



The Canadian Patriot

Issue 17

Time Has Come for Canada
The New Silk Road Revives
Gilpin's Cosmopolitan Railway



Letter of Transmittal

A great American philosopher named Yogi Berra once stated *“the future ain’t what it used to be”*.

For the second half of the 20th and first decade of the 21st centuries, that statement held very true indeed. Happily, Xi Jinping’s 2013 announcement of the New Silk Road as the blueprint for a new just world economic paradigm, has begun to realign humanity’s collective future with the destiny we were on the cusp of attaining at the end of the 19th Century.

Abraham Lincoln knew this when he said that a house cannot stand divided. Franklin Roosevelt’s great Vice-President Henry Wallace, also knew this when, in the midst of World War II, he stated that the world cannot continue to exist half enslaved and half free. While these statesmen were speaking eighty years apart, the same universal republican spirit animated their words and both understood that the monarchical principles of master-slave domination were the antithesis to the principles of any sovereign republic.

As both the Civil War and 2nd World War came to a close, the same American System represented by Lincoln and Franklin Roosevelt threatened to put an end to British System imperialism forever. Policies of scientific and technological progress *for all nations* spearheaded by *long-term credit generation* were being unleashed at the end of the 19th century through the leadership of such American System leaders as Henry C. Carey, William Gilpin, William Seward and many more. The same process was repeated after WW2 led by Franklin’s surviving allies both in America and beyond. In either instance however, the positive dynamic of win-win cooperation, the building of international railways and arctic development were derailed by long waves of assassinations, coups and economic warfare. In unleashing such ages of purgative violence witnessed by the plague of 20th century warfare, a weakened British Empire was capable of “throwing over the geopolitical chessboard” only to re-assert itself as a dominant force of culture and politics.

In a modern world, threatened with thermonuclear annihilation, what is perhaps, a final chance to attain a new paradigm of cultural harmony and justice ALL mankind typified by American System leaders historically has arisen once again. This time, it has arisen in the form of China’s New Silk Road- a grand design which is fast becoming the world landbridge championed for decades by Lyndon and Helga Zepp-LaRouche’s International Schiller Institute. The only other time this world landbridge policy was self-consciously promoted on record was in the form of the Cosmopolitan Railroad shaped by a founding father of America’s Trans continental railway and Lincoln-ally William Gilpin, who is featured on the cover of this issue of the Canadian Patriot.

We here at the Canadian Patriot hope that you, the reader, find many pleasurable and useful discoveries in the following pages, as we provide a ground breaking feature report on the revolutionary life and mind of William Gilpin and the role he played in universal history. By looking at the world that SHOULD HAVE BEEN from the vantage point of such 19th century Prometheans as Gilpin, we will then be better equipped to plunge into a new evaluation of the origins of the British Empire’s two anti-republican confederacy operations created on this continent during the American Civil War (of which only one was to succeed). We will end our report with a 2017 speech given by Helga Zepp-LaRouche on the New Silk Road as a new model of International Relations.

Throughout this journey, we hope that you come to the realization that the more we come to recognize *the future that should have been*, the better equipped you find yourself to conceptualize the future *that can and must become...* once again.

Table of Contents

William Gilpin and the Original American World Landbridge05

Part One: Gilpin's Patriotic Family Heritage.....07

Part Two: The Battle over Oregon and the Opening of the West.....09

Part Three: The Trans Continental Rail to China.....13

Part Four: The Stage is set for Civil War.....14

Part Five: Lincoln's Bodyguard becomes Governor of Colorado17

Part Six: The Post War Years and the Cosmopolitan Railway.....19

Part Seven: Gilpin's Grand Design Takes on New Life in the 21st Century...22

The Imperial Myth of Canada's National Policy.....24

The North and South Converge on Lincoln:

Two Perversions of Manifest Destiny Exposed.....38

Paragons of True Canadian Nation Building.....43

How Gilpin Approached the Subject of

Canada, Alaska and Russia in 1890.....44

The New Silk Road:

A New Model for International Relations.....45

William Gilpin and the Original American World Landbridge Project

By Matthew Ehret

"We will have new scientific revolutions to find out what our Solar System, our galaxy, what is the universe with its billions of galaxies, what it really is? This new inclusive security architecture has to proceed from that standpoint. The New Silk Road concept will not only be a connection among nations on the planet, like the ancient Silk Road, but it will be a World Land-Bridge connecting all continents, but it will also lift mankind up to the stars, together, elevate us to think on the level of the coincidence of opposites, developed by Nikolaus of Cusa. This must become the identity of mankind in the New Silk Road, that of a creative species, which will be in cohesion with the laws of the cosmic order." [1]

-Helga Zepp-LaRouche (Founder of the Schiller Institute), 2014

"To disinfect ourselves of inane nepotism to Europe in other things as we have done in politics; to ponder boldly on ourselves and our mission, and develop an indigenous dignity- to appreciate Asiatic sciences, civilization, commerce and population- these are essential preparatory steps to which we must tone our minds." [2]

-William Gilpin (1st Governor of Colorado), 1856

If people know the name of William Gilpin at all today, it is generally due to the famous 1890 map of the Cosmopolitan Railway featuring the sub-caption "Gilpin's Economic, Just and Correct Map of the World". This 1890 map, which began spreading in recent years due in large part to the renewed interest in the Bering Strait Rail connection and



[1] H.Z LaRouche, keynote speech to the Schiller Institute's 30th anniversary conference in Frankfurt, Germany titled, "The New Silk Road Is Transforming the Planet." Re-published in Executive Intelligence Review Oct. 31, 2014

[2] William Gilpin, Geographical Memorandum on the Pacific Railroad, 1856, reproduced in Gilpin's Mission of the North American People, Geographical, Social, and Political, J.B Lippencot & Co. 1873 p. 185

China's New Silk Road not only featured a rail connection across the Bering Straits connecting Eurasia with the Americas, but also rail lines uniting every continent on the globe. Beyond this, very little has been made known about the extraordinary person of the Colorado Territory's first Governor. Where did he come from? What role, if any, did he play in the formation of the republic? What philosophical outlook governed his life? Where did he situate himself in universal history?

After reading several biographies such as the History of the Life of William Gilpin (1889) by Hubert Bankroft, William Gilpin: Western Nationalist by Thomas Karnes, along with Gilpin's 1873 Mission of the North American People and The Cosmopolitan Rail (1890), I have come to the conclusion that this man was not only a major force in American history, but represents a universal thinker whose mind comprehended with a depth and clarity unseen again for over a century how America's Manifest Destiny actually represented a destiny for all mankind expressed brilliantly in his famous statement "Science is Divine and economy is science revealed, rightly understood and utilized". Gilpin, a devout follower of Alexander von Humboldt and Alexander Hamilton, prophesied for over 50 years that America, Russia and China were united in a common mission to transform all humankind - a conviction which drove him to champion the construction of the Trans Continental Railway with a grouping of other co-thinkers in the early 1840s.

In light of this research, it has become apparent that not only was the construction of the transcontinental railway motivated by a powerful intention to unite America with Eurasia, but that the very Civil War itself was manipulated by forces loyal to the British Empire to sabotage the construction of the World Land bridge, today championed by such leading figures as Lyndon and Helga Zepp-LaRouche. William Gilpin's strategic thinking reflected through his life's writings, reflect a universal mind who



William Gilpin, 1st Governor of Colorado and father of the World Landbridge

was profoundly in tuned with the principle of the Concordance of Opposites referred to by Mrs. Zepp-LaRouche above. The substance of this vital principle asserts that it is only when we go outside ourselves that we discover and gain control of what is inside ourselves, and it is only when we consider the self-interest of the species that our own self-interest truly assured.

It is of such vital importance that this story be made more widely known that I have put together this report, divided into seven chapters.

Part One: Gilpin's Patriotic Family Heritage

Part Two: The Battle over Oregon and the Opening of the West

Part Three: The Trans Continental Rail to China

Part Four: The Stage is set for Civil War

Part Five: Lincoln's Bodyguard becomes Governor of Colorado

Part Six: The Post War Years and the Cosmopolitan Railway

Part Seven: Gilpin's Grand Design Takes on New Life in the 21st Century

Part One

Gilpin's Patriotic Family Heritage

Since Gilpin fully situated his identity within the American intellectual tradition of the Winthrops, Mathers and Benjamin Franklin, we will take a moment to review several generations of the Gilpin family in order to familiarize ourselves with the "hereditary" intellectual impulse which governed his entire life.

The Gilpin family migrated to America in 1696 in order to escape persecution under William of Orange. Upon arriving, New England colonies were in the throes of being reconquered by a British Empire which sought to crush the spirit of the Massachusetts Bay Colony and the vision which its founder John Winthrop identified when he inaugurated the new experiment in self-government in 1630 with the words *"We shall be as a city upon a hill, the eyes of all people are upon us."*

This philosophy became the positive basis for the doctrine of **Manifest Destiny** which governed the best of America's patriots of which the Gilpin family was no exception.

A shining example of this tradition is to be found in the person of William's grandfather Thomas Gilpin, who served as a leading member of Benjamin Franklin's Philosophical Society. After 20 years of relative inactivity from 1746-1767, the Philosophical Society was revived and united to the American Society for the *Promotion of Useful Knowledge* with Benjamin Franklin elected as the society's first president. The first major undertaking of the renewed Philosophical Society was Thomas Gilpin's project to build a canal from Delaware River to Chesapeake Bay reducing the shipping distance from Philadelphia to



Benjamin Franklin, whose Philosophical Society was designed to create a moral and scientific elite capable of guiding an age of reason for all humanity

Baltimore by 300 miles. Although the revolution froze this plan as new priorities appeared on the plate of every patriot, Benjamin Franklin made it once again a national priority 1788, putting into motion what became the **Chesapeake and Delaware Canal Company**, led by Franklin protégés Matthew and Henry C. Carey. With the Gilpin family of Philadelphia playing leading roles during that entire process, the project was finally accomplished in 1829 and is considered one of the greatest public works in America's early history.

A leading historian noted that Thomas Gilpin, *"drawing inspiration from the career of B. Franklin, developed an interest in useful engineering projects; he frequently discussed plans for bridges, canals and other structures at the American Philosophical Society."* [3]

Benjamin Franklin's relations with the Gilpin family didn't end there, as the elder statesman also assisted Thomas's two sons Joshua (William's father) and Thomas Jr. in the founding of Delaware's first paper mill which employed and advanced upon the best techniques of paper making existing in France. Both Gilpin brothers were members of the Philosophical Society and Joshua served as leading officers for Alexander Hamilton's Society for the



American System leaders Matthew and Henry C. Carey

[3] Eda Kranakiss, *An Exploration of Engineering Culture* 1996 by Mit Press p. 331

Prominent Members of Franklin's Philosophical Society



G. Washington

A. Hamilton

M. de Lafayette

Justice J. Marshall

N. Biddle



T. Paine

T. Kosciuszko

Baron von Steuben

A. Humboldt

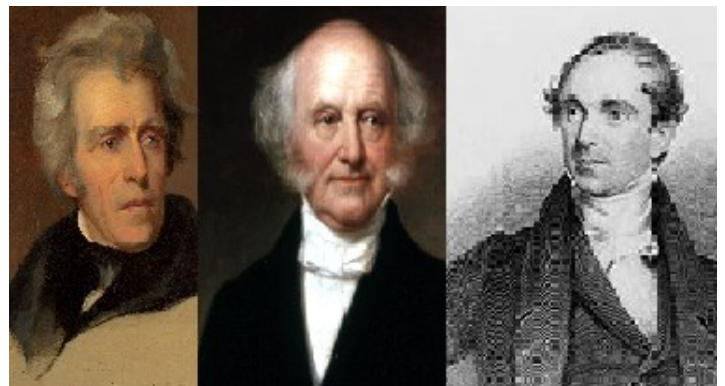
B. Rush

Promotion for Useful Manufactures which drove America's commitment to develop its productive powers of labour.

Leading members of the Philosophical Society included George Washington, John Adams, Alexander Hamilton, Thomas Paine, Nicholas Biddle, John Marshall to name but a few. Reflecting the international nature of the American Revolution, European scientists and patriots were also prominent members such as Alexander von Humboldt, Tadeusz Kosciuszko, Baron von Steuben and Marquis de Lafayette [4]. An astounding number of early leaders of the Philosophical Society were also members of Washington's Society of the Cincinnati.

While William's older brother Henry Gilpin (1801-1860) began his promising career as an enthusiastic supporter of John Quincy Adams while playing an instrumental role as Secretary Treasurer of the Chesapeake-Delaware Canal Company under the direction of Matthew Carey, his decision to become enmeshed in the political machine of Jackson and van Buren was most unfortunate. Henry's slide into corruption peaked with his appointment by Jackson to the board of governors of 2nd Bank of the United States where he played an instrumental role in subverting the bank from within. Henry later served as

Attorney General of the USA under Martin van Buren where he made his mark on history by passionately defending the Spanish empire's right to own their African property in the famous Supreme Court Amistad case in 1841. Fourteen years younger, Henry's brother William also became enmeshed in the same democratic machine early in life. Although breaking with that beast by the late 1840s, and becoming a Lincoln Republican by 1859, his lack of understanding of the British-run agenda of the Slave Power who used such pawns as van Buren and Jackson admittedly caused him to make some significantly bad alliances early on.



Henry Gilpin (right) broke with his American System family heritage becoming enmeshed in the Wall Street run political machine of Martin van Buren (middle) and Andrew Jackson (left)

[4] William Gilpin's earliest recorded memory was an 1825 visit paid by Marquis Lafayette to his family home in Brandywine which served as Lafayette's headquarters during the 1777 Battle of Brandywine.

Part Two

The Battle over Oregon and the Opening of the West

When William Gilpin was born in 1815, America had grown from its original thirteen colonies to include the French territories ceded under the Louisiana Purchase of 1803 and the Spanish possessions of Florida. Texas was still a part of Mexico, while Oregon was jointly claimed by Americans and British alike. Apart from a small area of today's Quebec and southern Ontario which were officially British possessions, the vast majority of today's Canada existed as private property of the empire's Hudson's Bay Company. South of Oregon, America was entirely cut off from the Pacific by the vast territories of Mexico which were still a part of the Spanish empire.

In opposition to popular theories of America's origins, the revolution was never considered a local phenomenon by those who led it, but rather a global one. The American Revolution was an international affair involving statesman, soldiers, and scientists from Russia, Germany, Poland, France, Ireland and even England. These international figures recognized that the doctrine of Manifest Destiny was never meant to have any relationship to mere "nationalism" or "imperialism" as such terms are narrowly defined today, but rather that ALL humankind is endowed with inalienable rights to life, liberty and the pursuit of happiness. It was believed that the creation of republican institutions dedicated to protecting those rights was the sovereign all-inclusive common good of all people.

The Continental Congress wasn't called the "Congress of the 13 Colonies" for a reason.

The growth of constitutional law across ever greater expanses of the Americas

[5] Robert Ingraham, *Manhattan's Struggle for Human Freedom Against the Slave Power of Virginia*, May 8, 2015 Executive Intelligence Review. It cannot be re-emphasized enough that today's negative view of Manifest Destiny is derived directly from the fallacious British-directed image which shaped America as a new world conqueror as was evidenced by Jackson's Trail of Tears and wars against the natives and Mexicans. Today's Pax Americana policy of the neo conservatives and neo-liberals is shaped by this version of Manifest Destiny.



America in 1815

during the early decades of America, although too often contaminated by the Slave power's duplicitous agenda to spread its "peculiar system of government" under the rubric of a perverted imperialist version of Manifest Destiny, had its origins in this positive conception [5].

By 1840, a strategic beachhead for this international conflict was located in the Oregon Country across the Rocky Mountains (a vast area today spanning across the states of Washington, Oregon, Utah and parts of Montana and Wyoming). This area had been claimed by both Britain and America alike. At this time, Oregon had no real legal structure and it was generally understood that the final claim would belong to whichever government had most developed and populated the region [6]. While America had then grown to 26 states and two territories, all were located in the east with hardly any population existing beyond the 90th meridian.

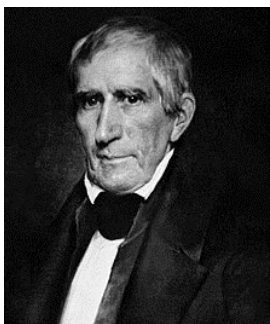


America in 1840

Oregon was the most accessible entry point to the Pacific and if it could be firmly established as American, then could the young nation come one step closer to consolidating the power of republican ideas on the continent, further expelling British imperialism on the one hand, while opening a direct connection to Asia on the other. Since a major chokepoint in Britain's global monopoly on Maritime trade and dominance of Asia were being challenged, Oregon became an incredibly strategic point of conflict.

Fremont's Secret Mission

William Gilpin joined the fight to win Oregon for America as this battle was championed by the late President William Harrison (1773-1841) who fully supported the first government-backed expedition of the west led by Lieutenant John C. Fremont of the U.S Corps of Topographical Engineers.



President Harrison

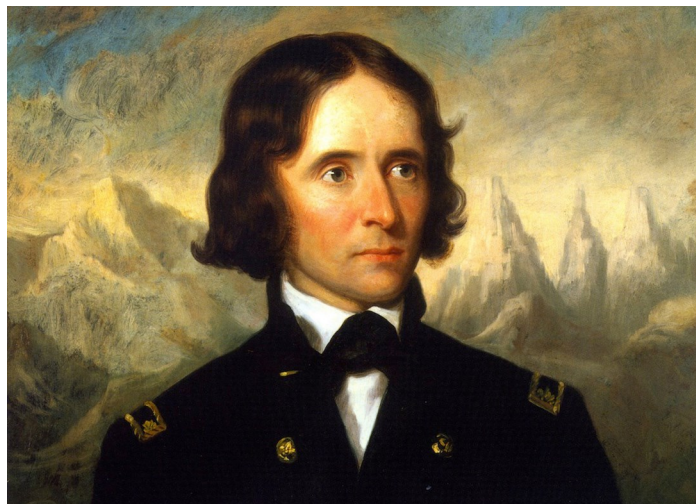
When Harrison died on April 4, 1841 after only 30 days in office, Fremont commented that all concern for Oregon nearly died with him and the issue was nearly forgotten [7]. Due, however to the leadership of such figures as Dr. Elijah White (sub-Indian agent of the U.S. War Department), Gilpin, Fremont and other bold pioneers, the fight to open the west was kept

alive. Politically, the role of Senator Thomas Hart Benton, the father-in-law of Lieutenant Fremont and powerful leader of a faction of the Democratic Party, was instrumental in advancing this policy. Although eventually breaking with Benton due to his tendency to compromise with the slave power in later years, a young William Gilpin found himself an ally.

Gilpin met Fremont in Independence Missouri in 1843, joining his second expedition to the Pacific through Rocky Mountains and Oregon Trail. Fremont's "official" assignment was to map out the under-explored frontier territory as a chief Topographical engineer, while secretly, he

[6] Britain's Hudson Bay Company, not known for nation building, tried desperately to pack Oregon with its subjects on several occasions in 1840-1841 failing miserably each time. The last attempt proved especially embarrassing when under orders from George Simpson, 200 settlers were sent from Manitoba's Red River Colony to Oregon, but preferring the warmth and freedom of America, all 200 chose to join the U.S.-led Willamette valley settlement rather than stay within Hudson Bay land. The Great Migration of 1843 saw 1000 settlers make the 2170 mile trek across the Oregon Trail in one season, demonstrating the superiority of the American approach to western settlement.

[7] Frank Carnes, William Gilpin: Western Nationalist, University of Texas Press, 1970, p.76



Lieutenant John C. Fremont

and the leadership of his 40 man team were assigned to assist the Oregon emigration movement. Both Benton "Free soil" democrats, Fremont and Gilpin went on to become leading figures in the newly formed Republican Party in the years preceding the Civil war, with Gilpin appointed Governor of Colorado and Fremont serving as head of the Department of the West.[9]

After travelling for six months over 2000 miles with Fremont, the expedition arrived at Britain's Fort Vancouver and the Willamette Valley (the area of Oregon then most obviously under American influence south of the Columbia River- image on the right). At this point, Gilpin's mission took him on a new path as he and Fremont went their separate ways on November 19, 1843. The expedition team continued down to California before returning to the east while Gilpin returned north to the Hudson Bay's Fort Vancouver with the objective of befriending the Hudson Bay elites, and cultivating as much intelligence as possible during his time there.

The story that Gilpin used to justify his separation from the party and return to Fort Vancouver was that his canoe had been stolen and a Hudson Bay owned replacement canoe had to be returned to its owners. Whether the story was true or not, he successfully befriended John McLoughlin, the Hudson Bay Executive for the Pacific Northwest and spent the next two months of winter being hosted as a guest at the fort, meeting with every major player of the Hudson Bay Company and British

[9] In 1856 Fremont became the first presidential candidate for the newly formed Republican Party narrowly losing to Buchanan. During the Civil War, Fremont proved a hot head who chose to free all the slaves under his jurisdiction without conferring with Lincoln. This act put Lincoln's more thoughtful grand plan for emancipation which required more tact and patience in jeopardy. Fremont was relieved of his post in December of 1861. Story is documented in How Abraham Lincoln Fired General John C. Fremont by Ronald E. Franklin, published in owlocation.com, June 23, 2018



The Willamette Valley in green below the Columbia

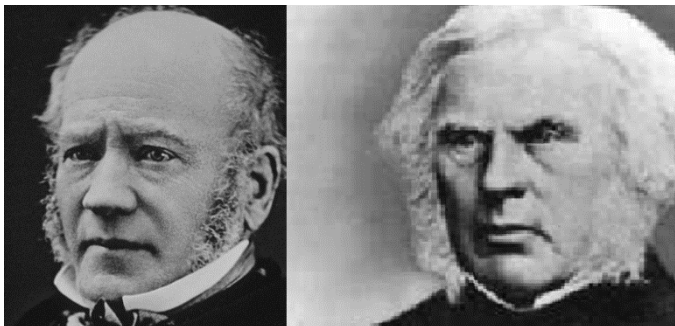
Administration who passed through the west. After being suspected of espionage due to his connections to Fremont and the Benton machine [9], Gilpin promptly left Fort Vancouver for the Willamette Valley where he remained for the duration of the winter and spring 1844.

While British suspicions of Gilpin's true motive were never proven, one cryptic message written by Gilpin

offers some interesting evidence: "**Senator Linn, Gov. Reynolds of Mo., and Col Bill Sublette were the only three men who knew the object I had in going there.**" [10] The historian Thomas Karnes made the observation that all three men referenced by Gilpin were Benton democrats active in the American immigration movement who died within 18 months of each other between 1843-1845. Senator Linn who had predicted his own death, died on October 3, 1843, Governor Thomas Reynolds was judged to have committed suicide in the governor's mansion in February 9, 1844 and Bill Sublette died of Tuberculosis on July 25, 1845.

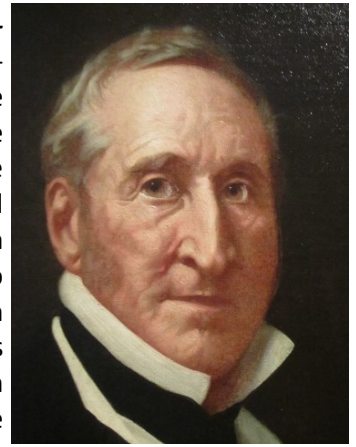
Gilpin Organizes Oregon

Back in Willamette, Gilpin played an active role organizing for a provisional government for Oregon under U.S. law alongside Dr. Elijah White, culminating in a public meeting which included Canadian and American citizens living in the region. By ensuring that two illiterate Canadians be made Vice-Presidents of the meeting and endorsing its resolutions by signing a memorial to the U.S. government, Gilpin described that he had "**set an American style trap**". [11] What was the trap and purpose of this important meeting? In a letter to Hudson Bay controller George Simpson, John McLaughlin reported that the meeting was "**held to petition the U.S. Congress to extend**



Hudson Bay agents and sometimes enemies George Simpson (left) and John McLoughlin (right)

its jurisdiction over the Oregon Settlers"[12]. With Canadians presiding over the meeting and endorsing the petition, an important case was made for the supposed shared British and American desire to incorporate into America [13]. The petition was written up under Gilpin's direction and those in attendance elected to have William present it to Washington.



Sen. Thomas Benton

Upon his return to Washington after a roundabout 4000 km exploratory trip, an inspired Gilpin was asked to give testimony to the Senate and House of Representatives as a leading authority on rail and western development during the many sessions Congress convened on the Oregon Boundary issue. While presenting many hard facts, Gilpin never missed an opportunity raise his audience's understanding that western development was merely a step towards a new destiny for the entire human race. In one inspired 1846 report to the Senate, Gilpin wrote:

"The un-transacted destiny of the American people is to subdue the continent- to rush over this vast field to the Pacific ocean- to animate the many hundred millions of its people... to set the principle of self-government at work- to agitate these herculean masses... to set free the enslaved, to regenerate superannuated nations... to confirm the destiny of the human race... to unite the world in one social family... to absolve the curse that weighs down humanity, and shed blessings around the world. Divine task! Immortal mission." [14]

[9] Bankroft, History of the Life of William Gilpin, San Francisco History Company Publishers 1889, p. 20

[10] Karnes, Western Nationalist, p. 108

[11] Karnes, Western Nationalist, p. 112

[12] Letter of Dr. John McLaughlin to George Simpson, March 20, 1844. It is noteworthy that McLaughlin seems to have truly befriended Gilpin, and was often in conflict with Sir George Simpson and Hudson Bay policy to subvert mig. This high level veteran Colonial administrator ultimately quit the HBC to become an American citizen in 1849.

[13] On top of forming the territory of Oregon, the petition also called for surveying, land provisions, regular mail service, Indian protection, and commercial relations. It was widely recognized that Gilpin's memorial and speeches played a direct role in shaping the Oregon Treaty passed in 1846.

[14] Address to the U.S. Senate- 2 March 1846; quoted in Mission of the North American People, Geographical, Social, and Political (1873), by William Gilpin, p. 124.

Humboldt's Isothermal Zodiac

Gilpin's powerful faith that westward expansion was directly tied to the uplifting of humanity was rooted in his studies of Alexander von Humboldt- whose book *Cosmos* he carried with him on all of his travels. Before returning to Europe after his famous five year exploration of the Americas (1799-1804), Humboldt spent a week in Washington D.C. where he became a member of Benjamin Franklin's Philosophical Society and built many contacts among the America's political and scientific leadership. Historian Laura Walls explained that his voluminous writings and maps **"for 40 years guided a succession of exploring expeditions into what would become the American Southwest" [15].**

Although befriending Jefferson and Madison during his Washington visit, Humboldt harshly attacked the institution of slavery which plagued the Americas, writing **"slavery is possibly the greatest evil ever to have afflicted humanity, no matter if one focuses on the individual slave ripped from his family in the country of his birth and thrown into the hold of a slave ship or considers him as apart of the herd of black men penned up in the Antilles" [16].** Humboldt's criticisms of slavery and his advice on phasing it out resulted in his book being banned in Havana, Cuba for many years [17].

Humboldt's Isothermal Zodiac was defined as a belt alternating above and below the 40th degree of latitude wherein the greatest capitals of civilization were to be found. It was within this "axis of intensity" that **"the sacred and inspired fire of civilization, accompanying the sun, has marched from east to west since the birth of time" [18].**

Rather than interpret Humboldt's concept as a pre-determined, mindless force of colonization which many are want to do, it is more truthful to recognize that both Humboldt and Gilpin were firm believers in creative reason and free will. Although believers in destiny, neither one entrapped themselves into a false dichotomy of thinking they had to choose either freedom OR destiny but rather saw both concepts united under one principle of Natural Law. From a scientific standpoint, the Isother-

[15] Laura Walls, *Passage of the Cosmos: Alexander von Humboldt and the Shaping of the Americas*, 2009

[16] Alexander von Humboldt, *Political Essay on the Island of Cuba*, republished by University of Chicago Press, 2011

[17] Anna Maria Gillis, *Humboldt in the New World*, *HUMANITIES*, November/December 2012, Volume 33, Number 6

[18] Gilpin, *The Cosmopolitan Railway: compacting and fusing together all the world's continents*, San Francisco, The History company, 1890, pg. 207



Alexander von Humboldt, whose theories fueled Gilpin's argument for the Manifest Destiny of mankind

mal Zodiac defined a process shaped by the least action principle of earth's gravitation around the sun within a planetary system defined by a harmonic order of orbits. It is that same least action principle which defined the generation of reasoned hypotheses in the mind of creative thinkers such as Gilpin and Humboldt as they charted out the best courses of action most likely to improve humanity's standard of living through great public works.

In an 1849 speech in Independence Missouri, Gilpin explained the concept: **"Within this belt (from 30 deg to 50 deg) four-fifths of the human race is assembled, and here the civilized nations . . . have succeeded one another. . . . This succession has flowed onward in an even course, undulating along an isothermal line, until in our time the ring is about to close around the earth's circumference, by the arrival of the American nation on the coast of the Pacific, which looks over on to Asia."** [19]

[19] William Gilpin, *The Central Gold Region: The Grain, Pastoral, and Gold Regions of North America*, Philadelphia, 1860, p. 111, 170

Part Three

The Trans-Continental Rail to Asia

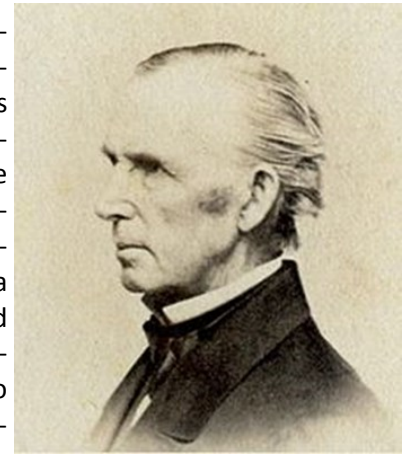
Since the Chinese had recently been violated by years of British opium smuggling and three years of Opium Wars (1840-1842), many leading intellectuals in China led by the great Xu Jiyu, governor of Fujian province, were waking up quickly to the strategic importance of America in Universal history- not only as a display of a small power which defeated the British Empire, but also as an embodiment of Confucian principles. In the mind of Xu Jiyu, these principles found their most concrete expression in the figure of George Washington, who expressed the highest Confucian ideals of leadership and morality as a man who risked everything to lead his people to freedom then willfully gave up the reins of power to return to civilian life after having completed his duty. An 1853 plaque, now installed in the Washington monument was gifted to America from leading Chinese merchants with the etched prose taken from Xu Jiyu's *A Short Account of the Oceans Around Us* (1849):

"Of all the famous Westerners of ancient and modern times, can Washington be placed in any position but first?"



Xu Jiyu, whose works opened China's Consciousness to the world and united the hearts of Chinese with Americans in a strong bond of friendship

Likewise, many Americans were looking to China during these years as an ancient and wise civilization expressing the highest ideals of Christianity and who recognized that were America to endure, a cultural and economic bond with China must occur. Two champions of that Sino-American Manifest Destiny and the Transcontinental Railway were no exception: *William Gilpin and Asa Whitney.*



Champion of the Transcontinental Railroad Asa Whitney

Asa Whitney (1791-1874) was an American merchant who had made a fortune in China from 1842-1844, and became the earliest and most prominent promoter of the Trans Continental railway upon his return to America. Whitney, who wanted permission to build a railroad from the Great Lakes to the Columbia River, wrote in an 1849 report to Congress:

"During a residence of nearly two years in Asia I collected all the information within my reach... with a starving, destitute population of 250 000 000 on the one side of us, and all Asia on the other side with 700 000 000 of souls still more destitute, seemed to demand the accomplishment of this great work, this great and important change for the benefit of the entire human family; a work which would open to settlement and production the wilderness of more than 2000 miles, give to it cheap and rapid transit to, and communication with, all the markets of the world.." [20]

While Whitney's desired route and plans for private ownership were not accepted by Congress, his organizing played a direct role in the great October 1849 Trans-Continental Railroad conventions in Chicago and St. Louis which went far to embed the policy into the popular consciousness of all citizens. The St. Louis Convention which Gilpin also played a role in organizing had voted to support the rail line from St. Louis to the west coast across the Rockies with branches to Chicago and Memphis.

As a follow up to this convention, William led a town hall meeting in his hometown of Independence, Missouri with the purpose of ratifying the actions in St. Louis three weeks earlier. Gilpin was voted to head the committee to draft the Missouri resolutions which clearly defined the

[20] Asa Whitney, A Project for a Railroad to the Pacific, New York 1849 p. 4

purpose of the Trans Continental Railway as a gateway to China when it stated:

“Let it be resolved that, whereas the Almighty has placed the territories of the American Union in the center between Asia and Europe and the Route of the Asiatic and European Railway” through the heart of our national domain, it is our duty to the human family to prosecute, vigorously, through its new channel, that supreme commerce between the oriental nations and the nations of the Atlantic, which history proves to have existed in all ages, and to be necessary to keep alive comity, science and civilization among mankind”.

Some may snidely remark that Whitney and Gilpin’s affinity for China was mere pragmatism, based purely upon economic or geopolitical advantage over the British. However, an 1852 testimony of German emigrant and publisher, Julius Froebel tells a different story. Froebel, himself a student of Humboldt and editor of the Swiss Republican newspaper spent several months with Gilpin in Independence, Missouri and his accounts expressed a much higher level of understanding of the paradigm which united China and America under one Mandate of Heaven through whose submission alone America could find salvation from the corrupting effects of “European influences”:

“He (Gilpin) regards the “American” as the “most ancient and primitive civilization of mankind” and laments that this is not acknowledged by the world at large. This culture, he admits, has become degenerate in America itself; but in China it is still found in a pure state. Hence, salvation must come to America from China, and this consists in the introduction of the “Chinese constitution” viz. the “patriarchal democracy of the Celestial Empire”. The political life of the United States is “through European influences”, in a state of complete demoralization, and the Chinese Constitution alone contains elements of regeneration. For this reason, a railroad to the Pacific is of such vast importance, since by its means the Chinese trade will be conducted straight across the North American continent. This trade must bring in its train Chinese civilization. All that is usually alleged against China is mere calumny spread purposefully, just like those calumnies which are circulated in Europe about the United States”. [21]

[21] Cited from Kenneth Porter’s William Gilpin: Sinophile and Eccentric published in Colorado Magazine vol. 37 no. 4 1960, p.249

Part Four

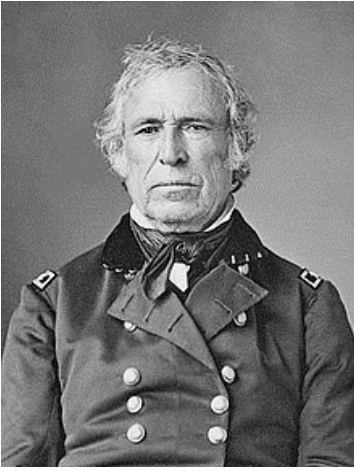
How the Civil war was used to Destroy Manifest Destiny

Rather than witnessing the blossoming of the great Asian-American Railway, the 1850s ushered in a decade of corruption and compromise which nearly led to the disintegration of the Federal Government within ten years.

At the opening of this decade, the union had acquired nearly all territorial possessions from the Mexican empire in the wake of the Mexican-American War (1846-1848). The nation had thus grown to 31 states, and five territories (one disorganized and four organized). Whether those new territories were to remain free or slave-ridden became a central point of conflict between patriots and the British-run slave power which had dominated the Democratic Party. If they could remain free, then the dynamic for western expansion to the Pacific and broader



The Territories ceded by Mexico in 1848 (above) increased America’s territory significantly which is expressed in the US map below. The question of whether the new territories would be free or slave became a determining factor in history



President Zachary Taylor

world land bridge could proceed unhindered. If the central USA were to fall under the slave power, then this positive momentum would be sabotaged.

With the premature July 9, 1850 death of Whig president Zachary Taylor, a supporter of the Wilmot Proviso, a series of compromises was instead unleashed by traitors, cowards and opportunists. The first such act of

folly was the **"1850 Compromise"** initiated jointly by Henry Clay and Stephen Douglass. This compromise was a package of five bills which declared that slavery was to be decided by popular vote in the newly created Territories of Utah and New Mexico, abolished the slave trade (but not slavery) in the District of Columbia, defined the current borders of the newly admitted state of Texas and strengthened the fugitive slave Act which mandated that all free states give up fugitive slaves to their masters.

This cowardly tendency to compromise with the slave power paved the way to the disastrous Kansas-Nebraska Act of 1855 which repealed the Missouri Compromise, opening both territories to slavery based on the "will of the majority". Both regions were thus flooded with pro-slavery migrants and a fire was lit that would fully erupt within a few years.

While Senator Thomas Benton who led a faction of the Democratic Party of which Gilpin was a member, took an anti-slavery position during this period, his once formidable political machine lost much steam and the lukewarm energy he brought to the fight against the slave power repulsed much of his base. Gilpin increasingly became a party unto himself, sometimes running for elected office, but always elevating his message beyond all party politics earning a reputation as the prophet of manifest destiny.

[22] An 1846 treaty by Congressman David Wilmot banning slavery from any new territory acquired by Mexico which passed the House but was defeated in Senate.

[23] A 1820 Act forbidding the spread of slavery above the 39th parallel.

[24] Benton's own tendency to compromise especially on his own hypocritical ownership of slaves were major factors in his failure as a leader during this period

The Republican Party Forms

With the Compromise of 1850 and Kansas-Nebraska Act, the Midwest of the continent had become a strategic point of conflict determining the fate of the republic with the slave power energetically moving with all their might to ensure that the Midwest territories would admit slavery in preparation for their break from the union (and eventual planned absorption of said union). The lack of any principled leadership from any party during these bleak years created a power vacuum that could undo the American revolution if drastic action was not taken. Thus on June 18, 1856 a convention led by Whigs and former-Benton Democrats saw the creation of the Republican Party whose founding manifesto [25] stated its purpose in clear terms:

"This Convention of Delegates, assembled in pursuance of a call addressed to the people of the United States, without regard to past political differences or divisions, who are opposed to the repeal of the Missouri Compromise; to the policy of the present Administration; to the extension of Slavery into Free Territory; in favor of the admission of Kansas as a Free State; of restoring the action of the Federal Government to the principles of Washington and Jefferson; and for the purpose of presenting candidates for the offices of President and Vice-President"

Among its resolutions, the declaration made public works a keystone pillar in its mandate guided by water works and the Trans Continental rail:

"Resolved, That a railroad to the Pacific Ocean by the most central and practicable route is imperatively



he first Republican National Convention was held at Lafayette Hall in Pittsburgh, Pennsylvania on February 22–February 23, 1856

[25] Republican Party Platform of 1856, June 18, 1856

demanded by the interests of the whole country, and that the Federal Government ought to render immediate and efficient aid in its construction, and as an auxiliary thereto, to the immediate construction of an emigrant road on the line of the railroad.

Resolved, That appropriations by Congress for the improvement of rivers and harbors, of a national character, required for the accommodation and security of our existing commerce, are authorized by the Constitution, and justified by the obligation of the Government to protect the lives and property of its citizens."

During the 1856 elections, the Republican Party's first nomination for the Presidency was none other than

Gilpin's former associate Lieutenant John C. Fremont [26] . By 1859 William Gilpin joined him and became a leading voice of the Republican Party (and often sole republican voice in the pro-slavery dominated south west). In fact, of the twelve hundred recorded votes cast in the town of Independence, Missouri, during the 1860 Presidential elections, the sole vote for Lincoln was registered by William Gilpin.

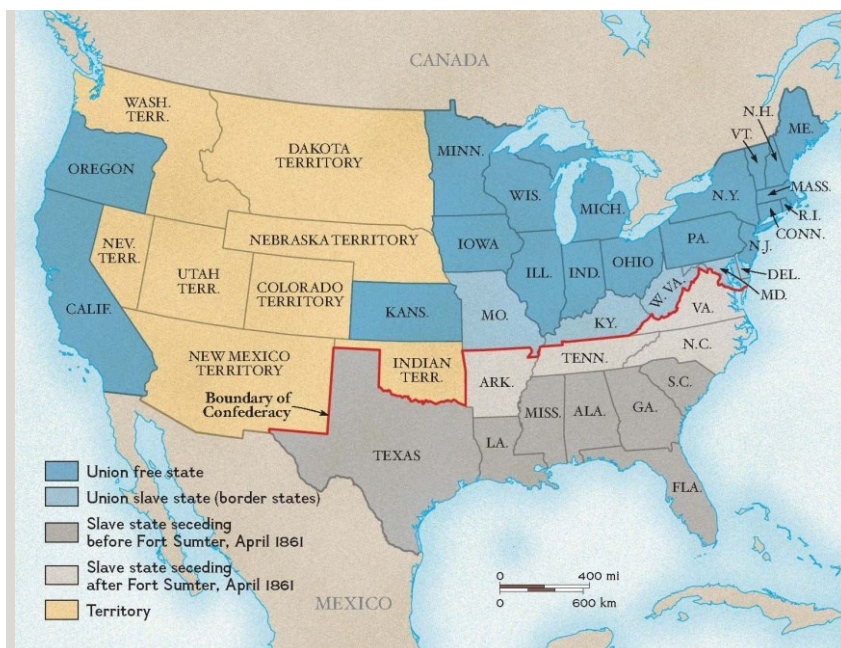
Gilpin devoted the following months to writing impassioned editorials and giving speeches in defense of the Union across Missouri. It was here that he came under the notice of Colonel Edwin Sumner, Commander of the Department of the West who had just been tasked by

[26] Although opposing the 1850 compromise and Kansas-Nebraska Act, and supporting public works, Fremont's father-in-law Thomas Benton was never capable of breaking with his compromising instincts (or his ownership of slaves) and chose to support Buchanan against Fremont in the 1856 election ensuring America was brought another step closer to doom.



The Republican Party's 1856 candidates Captain Fremont (left) and William Dayton (right)

Lieutenant General Winfield Scott to lead Lincoln's twelve man bodyguard for the dangerous thirteen day voyage from Illinois to Washington, D.C. Colonel Sumner knew and trusted Gilpin since their days fighting in the Spanish-American War and requested Gilpin be part of the elite bodyguard. Upon Lincoln's arrival in Washington on February 11, 1860, Gilpin was among 100 trusted bodyguards who stayed at the White House for several weeks to ensure the safety of the new President. Gilpin had many opportunities to speak with Lincoln during these tense days and while written records are sparse, Gilpin's positive impression upon the President is evidenced by the appointment and mission which Lincoln later assigned him.



By 1860, the U.S territories had evolved into free states (blue), slave states (grey) and Union territories (yellow) who's destinies were still highly uncertain. The world landbridge project connecting America and Asia was put into great jeopardy

Part Five

Lincoln's Bodyguard Becomes the Governor of Colorado

On February 28, 1861, the Territories of America's Midwest were subdivided forming Colorado as a territory. The matter of who would be governor of the new Territory was yet unresolved. The only certainty was that this region was of strategic significance as a beachhead against Southern takeover of the highly vulnerable Midwestern flank which served the union as a rich depot of resources needed to finance the Union during the Civil War.

With Gilpin's reputation as a scholar, statesman, and expert on Colorado and the geography of the west, his appointment to fill that vacuum was finalized on March 22, 1861. Before leaving for Denver, Gilpin met with Lincoln and Winfield Scott where he was given the strict orders to form a government and defend the west from secessionist forces at all cost [27].

Having taken his oath of office on July 8, 1861 Gilpin set about shaping the new government alongside his two most trusted collaborators, Chief Justice Hall, a Whig and former law partner of Secretary of State William Seward and Attorney General Theodore Weld. This group formed a legislative body, organizing a system of laws, courts, and electoral districts. They organized soft infrastructure such as police, schools, civil and criminal codes, charities and a system of taxation [28]. Most importantly for the immediate needs of the nation which was preparing for civil war, a militia was organized and public works unleashed centered on roads and irrigation systems. During his inaugural speech to the first Territorial Legislative Assembly, Governor Gilpin emphasized the importance of the trans-continental railway:

***"Our territory will be bisected East and West, by the grandest work of all time, constructed to fraternize the domestic relations of our people and to draw the travel and commerce of all the nations, and all the continents of the world."* [29]**

Rebel sympathies in Colorado ran very high in these early years with one third of the population having emigrated from the South prompting Justice Hall to write to Lincoln

[27] Karnes, Western Nationalist p. 255

[28] In the first two months of office Gilpin passed an incredible 51 laws, 40 acts, 8 joint memorials and 3 joint resolutions.

[29] House Journal of the Legislative Assembly of the Territory of Colorado, Colorado Republican Office, Denver, Sept. 9, 1861, p.12

warning him of a conspiracy of 6000 southern plotters who had failed to turn Kansas into a slave state and were now collecting weapons in preparation to take over Colorado in collaboration with confederates in Missouri, Arkansas and Texas. [30]

Gilpin's Greenbacks Save the West

In response to this southern plot, the Governor took the immediate action of forming a military staff and without any money in Colorado's coffers, directed an emergency purchase of all weapons and ammunition available in Colorado in order to keep them out of the hands of the confederacy, whose leading agent Captain Joel McKee had openly been mass purchasing for the confederacy. Gilpin ordered the arrest of McKee and 40 of his men for treason, thus, putting an end to the insurrection. With the recognition of Colorado's strategic significance sinking in, Gilpin's request for weapons was granted and 18 wagonloads of ammunition and 1800 rifles were dispatched to him from the 2nd Dragoons in Utah, which set the tone for the struggle that was ahead. Weapons however, require soldiers to use them and that task of recruiting them remained still ahead.

Under dire requests from Colonel E.R.S. Canby, Commanding officer of Union troops in New Mexico who had the task of defending the Union on the frontline against a Texas-led takeover, Gilpin, again without a dime in the treasury and no support from a financially strained Federal government, took initiative to create 10 companies of soldiers later to be called the 1st Regiment of Colorado Volunteers help Canby and to defend the union. How did Gilpin manage to purchase thousands of weapons, ammunition, not to mention both form and train 10 companies of Colorado volunteers with no money? The answer is "Greenbacks".

Following orders which Gilpin later explained were transmitted to him from Lincoln in April 1861, the Governor commissioned \$375 000.00 of scrip "backed by the trust in the federal government" to be issued in July, 1861. This was also the same month that Lincoln issued \$50 million in treasury-issued greenbacks to pay for the Civil War when British-steered New York banks refused him any loans below 25-30% interest.

[30] Karnes, Western Nationalist. p. 272

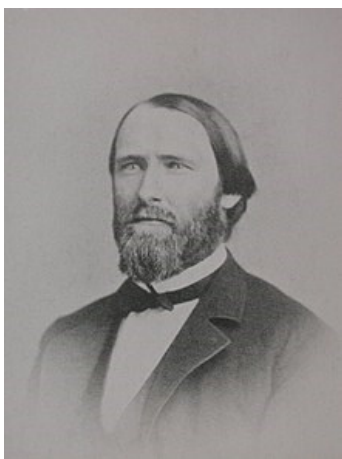
When the Federal Government gave word that it could not honor Gilpin's scrip in October 1861, a near mutiny struck and for many months, businesses across Colorado suffered with the Colorado currency falling to forty cents on the dollar. Gilpin was isolated and constantly threatened throughout this tense period. A movement to oust the Governor led by a powerful newspaper editor named William N. Byers was unleashed and coordinated by anti-Gilpin hacks in Washington led by Colorado's Territorial delegate Hiram Bennet. Writing of his troubles in December 1861 Gilpin said:

"My labors here are incessant, and the struggle with treason is a perpetual death-struggle. Emissaries swarm here as they have done in Baltimore, Washington and St. Louis, in the worst time of insurrection.... The want of money, together with the total oblivion by the Government of the critical condition caused by the withdrawal of its military force, the agitated condition of the Indians and the extreme cost and scarcity of food, complicated the tangled condition of affairs and strain the ligaments of government to a perpetually bursting tension." [32]

Not only was the economy in shambles, the danger of Indian attacks were also very high and Confederate agents were embedded within the very branches of Colorado's Government. Two such agents- Harvey Veil and William H. Russell were named by Justice Hall in a letter Lincoln dated October 9, 1861. Harvey Vail was the Indian Agent of Western Colorado whom Hall accused of deploying Indians to attack union troops on behalf of the Confederacy while William H. Russell was President of the Overland Express Company, which controlled all mail service across the west. Requesting that Seward approve the

replacement of Colorado judges with outsiders, Hall said ***"and none of the applicants from this territory. They all belong to the William H. Russell school and are all infected with treason."*** [33]

To avoid using the treason-ridden Overland Express Company, Gilpin and Hall communicated to Lincoln via William Seward's son Augustus Seward.



Augustus Seward

[32] Cited in Karnes, Western Nationalist

[33] Hall to Seward, Oct. 9, 1861 Lincoln Papers vol. 58

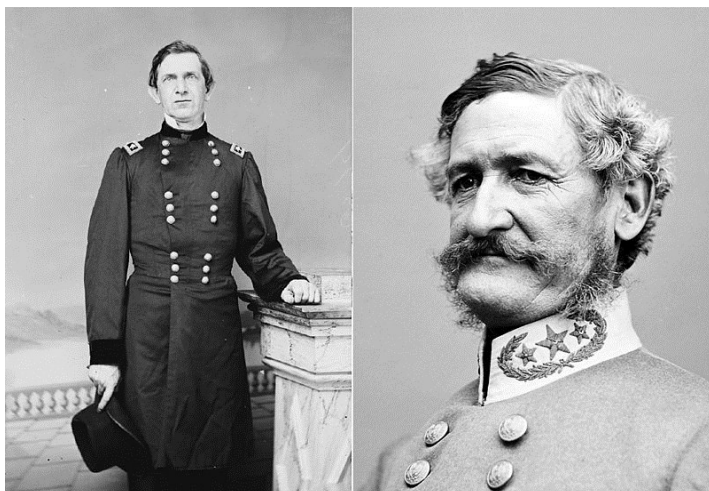
The South Attempts to Take the West

In July 1861, Brigadier-General Henry Sibley's "New Mexico Campaign" was approved by Confederate President Jefferson Davis. Sibley's plan called for conquering New Mexico, then advancing upon Colorado, Utah and beyond, thus cutting Lincoln off from the Pacific and gaining a large resource-rich territory to fuel the Confederate cause.

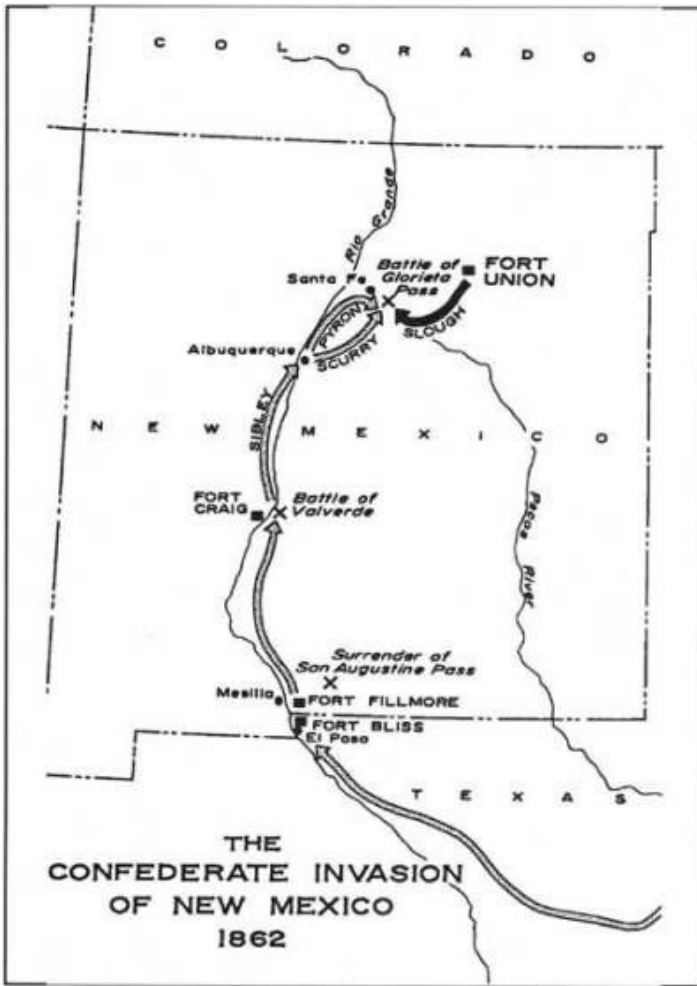
By January 1862 Sibley began his offensive with 3500 men, meeting very little resistance as he took over ever greater portions of Union territory. When he encountered Canby's forces near Fort Craig, the first major battle in the Far West ensued known as the Battle of Valverde; and although each side lost approximately 200 soldiers, Confederate forces won the day and continued to take Albuquerque and Santa Fe as they made their way to Fort Union [see map on the next page] in preparation for the takeover of Colorado.

The Battle of Glorietta Pass

Understanding that time was not on their side, Gilpin's First Regiment of Colorado Volunteers marched 40 miles per day for 10 days through the snow, arriving at Fort Union on March 10, 1862. From Fort Union, Colorado forces alongside two other union companies totalling 1342 soldiers departed on March 22nd meeting Sibley's Texan troops at the southern entrance of the Sangre de Cristo Mountains, also known as Glorietta Pass. Two days of fierce battles ensued during which time the Confederates were driven back to Apache Canyon. When their supply train was discovered and burned by Union forces under the leadership of Coloradans, Sibley's forces were forced to request an armistice. Southern attempts to take



Union General Canby (left) and Confederate General Sibley right who fought at Glorietta Pass



New Mexico and Colorado ended there, and Glorieta Pass came to be known as the “Gettysburg of the West”. Gilpin’s Colorado Volunteers went on to play vital roles in Arkansas, Oklahoma, Missouri and Kansas during the Civil War.

While Gilpin’s foresight and leadership had finally been vindicated, it was too late. The months-long campaign of slander and mis-information led by Gilpin’s enemies proved successful and by April 16, 1862 William Gilpin was relieved of his post by Lincoln and replaced by John Evans as Governor of Colorado on May 16, 1862. Realizing too late the wisdom of the issuance of scrip, the federal government honored Gilpin’s greenbacks.

The story of Gilpin’s role as Governor of Colorado would not end there however.

In 1865, Colorado was admitted as a state of the Union with two senators and representatives while Gilpin was elected Governor. President Andrew Johnson, who was in the midst of undermining as many of Lincoln’s victories as possible during his short time in office, vetoed the Colorado bill under the premise that Colorado had no authority to become a state under the 1865 Enabling Act and backed his appointed Alexander Cummings as Territorial

governor, thus creating a struggle of two governors for several months. From 1865-1867 three more redrafted enabling acts were attempted but failed to pass into law. It was only in 1876 that Colorado was finally admitted as a State of the Union.

Part Six

The Post War Years and the Cosmopolitan Railway

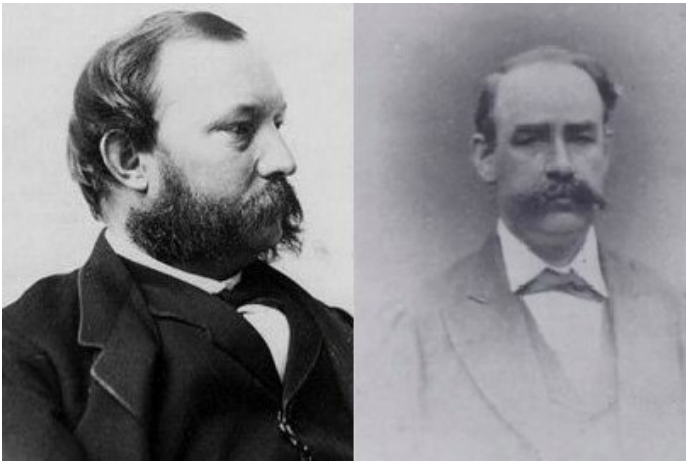
The years following the Civil War were racked with hope and tragedy. The forces loyal to Lincoln’s vision fought both within America and globally against the Slave power that only seconds after Lincoln’s last breath were already working hard to revive their twisted power hold on America. Internationally, these patriotic forces understood well that the British Empire was the hand controlling the confederate slave power and this empire had to be destroyed.

The figures leading this combat included Lincoln’s Secretary of State William Seward, General Ulysses Grant and Senator Charles Sumner, all of whom worked valiantly to build political and economic bridges with countries the world over.

Some of their early post-war maneuvers included the surprise purchase of Alaska from the Russians in 1867, and the exposure of the British hand behind the Civil War in the Alabama Affair of 1870 which was the first international trial finding the British government guilty of militarily supporting the confederacy [34]. In recompense for



Among the figures featured in Emanuel Leutze’s Alaska Purchase are William Seward (seated), Russian Ambassador Stoekle, with Charles Sumner and Seward’s son Frederick (Assistant Secretary of State) seated in the rear.



Anson Burlingham and G.F. Seward (U.S. Consuls to Beijing and Shanghai)

crime, Sumner and Seward wanted the British to cede all of their remaining possessions in North America, which would have given great fuel to the connection of the Trans Continental Railway with Eurasia. Russia had, after all played an instrumental role in Lincoln's victory and was preparing to follow America's lead by commencing construction of its own trans-continental railroad.

Both Sumner and Seward were strong advocates of uniting America's destiny with China. Seward and U.S. Consul to Beijing, General Anson Burlingham, working in tandem with Seward's son George Frederick Seward (U.S. Consul to Shanghai), organized the Seward-Burlingham Treaty of 1868 with China, giving China free emigration and travel in America, reciprocal access to education for

citizens living in the others' country, and favored nation status with the United States. Senator Sumner expressed his understanding of America's connection with China and the Trans-continental railroad during his 1867 speech in defense of the Alaska Purchase:

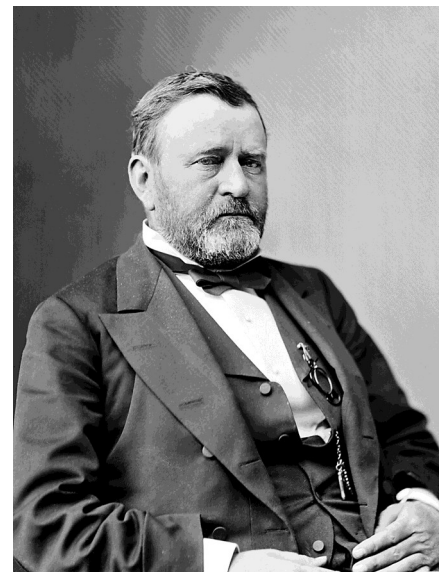
"To unite the East of Asia with the West of America is the aspiration of commerce now as when the English navigator (Meares) recorded his voyage. Of course, whatever helps this result is an advantage. The Pacific railroad is such an advantage; for, though running westward, it will be, when completed, a new highway to the East." [35]

When President Ulysses Grant came to power in 1869, the Trans Continental begun under Lincoln at the height of the Civil War had just been completed uniting the continent from coast to coast. Grant gave much support to this internationalization of the American system while also fighting valiantly to advance Lincoln's plans for reconstruction and reconciliation with an emancipated America [36].

[34] Alabama claims of the United States of America against Great Britain Award rendered on 14 September 1872 by the tribunal of arbitration established by Article I of the Treaty of Washington of 8 May 1871. For a fuller story see The Imperial Myth of Canadian Nationalism by Matthew Ehret, July 2013, Canadian Patriot Review

[35] Sumner, Speech On the Cession of Russian, Washington Printed at Congressional Globe Office 1867, p. 12

[36] Robert Ingraham, Ulysses S. Grant's Moral Crusade for Peace 1865-1879, Executive Intelligence Review, August 14, 2015



The above map illustrates the four trans continental rail lines built in the 19th century with the Union Pacific/Central Pacific connection being the milestone completed in 1869 inaugurating a new epoch in human affairs and the beginning of the presidency of the great Ulysses S. Grant (right)

Gilpin's Cosmopolitan World Land-Bridge Railway

William Gilpin was not least among this group, and his hundreds of speeches, published maps and writings went further than any other statesman to concretize what those international public works would look like. In 1860, Gilpin wrote *“two auspicious elements in human civilization by their rapid growth in power and importance, fix our attention- the indefinite multiplication of gold coin and international public works. These two elements, so operating as to mutually stimulate and sustain each other, promise to enthrone industrial organization as the ruling principle of nations.”* [37]

Describing what this grand design for international public works would look like, Gilpin wrote in his widely read 1890 magnum opus the Cosmopolitan Railway:

“Railways continue to extend themselves, soon to become a universal system over all the lands of the globe. We have seen the energies of the American people, bringing into line and into use these new powers, span their continent with the Pacific railways, as with the rapidity of lightning from a mountain loud. Availing themselves of the favorable thermal warmth upon the Plateau and upon the immediate seacoasts, bathed by the Asiatic gulf stream, they will continue to expand their work to Bering Straits, where all the continents are united. This will extend itself along similarly propitious thermal selvage of the oriental Russian coasts into China. To prolong this unbroken line of cosmopolitan railways along the latitudinal plateau of Asia, to Moscow and to London, will not have long delay. The less significant and isolated continents of the southern hemisphere- South America, Africa, and Australasia- will be reached by feeders through Panama, Suez and the chain of Oriental peninsulas and islands. The whole area and all the populations of the globe will be thus united and fused by land travel and railway.” [38]

Through the inevitable adoption of American system principles, Gilpin again re-emphasized his long held belief that the inevitable awakening of China would be the basis for renewal and salvation of the west:

“In Asia, a civilization resting on a basis of remote antiquity has had, indeed, a long pause but a certain civilization- although hitherto hermetically sealed up from European influence- has continued to exist. The ancient

[37] William Gilpin, *The Central Gold Region: The Grain, Pastoral and Gold Regions of North America*, Philadelphia 1860, Preface vi

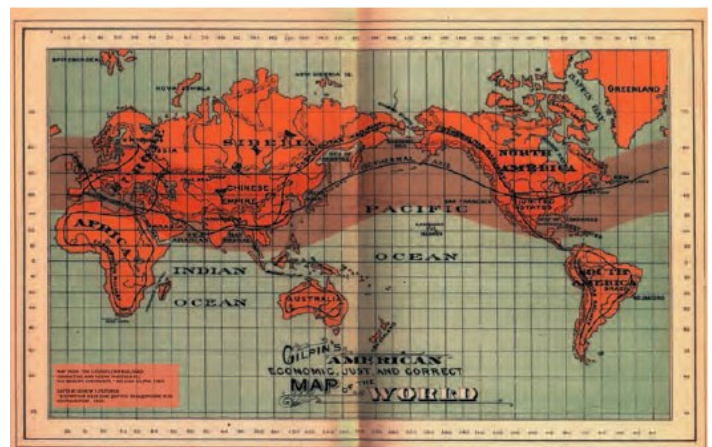
[38] Gilpin, *Cosmopolitan Railway* p. 303

Asiatic colossus, in a certain sense, needed only to be awakened to new life, and European Culture finds a basis there on which it can build future reforms”. [39]

Always poetically working to uplift the mind of the reader to a new paradigm, Gilpin described what this new state of human civilization was destined to look like as “win-win cooperation” replaced the outdated geopolitical doctrines of “might makes right” and zero sum thinking prevalent under oligarchism:

“The weapons of mutual slaughter are hurled away; the sanguinary passions find a check, a majority of the human family is found to accept the essential teachings of Christianity IN PRACTICE... Room is discovered for industrial virtue and industrial power. The civilized masses of the world meet; they are mutually enlightened, and fraternize to reconstitute human relations in harmony with nature and with God. The world ceases to be a military camp, incubated only by the military principles of arbitrary force and abject submission. A new and grand order in human affairs inaugurates itself out of these immense concurrent discoveries and events” [40]

Gilpin not only provided a philosophical moral imperative for the new paradigm for mankind but provided in great detail the economic, geophysical, and cultural means for it to be practically carried into reality, explaining that the 2-3 hundred million of dollars of debt which America and Russia would incur in building it would easily be paid back the same way that the Civil War debt was paid off via public works. In the year of Gilpin's writing *The Cosmopolitan Railway*, the momentum carrying civilization into a bright future of common destiny was powerful and few could anticipate the tragedy and chaos that would be unleashed when the future that should have been was held back for over a century.



[39] *Ibid.* p.53

[40] *Ibid.* p.213

Part Seven

Gilpin's Grand Design Takes on New Life in the 21st Century

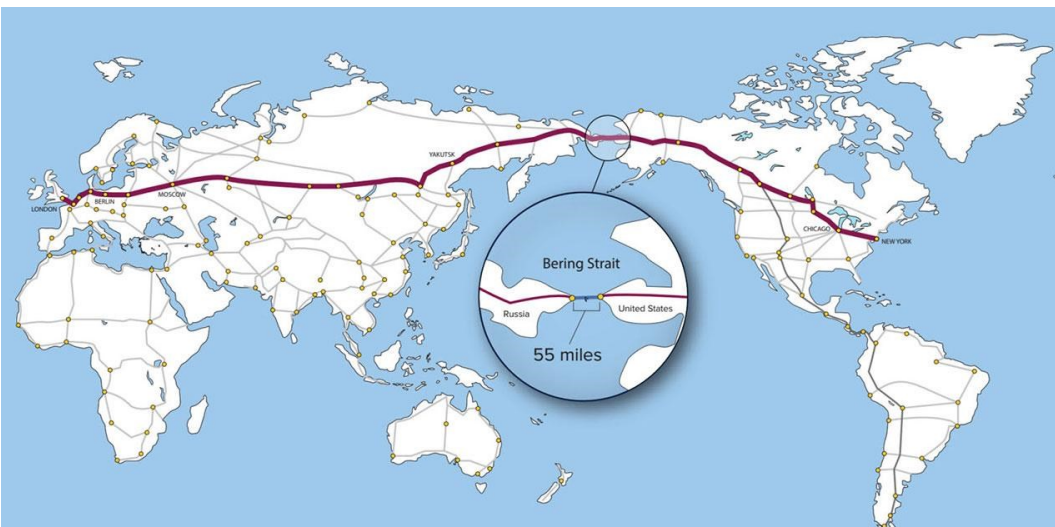
Lyndon LaRouche has often stated that the slide into World War One did not begin with the 1914 assassination of Austria's archduke Ferdinand, but in reality with the British-orchestrated ouster of America's great friend Chancellor Otto von Bismark in 1890.

The wave of assassinations of American System leaders both in America and internationally during the tense post-Civil War period was unleashed by a desperate British Empire whose system was both morally and financially bankrupt, and which could only sustain its obsolete existence by literally overturning the geopolitical chessboard into a cauldron of chaos on the simple gamble that it could manipulate little minds to kill each other over petty scraps while the empire re-grouped and renewed itself in the bloody purgative violence of its victims [41].

Until recently, the only expression of the world paradigm united by rail and public works was found in the form of the Schiller Institute and its allies. With Xi Jinping's an-

nouncement of the Belt and Road Initiative (BRI) in 2013 and its unification with Russia's Eurasian Economic Union, BRICS, SCO, China-Pakistan Economic Corridor, this dream has taken on its most powerful expression in history. While this unfolds, America has found itself for the first time in decades with a President who has cited Alexander Hamilton and the American System school of politically economy by name while also extending olive branches internationally bringing America ever closer into that alliance with those Eurasian powers that Gilpin, Seward, Sumner, Grant and later Lyndon LaRouche knew was needed to break humanity free of the system of oligarchy.

[41] The wave of coups, assassinations and wars orchestrated by the failing British Empire during the last decades of the 19th century, led directly to the "century of war" that has characterized the 20th century. The chaos unleashed during this period not only set natural allies such as Germany and Russia into conflict with one another, but shaped a new demoralized culture of young men and women who lost faith in the beauty of human creativity and technological progress. Without proper faith in a positive destiny for the species, that creative reason so necessary for the formation of a republican culture and win-win cooperation among the parts for the harmony of whole is impossible.



The New Silk Road and BRICS alliance has revived Gilpin's dream of constructing the world landbridge in the modern era. The question remains: Will Donald Trump bring America on board?



The New Paradigm Now Emerging

The new paradigm which these promethean figures understood to be mankind's collective Manifest Destiny was premised on a rigorous Platonic foundation which was given the greatest depth and clarity in the writings of statesman Lyndon LaRouche and his 50 year struggle to revive this mode of thought both in theory and practice. We thus end with an extended excerpt from LaRouche's 1988 paper "The Meaning of the Term 'Transfinite'"

"The question of truth thus becomes: can truth as we have defined it be made conscious? Obviously, it can be made conscious; we are supplying a conscious form of representation of such truth here.

"Truth is, broadly, consciousness of the activity of one's own creative-mental processes, consciousness of them as an organized process, whose organization is susceptible of intelligible representation, consciously. Adequate truth requires that the creative-mental processes be consciously grasped in terms of reference to their process of development.

"One of the immediate implications of this, is that we know only what we know in terms of the creative-mental processes. It is only that which is supplied to us through the agency of development of our creative-mental processes, which is truly <human knowledge>. Supposed knowledge, which depends upon any different consideration, is merely opinion, not knowledge, and is untruthful, even when it is not dishonest, by virtue of lacking the adequate premises of true human knowledge.

"What man knows from experience, references only that experience which is historically efficient in the correlation between implicit willful intent and consequences.

"History is most readily understood to this purpose from the standpoint of economic science. Human existence depends upon the maintenance and increase of the potential population density. This is accomplished through technological progress, as subject to the constraints of power-density. This causal process is sustained by the manner in which the creative-mental powers of the individual generate and efficiently assimilate scientific and technological progress.

"The development of those creative-mental powers of the individual is the essence of mankind's existence for itself, since it is upon this that continued human existence depends.

"Into this development, the diverse labors of many contribute. Parents transmit the cultural potential upon which depends the potential for development of the in-born creative mental potentials of the very young. Those



The leading figure behind the revival of Gilpin's vision in the 20th and 21st century: American System statesman Lyndon LaRouche

who generate and maintain the classical fine arts contribute to this process, as much, and sometimes more than well-ordered educational institutions. These, and kindred labors are as essential to technological progress as the work of scientists. Whoever contributes positively to this result, in some necessary aspect, on even the limited scale of a parent, for example, is doing something which is necessary as a historically efficient personal activity.

"Unlike the beasts, whose range of adaptive behavior is delimited by inheritance, mankind has no fixed range of adaptive behavior of this type. Relative to this, technological progress represents a succession of willful changes in the adaptive behavior of the human species. These changes are not narrowly technological in range of practice directly flowing from them; they are nonetheless coherent with the change in physical productivity, modes of work, market-basket, and general potential population-density made feasible through those changes in behavior which bear directly upon technological progress. They all have some necessary sort of bearing upon the effective result of technological progress, or of lack of it.

"Insofar as technological progress shows its potential to generate a negentropic form of increase of potential population-density, this shows us the nature of the task submitted to the human mind's creative mental-powers. The fact, that through no other means but those creative powers, man has demonstrated the capacity to choose modifications of behavior consistent with negentropy as the result, shows that the mental-creative powers are inherently negentropic, as much as non-linear."

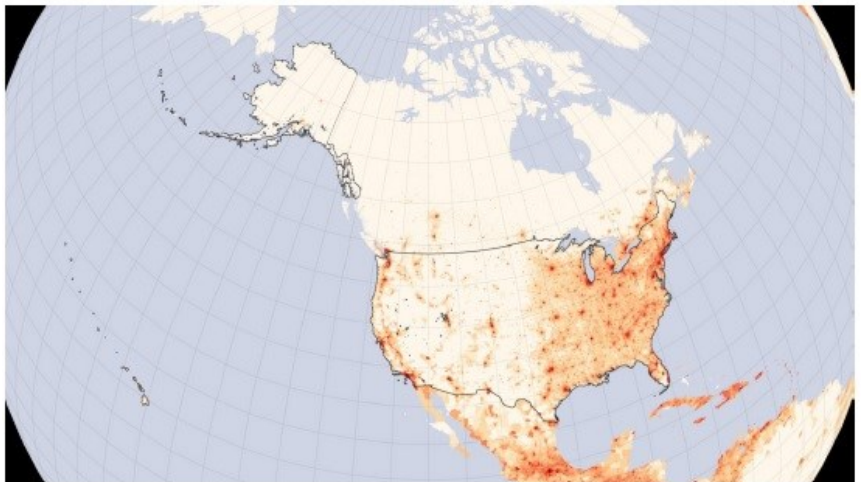
The question yet remains whether America will finally take up LaRouche and Gilpin's vision and embrace its "untransacted destiny with the world", or fall once again into the bloody self-induced hell of world war. [42]

[42] Lyndon LaRouche, THE MEANING OF THE TERM 'TRANSFINITE,' Nov. 7, 1988, p. 54-55.

The Imperial Myth of Canada's National Policy

By Jonathon Ludwig

The mythology of Canada's National Policy is a multi-layered fallacy of composition which must be addressed from the standpoint of locating Canada's struggle for nationhood as locked in the midst of a battle between two conceptions of man and law expressed in the British vs. American systems of political economy. Before entering into any proper analysis of this problem, it must be stated at the outset that the primary fallacy of the Canadian National Policy is simply that the policy neither had a national origin, nor was Canada ever permitted by the British Empire to become a truly sovereign nation.



The following paper will demonstrate how the Canadian National Policy is a concoction fabricated by the members of the Imperial Privy Council of the British Monarchy, and this policy merely held back the cultural and political substance of true nationalism in favor of the mere form.

Understanding the National Policy and the true agenda behind Canada's origins are necessary to understand why it has been the curse of Canada to be endowed with the most bountiful resources and landmass on the one side and the most underdeveloped population with only thirty three million inhabitants, strung across a 8900 kilometer border on the other, while its cousin to the south has a population of over 320 million. The average density per square mile is a mere 3.75 people per sq. km for Canada compared with 34 people per sq. km for the United States. This low density of the Canadian population is in keeping with the deliberate policy of the British Monarchy to reduce the population of the globe from the current 7 billion to 1 billion people.

Today, as the world is threatened by the two-pronged threat of a collapse of world population by the destruction of food and water availability on the one side and

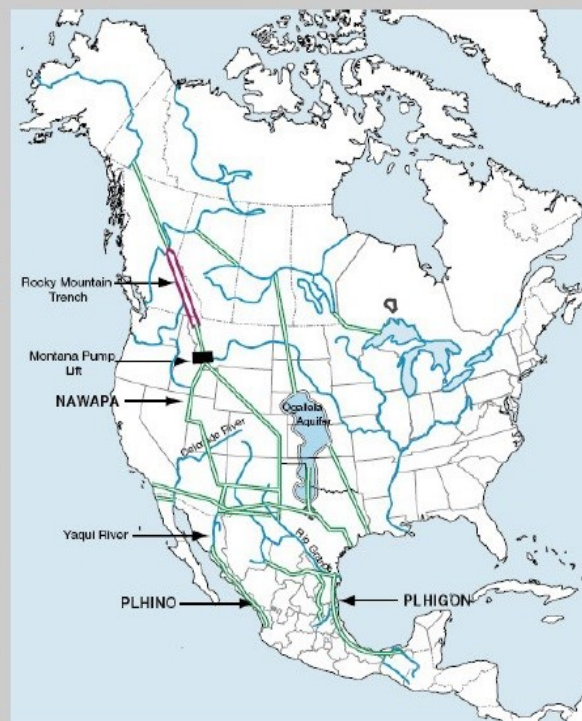
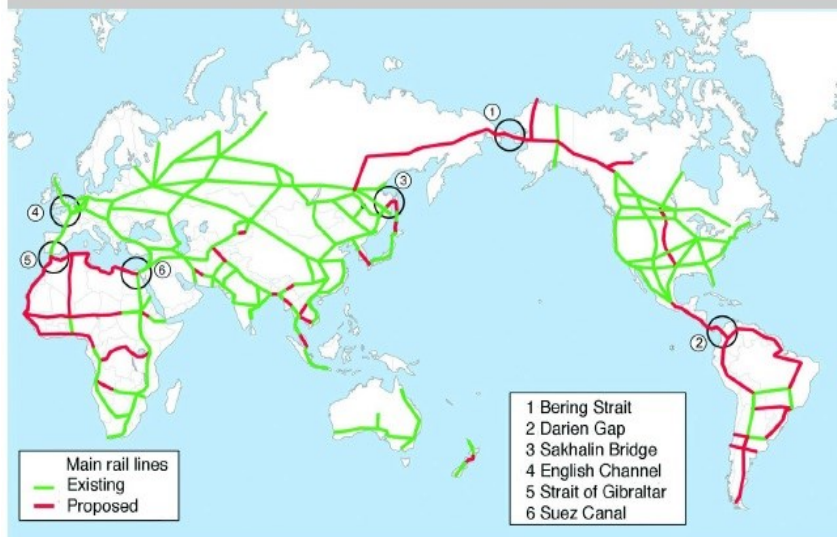
NASA's Earth observatory demonstrates the stark contrast in U.S. vs. Canadian population densities. This is merely a shadow of a deeper historical intention

thermonuclear war on the other, it is of dire necessity that such large scale development projects as the North American Water and Power Alliance and the Bering Strait tunnel rail corridor be commenced post haste. In either great megaproject, Canada's role as a cooperative partner nation is instrumental [see Box 1]. Where NAWAPA XXI calls for the diversion of water from the Canadian and Alaskan Arctic down into the continent in order to circumvent the destruction of food and water production which is now impending, the Bering Strait tunnel involves a U.S.-Canada-Russia alliance for Arctic development. This also means extending China's Belt and Road initiative into North American.

This alliance would bring both Canada and America into alliance with the BRICS and provide a basis for the World Land bridge. For either project to move forward, under the framework of a new Bretton Woods fixed-exchange rate system of sovereign nations, it is imperative that Canada let go of its British imperial traditions. These traditions which must be abandoned have historically defined

Box 1- Canada's Role in a New Just World Economic Order: NAWAPA and the Bering Strait Tunnel

The Bering Strait rail connection (bottom) and NAWAPA (right) stand or fall on the cooperation of a sovereign Canada, freed of its affiliations to the British financial oligarchy.



Canada's interests around either its "right to be left alone", or "right to export raw materials as a hewer of wood and drawer of water" and instead apply the superior form of sovereignty defined in the 1648 Treaty of Westphalia as "the Benefit of the other"[1].

Before this can be done, certain ghosts which now haunt the Canadian identity must be identified and then, promptly exorcised. These ghosts shape the cultural/political reflexes which prevent Canada from joining with its neighbors to the south and north in a common mission centering around large scale scientific and technological endeavors. This exorcism must begin with the true story of Canada's origins and "National Policy" of 1878.

[1] The Treaty of Westphalia of 1648 not only ended the 30 Years War that ravaged Europe, but also established the basis for the modern form of sovereign nation state defining international law for the subsequent 350+ years. The pre-amble of the Treaty read in part: "That this Peace and Amity be observ'd and cultivated with such a Sincerity and Zeal, that each Party shall endeavour to procure the Benefit, Honour and Advantage of the other; that thus on all sides they may see this Peace and Friendship in the Roman Empire, and the Kingdom of France flourish, by entertaining a good and faithful Neighbourhood." And can be read as a whole here: http://avalon.law.yale.edu/17th_century/westphal.asp

What is the Canadian National Policy?

Over the years, the Canadian "National Policy" has taken on various forms. At its origins, it received its name from the general policy applied by the Conservative Party platform beginning in 1878 under the administration of Sir John A. Macdonald. The policy again arose under significantly diluted forms with successive Conservative governments beginning with the 1911-1919 administration of Sir Robert Borden, followed by the 1930-1935 R.B. Bennett government. The policy ended once and for all after the fall from power of the 1957-1963 Diefenbaker government.

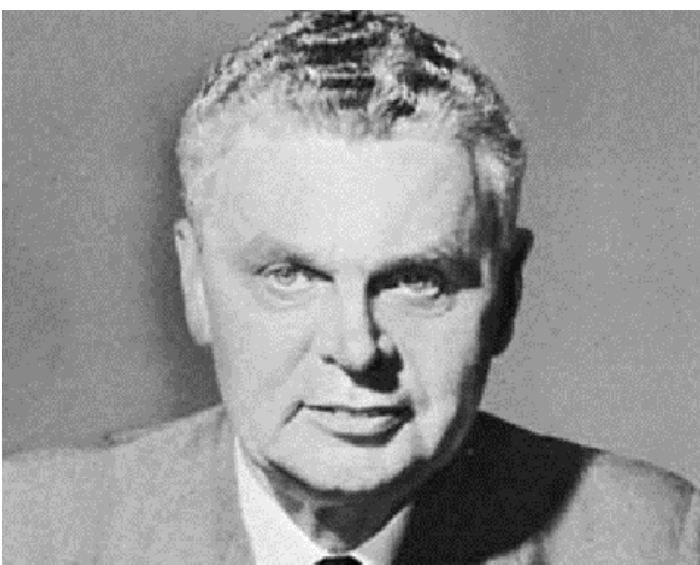
The National Policy was the protectionist counter program to the typically free trade policy represented by Canada's other major party, the Liberals who tended to move towards an economic union of the Americas. The great confusion caused by the dishonest application of the National Policy's protectionist policies by the Imperial Privy Council and Foreign Office, is to be found in the fact that rather than being applied by a sovereign nation striving for defense against imperial looting as the American republic had adopted similar measures after the 1789 framing of its Constitution, the Canadian example witnessed an empire's use of the powerful tariff and associated investment program in order to keep its valuable

colony under its iron grip. By maintaining control of the vast territory above America, Britain could both subvert America's institutions more easily, while ensuring that the unification of America with their historical allies in Russia could not occur.

Then, as today, the true value of a protectionist policy of America lay in the fact that, when combined with sovereign control over public credit and a commitment to the general welfare, it provided the best line of defense from rapacious imperial intentions on the one side, while providing a powerful instrument for nation building on the other. The dishonest application of the protective system during Canada's history have achieved none of these ends.

Diefenbaker's Misunderstanding

This Conservative National Policy was entirely scrapped after Prime Minister John Diefenbaker attempted to apply it to develop the productive powers of the nation under an honest, but naive vision for the first time in history. Diefenbaker's policy, which threatened the Empire's control of Canada was named the "Northern Vision", or "New National Policy", and was based on not merely a stroke of genius that called for the opening up of the great Arctic territories to scientific and industrial development but a new system of funding through the Bank of Canada [see box 2]. Diefenbaker's failure to achieve his objective not only arose from the active nests of Rhodes Scholars within and without his own cabinet who strove to sabotage it, but from his own inability to reconcile his love of progress and creative pioneering change, with his love for his British traditions, which were derived from an intrinsic



Canada's well-intentioned but highly confused republican spirited monarchist Prime Minister John Diefenbaker.

antagonism to progress and creative change. This has come to be known as the "Diefenbaker Paradox".

Diefenbaker's "**New National Policy**" announced in 1957 took its inspiration from a popular misunderstanding of the first "National Policy" of his idol, Sir John A. Macdonald. Although Macdonald's policy involved the adoption of a protective tariff to favour local Canadian manufacturing and agriculture, and internal improvements vectored on the construction of the Canadian Pacific Railway, this policy lacked substance as it was not applied against an Imperial intention, but was rather itself an Imperial policy which desired to preserve a strategic North American colony by a dying British Empire.

Although similar in outward form to the Hamiltonian American System adopted a century earlier by the founding fathers of the United States in order to achieve economic independence from the British Empire, the Canadian version lacked all of the substance. It was rather the case that Macdonald's "progressive" policy was nothing more than an illusion designed to break Canada off from any unification of mission with an America then being shaped by Abraham Lincoln's nation building dynamic.

The Shadows of a Fraud

The period of 1865-1871 remains one of the densest in terms of potential for the establishment of an evolutionary phase shift in human history that had begun with the success of the American Revolution and the Renaissance view of man over the bestial dark age view embodied in the British imperial traditions.

A quick overview of a timeline of the sweeping events following 1865 will provide the historian a valuable reference point in which to expose the principled drama shaping those dates and events.

April-May 1865: Lincoln's victory over British sponsored Confederacy. Lincoln is assassinated by John Wilkes Booth via an operation run out of British Canada [3].

March 30, 1867: Alaska is purchased from the Russians by Secretary of State William Seward, a firm believer in Manifest Destiny.

March 1867: The first British Columbia annexation movement petition for leaving the British Empire and joining America is presented to Queen Victoria.

[3] Anton Chaitkin, Why the British Kill American Presidents, Executive Intelligence Review, December 12, 2008, http://www.larouche.com/eiw/public/2008/2008_50-52/2008_50-52/2008-50/pdf/26-35_3548.pdf



Figure 1: Canada before Confederation looked very different from Canada today. Except for the areas of Quebec, Ontario, Maritimes, the Red River Settlement (in today's Manitoba) and British Columbia, everything else was Hudson's Bay Company Land. Alaska still belonged to Russia.

Penetrating Deeper into the Cause of Shadows

By the time of Lincoln's 1865 victory over the British-financed Confederate South, events were moving at great speed. The continued application of Lincoln's American System practices of protectionism, public credit and internal improvements was resulting in the greatest potential for growth in world history. British Canada's failure to break free of the mother country almost 100 years earlier had resulted in a stagnant and underdeveloped economy which was both divided internally, and rift with annexation movements exploding from British Columbia to Nova Scotia in eastern Canada. Former leaders of the Rebellion of Lower Canada of 1837 such as Louis-Joseph Papineau became ardent leaders in the Annexation movement of Quebec that peaked with the Annexation manifesto of 1849 and whose currents were still strongly felt across Quebec... especially among the Eastern Townships largely settled by Americans.

In America, the **Annexation Bill of 1866** introduced into the U.S. House of Representatives stated:

"We the people of the United States cannot regard the proposed confederation of the provinces on the Northern frontier of this country without extreme solicitude: that a confederation of states on this continent, extending from ocean to ocean and founded on monarchical principles, cannot be considered otherwise than in contravention of the traditions and constantly declared principles of this government— endangering its most important interests and tending to increase and perpetuate embarrassments."

After emphasizing the irreconcilability of the two opposed paradigms on the continent, the annexation bill went on to: ***"publish by proclamation that, from the date thereof, the States of Nova Scotia, New Brunswick, Canada East, and Canada West, and the Territories of Selkirk, Saskatchewan, and Columbia, with limits and rights as by the act defined, are constituted and admitted as States and Territories of the United States of America."*** [4] The Bill also authorized \$10 million dollars to be used to purchase the vast private territory of the Hudson's Bay Company, known as Rupert's Land and the North West Territories. Vast public improvement programs were also authorized in the bill centering around canal building, and rail through the Maritimes from New

[4] The full text of the bill can be viewed on http://en.wikisource.org/wiki/Annexation_Bill_of_1866

July 1, 1867: The British North America Act is established creating a federation of four Canadian provinces under a British-modeled constitution. B.C. resists joining due in large measure to the vast expanse of land separating it from the eastern confederated colonies.

July 18, 1868: Rupert's Land (the vast private territory separating B.C from the eastern colonies) is purchased from the Hudson's Bay Company by an Act of Parliament in British Canada establishing this territory as "crown land".

May 10, 1869: The U.S. Trans-Continental Rail line is completed (begun by Lincoln in 1863) establishing the world's first rail line crossing a continent and opening up both the middle of America to Manifest Destiny and providing a link to California from the Atlantic. The Colony of British Columbia benefits enormously from the increased access to trade.

June 10, 1869: B.C.'s anti-Confederation Governor Frederick Seymour dies under mysterious circumstances.

December 10, 1869: a 2nd Annexation petition from B.C. merchants and politicians is delivered to President Ulysses S. Grant. Grant and his colleagues make their interest known to the public.

July 20, 1871: Arrangements for B.C's entry into Confederation are streamlined.

York.

The Hudson's Bay Territory was a strange phenomenon in North America. From 1670 until 1869, the vast largely unexplored and undeveloped wilderness was the private property of the Hudson's Bay Company, who, having received a Royal Charter under King Charles II, had the duty as a subsidiary of the British East India Company's global operation, to maintain an operation of a vast corrupt fur trade on the one side while blocking American ventures into continental development on the other [see figure 1]. The Colonies still in the possession of Britain, north of the United States, had very little opportunity

to develop into anything more than "hewers of wood and drawers of water" because of this fact.

The second important post-Civil War development took place on March 30, 1867 with the Alaska Purchase.

Lincoln's Secretary of State William Seward and his close ally Senator Charles Sumner, Chairman of the Foreign Relations Committee, advanced a bill for the annexation of the Russian territory in North America for the fire sale price of \$7 million dollars. It was after all, the Russian Navy under Czar Alexander II that had worked with Sumner and Seward to tip the balance of the Civil War in Lincoln's favor, by extending their entire fleet to the Atlantic and Pacific Coasts of America as a warning to European powers not to aid the Confederacy in the conflict [5]. This purchase (popularly called by modern fools as "Seward's Folly"), suddenly made British Columbia very hot real estate. During this 1867



Signing of the Treaty of Cession, March 30, 1867
left to right: Robert S. Chew, William Seward, William Hunter, Br. Bodisco, Russian Ambassador Baron de Stoeckl, Sen. Charles Sumner and Frederick Seward

purchase, Lincoln's Trans Continental Railway, begun in 1863 at the height of the Civil War was a mere two years from completion, linking the Pacific to Atlantic for the first time in history and thus destroying the British monopoly over maritime shipping routes.

With students of Lincoln's program to be found among the intelligentsia of Russia, led by Count Sergei Witte and Dimitri Mendeleev, the American modeled (and largely American-built) Trans-Siberian Railway's construction was not far away, and the linking of rail across the two continents was discussed as a real possibility by republican visionaries the world over [see Box 3].



Lincoln's Trans-Continental Railway marked a historic watershed as British Maritime control of shipping routes was circumvented for the 1st time

Although the annexation bill of 1866 had the support of men such as William Seward and his ally Senator Charles Sumner, it never entered the Senate and was not voted upon. This Bill's appearance, combined with the Alaskan purchase, and the growing independence and annexation movements across Canada, did however give Britain the sense of existential urgency to consolidate its territories under some form of imperial federation beholden to the British Crown at all costs. The Colonies of Canada, so close to Britain's mortal enemy were far too geopolitically important for the Empire to lose at this moment in history.

[5] Known as "the Great Liberator", Czar Alexander II was so inspired by Lincoln's vision that he followed the American program of emancipation when he liberated the serfs in 1861. His life was cut short by an assassins' bomb in 1881.

Box 3:

The Trans Siberian Rail and the American System in Russia



After the Alaska Purchase of 1867, American System scientists and statesmen applied Lincoln’s program with the help of American engineers to create the Trans-Siberian railway. Pictured top left to bottom right are Count Sergei Witte, Scientist Dimitri Mendeleev, Finance Minister Ivan A. Vyshnegradsky and the assassinated Czar Alexander II (aka: “The Great Liberator” for his freeing of the serfs).

The Fraud of the BNA Act

The first vital maneuver conducted by the British as a response to these developments, merely three months



Canadian American System Patriot Isaac Buchanan

after the Alaska purchase, was the speedy completion of the confederation of the four easternmost colonies under the British North America Act of July 1, 1867 [6], renaming Upper and Lower Canada as “the provinces of Ontario and Quebec”. The BNA Act was the consolidation of 72 resolutions hammered out in two 1864 conferences which were designed to thwart the dynamic of American An-

nexationists on the

one side and honest Canadian Nationalists such as the President of the Executive Council Isaac Buchanan (under the Macdonald-Cartier government) who worked valiantly not only to unite Canada with Lincoln’s America, but also fought to keep Canada out of any further wars with Great Britain [7]. Buchanan had lost this powerful position by a coup inside of his party run by his nemesis George Brown and John A. Macdonald. While Brown and Macdonald appeared to public view as enemies, the reality was that they were both beholden to the City of London’s interests for the entirety of their lives, and chose to adapt

[7] Buchanan’s famous December 1863 speech provides a clear insight into his principles: “The adoption by England for herself of this transcendental principle [Free Trade] has all but lost the Colonies, and her madly attempting to make it the principle of the British Empire would entirely alienate the Colonies. Though pretending to unusual intelligence, the Manchester Schools are, as a class, as void of knowledge of the world as of patriotic principle... As a necessary consequence of the legislation of England, Canada will require England to assent to the establishment of two things: 1st, an American Zollverein [aka: Customs Union]. 2nd: Canada to be made neutral territory in time of any war between England and the United States”. Cited in Isaac Buchanan’s Relations of the Industry of Canada with the Mother Country and the United States, 1864, p. 9-22

[6] The belief that the 1982 Charter of Rights and Freedoms replaced the 1867 BNA Act is nothing more than a mythology. As section 60 of the Charter clearly lays out: “This Act may be cited as the Constitution Act, 1982, and the Constitution Acts 1867 to 1975 (No. 2) and this Act may be cited together as the Constitution Acts, 1867 to 1982”... meaning the 1867 Act is still in full force to this day.

themselves to a rigged game of free market “Grits” on the left (Brown) and “protectionist” Tories on the right (Macdonald). This is the root of the Liberal and Conservative parties of Canada.

The fraud of the BNA Act merits a greater analysis, but for the present purposes, it suffices to demonstrate that it did not establish a “sovereign nation of Canada” as is popularly held. Rather, the architecture merely maintained a framework of pure British Privy Council control of Canadian affairs, permitting only an illusory degree of democracy. By establishing its foundations not upon a Principle of the General Welfare, nor acknowledging the existence of unalienable rights as embodied in Canada’s southern cousin, the Canadian Constitution is a very different beast. Its preamble literally states:

“Whereas the Provinces of Canada, Nova Scotia, and New Brunswick have expressed their Desire to be federally united into One Dominion under the Crown of the United Kingdom of Great Britain and Ireland, with a Constitution similar in Principle to that of the United Kingdom: And Whereas such a Union would conduce to the Welfare of the Provinces and promote the interests of the British Empire”[8]

According to this preamble, the “raison d’être” of Canada is not the defense of the general welfare of its people, but rather the promotion of interests of the British Empire!

The BNA Act used the old British trick of the “fur blanket” bribe used first in 1774 to keep Quebec from joining the rebellious 13 colonies under the “Quebec Act” [9]. The Act gave the Dominion of Canada increased legislative control over its local affairs by forming for the first time, a federal structure around a Parliament, Judiciary and Sen-

[8] This is especially ironical since the United Kingdom does not have a written constitution. Such a document does not exist. See Professor Helmut Weber’s 1999 paper “Who Guards the Constitution?”, Center for British Studies of Humboldt University, Berlin http://www.gbz.hu-berlin.de/publications/working-papers/downloads/pdf/WPS_Weber_Constitution.pdf

[9] Pierre Beaudry, The Tragic Consequences of the Quebec Act of 1774, The Canadian Patriot Special Edition, 2012, www.committeerepubliccanada.ca



Father of Confederation, and initiator of the 1st National Policy Sir John A. Macdonald (right), was little more than an anglophile doing the bidding of an evil empire. [top left: a painting by Rex Woods of Sir John being received for a private audience with Queen Victoria at Buckingham Palace on Feb. 27, 1867]

ate which would have the appearance of power only, while the true power always remained in the powerful office of the Crown and its agents in the Privy Council Office and Governor General. This fact is laid out in several sections within the act:

“The Executive Government and Authority of and over Canada is hereby declared to continue and be vested in the Queen.”

Since the Monarch herself could not be in every Dominion at the same time, provisions were made to ensure that her absolute authority would be actively arranging the affairs of state modeled on the British Privy Council system:

“There shall be a Council to aid and advise in the Government of Canada, to be styled the Queen’s Privy Council for Canada; and the Persons who are to be Members of that Council shall be from Time to Time chosen and summoned by the Governor General and sworn in as Privy Counsellors, and Members thereof may be from Time to Time removed by the Governor General.

Peppered throughout the Act are ongoing references to the importance of the Queen’s Privy Council of Canada to “advise” the government under the absolute authority of the Governor General, who is still legally recognized as the only head of state and legal representative of the Crown. Responsibility to keep the individual provinces under coordinated control was left to the power of the Lieutenant Governors assigned to each province. The real seat of power ensuring optimal control of Canadian federal policy by

its London masters, especially in the field of economic warfare has been from this time on, the Privy Council, of which every single Prime Minister of Canada has been a member [10]. And just in case one might think that the Canadian military would be exempt from this control, the Act goes on to read:

“The Command-in-Chief of the Land and Naval Militia, and of all Naval and Military Forces, of and in Canada, is hereby declared to continue and be vested in the Queen” [11]

In order to ensure that Canada was to remain as fragmented as possible and no strong federal structure of checks and balances modeled on the American System could occur, the Act also laid out in Section 92, a framework which gave the largest possible power to the provinces to control their own resources, taxation and internal policy outside of any federal structure.

Sir John A. Macdonald, the Aryan Anglo-ophile

Sir John A. Macdonald, the primary father of Confederation, was appointed Canada’s 1st Prime Minister by the Governor General and knighted on the day of its passage for services rendered to the British Empire. In his last election campaign speech before his death in 1891, Macdonald, now celebrated as the great nationalist, stated “A British subject I was born; a British subject I will die”... strange words for the “founding father” of a supposedly “sovereign” nation.

On closer examination, it may come as no surprise to some that this Anglophobe “father of Confederation” was little more than a racist bigot who also advocated for an ‘Aryan Canada’, cleansed of the Asiatic races, then being used as slave labor to build the Canadian Pacific

[10] Today the oath of office which every single Prime Minister has taken upon entering office reads: “I, _____, do solemnly and sincerely swear (declare) that I shall be a true and faithful servant to Her Majesty Queen Elizabeth the Second, as a member of Her Majesty’s Privy Council for Canada. I will in all things to be treated, debated and resolved in Privy Council, faithfully, honestly and truly declare my mind and my opinion. I shall keep secret all matters committed and revealed to me in this capacity, or that shall be secretly treated of in Council. Generally, in all things I shall do as a faithful and true servant ought to do for Her Majesty. So help me God.” <http://www.gg.ca/document.aspx?id=316>

[11] This 1867 mandate was re-affirmed in Section 14 of the National Defence Act of 1985 with the words: “The Canadian Forces are the armed forces of Her Majesty raised by Canada and consist of one Service called the Canadian Armed Forces.”

Rail into the west [12].

A paradox is here presented. If Britain has traditionally kept its Colonies consciously underdeveloped in order to maintain fixed, and thus easy-to-control systems of equilibrium, then under what intention did the British Crown and Privy Council mandate the construction of a rail system from the east coast of Canada all the way to the coastal limit of British Columbia in the west unleashing vast rates of increase in prosperity of the nation? The opening up of the Prairies to development had been something which the Empire, using its Hudson’s Bay Company had been working for over 200 years to prevent... so why did this policy change during the period of Macdonald?

The Historical Dynamic leading up to B.C. Bribe of 1870

Up until 1870, the fate of the new BNA Act was still highly questionable. The Nova Scotian annexation movement had risen to new levels of influence with the post 1867 collapse of their fisheries dominated economy. This collapse was shaped by 1) new binding free trade treaties with Britain which the new Confederacy was subject to and 2) the 1865 cancelling of the U.S.-Canada “Reciprocity Treaty of 1854” by the Americans in response to the British support for the southern rebels during the Civil War. No other path to survival could be seen by the republican Nova Scotians but changing its alliances and breaking out of the 1867 BNA Act. If they would do so, then it was all but guaranteed that New Brunswick would do the same. Meanwhile turmoil in the Red River Settlement (located in today’s Manitoba) had also imbued deep concerns in the British Empire.

Of far more strategic significance to the continuation of the British Empire’s interests than the Red River Settlement or east coast annexation movements, was the troubling developments occurring in the colony of British Columbia. After the 1867 American purchase of Alaska, British Columbia had become very hot real estate. Lincoln republicans in America led by William Seward and

[12] During the 1885 Commons debates on the Electoral Franchise Act, Sir John is quoted with the following racist statement: “The Aryan races will not wholesomely amalgamate with the Africans or the Asiatics... the cross of those races, like the cross of the dog and the fox, is not successful. It cannot be and never will be.” He also went on to say that “if the Chinese were given voting rights then “the Aryan character of the future of British America should be destroyed”. [citation from Tim Stanley’s Ottawa Citizen article: “John A. Macdonald wanted an ‘Aryan’ Canada”, August 2012]

Senator Sumner, made their intention of annexation of B.C. well known.

Frustrating matters for the British was the reality that the deep economic depression in B.C. [13], combined with the colony's vast geographical separation of its confederated sister colonies on the east coast had resulted in a massive yearning in its inhabitants for annexation into the United States, some on principle and some simply for survival.

Out of sheer desperation, leading merchants and politicians of the colony sent the first Annexation Petition to Queen Victoria on July 2, 1867 which laid out a politely worded ultimatum:

“Either, that Your Majesty’s Government may be pleased to relieve us immediately of the expense of our excessive staff of officials, assist the establishment of a British steam-line with the Panamas, so that immigration from England may more easily reach us, and also assume the debts of the colonies, Or that your Majesty will graciously permit the colony to become a portion of the United States” [14]

In response to this petition, no formal response was given beyond an appeal for the colony to join the confederation. Knowing this was impossible, Governor of the Colony of B.C., Frederick Seymour, who was also a powerful opponent of Confederation, wrote to the Duke of Buckingham later that month describing the situation:

“There is a systemic agitation going on in this town in favour of annexation to the United States. It is believed that money for its maintenance is provided from San Francisco. As yet, however, nothing else has reached me officially on the subject, and should any petition on the subject, I will know how to answer it before I transmit it to your Grace. On the mainland, the question of annexation is not moot.” [15]

[13] The depression then being suffered by B.C. was caused by the collapse of the speculative bubble of the 1857-58 gold rush wherein over 30 000 settlers stormed into town alongside 20 000 prospectors. Entire towns sprung up over night, and land speculation soared. The bubble popped in the mid 1860s leading to the deepest recession in the colony's history.

[14] Annexation Petition, July 1867, enclosed in Allen Francis to F.H. Seward, July 2, 1867, Consular letters from Victoria to Vancouver Island, Dept. of State, archives, Washington D.C., vol. 1

[15] Letter of Seymour to Buckingham, July 26, 1867 cited in William Ireland, *The Annexation Petition of 1869*, *British History Quarterly*, vol. 4 1940, p. 268



B.C. Gov. Frederick Seymour

As the subsequent year passed, with still no traction on either side, the tension grew more feverish with greater quantities of British loyalists defecting to the annexation camp out of sheer despair. An April 20, 1869 Letter to the Editor of the *British Columbian* expresses this sentiment well:

“With a depleted treasury, revenue falling off, and the Colony suffering from a depression beyond all precedent, with no prospect, either present, or remote, of immigration, what are we to do? ... Were the inhabitants of British Columbia a thriving community, the question of annexation would not be popular; for the people are loyal and patriotic. The force of circumstances alone compels them to advocate a change in nationality... I am a loyal Briton, and would prefer living under institutions

of my own country, were it practicable. But I, like the rest of the world of which we are each an atom, would prefer the flag and institutions of the United States with prosperity, to remaining as we are, with no prospect of succeeding as a British Colony”. [16]

Such sentiment, resulted in a second, more powerfully worded petition signed by 100 influential leading citizens, now directed both to the Queen as well as the President of the United States. It read:

“We are constrained by the duty we owe to ourselves and families, in view of the contemplated severance of the political ties which unite this Colony to the “Mother country”, to seek for such political and commercial affinity and connection, as will insure the immediate and continued prosperity and wellbeing of this our adopted home...

That we view with feelings of alarm the avowed intention of Her Majesty’s Government to confederate this Colony with the Dominion of Canada, as we believe such a measure can only tend to still further depression and ultimate injury for the following reasons, viz:

That Confederation cannot give us protection against internal enemies or foreign foes, owing to the distance of this Colony from Ottawa,

That it cannot open to us a market for the produce of our lands, our forests, our mines or our waters.

That it cannot bring us population, (our greatest need) as the Dominion itself is suffering from a lack of it.

That our connection with the Dominion can satisfy no sentiment of loyalty or devotion.

[16] Letter cited in William Ireland, *Annexation Petition of 1869*.

That her commercial and industrial interests are opposed to ours.

That the tariff of the Dominion will be the ruin of our farmers and the commerce of our chief cities.

... The only remedy for the evils which beset us, we believe to be in a close union with the adjoining States and Territories, we are already bound to them by a unity of object and interest; nearly all our commercial relations are with them; They furnish the Chief Markets we have for the products of our mines, lands and waters; They supply the Colony with most of the necessities of life; They furnish us the only means of communication with the outer world;...

For these reasons we earnestly desire the ACQUISITION of this Colony by the United States.” [17]

A copy of the petition was given to Vincent Collyer, the great American painter and Indian Commissioner of Alaska which he personally delivered to President Ulysses S. Grant. The press dispatch from the office of the President printed in the British Colonist of January 11, 1870 read:

“Washington D.C. December 30, Vincent Collyer yesterday handed to the President [Grant] a memorial signed by a number of property holders and businessmen in Victoria to be followed by another which will contain the names of all the British merchants and others at Victoria, Nanaimo and other places, in favor of the transfer of British Columbia to the United States. The President today returned Collyer a verbal reply that he had received it with great interest and sent it to the Secretary of State. Collyer also showed a memorial to Senator Sumner, Chairman of the Committee on Foreign Relations, who, after reading it, said the movement was important and could have but one termination. Meanwhile, the government waits to movement of England which is fast seeing the uselessness and impracticability of European Empire on this hemisphere. Both the President and Sumner desired their replies to be made known to the memorialists” [18]

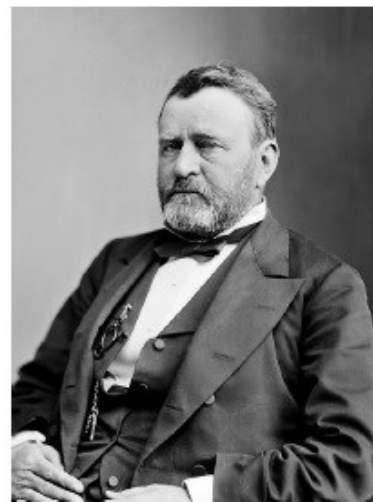
By now, it was a race against time. The colonists knew that Britain was preparing vigorously to regain control of their colony. In July of 1868, the Crown mandated that an Act of British Canada’s parliament allocate funds to purchase Rupert’s Land and the Northwest Territories from the Hudson’s Bay Company, which occurred that same month erasing one major obstacle to British negotiations. On the other hand, by May 10, 1869, the American Transcontinental Railway was completed, linking for the first

time an entire continent by rail from coast. A ferry system already existed from B.C. to California, bringing a boom of prosperity to the poor colony and making the feasibility of a rail extension from America into the colony that much more realistic.

The deadly mistake made by the author of the press dispatch, including President Grant was their assumption that England’s intention could be accessed by the loud voices of some of its members of parliament calling for a release of British Columbia. It was and still is the case that the true seat of power of Britain is located far above the parliament in the form of the Queen’s Privy Council and Foreign Office which then had no intention whatsoever of losing this vital possession. Although Sumner and Seward were far less naïve on this matter, the majority of leading Americans didn’t comprehend the existential implications of this battle. The British Minister in Washington writing to his London associates is useful in providing insight into the British oligarchy’s perception of events:

“The circumstance, the existing disturbance in the Hudson’s Bay Settlement [Red River Colony –ed], and the asserted disaffection in Nova Scotia, are much commented upon by the newspapers of this country, and are looked upon as the beginning of a separation of the British provinces from the mother country, and of their early annexation to the United States. This view of the matter is put in connection with the settlement of the differences with us arising out of the “Alabama Affair”, and senators are evidently indulging in the illusive hope that England has it in her power, and might not be unwilling to come to an amicable settlement of those differences on the basis of the cessation of our territory on this continent to the United States” [19].

The greatest tragedy of patriots everywhere in dealing with the British have been their tendency not to look upon the true nature of evil that is expressed by it’s outlook. This letter demonstrates clearly the disdain that British imperialists have felt towards the naïve idealism of the victims whom they intend to destroy. An evil intention animated by a passionate desire to destroy the good will go to any ends of deceit in order to turn any obstacle against

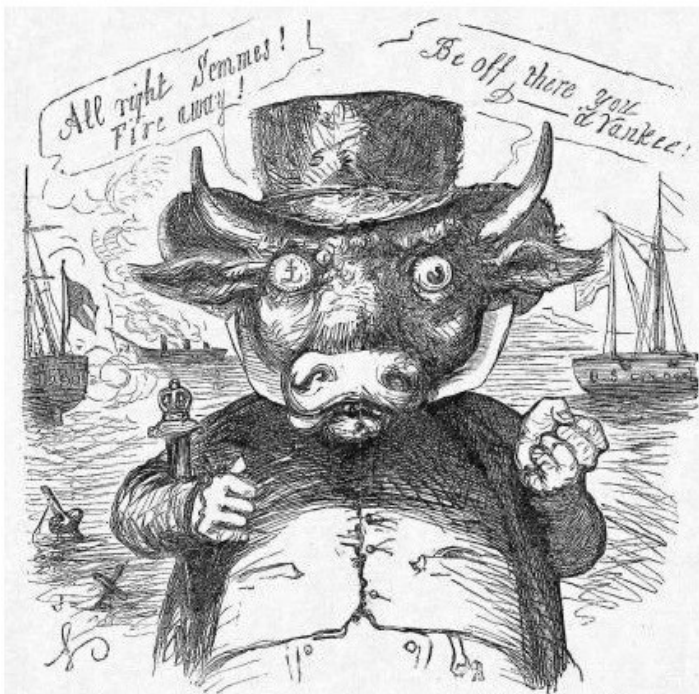


President Ulysses S. Grant

[17] Ibid. p.270

[18] The British Colonist, Jan. 11, 1870. Cited in William Ireland, Annexation Petition of 1869, p.271

[19] Minister Thornton to Clarendon, January 3, 1870, cited in Ireland’s Annexation Petition of 1869, p.285



JOHN BULL'S NEUTRALITY.—A DISTINCTION WITH A DIFFERENCE.
 JOHN BULL. (solves). "A few more Pirates afloat, and I'll get all the carrying trade back into my hands."

A Nov. 1862 Harper's Weekly cartoon features John Bull calling for the destruction of the Yankees. The caption reads "A few more Pirates and I'll get all the carrying trade back into my hands". Semmes is the captain of the C.S.S. Alabama

their power into a weapon against their naïve enemies. A case in point can be found in the reference made by the British ambassador to the "Alabama Affair".

The Alabama Affair

By the end of the Civil War, Sumner and Seward led American patriots to go on the offensive against the true instigator of the war... not the southern confederacy, but the British Empire. The powerful flank which they chose to use as their weapon was the open fact that Confederate Warships used against Lincoln's forces were built and supplied by the British under direct orders of Lord Palmerston and Lord John Russell. The most famous and destructive of the British-made war ships was the "**C.S.S. Alabama**".

These American patriots began an international fight over Britain's obligation to pay reparations for damages incurred during the war known as the "Alabama Claims". Upon Seward's purchase of Alaska, Senator Sumner began mobilizing for the demand of \$2 billion from Britain or the annexation of its North American territories. Although Seward was highly favorable to the plan, British stalling tactics kept the Alabama Claims fight on hold for years. During these important years, America had lost

much of its powerful bargaining chips and British control of its territories had advanced too far. By March of 1871, Grant's appointed Secretary of State Hamilton Fish worked out an agreement with Britain on the Alabama Claims resulting in a mere \$15.5 million dollars and an end to all similar disputes regarding Britain's role in sponsoring the Southern Confederacy during the Civil War. This became known as "the Washington Treaty". Much of the potential that was alive two years earlier had by then been sabotaged. It is of interest that one of the key arbitrators of the Alabama Claims was also Canada's very active Prime Minister Sir John A. Macdonald.

The Elimination of Governor Seymour

During the months preceding the 2nd B.C. Annexation petition, a major tragedy befell the republican cause with the untimely death of Governor Frederick Seymour, who had been a long-time enemy of Confederation. In the short months before Seymour's death on June 10, 1869, he had enraged the highest echelons of the Empire's civil servants such as Sir Frederick Rogers, Undersecretary of State for the Colonies who, upon discovering that Seymour had suppressed information for months from the Colonial Office that a vote in favor of Confederation had occurred in the B.C. Legislature wrote "it appears that on March 28 last, the Council passed a Resolution in favor of admission which however Governor Seymour only now [November 4] sends through in his March telegram he said he would write." [20]

What Sir Rogers is also revealing is that the British had two confederacy plans for the Continent of North America: one in the South of the United States and one in the North of the United States.

When the next opportunity to vote on Confederation occurred in February 17, 1869, Governor Seymour again sabotaged the pro-confederacy supporters and the British Crown, as he now convinced the legislature to postpone as no details were worked out on the settling of the Hudson's Bay Company land purchase.

John A. Macdonald wrote in anger on May 15 to the Governor General of Canada saying "the first thing to be done will be to recall Governor Seymour if his time is not run out" [21], and on the same day he wrote to the pro-confederation Premier of New Brunswick, Sir Anthony

[20] Sir John A. Macdonald to Sir John Young, May 25, 1869, PAC., Macdonald Papers, Letterbrook 12 972, cited in Frederick Seymour: The Forgotten Governor, Margaret Ormsby, B.C. Studies no. 22, Summer 1974, p. 20

[21] Ibid p. 21

Musgrave informing him that Seymour would be recalled: "as being perfectly unfit for his present position, under present circumstances. From all I hear, he was never fit for it" [22].

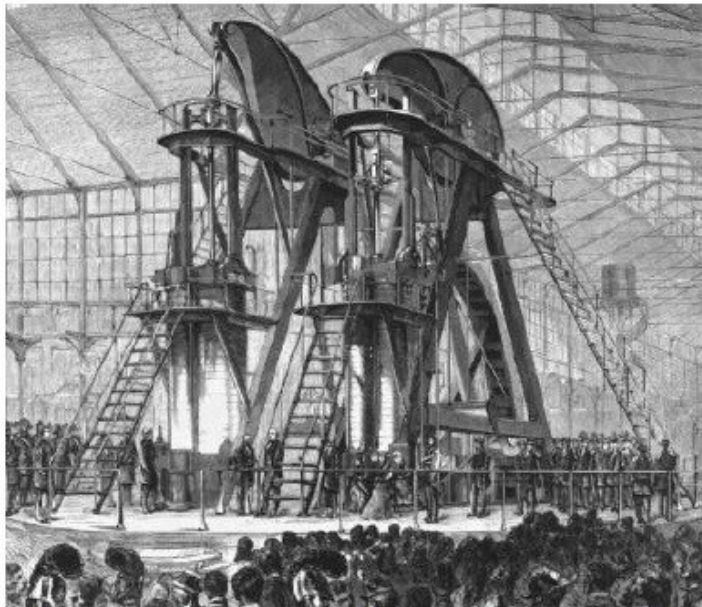
Within two weeks of Macdonald's writing these two telegrams, Governor Seymour was dead. The official story holds that Seymour was sent to the harsh northern tip of B.C. to mediate a conflict between two warring native tribes. Upon his success, Seymour was struck with dysentery and died within days. Seymour was immediately replaced with Macdonald's ally, Sir Anthony Musgrave, and the annexation movement lost its secret defender. Musgrave immediately set to work preparing for B.C.'s entry into Confederation with the March 1870 "Great Confederation Debates" begun in the legislature and culminated on April 6 with 16 clauses and Resolutions voted upon. Delegates were sent to Ottawa to negotiate these Resolutions while the republican movement in B.C. could only watch helplessly. Final appeals were made during this dark hour by leading citizens to the American Government, evidenced by the following letter of August 17, 1870 written by H.F. Heisterman [23] a leading merchant of the annexation movement, :

"Understanding that you are likely to have his Excellency President Grant among you some time this month and that you will likely have an opportunity, I herewith hand you a further list of names to the memorial presented in December 1869 by Vincent Collyer. It would have been sent then, but owing to the hostility shown to it by the Canadian newspaper here it was not sent. I therefore transmit it to you, to make whatever use of it you see fit in the premises. It is exasperating to me and my fellow citizens, to see a country aggregating 405 000 square miles, of which 11 000 square miles comes upon Vancouver Island and 6000 upon Queen Charlotte Island and the balance 388 000 sq. miles upon the mainland of British Columbia, shut out as it were from the prosperity around it. The people of the colony are too few to make an armed resistance to confederation which seems on all accounts intended to be forced on us unless some countenance were given to parties who desire annexation to the United States by the government of President Grant, in a proposal to settle the Alabama Claim by the transfer of this colony, I don't see how we can move in the matter." [24]

[22] Heistermann was also the Grand Secretary of the Provincial Grand Lodge of British Columbia

[23] F.H. Heisterman to W.H. Oliver, Aug. 17, 1870, cited in William Ireland, The Annexation Petition of 1869, p. 274

[24] The Red River Colony became the Province of Manitoba on May 12, 1870 with the Manitoba Act.



A scene from the 1876 Centennial Celebration in Philadelphia which demonstrated the superiority of the American System vs. the British System

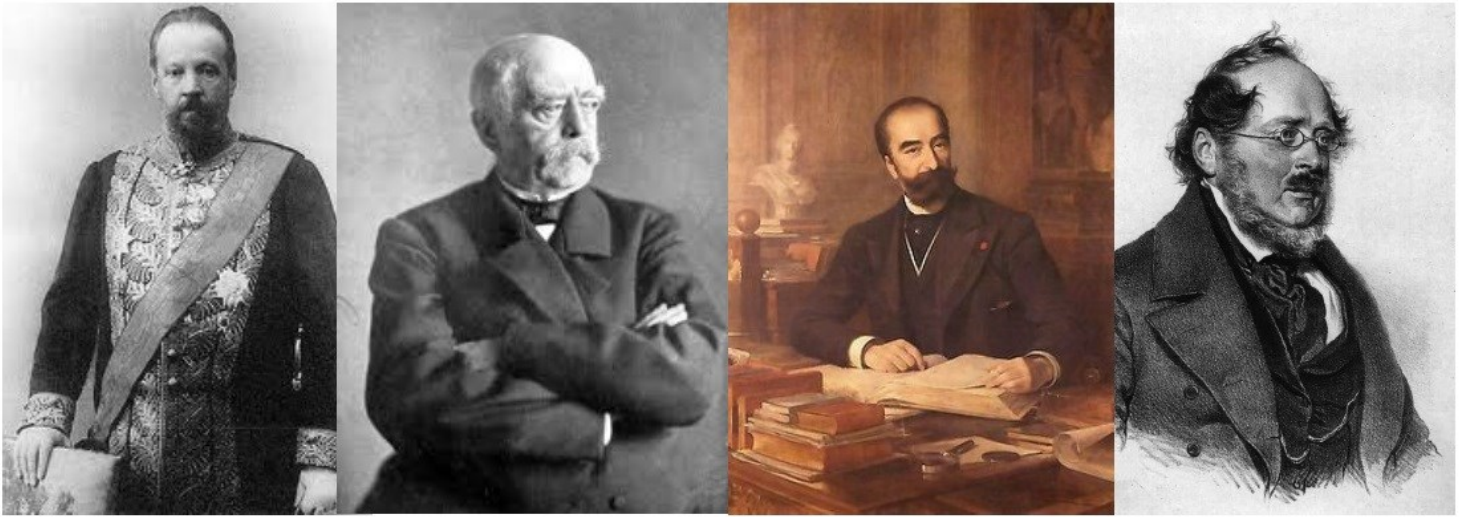
The B.C. Bribe is Finalized

Musgrave's agents advanced negotiations at breakneck speed. Ottawa negotiations began on June 7, 1870 and within weeks nearly all resolutions and clauses were agreed upon. The two biggest impediments to B.C.'s entry into the Confederacy were dealt with by the payment of all of the colony's debts by Ottawa and the promise made by Macdonald to construct a rail line linking the new province with Montreal and Quebec within ten years. This promised rail line was necessary in order to sabotage the intention of the American Manifest Destiny policy.

With these arrangements agreed upon (paralleling similar arrangements in the former Red River Settlement), British Columbia was admitted into Confederation as the 6th Canadian Province. Within the coming decades, as Canada was opened up to form a British-controlled Northern Confederacy blockade against the civilizing progress of the sovereign nation state intention of the United States, Saskatchewan and Alberta were formed as provinces where there had formerly been Hudson's Bay land [25].

After eight years, still no progress had been made on the construction of the promised rail linking the Dominion and again, British Columbia continued to feel the painful grip and despair of isolation and economic depression. This pain was made that much worse, as the republican neighbour to the south was witnessing unheard of prosperity under the effects of Lincoln's Trans continental

[25] Both Saskatchewan and Alberta joined confederation as provinces in 1905



After the 1876 Centennial Convention of America, American System converts from Europe such as (left to right) Russian Transport Minister Sergei Witte, German Chancellor Otto von Bismarck and French President Sadi Carnot began implementing the system advocated by Henry C. Carey, and Carey's German ally Frederick List (author of Germany's Customs Union program).

Railroad and vigorous pioneering of the west. The American System's continuation of John Quincy Adams' Manifest Destiny policy, led by Lincoln's economic advisor Henry C. Carey had resulted in the greatest explosion of wealth in the United States, and become a model for the whole civilized world with the 1876 Centennial Celebration in Philadelphia.

The superiority of the American System to the failure of the wicked British System of Free Trade resulted in America becoming the world's leading productive power. Converts to the American System were made by all lovers of progress from around the world who came to the Convention. Germany under Chancellor Otto von Bismarck vigorously applied American System practices of high protective tariffs and vast internal improvements. Czar Alexander II and his close circle of Russian advisors applied the American model for the vast modernization of Russia vectored around the Trans-Siberian Rail with the great scientist Dimitri Mendeleev chairing the Committee on Protectionism [26]. Even Japan under the Meiji Restoration applied the American model to escape feudalism and enter the modern age.

In light of this dynamic, leading voices for progress in Canada again began to clamour for real independence

[26] This is the same Mendeleev who had recently discovered the ordering principle, now called the "Periodic Table of Elements". While Chairing the Commission on Protectionism, Mendeleev astutely annihilated the argument for free trade ending with the following remarks in an 1891 Tariff paper: "Belonging to the small circle of Russians who have given their entire lives to science, who own neither factories nor plants, and knowing that contemporary science has uncovered crude untruths and omissions in the "classical" and "orthodox" teachings of the free trade school, and, finally, seeing that the historical and experimental—that is the real—path of study of political economy leads to different conclusions than those of the free traders, which are taken on faith as "the last word in science"—I consider it my duty, partly in de-

from the trap of the British System that they had fallen into. Even some among the greatest enemies of the late Governor Seymour were gripped by this frustration of progress, exemplified by Amor De Cosmos, then a Liberal MP for Victoria, who in May 1878 arose in parliament and warned that if rail development did not begin immediately, then British Columbia would annex into the United States!

An Clone is Born

The threat of losing Canada to the United States having once again resurfaced, Sir John A. Macdonald was brought back into power after a five year role in opposition under a dysfunctional Liberal Government. The new platform which the Privy Council used to steamroll him back into office was called "The National Policy". This program was based on a perverse copy of the American Policy of high tariffs, the speedy construction of the Canadian Pacific Railway, the creation of new agricultural zones, open immigration and other internal improvements, yet with one caveat... it's governing intention was aimed not at building a sovereign nation of Canada, but rather the ultimate destruction of America and a reconstruction of global British imperial hegemony.

fense of truly con-temporary, progressing science, to say openly and loudly that I stand for rational protectionism. Free trad-ism as a doctrine is very shaky; the free trade form of activity suits only countries that have already consolidated their manufacturing industry; protectionism as an absolute doctrine is the same sort of non-sense as free trade absolutism; and the protectionist mode of activity is perfectly appropriate now for Russia, as it was for England in its time..." cited in Barbara Frazier, Scientist-Statesman Fought British Free Trade in Russia, Executive Intelligence Review, Jan. 1992 http://members.tripod.com/american_almanac/mendel1.htm

The National Policy featured a sweet deal with the Canadian Pacific Railway which was incorporated in 1881 and was granted a generous \$25 million subsidy from Ottawa along with 10 million hectares of rich land. The CPR was also exempted from paying taxes for the next 20 years. Five years later, on June 28, 1886, the first CPR train left Montreal and, like a slap on the face to all republicans in Canada, and at the same time demonstrating its true anti-American intention, was timed to arrive on July 4, 1886 at Port Moody in British Columbia.

Due to the inability of American System patriots to continue the trajectory of progress unleashed by Lincoln's victory, the unification of intention of Russia and America was never finalized, the material division which fed a spiritual disease later capitalized upon by the British Foreign Office architects of the Cold War. Similarly, Berlin to Baghdad rail developments as well as similar rail programs planned between Germany and France and both to Russia had resulted in a dynamic of division which the British capitalized upon to instigate the irrational meat grinders known as World Wars I and II. Due to similar frauds, the birth of a sovereign Canada was derailed, and a population, occupying one of the richest and largest territories in the world, was subject to a dynamic which has left it vastly underdeveloped, with the lowest population density in the world of 34 million for a land area of almost 10 million square kilometers. A single state of California alone sustains over 38 million inhabitants while most of that is desert!

The Conclusion of a Fallacy. Let the Truth Begin Again.

The paradox of "Canadian Nationalism" can only be efficiently addressed by first recognizing the power of progress as a universal phenomenon, expressed both in biological evolution of species, and human evolution of civilization as "the increase of energy-flux density". This power towards increasing self-conscious creative thought actively with an intention to perfect the universe, is so powerful that even those entropic intentions expressed by the oligarchical principle must submit and adapt to it.

The power of this anti-entropic capacity of human creativity to leap outside of closed systems of material and intellectual limits in order to discover a higher organizing

[22] Heistermann was also the Grand Secretary of the Provincial Grand Lodge of British Columbia

[23] F.H. Heisterman to W.H. Oliver, Aug. 17, 1870, cited in William Ireland, *The Annexation Petition of 1869*, p. 274

[24] The Red River Colony became the Province of Manitoba on May 12, 1870 with the Manitoba Act.

principle and willfully act in conformity with it, is expressed most clearly in recent history by the American Constitutional System and its affiliated view of man as a creature made in the image of its Creator.

The adoption of momentary progress in order to annihilate a greater good was considered a necessary evil on the part of the leading strategists of the British Empire's Privy Council, then centered around Lord John Russell, Lord Palmerston of the powerful British Foreign Office. The influential pro-American System faction of Canadian patriots operating under the leadership of Isaac Buchanan was removed from power with the full adoption of the "National Policy" which followed the British North America Act of 1867. These policies stymied the birth of a true sovereign nation.

To the horror of the British Empire in 1958, John Diefenbaker and his collaborators were inspired by the progress achieved during this period of rapid Canadian development, and attempted to reproduce this process once again except with an important ingredient lacking in Sir John A. Macdonald... a devout love of unbounded progress without ulterior motive for destroying America. This approach of an active "nationalism" whose aim was to effect an increase of national power, was about to clash directly with the passive "New Nationalism" then being artificially crafted by the nest of Rhodes scholars working for the British Foreign Office's Canadian Institute of International Affairs (CIIA) under the likes of Vincent Massey, Georges Henri Levesque, and Walter Gordon.

This perverted Nationalism was merely a conduit selected to promote cultural irrationalism, and the acceptance of fascism masquerading as "zero-technological growth", which was directed to re-establishing the British Empire over a colonized world.

This is the agenda which Russia, China, and increasingly the United States are resisting as the New Silk Road continues to evolve into the World Landbridge advocated by such American System leaders as Lyndon and Helga LaRouche today.

[25] Both Saskatchewan and Alberta joined confederation as provinces in 1905

The North and South Converge on Lincoln: Two Perversions of Manifest Destiny

"I would be quite willing, personally to leave the whole country a wilderness for the next half century, but I fear if Englishmen do not go there the Yankees will." [1]

-Sir John A. Macdonald, 1865

"I hope that you will hold fast to their British principles and that you may ever strive to cultivate close and affectionate connections with the mother country". [2]

-Jefferson Davies, speaking to cheering Canadians in Lennoxville Quebec, July 1867

In these two simple statements, one encounters an extraordinary anomaly: Not only did Canadian and Southern Confederations have the same British philosophical principles at their roots, but both attempted to re-design a specifically republican concept known as "Manifest Destiny" in the light of their own distorted images.

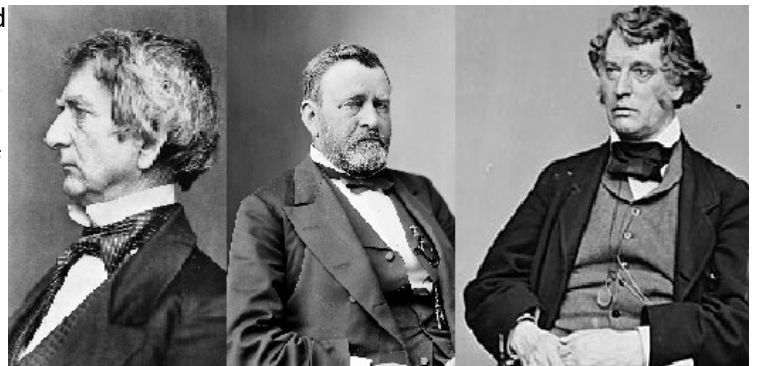
Where the original American doctrine of Manifest Destiny expounded by William Gilpin, Secretary of State Seward and Charles Sumner was driven by the uplifting of humanity to ever higher states of dignity, freedom and standards of living- those perverse versions poisoned by "hereditary principles" of kings-subject/master-slave relationships which even TODAY contaminate the world's comprehension of the term had the opposite effect of causing ever greater suppression of freedom, creative thought, and dignity in all those who came in contact with it.

[1] Letter to Sir Edward W. Watkin-1865.

[2] Citation from "With Faith and Goodwill: 150 Years of Canada-U.S. Friendship" edited by Arthur Milnes, Library and Archives Canada Publication 2017 p.24. It is noted that while Davies spoke these words at the Theatre Royale, the band on stage played Dixie. Pro-Confederacy mania became an odd phenomenon in post Civil War Canada during this time.



Two Fathers of Confederacies of North America (sir John A. Macdonald (left) and Jefferson Davies (right) led in the creation of two perverse versions of Manifest Destiny... both designed to undermine the Constitutional principles of America and crush Lincoln's hopes for a world free of Empire.



Left to right: William Seward, Ulysses Grant and Sen. Charles Sumner- All defenders of the true spirit of Manifest Destiny represented by Abraham Lincoln.

An Imperialist Manifest Destiny from the South

When the Trans Continental Railway became a dominant factor in the national imagination of Americans in the early 1840s due in large part to the leadership of such visionaries as Asa Whitney and William Gilpin, the slave power of Virginia attempted to do nothing less than co-opt this vision with their own version of a southern trans-continental railway and plan to open up the west. The first serious attempt to co-opt this project was seen in the November 1849 Railroad convention in Memphis, Tennessee, which proposed that the disputed location of the impending trans-continental rail route be entirely controlled by the south. This convention was organized in response to the St. Louis convention that had occurred weeks earlier favoring a line controlled by the north. None other than Confederate General and later founder of the KKK Albert Pike played an instrumental role in this conference as did Jefferson Davies.

During a follow up Commercial Convention of the Southern and Western States in South Carolina on April 10, 1854, Albert Pike led in the adoption of a resolution calling for the formation of a privately owned company to



*Southern Manifest Destiny leader, and later KKK founder
Albert Pike*



The Gadsden Purchase extended the borders of New Mexico and Arizona in preparation for a southern controlled trans-continental railway

build and operate the rail line outside of the authority of Washington which read “the Southern States, corporations and people, are entirely able to build said road, and that no time should be lost in doing so.”[3] This resolution was declared the first southern “declaration of independence” by many.

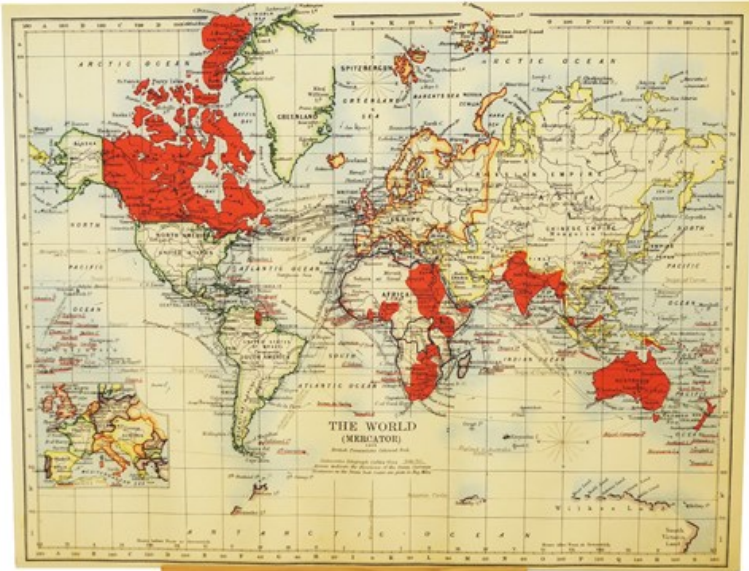
As Secretary of War in March 1853, Jefferson Davies led a \$150 000 government-sponsored project to chart out the “most practical and economical route for a railroad from the Mississippi River to the Pacific Ocean”. Davies commanded George B. McClellan and Corps of Topographical Engineers to “discover, open up, and make accessible the American West.”

Of course this plan was motivated NOT by the idea of opening up the continent for true development and connecting human civilization to Asia as was dreamt by true patriots, but rather to spread principles of “master-slave” social organization and ultimately undo the republic.

Jefferson Davies’ preferred route obviously fell entirely between the 32nd and 35th parallels, which were entirely controlled by the slave power. Since part of the Davies route fell upon Mexican territory, \$10 million were dispatched by President Franklin Pierce to purchase that land later to be known as the Gadsden Purchase significantly increasing the size of southern Arizona and New Mexico.

It should be added that many nominally “northern” proponents of Manifest Destiny, from the days of Thomas Jefferson’s 1803 Louisiana Purchase on to the Civil War actually represented the interests of the British Empire and the Slave Power of Virginia. Not least among those “leaders” of the doctrine of expansion were Presidents Andrew Jackson, Martin van Buren, James Polk and

[3] Journal Proceedings of the Convention of Southern and Western States, April 10, 1854 pg. 39



This 1903 map of British Empire territories demonstrated how strategic this maritime power saw its control of choke points (ie: Straits of Malacca, South Africa, Suez Canal, etc) needed to manipulate the global "Great Game". International development of rail threatened this power structure.

Franklin Pierce- all of whom merely used the term as a weapon to mass murder native Americans [4] in order to clear great swaths of territory on the one side and launch un-necessary wars for territorial gain on the other [5]. Some even wanted to extend rail to the Pacific in order to reach Asia- but only for the purpose of carrying on the lucrative practices of Opium dealing refined by the British and many of their Wall Street junior partners [6].

The genuine improvement of man and nature never entered their minds even once.

While the Southern perversion of Manifest Destiny was driven by a desire to spread the institution of slavery across the continent, another version of the doctrine was being concocted in the north by an Anglo-Canadian ambition to halt the immanent unification of Eurasia with America.

This logic was behind the version of Manifest Destiny promoted by such Canadian Founding fathers as George Brown, Sir Etienne Cartier, Sir John A. Macdonald and Sir Alexander Galt as they attempted to block America's immanent acquisition of British Columbia after the 1867 purchase of Alaska had made the extension of the newly finished Trans Continental railway to Eurasia through BC and Alaska a powerful force of strategy [7].

[4] President Jackson's "Trail of Tears" remains one of the greatest injustices in American history. Enforcing the ill-begotten Removal Act of 1838, Jackson ordered the removal of 17 000 Cherokees from the American south east to "reservation lands" whereby an estimated 4000 died of hunger and disease. The newly emptied land was soon made available to cotton plantation "gentlemen" and their human cattle.

[5] The three Seminol Wars (1st: 1816-1819, 2nd: 1835-1842, 3rd: 1855-1858), and Mexican-American War of 1846-48 remain the most prominent examples. Surprisingly, new research by historian Robert Ingraham has also demonstrated that the American War with Britain of 1812-1816 was an unjust and un-necessary war launched by slave power-dominated American war hawks who in many cases were more ideologically beholden to a naïve view of continental expansion than actual justice. For more on the War of 1812 see Robert Ingraham's Manhattan's Struggle for Freedom vs the Slave Power of Virginia, Executive Intelligence Review May 8, 2015

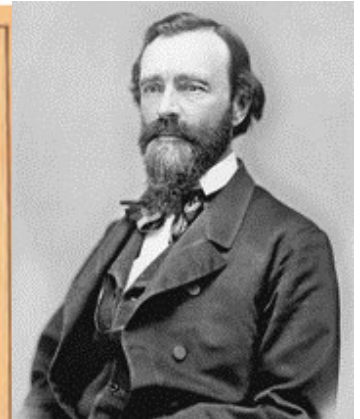
[6] For more on the Anglo-American control of the global drug trade from the Opium Wars to the present, see Dope Inc: Britain's Opium War Against the World, Executive Intelligence Review, 1978

[7] for a full exposition on this subject , see The Myth of Canada's National Policy in this issue or David Mitchell's 1976 paper "he American Purchase of Alaska and Canadian Expansion to the Pacific, Simon Fraser University, 1976

This surprise maneuver initiated in complete secrecy by Secretary of State William Seward, Russian Ambassador Stoeckl and their allies completely transformed the rules of the game which Britain always strove to monopolize. America's new acquisition made the oft-forgotten colony of British Columbia a very hot commodity and unleashed a race for control of the Northwest of the Continent between slave owners and oligarchs on the one side and republican humanists on the other.

The vision of a new paradigm of relations amongst sovereign nations by development corridors from east and west was becoming increasingly inevitable in the minds of oligarchs and republicans alike with America's prophet of the Manifest Destiny, William Gilpin now advocating loudly for his "cosmopolitan railway" connecting North America with Eurasia through the Bering Straits.

In the minds of Imperial geopoliticians, it was this positive vision for a world of win-win cooperation that had to be stopped at all costs. But how? The British Empire depleted its power enormously during the Crimean war (1853-56) to destroy Russia, the Civil War (1861-65) to destroy America, the Opium War (1856-1860) to destroy China not to mention suppressing the Great Rebellion of India (1857-58).



Lincoln ally and former Governor of Colorado William Gilpin (top) and his map of the world land bridge (left) published in his *Cosmopolitan Railway* in 1890.

An Imperialist Manifest Destiny of the North

Canadian Historian David Mitchell, writing in his influential 1976 thesis “The American Purchase of Alaska and Canadian Expansion to the Pacific” hit the nail on the head when he stated “In a sense, Canadian Confederation was a conscious rejection of claims Americans made to “Manifest Destiny”. [8]

We are reminded that Mitchell was not exaggerating in the least when we revisit the words spoken by the great “Founding Father of Canada” and champion of Canada’s National Policy (1870-1878), Sir John A. Macdonald:

“I would be quite willing, personally to leave the whole country a wilderness for the next half century, but I fear if Englishmen do not go there the Yankees will.”

Was Macdonald a lone voice amongst Canada’s Fathers of Confederation who viewed Canadian expansion from purely British Geopolitical terms? Unfortunately, it is difficult to find even one “father of confederation” who did not share his view.

Sir Alexander Galt, a fellow father of

[8] David Joseph Mitchell, *The American Purchase of Alaska and Canadian Expansion to the Pacific*, Simon Fraser University, 1976

Confederation and proponent of Canadian expansion, speaking to a crowd on May 22, 1867 in Lennoxville Quebec described his views on the need to extend confederation and rail to the Pacific:

“We cannot close our eyes to what is happening in the West... I for one look upon the acquisition of Russian America by the United States as their answer to the arrangements we have been making to unite among ourselves... If the United States desire to outflank us on the west, we must accept the situation and lay our hand on British Columbia and the Pacific Ocean. This country cannot be surrounded by the United States- We are gone if we allow it... “From the Atlantic to the Pacific” must be the cry in British America as much as it has ever been in the United States”



Left to right: John A Macdonald, Alexander Galt and Sir George Brown— all Knights of the British Empire



Sir George Etienne Cartier, also known as Macdonald's Quebec Lieutenant was instrumental in arranging the purchase of Rupert's Land (right) from the Hudson's Bay Company and creation of Manitoba— two steps vital for the extension of Monarchical principles from coast to coast.

Another Father of Confederation George Brown, who ran the influential Toronto Globe and heavily promoted Canada's trans-continental railway, wrote on July 10, 1867 that ***"Seward's attempt to coerce Canada by the purchase of Walussia has brought down upon him the laughter of mankind and has not altered one whit the determination of the people of British America from Prince Edward Island to Vancouver to stand by the old flag to the last man and the last cartridge"***

Sir George Etienne Cartier dreading the immanent annexation of Canada in 1865 stated: ***"We must either have a Confederation of British North America or else be absorbed by the American Confederation."***

Cartier fought heavily for a trans continental railway and served as the lead negotiator in London organizing the emergency purchase of the vast territories known as "Rupert's Land" from the Hudson's Bay Company" for 300,000 pounds in April 1869. Without this purchase, the extension of Canada's rail to the Pacific and absorption of the isolated colony of British Columbia were impossible. Following up on the Hudson Bay purchase, Cartier also took the lead to transform the rebellion-ridden Red River Colony into the Province of Manitoba in 1870.

Showcasing his disdain for democracy,

Cartier attacked the ***"democratic system which prevails in the United States,"*** and in a February 7, 1865 speech, professed his love of oligarchism by saying "in this country we must have a distinct form of government in which the monarchical spirit will be found."

So in the year 1864, as one confederacy founded upon slavery was being shut down, a conference in Charlottown, Nova Scotia was unfolding preparing the groundwork for a new Confederacy founded upon Monarchical principles.



The British Empire's response to Gilpin's Cosmopolitan Railway

Post Script

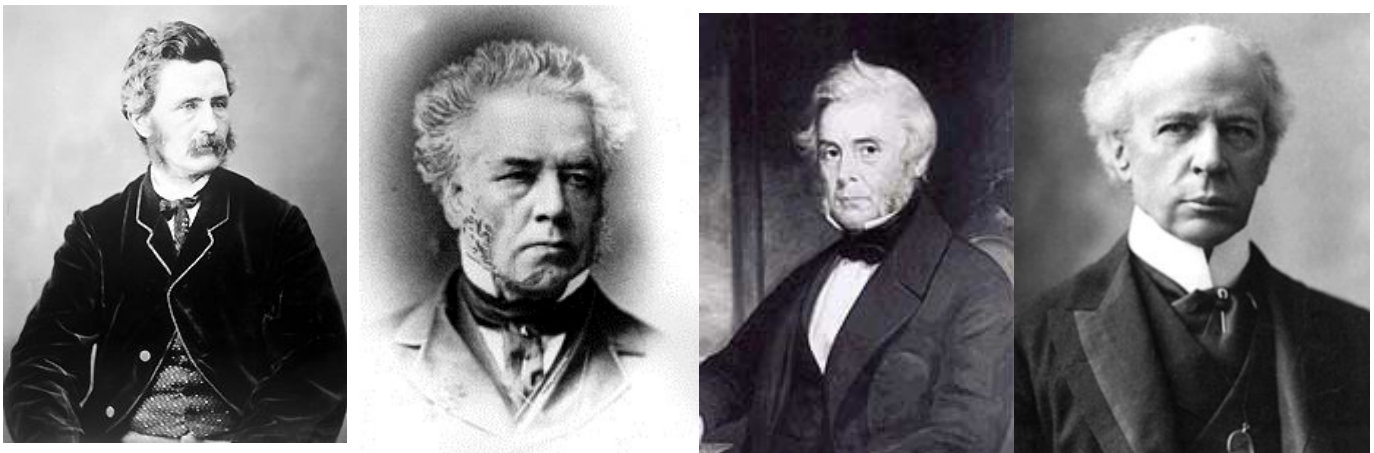
Becoming aware of the nefarious agenda underlying Canada's version of "Manifest Destiny" (sometimes called the "National Policy") is not to diminish the extremely important role played by such rail engineers, scientists and inventors who blossomed during the Canadian Pacific Railroad's construction. Whether initiated for right or wrong reasons, great projects that cause humanity to transcend our limits will always have positive humanizing effects, and oligarchy can never be certain that such a genie can be put back in the bottle.

The names of Thomas Keefer, William Hamilton Merritt, Isaac Buchanan, Wilfred Laurier, C.D. Howe remain some of the many Canadian names which should be celebrated

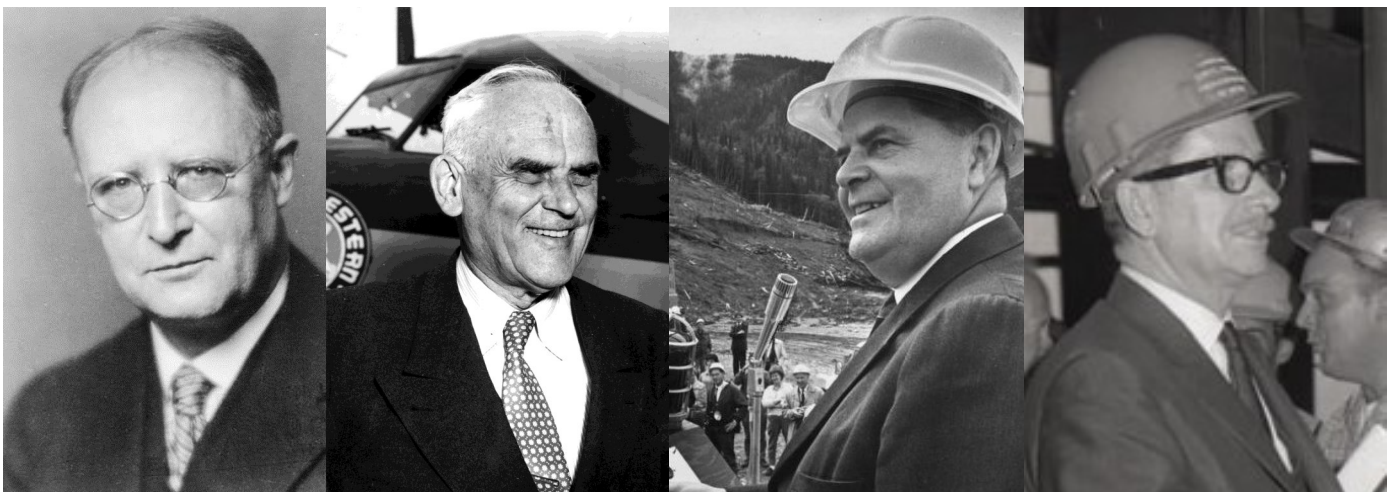
to this day for their inspiring advance of the human condition. After all, one simply cannot pioneer a new frontier, master a new discipline, and awaken powers of creative reason while remaining the same small minded subject one was before the endeavor was undertaken.

So we must proceed optimistically into the new future being born before our eyes, knowing that even though ugly fallacies contaminate our past and our present traditions, the seeds have been planted for something new to be born now. Let us take confidence that in this new paradigm of win-win cooperation, the claws of monarchical principles will find less and less to hold onto as zeus slips forever into oblivion.

Paragons of True Canadian Nation Building



19th Century nation builders (Left to right): Thomas Keefer , Isaac Buchanan, William Hamilton Merritt, and Prime Minister Wilfred Laurier



20th Century Nation builders (Left to right): O.D. Skelton, Clarence Decateur Howe, W.A.C. Bennett and Premier Daniel Johnson Senior

How Gilpin Approached the Subject of Canada, Alaska and Russia in 1890

William Gilpin well understood the nefarious intention by the British to subvert America's Manifest Destiny in the north. Yet in spite of this awareness, one shouldn't be surprised that he applauded Canada's construction of the northern Transcontinental railway writing in his 1890 Cosmopolitan Railway:

"It would indeed be a small matter for England alone to complete this road, to encircle the earth, and to no inconsiderable extent through her own territory. The Canadian Pacific, across America, is a very good beginning; add to this such Asiatic lines as come within the stretch and the remainder could easily be built, and the cost added to the national debt, without greatly affecting the pockets of the English people."

Yet while approving the work, and encouraging England's participation in the world land bridge, Gilpin also demonstrated that he was not a fool, and knew that under no circumstances could the British Empire be permitted to hold a strategic control of any part of the world land bridge.

"The United States cannot afford to have England own and control the central Cosmopolitan Railway. It would be a band tying together too strongly her several distant provinces, stringing them upon threads of steel in such a way that it would be difficult to sever them. I do not say that we want Canada: I am inclined to think not; but should it be so, England must never be allowed to continue the Canadian Pacific through Alaska. True, England does not care much for Canada, and possession of the Hudson's Bay territory is not essential to Thread-needle street...Still England takes some pride in the dominion and might persuade herself that she really wanted it if the United States should manifest a similar desire."

Gilpin's Call to Revive the US-Russian Railway While rejecting the idea of annexation, Gilpin re-iterated his view that it was only by embracing its promethean heritage and fully committing to develop Alaska and Russia that she could avoid falling back under British manipulation.

As applicable then as it is to today's emerging Four Power alliance and expanding Belt and Road Initiative, Gilpin knew that republican institutions must stay in the drivers seat when he said:

"Twenty four years have already elapsed since we first assumed the responsibility of ownership, and since then what have we done? What improvement have we made upon the condition of life, the stolid, animal existence of the half civilized Russians and Aleuts! None whatsoever.... Place Alaska on the line of a world-encircling railway, give her a special code of laws befitting her requirements, and men of enterprise and capital to develop her resources, and she would pay for the road five times over. There is every reason to believe that Russia would hail the opening of her great eastern interior with joy. She would have everything to gain by it and nothing to lose... Since the time of Peter the Great, the ambition of Russian rulers has been not only to extend their possessions, but to improve the conditions of those who inhabit them."

By 1906, Czar Nicholas II of Russia approved the plan for the American-Russian Bering Strait tunnel, officially approving a team of American engineers. A New York Times article reported on August 2, 1906:

"The Czar of Russia has issued an order authorizing the American syndicate, represented by Baron Loicq de Lobel, to begin work on the Trans-Siberian-Alaska railroad project. The plan is to build a railroad from Siberia to Alaska by bridging and tunneling the Bering Strait. It is said that the enterprise will be capitalized at from \$250 to \$300 million and that the money centers of Russia, France and the United States will be asked to take bonds."

While the Anglo-American financed revolution deposed of the Czar and his family by 1917, the Russian government under the guidance of Vladimir Putin, working in tandem with Xi Jinping's China have put the project back onto the agenda, and with the first American System President in decades at the helms of the USA government who wishes to unite America's interests with those of Eurasia, the vision of Gilpin's New Paradigm is being given a new chance at life.

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"That is the issue that will continue in this country when these poor tongues of Judge Douglas and myself shall be silent. It is the eternal struggle between these two principles - right and wrong - throughout the world. They are the two principles that have stood face to face from the beginning of time, and will ever continue to struggle. The one is the common right of humanity and the other the divine right of kings"

-Abraham Lincoln, 1865

