Perry and his friends spend a great deal of time researching ideas to create more revenue," says TxDOT's Williamson. "The corridor is primarily a revenue producer."

Ultimately the project is estimated to cost a staggering \$186 billion, more than the entire amount spent on the interstate highway system, which the governor apparently means to get up front from private financiers. Ironically, although Cintra calls itself the transportation arm of its parent conglomerate Grupo Ferrovial, the company is best known in Europe not for highway building, but for the management of parking lots.

Cintra's American partner in the \$7 billion corridor startup is Zachry Construction Corp. of San Antonio, which would apparently direct the actual construction. Zachry, noted for its contracts to build American embassies in Asia, is, however, only a 15-per-



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David Zachry, standing on the left, president and CEO of Zachry Construction Corp., shakes hands with Texas Gov. Rick Perry after the state and a private company signed a transportation contract on Friday, March 11, 2005, in Austin, Texas. Standing between them in the background is Mary Peters, Federal Highway administrator. Seated on the left is Rafael del Pino, chairman of Grupo Ferrovial, who shakes hands with Michael Behrens, executive director of the Texas Department of Transportation. The agreement is a step forward for the Trans-Texas Corridor, an 800-mile traffic and trade route between Oklahoma and Mexico. (AP PHOTO/HARRY CABLUCK) OPPOSITE: Allan Jurk, in background on the left, holds his "Don't Pave Texas" sign during a rally at the Capitol, Tuesday, May 3, 2005, in Austin, Texas. Farmers and ranchers flocked to the Capitol with their sights set on stopping Gov. Rick Perry's Trans-Texas Corridor, a huge highway project rural landowners say is gobbling up their property. Jurk is from Giddings, Texas. (AP PHOTO/HARRY CABLUCK)

cent shareholder in the deal with Madrid. So far, state officials say, Zachry has been paid over a million dollars for planning and construction of an early element of the project north of Austin.

"Santa Ana has come back," Analiese Kunert says grimly. Still, she and others cling to hope that state law and even political pressure will allow citizens some leeway to redirect the monolith ahead of its reach over some of the most valuable agricultural land in the state.

"If you aggressively invite the private sector to be your partner, you can't tell them where to build the road," TxDOT Commission Chairman Williamson told another meeting in May. Even new state law passed by the voters last year to limit the use of eminent domain for acquisition of private property holds no authority over specifically exempted state highway projects and the SuperCorridor in particular with its "quick claim" clause granted in the legislation.

Stall, with a fair amount of country poli-

ticking in his own experience, tried everything he could think of to find a soft spot in Perry's hard-line desire to make history. Finally, the former small-town administrator and his wife formed an organization called Corridor Watch, working through the Internet and public meetings to confront what even the state legislature and most of the Texas media seem not to notice.

"If you don't know what the Trans-Texas Corridor is, then you better educate yourself," writes Fayette County *Record* editor Cyndi Wright.

"People on the south end [of San Antonio] were furious," says Analiese Kunert, "but people on the north side still say they never even heard of it."

It is a fair description of the spotty prairie fires flaming up in grassroots opposition to Perry's plans while the state legislature remains confused and disorganized on the issue, in part because to many it still seems unbelievable.

The Texas Department of Transportation

geared up in response with a major public relations campaign claiming to distinguish myth from reality, but refusing until a freedom of information demand is filed to reveal details of the arrangement with Cintra. Still, Texas road authorities insist, growing opposition, including that of Texas Republicans, exaggerates the facts.

Gov. Perry regards himself as a visionary. From his first campaign enthusiasms, the former state legislator and lieutenant governor has always wanted the historic corridor to emerge along the route of Interstate 35 out of Laredo, just across the border from the Mexican truck bottleneck in Nuevo Laredo. Nuevo Laredo is a town so hopelessly corrupt and gang infested that the chief of police resigned saying he could not enforce the law, and the city newspaper, raked periodically by automatic gunfire, published a front-page statement in 2005 saying that for the sake of their employees' lives, it would no longer do any investigative reporting. Essentially, terror is in charge where Texas intends to provide five or

six lanes going north—suggested speed, 85 miles per hour until you either run out of gas or, under the NAFTA scheme, reach Kansas City.

TIME reports that since 1997, Perry has received more than \$1 million in campaign funds from highway interests. The governor claims that the project will produce 146,000 jobs in Texas. His opponents suggest that would not offset the losses to agriculture and even rural businesses which, under the deal, would be prohibited from establishing alternate routes or competing with corridor concessions.

Yet the highway, a portion of which is already nearing completion north of Austin, is not intended even to meet traffic needs in Houston or Dallas or San Antonio. It is meant, as Williamson describes it, as a “revenue producer.”

Researcher and author Patrick Wood, who has done groundbreaking work on the secretive formation of a North American Union, suggests a serious cliché: “Follow the money,” he says. “Follow the money.”

There has been no approval or even serious discussion in the U.S. Congress of a NAFTA-Plus SuperCorridor through the middle of the United States linking Canada and Mexico. The idea only formally exists in the supposedly nonprofit nongovernmental organization of North America’s SuperCorridor Coalition, Inc. (NASCO). Formed in 1994 and funded with at least \$2.25 million in U.S. transportation funds for “technology integration,” NASCO is run by a tri-national board of directors that includes transportation officials from the United States, Canada, and Mexico. The president of the board is a Kansas City attorney. Two of the members are deputy directors of the Texas Department of Transportation.

“There are no plans to build a new NAFTA [North American Free Trade Agreement] Superhighway,” the nonprofit group claims. “It exists today as I-35.”

Follow the money. It goes to Laredo and bears north along the Trans-Texas Corridor, following the route of I-35. ■

There was a time, not long ago, when Tim Findley would mock the paranoia of patriots who fear a great conspiracy. He still prefers to trust in the process of democracy, but he is more wary than ever of a “system” that portends to guarantee rights without liberty and freedom without choice. “I would rather risk being wrong about this than I would choose to simply ignore it,” he says. The fundamental truth for us all is that knowledge is strength and ignorance is slavery.

KANSAS CITY, HERE THEY COME

By Tim Findley

Vicente Fox was furious. “It’s shameful!” he erupted to the press last October on news that President George W. Bush had signed legislation to build a fence along the U.S. border with Mexico. Out of range of the cameras, the volatile outgoing Mexican president raged to insiders that Bush was “betraying Waco.”

In Ottawa, Canada, Fox’s successor, Felipe Calderon, was meeting with Canadian Prime Minister Stephen Harper, himself relatively new to the chief executive’s job since Liberal Prime Minister Paul Martin was cast out in a shadow of corruption and scandal at the beginning of 2006. The Mexican president-elect had come to Ottawa ostensibly to discuss progress in the North American Free Trade Agreement (NAFTA) with the new Canadian leader, but there was obviously more on the agenda.

At a joint appearance, Calderon looked to Harper in comparing the border fence to “the Berlin Wall—a grave error.” Harper tried to avoid serious political risk, noting “concerns for safe and secure borders,” but suggesting there should be no “unnecessary barriers, not just to trade but to the ordinary exchange of tourism and social relationships between our countries.”

Neither Calderon nor Harper had played a direct role in the trinational deal made in Waco, Texas, to put in motion what was being called “NAFTA Plus.” But Calderon knew he would have to face the same violent chaos at his December inauguration as had already prevented Fox from even making a farewell speech to his Congress. And Harper, the Canadian Conservative Party leader, had only that year succeeded scandal-scorched Liberal leader Martin as prime minister. Trouble was still brewing in Ontario as well as Quebec. Both leaders knew the stakes were too high for Bush not to come clean, as Harper put it, on the border issue.

The 43rd president of the United States looked uncomfortable as he signed the legislation in a well-covered photo opportunity. This wasn’t what President Bush wanted, but he needed something to deflect a predicted



Dr. Robert A. Pastor, VP International Affairs and Professor of International Relations at American University, speaks about Jimmy Carter and Gen. Omar Torrijos at the Omar Torrijos Foundation in Panama City, Panama, July 31, 2006. Panama marks the 25th anniversary of the death of Gen. Torrijos, who signed treaties allowing the U.S. to hand over the canal. In background is a photo taken during the signing of the Panama Canal Treaty in 1977. Pastor is known as “the father of the NAU.” (AP PHOTO/ARNULFO FRANCO)



Canadian Prime Minister Paul Martin, right, and Mexico's President Vicente Fox, left, shake hands as U.S. President George W. Bush, center, looks on following their meetings and a joint news conference at Baylor University in Waco, Texas, Wednesday, March 23, 2005. Relations have been strained between the U.S. and its closest neighbors and two biggest trading partners with trade, security and immigration issues as points of contention. (AP PHOTO/J. SCOTT APPLEWHITE)

loss of his own party's majority in the approaching election. Signing on to the fence was a cynical and ultimately useless bow to poll pressure, but Bush crossed his fingers and moved the pen.

Quietly, by closed channels, he advised his counterparts in Mexico City and Ottawa that the American people have "short memories" for such things. By Thanksgiving, he had already eliminated funding for an actual fence and slipped the issue "off the table," where it was unlikely to be found again among the opposition of Democrats.

Still, he could not yet come clean on Waco and the promise it implied to make both U.S. borders little more than speed bumps in a visionary North American Union (NAU) linking all three countries with a gigantic SuperCorridor of high speed travel and trade

from the Yucatan to the Yukon.

If Bush wasn't ready to take the heat for that, neither Calderon nor Harper would either. The three presidents had signed nothing at Baylor University in Waco or later at the Bush ranch in Crawford, Texas, that they would have to answer for to their legislatures.

Waco, as it would be called, was just a three-way handshake on the Security and Prosperity Partnership of North America (SPP)—one match for three big cigars that might alter the history and culture of the Western Hemisphere. And most of the people in all three countries don't know a thing about it.

"Our partnership," as a Texas White House press release called it, "...will help consolidate our action into a North American framework to confront security and econom-

ic challenges, and promote the full potential of our people, addressing disparities and increasing opportunities for all."

As vaguely described as it was, the SPP obviously wasn't about fences. The fine print called for "ministerial [read bureaucratic]-led working groups that will consult with stakeholders in our respective countries. These working groups will respond to the priorities of our people and our businesses, and will set specific, measurable, and achievable goals."

By last October as President Bush pretended to sign the bill for a Mexican border fence, most of the stakeholders had been consulted. The people had not been asked about their priorities.

Indeed, journalist Jerome Corsi, who was nearly alone in questioning the deal, says when he asked SPP director Geri Word why

there was so much secrecy about the “working groups,” she replied, “We did not want to get the contact people of the working groups distracted by calls from the public.”

A second summit, this one attended by Harper for Canada, was arranged in Cancún, Mexico, in March 2006 to discuss the objectives identified by their SPP “working groups.”

Robert A. Pastor, an American University professor regarded as the father of the NAU for his 2001 book, “Toward a North American Community,” served in a capacity with the U.S. Council on Foreign Relations (CFR) to convene both the Waco and Cancún meetings.

Journalist Corsi found part of his answer in Pastor’s news conference after Cancún introducing the CFR report on “Building a North American Community.” Pastor said the trilateral working groups of two-dozen top-level global thinkers had concluded a new institution to be essential to the deal. “And that would be a North American advisory council made up of eminent individuals, appointed for terms that are longer than those of the governments, and staggered over time.” In other words, it would be a permanent, nonaccountable elite bureaucracy that would advise the elected leaders of Canada, the United States, and Mexico as parts of a new North American community.

“And hopefully,” Pastor went on, “the three leaders would turn to this North American council and say, ‘Look, we’re getting wonderful advice on what we should do about North America as a whole. Why don’t you prepare a plan for us on education, on agriculture, on the environment, and we would consider that even as we consider the advice of our government.’”

It was an incredible statement on behalf of a secretive body of “eminent” appointees that virtually challenged the sovereignty of all three major nations on the North American continent.

Pastor was no real friend to George W. Bush, being a lifelong Democrat who actively supported John Kerry in the 2004 elections. Researcher Patrick Wood tracked Pastor’s career back to a Council on Foreign Relations’ task force that engineered President Jimmy Carter’s gift of the Panama Canal in 1976 to Latin Americans who soon turned management of the vital, U.S.-built link between the

Atlantic and Pacific oceans to a front company for the People’s Republic of China.

Today, 90 percent of port operations on both sides of the canal are operated by the Chinese, but the real jewels of Hutchinson Whampoa, based in Hong Kong, may be the ports of Manzanillo and Lazaro Cardenas on the southwest coast of Mexico. Huge container vessels from Asia arrive there on a regular basis with all the consumer goods from shoes and furniture and clothing and electronics that are simply no longer produced in the United States.



“NOW THAT WE’RE PARTNERS, LET’S THROW EVERYTHING IN THE POT”

Even in Mexico, where U.S. firms, under NAFTA, exploit cheap labor from some 3,000 maquiladora assembly plants just across the border, a tourist in Tijuana or Juarez may be surprised to find that his prized new sombrero was actually made in China, where labor costs are even cheaper.

From those Chinese-operated ports, consumer goods meant for Wal-Mart and other outlets in the United States move north by rail and by Mexican trucks toward the bottleneck at Nuevo Laredo, south of San Antonio, Texas.

That is part of the secret of NAFTA Plus and the SuperCorridor linked through Texas to what is already planned as a huge hub of immigration and trade where Interstate 35 meets Kansas City.

The Mexican business newsletter “Fron-

tera Norte Sur” quoted Isidoro Ruiz Agaiz, a federal deputy in the lower house of the Mexican Congress, as saying a deal has been made with the city council of Kansas City, Mo., that will circumvent the customs’ monopoly held by brokers in Laredo, Texas, with a SmartPort in Kansas City where Mexican authorities would inspect freight bound south of the border.

“I don’t know where these ideas get started,” scoffs Kansas Republican Sen. Pat Roberts. “This is one of those blogosphere things that makes you wonder what’s going on.” He says he was “unaware of any authorization bill” for a SuperCorridor. So far none exists, but Roberts, in addition to being a Kansas senator, is also chairman of the Senate Intelligence Committee. It is surprising that he, like most other members of Congress, simply ignored an international agreement like the SPP.

But whether U.S. politicians or the major media are willing or able to recognize it, a series of meetings and high-level deals among self-professed intellectuals and bottom-line corporate executives have steadily moved Pastor’s North American Union closer to an ominous reality.

The official Web site of the federally funded but “non-profit” organization North America SuperCorridor Coalition, Inc., (NASCO) says: “From the largest border cross-

ing in North America [Detroit], to the second-largest border crossing of Laredo, Texas, Nuevo Laredo, Mexico, extending to the deepwater ports of Manzanillo and Lazaro Cardenas, Mexico, and to Manitoba, Canada, the impressive, trinational NASCO membership truly reflects the international scope of the corridor and the region it impacts.”

It simply awaits doing on the route NASCO has already mapped and seen begun with the matching Trans-Texas Corridor toll road.

Mexico’s advantages from it seem relatively obvious in the long-awaited surge of Mexican trucks past U.S. Teamster objections into the all-consuming gut of the United States, and with fuel pipelines that could carry still more of Mexican oil to its largest customer. Canadian advantages had apparently been



President Bush, center, walks amid live oaks on his Crawford, Texas, ranch with Canada's Prime Minister Paul Martin, left, and Mexico's President Vicente Fox, right, after a morning of meetings on trade and security, Wednesday, March 23, 2005. (AP PHOTO/J. SCOTT APPLEWHITE)

well explored by former Prime Minister Martin, who owns the largest West Coast shipping line in Canada and has dealt closely with Chinese and Asian markets. Canada, especially in its western regions, is still rich in natural resources, including water that could be shifted south in another pipeline to dry regions and timber that could be moved all the way to Asia. Fiber-optic communications lines and eventually bullet trains carrying passengers and freight would be added to the 10 to 12 lanes racing across the midcontinent.

In theory at least, the United States would come out best with an assured flow of consumer goods, regardless of corporate abandonment of high-priced U.S. labor. So long as Mexicans or Chinese or other Asians will work for much less, the working class of the United States could be satisfied as retailers selling the goods to each other.

They would pay in a new denomination replacing the dollar, which Pastor and others have suggested be called the "Amero," linking all the people of North America to a common currency—and maybe all working people on the continent to a common drudgery.

It must be science fiction or right-wing paranoia. No logically thinking (North) American could believe it. Two members of Congress who have raised alarm about a secretive NAU—Republicans Tom Tancredo of Colorado and Ron Paul of Texas—have both been labeled by the national media as "extremist." Tancredo even withdrew his statement after criticism.

But the NAU and a NAFTA-Plus Super-Corridor are not imaginary black helicopters. They are part of a disturbing scheme by intellectual elites with their corporate partners acting as if they are a royal court of kings and consorts beyond the reach of the common masses.

For all the claims made about democratic ideals on the North American continent, the creation of a new international partnership here has purposely been done beyond public scrutiny. NAFTA itself was created in 1994 with first-ever "fast track" authority granted by Congress to President William Clinton, after only eight hours of debate and with no public approval. The European Union, by contrast, required more than 10 years of

arduous and still-contentious public discussion before creating its amalgam of 21 states. Europeans were given an opportunity to vote on it. The French and the Dutch rejected it.

Regardless of how they or their families may have sought refuge in a society where they could say it, modern intellectuals are notoriously contemptuous of nationalism and patriotism—ideas Albert Einstein labeled as "infantile...the measles of mankind."

Pastor wrote in a 2004 Council of Foreign Relations publication: "Countries are benefited when they change these [national sovereignty] policies, and evidence suggests that North Americans are ready for a new relationship that renders this old definition of sovereignty obsolete."

He didn't suggest any vote on the question.

Is the SuperCorridor meant to be a transportation marvel like the Chunnel beneath the English Channel to bring once-independent nations into a new union? Is it part of a global prescription to cure what Einstein called the measles?

Start in Texas, and follow the money. ■