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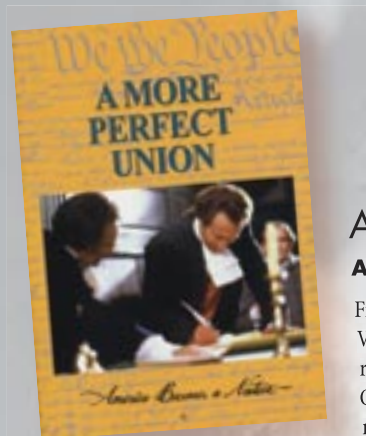
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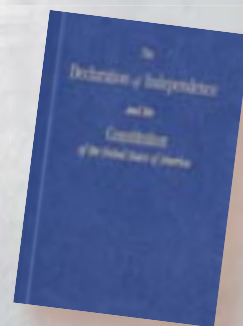
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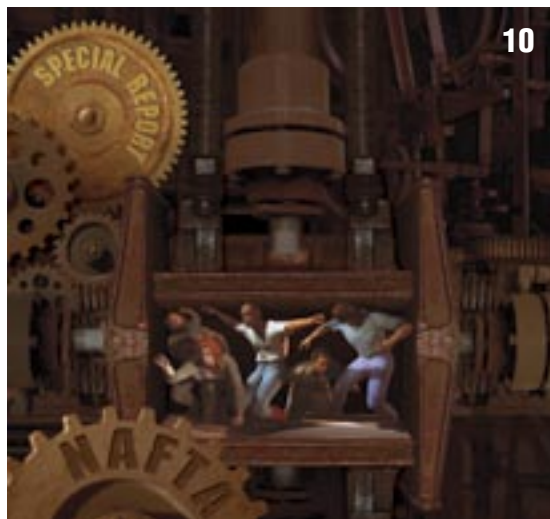
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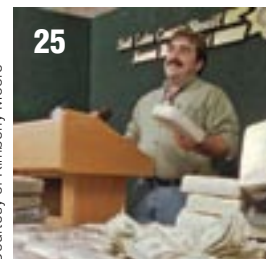
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Tom Preimesberg



Courtesy of Kimberly Moore



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America has been not only a land of milk and honey, but of freedom and opportunity. In America, a young person starting out at the bottom of the economic ladder could — through ability, hard work, and sheer willpower — climb the rungs to the top. Kimberly Moore, a single mom working at McDonald's, did it, and became CEO of the Workforce Plus employment firm.

Kimberly Moore's inspiring story is recounted by writer Dennis Behreandt in his article beginning on the next page. But "the really amazing thing" about that story, Mr. Behreandt points out, is that "it is only a small part of the incredible tapestry of success that is the American dream." Other parts of the tapestry include myriad other "rags to riches" success stories that occur in much greater frequency in this great land of ours than anywhere else on Earth. And not just "rags to riches" in the economic sense — but the successful pursuit of our own special dreams, from owning our own business (if that's what we want to do) to providing a better future for our children!

The Petri dish that makes this possible is the freedom that we enjoy as Americans — the freedom guaranteed by our price-less Constitution. But, Mr. Behreandt asks, "What if the United States of America, uniquely founded to preserve liberty, ceased to exist as a free and independent nation?" Would the American dream also be lost?

This special issue of THE NEW AMERICAN focuses on a "trade" agreement that has already harmed our country and will do much more harm unless countered. It is called NAFTA, the North American Free Trade Agreement. Consider the facts compiled in this issue:

- Dennis Behreandt, in a second article in this issue, surveys the devastating consequences of NAFTA on our jobs and economy (page 10).

- Kelly Taylor warns about the Trans Texas Corridor now under construction, a part of the planned NAFTA Superhighway intended to transport

foreign imports through Mexico into the United States (page 19).

- William F. Jasper documents the step-by-step plans to expand NAFTA into a North American Union where the United States would no longer be able control its own destiny (page 28).

- Mr. Jasper, in a second article, documents how little-known NAFTA courts have already begun undermining our freedoms and independence (page 34).

- John F. McManus takes a hard look at the European Union, which is viewed as a model by internationalists on this side of the Atlantic for the creation of the North American Union (page 39).

NAFTA, you see, is much more than a "free-trade agreement." It provides the foundational structure for an embryonic regional government that our political elites are already expanding, step by step and through stealth, into a full-blown North American Union (NAU). NAFTA has already cost our country over a million jobs since its inception more than a decade ago. But unless the NAFTA-NAU process is exposed and countered, NAFTA will eventually cost us the very Constitution that makes our freedoms and the American dream possible.

Preposterous? Not when the facts compiled in this special issue are examined.

But the news compiled herein is not all bad — far from it! In the concluding article, Jim Capo reports that everyday citizens are finding out about this danger to our country and are becoming involved in the fight to stop it and to preserve our nation and the American dream. Today's Americans are the custodians of a proud and long heritage of freedom. If they are awakened to the threat, they will meet the challenge head-on. NAFTA will be repealed and the plans for a North American Union derailed.

This special issue is designed to provide some of the facts. We encourage all readers to circulate it widely. ■

— GARY BENOIT

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Which Way America?

America's legacy of freedom has meant untold wealth and prosperity for millions and made the American dream a reality. It's a legacy NAFTA could steal.

by Dennis Behreandt

As a young mother, every morning at 4:30 a.m. Kimberly Moore would drop off her young child at her mother-in-law's home before reporting to work at McDonald's. After a full day at the fast-food chain, according to the *Tallahassee Democrat*, she got her books together and went to class, first at Tallahassee Community College and then at Florida State University. A single mother, she eventually earned her MBA. Keeping her nose to the grindstone, she rose through the ranks of the business world in Florida, eventually earning the title of Chief Executive Officer of Workforce Plus, a large employment firm. Starting with little more than her own initiative and drive to succeed, she reached the pinnacle of the business world, making hers an inspiring story of self-made success, a story of a woman living the American dream.

As inspiring as Kimberly Moore's story is, the really amazing thing about it is that it is only a small part of the incredible tapestry of success that is the American dream. Generations of Americans have believed that in America they can work hard to make a better life for themselves than their parents had before them. And every day Americans head out the door to jobs where, through dedication and perseverance, they work harder, longer, and more productively than the citizens of any other nation.

Why do they do it? Why do Americans like Kimberly Moore work long hours for low pay only to leave work and put in countless additional hours pursuing education? Why do small investors struggle to find a few dollars here and there in order to invest in some possibly risky venture? The short answer — for the money — misses the essential point: Americans do these things, they work harder and longer, because the wealth they earn serves a greater purpose. To the parent who comes home

Living the dream: A single mother, Kimberly Moore worked full-time at McDonald's during the day to pay for college in the evening. Through hard work and perseverance she went on to earn an MBA and become CEO of a well-known Florida business. Like millions of other Americans, Kimberly Moore is living proof that the dream of providing a better future for oneself and for family is a reality in a free America.

from a hard day at the factory or office, the son playing basketball in the driveway or the daughter riding her new bicycle on the sidewalk provides reason for any amount of labor, any amount of sacrifice. Americans work for many reasons, but prominent among them is the unwavering desire to provide a good life, and maybe a better life than they themselves had known, to their children. It happens frequently and spectacularly in America, because Americans are uniquely free.

The Benefits of Liberty

The freedom that Americans enjoy, and that is so essential to the pursuit of a better life, comes from recognition that every person has certain God-given rights that may not be infringed. To most Americans, living from birth in a free land as their parents did before them, that idea seems self-evident. But that masks the truly revolutionary novelty of the notion of individual liberty.

The idea that all people are free and in possession of rights that may never be violated sprung up in the minds of philosophers centuries ago, but it was nowhere put into practice until America's Founding Fathers wrested the colonies from the grasp of the British crown. That heroic effort began when the founding generation of Americans, speaking with a unified and defiant voice through the words of Thomas Jefferson's *Declaration of Independence*, told the world: "We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness."

No other nation, from the day Jefferson penned those immortal words to this, has ever been founded upon that doctrine. To this day, America stands alone as the only nation ever truly conceived for the express purpose of preserving liberty. Since then, Americans have reaped the blessings of freedom, and the resulting prosperity and achievement of the nation's citizens have been the envy of the rest of the world. Even today, more than anywhere else in the world, Americans are free to speak their minds; free to worship

where, how, and when they wish; free to come and go as they please; free to work at whatever trade or craft that best suits them or interests them; and free to raise their families.

That last is perhaps the most important. It is the purpose that motivates people like Rob Ketterer. While still in high school, with little more in the way of assets other than his own business savvy and a will to succeed, Ketterer set up what amounted to a fancy lemonade stand in his parents' yard, selling snacks and drinks to golfers at a nearby golf course. His father, seeing his son's initiative and almost certainly eager to help him build a promising future, helped the boy to begin learning about investments, skills that a college-bound Ketterer would put to good use.

Looking forward to the day when he would get married and have a family of his own, Ketterer explained to *Motley Fool*, an investment strategy website, he scraped together a paltry \$500 to start building a nest egg. "I was a starving college student," he explained, but he kept at it, working to build a secure future on which to build a family. His small investment paid off, and

America stands alone as the only nation ever truly conceived for the express purpose of preserving liberty. Since then, Americans have reaped the blessings of freedom, and the resulting prosperity and achievement of the nation's citizens have been the envy of the rest of the world.

now out of college he is on firm financial footing, ready to buy a home and start a family.

"I plan on teaching my kids how important it is to live within your means and hope to teach them the value of a hard-earned dollar," Ketterer said, echoing sentiments held by untold generations of mothers and fathers who likewise hoped to see their kids live better, more secure and happy lives than the generations that preceded them.

For Ketterer and his wife, who do not yet have children, and for millions of other Americans, family is the final and best motivating factor in a land where men are free. In the child is the promise of the future, and what parent does not want to see his or her child live in a future where peace

Family time: Studies have shown that Americans work longer and harder than their counterparts in other nations. Why? Because in independent America parents are free to devote their resources to any goal they wish — and usually that goal is building a bright future for their children.



NAFTA is not about creating prosperity; it's about formulating a North American Union. If we wish to preserve the American way of life, we must keep America free and independent — and that means withdrawing from NAFTA before it's too late.

and freedom allow the individual the liberty to pursue happiness to the fullest possible extent? It has ever remained true, as the authors of the Constitution very adroitly recorded, that we the free people of the United States seek to “secure the blessings of liberty to ourselves and our posterity.”

The Future at Stake

What if that future disappeared? What if the United States of America, uniquely founded to preserve liberty, ceased to exist as a free and independent nation? What if the legal principles upon which the nation was founded, those that recognize the natural rights of man, were submerged and harmonized with the laws of other nations, laws alien to the traditions of freedom bequeathed to the nation by the brilliant wisdom of the Founding Fathers? Would individuals continue to be free to pursue their dreams? Would parents continue to be free to impart their own values to their children and to work for their future? Or would a veil of oppression slowly obscure the American dream?

It seems preposterous, but the question of the age is whether America shall remain free and independent or whether it will be subordinated to some alien bureaucracy that will prevent our great country from pursuing its own destiny. An agreement was reached in 1993 through which international legal structures might actually force the abandonment of the entire governmental framework built so carefully by the Founding Fathers. That agreement was the North American Free Trade Agreement (NAFTA) and upon it, as its proponents have argued, can be built the future integration of Canada and Mexico with the United States. Indeed, NAFTA alone already has had a substantially deleterious effect on the well-being of the citizens of

the nation. But if left unchallenged, it poses a greater threat for the future: the potential final dissolution of the United States through the harmonization of U.S. law with that of Canada and Mexico.

The American dream is made possible by our national independence and personal freedom. But internationalists have a conflicting dream, that of an integrated hemisphere modeled

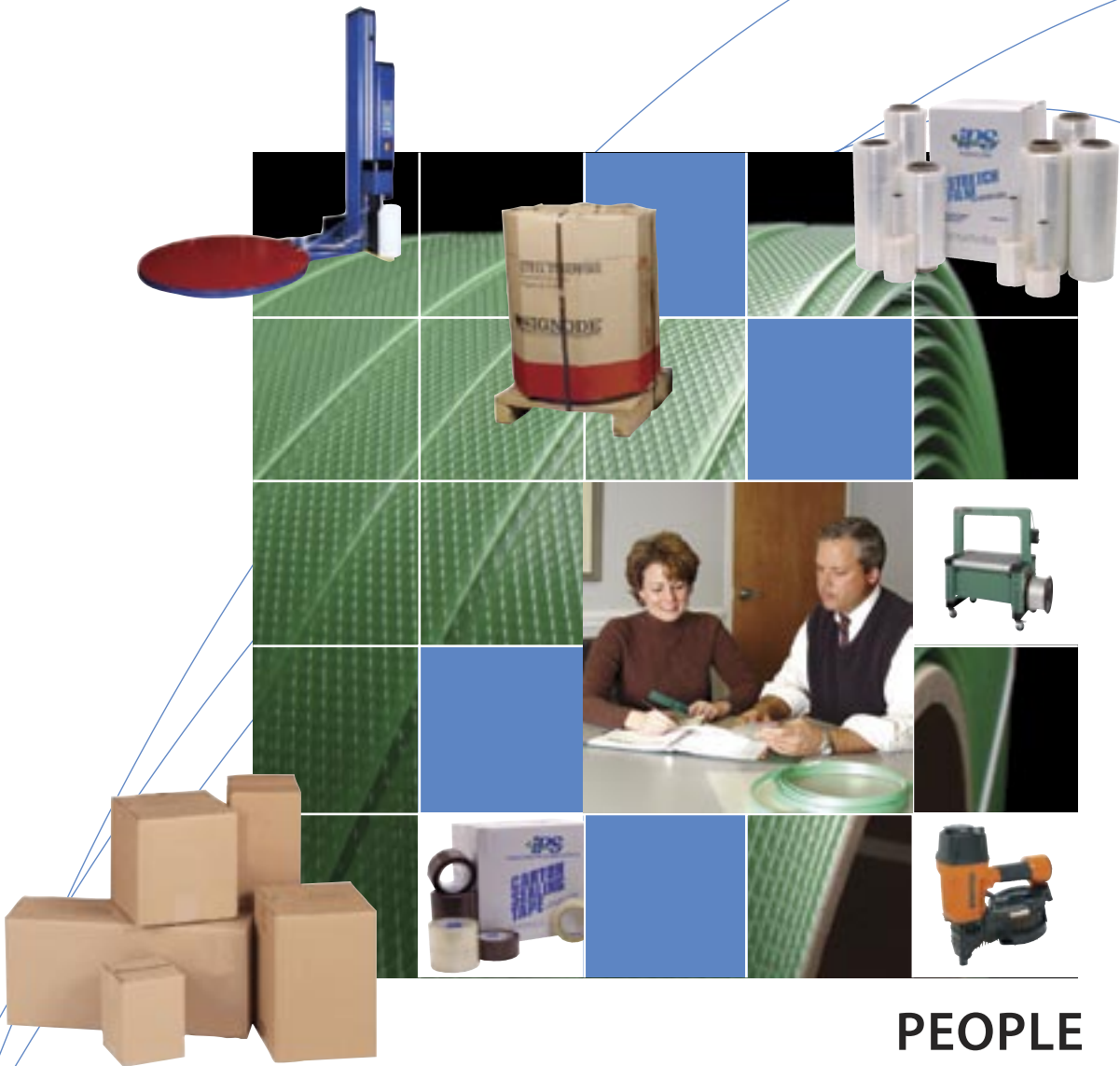
after the European Union. And that integration is coming quickly if internationalists have their way. In its report entitled *Building a North American Community*, the influential New York-based Council on Foreign Relations (CFR) calls for “the creation by 2010 of a North American community.... Its boundaries will be defined by a common external tariff and an

outer security perimeter within which the movement of people, products, and capital will be legal, orderly, and safe.” It's a plan that has the support of President Bush who, at the White House on February 16, 2001, announced that the United States, with Canada and Mexico, “will strive to consolidate a North American economic community.” It is NAFTA that is the basis for this planned integration. (See “From NAFTA to the NAU” by William F. Jasper on page 28.)

NAFTA is not about creating jobs and prosperity, as its backers allege. Instead, NAFTA is about formulating a North American Union, the next steps of which are just over the horizon. If, for future generations, we wish to preserve the American way of life, we must keep America free and independent — and that means withdrawing from NAFTA before it's too late. ■

Today and tomorrow: Throughout history Americans have worked to pass the country's heritage of freedom and independence on to future generations. The great question is whether or not the present generation will let that tradition slip away.





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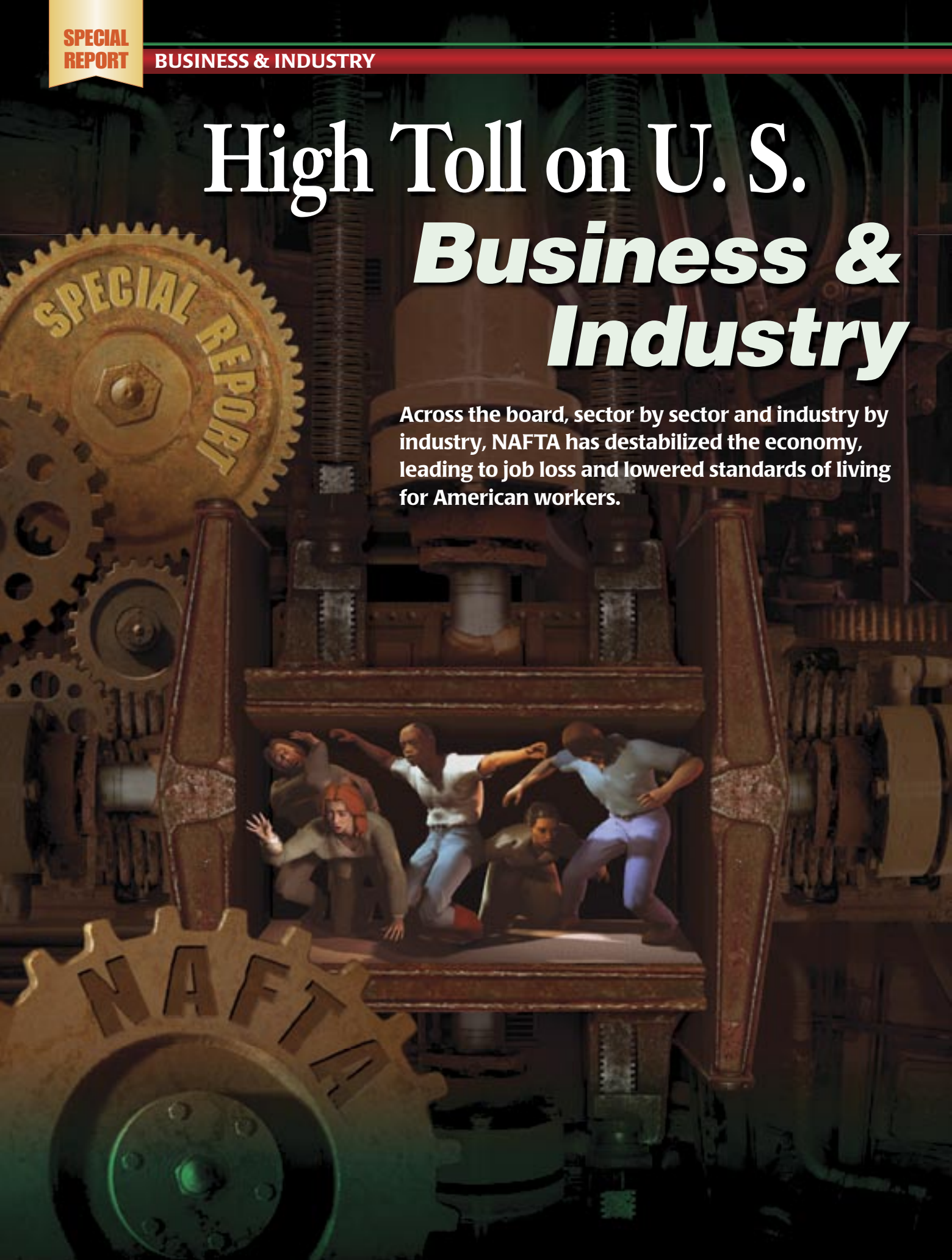
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High Toll on U. S. ***Business & Industry***

Across the board, sector by sector and industry by industry, NAFTA has destabilized the economy, leading to job loss and lowered standards of living for American workers.



by Dennis Behreandt

On September 26, 2006, the Economic Policy Institute (EPI) unleashed a broadside against the North American Free Trade Agreement (NAFTA) in the form of a briefing paper by EPI economist Robert E. Scott, Professor Carlos Salas of Mexico's El Colegio de Tlaxcala, and Bruce Campbell of the Canadian Center for Policy Alternatives. In the opinion of Scott, Salas, and Campbell, NAFTA has been a tragedy for all three nations.

Scott, writing of NAFTA-related problems in the United States, noted: "In the United States workforce, NAFTA has contributed to the reduction of employment in high-wage, traded-goods industries, the growing inequality in wages, and the steadily declining demand for workers without a college education." According to Scott, those who have lost high-wage jobs have had to take substantial pay cuts to get jobs in the growing service-sector economy. The employment trend has resulted in a much lower standard of living for many Americans. "Growing trade deficits with Mexico and Canada have pushed more than 1 million workers out of higher-wage jobs and into lower-wage positions in non-trade related industries," Scott notes. "Thus, the displacement of 1 million jobs from traded to non-traded goods

industries reduced wage payments to U.S. workers by \$7.6 billion in 2004 alone."

According to Carlos Salas, the situation in Mexico has not differed substantially from that in the United States. South of the border too, NAFTA has not lived up to its billing. According to Salas, "Since NAFTA took effect, Mexico has experienced a continual increase in the precarious nature of employment." Not surprisingly, NAFTA has also hurt the Canadian economy. "Not only has NAFTA failed to deliver the goods it promised, its effect on the well-being of a large majority of Canadians and on the social cohesion of society has been negative," Bruce Campbell notes in the Canadian section of the EPI report.

The facts are in: NAFTA is an economic disaster for all three nations. Nevertheless, internationalist policy analysts at leading think tanks and within the Bush administration, as well as in both Canada and Mexico, have been pushing hard for further integration of the three NAFTA nations, something many have begun to call a North American Union. Built on the creaky foundation of NAFTA, such a union would be an unmitigated disaster of world-historical proportions because NAFTA itself, as an examination of important sectors of the economy shows, has been and continues to be nothing short of catastrophic in its effects. ♦

Trucking



Bumpy road ahead: New drivers learn the ins and outs of trucking at a training class held by Schneider National. U.S. carriers will soon be facing competition from Mexico.

Ready or not, Mexican trucks are coming to the United States. NAFTA mandated that the roads of all three signatory nations be open to trucks from all three countries, but safety concerns have kept Mexican trucks confined to a narrow corridor

along the border. Now a "pilot program" of the Department of Transportation would give Mexican drivers from 100 approved Mexican trucking companies access to the entire country.

It's a move that is supposed to be good for business, but it is really part of the plan to increase the tonnage of shipping handled by Mexican ports and to move that freight through Mexico into the United States by means of NAFTA corridors — the so-called NAFTA Superhighway (see page 19). Like everything else related to NAFTA, opening the borders to Mexican trucks will have consequences for American workers, putting U.S. truckers out of business — while making American roads more dangerous.

The pilot plan "is a big push by American and Mexican big business to use cheap labor," said Jim Hoffa, president of the Teamsters Union. The wage disparity between Mexican drivers and their U.S. counterparts is substantial. According to *Fleetowner* magazine, the Owner-Operator Independent Drivers Association (OOIDA), for instance, "contends that competition from Mexican carriers will eventually overwhelm U.S. fleets because Mexican drivers are paid 25% to 50% less than most domestic drivers."

The Teamsters found out how poorly Mexican drivers are paid when they sent investigative reporter Charles Bowden to Mexico to report on the condition of the Mexican trucking industry last August. Bowden talked to drivers who worked for

AP Images

days on end, sometimes driving for 48 hours without a break. “The men earn about \$1,100 a month,” Bowden reported. And the pay is for a workload that can be handled only with assistance from narcotics.

The Mexican drivers Bowden talked to insisted that they can only stay awake on their long and frequent journeys across

Mexico by using what they euphemistically term “magic dust.” According to Bowden, the truckers “are all family men who run the highways at least 25 days a month and they are adamant about two things — that nobody can run these long hauls without cocaine and crystal meth, and now and then some marijuana to level out the rush.” ♦

The Electronics Industry



Tough times: A worker leaves a GE plant after learning of the plant's closure. GE produces a wide range of consumer and industrial products, including electronics.

From before World War II through the 1970s, the United States' electronics industry was an economic powerhouse. All of the world's most advanced electronics, from consumer to industrial applications, were designed and manufactured in the United States. Firms like GE, Magnavox, Sylvania, Zenith, RCA, and others dominated electronics manufacturing and sales — and the products these companies produced were made in U.S. factories by U.S. workers. Foreign competition began to decimate the industry in the 1980s, but the death knell came with the passage of NAFTA, when even Japanese firms moved production to Mexico. The remaining U.S. producers packed up and went south, taking their high-paying jobs with them.

In 2004, Sen. Joe Lieberman released a report through his Senate office detailing the economic impact of this “offshore outsourcing.” The report, prepared by Lieberman staffer Sara E. Hagigh and Mary Jane Bolle of the Congressional Research Service, noted that the trend to move business offshore is still

“contributing to historically high levels of unemployment among electronics, software and computer engineers in the United States.” The Lieberman report also noted, ominously, that “the loss of R&D infrastructure could have important ramifications for our ability to create high-wage, high-technology jobs in the future. What is at stake is the ability of the United States to remain a global leader in innovation, to maintain high-paying jobs, and to ensure future competitiveness and growth.”

Oscar F. Contreras, visiting fellow at Mexico's El Colegio de Sonora, and Rhonda Evans of the University of California, Berkeley, were more blunt in their assessment of NAFTA's effects on the U.S. electronics manufacturers. In a 2002 report, they wrote: “The North American Free Trade Agreement (NAFTA) that went into effect on January 1, 1994 encouraged a regional reorganization of the consumer electronics industry in general and the TV segment

of the industry in particular.... All stages of TV production, including design, the manufacture of key components, and final assembly shifted from the U.S. to northern Mexico in the wake of the agreement.”

The drain on electronics continues. In Pittsburgh, 900 jobs in the industry have been lost at the city's Sony Technology Center as the company moves capacity to Mexico. “Now, Sony Technology Center-Pittsburgh no longer manufactures anything, only assembles Grand Wega and SXRD rear-projection TVs; and that business moves to Mexico this year,” the *Pittsburgh Tribune-Review* reported. While Sony may move some LCD production to Pennsylvania, that too may be transitory. “The way things go with Sony is that things start in Japan, then they bring the idea to the U.S. to refine it, then when they're really ready to ramp up production, they'll take it to Mexico,” Edward Taylor, former head of business planning for Sony's U.S. TV operations, told the *Pittsburgh paper*. ♦

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Professionals



Too wealthy? According to former Fed Chairman Alan Greenspan, U.S. professionals make too much money. Harmonization of professional standards under NAFTA could put more foreign professionals on equal footing with their U.S. counterparts, driving down compensation.

NAFTA is not just about destroying good blue-collar jobs. White-collar American professionals will also see their jobs disappear and their standard of living fall as, because of NAFTA, professional standards and licensing practices and requirements are harmonized across the continent. The effect will be a substantial downward pressure on white-collar compensation, something strongly advocated by no less a luminary than former Chairman of the Federal Reserve Alan Greenspan.

At a conference on maintaining the competitiveness of U.S. capital markets on March 13, Greenspan said that it was essential to flood the United States with foreign professionals in order to drive down salaries of high earners. "Our skilled wages are higher than anywhere in the world," Greenspan said, according to *Bloomberg News*. "If we open up a significant window for skilled workers, that would suppress the skilled-wage level and end the concentration of income."

That could be accomplished by harmonizing licensing and professional requirements across all three nations. Doing so would result in a larger supply of licensed professionals, driving down

rates paid for professional services and possibly driving some in the United States out of business, while simultaneously making it harder for new U.S. professionals to get established.

In accounting, the harmonization of licensing began very early in the evolution of NAFTA. The *CPA Journal* reported in 1995: "In addition to harmonizing accounting standards, there is also an initiative to extend licensing to the professionals of other NAFTA countries. Partly as a consequence of the predecessor U.S./Canada free trade agreement, the AICPA [American Institute of Certified Public Accountants] and the CICA [Canadian Institute of Chartered Accountants] have developed special examinations for CAs and CPAs interested in becoming licensed members of the other professional body. In November 1993, the AICPA administered the first such examination, while CPAs took the fast shortened CA examination in May."

The groundwork for this kind of harmonization has been laid in other professions since NAFTA, though resistance remains. A case in point is the engineering profession. Writing for the Association of Professional Engineers, Geologists and Geophysicists of Alberta, Canadian engineer Darrel Danyluk notes "that a NAFTA Mutual Recognition Agreement (MRA) was signed by Canadian, American and Mexican representatives in 1995" and that "the accord provides a means for recognizing the qualifications of engineers working temporarily in another NAFTA jurisdiction." But, he complains, it hasn't been implemented in the United States. "The National Society of Professional Engineers, and the Accreditation Board for Engineering and Technology in the U.S. ratified the MRA without reservations in 1995. The third American national body which had to ratify the MRA, the National Council of Examiners for Engineering and Surveying, gave provisional ratification for a two-year period which now has expired. The expiration of the NCEES ratification has had the effect of making the MRA technically unapproved in the U.S." ♦

The Timber Industry

What is perhaps the most contentious trade dispute in modern history has been ongoing between the United States and Canada since the early 1980s over the dumping of government-subsidized Canadian timber into the U.S. market. The matter was already a crisis before NAFTA, but turned into a scandal

that uniquely highlighted the trade agreement's destruction of national sovereignty after NAFTA took effect in 1994.

Beginning as early as 1982, U.S. timber producers charged that Canadian lumber was trading at artificially low prices in the U.S. market because Canadian timber is mostly owned by provincial governments that set stumpage prices at artificially low levels resulting, essentially, in a subsidy to the Canadian timber industry. To offset the subsidy, the U.S. assessed tariffs against Canadian lumber.

In 1991 a review of U.S. tariffs was conducted by a panel convened under the authority of the Canada-U.S. Free Trade

Timber: NAFTA courts have ruled against U.S. timber producers in favor of subsidized Canadian production on several occasions.



AP Images

Agreement (the precursor to NAFTA). That panel found against the United States, as would NAFTA courts convened under Chapter 19 of the later agreement. The Commerce Department finally settled on a tariff of 10.8 percent in 2005. But in March of 2006, the NAFTA panel again found in Canada's favor, stating that Canadian subsidies were too small to be of any consequence, even though, according to the Coalition for Fair Lumber Imports, "Canada's lumber subsidies are destroying the U.S.

lumber industry, threatening its workers with mounting unemployment, and denying many tree farmers a market for their timber crops." The NAFTA rulings forced the United States to agree to a new Softwood Lumber Agreement (SLA) with Canada that will result in a massive refund totaling \$4.3 billion for duties collected on lumber imports from Canada. In exchange, Canadian lumber exporters will pay an "export charge" collected by Canada on exports to the United States whenever the price of softwood lumber in the United States falls below certain specified amounts per 1,000 board feet. Despite the agreement, NAFTA is probably not finished wreaking havoc on U.S. timber producers. Critics charge that some Canadian provinces are not respecting the terms of the SLA. According to a March 5 Reuters report, "on Capitol Hill, Senators pressed USTR [U.S. Trade Representative] head Susan Schwab on the deal in a hearing last month. Last week, Sen. Larry Craig, an Idaho Republican, asked Schwab to begin steps for consultations. 'I am very concerned that this agreement is about to come apart at the seams,' Craig said," according to the report. It will come apart even faster if NAFTA is transformed into a North American Union. ♦

Small Business



NAFTA woes: Businessman Rudy Gonzalez works on one of his firm's construction projects. Some small business owners point to NAFTA as a major factor in lost business opportunities.

AP Images

NAFTA has been trouble for many small businesses, something businessman Brian Coons, president of Brico Welding & Fab of Chesterfield, Michigan, knows all too well. According to *Crain's Detroit Business*, a business journal serving the Detroit area, Coons "lost contracts to Mexican and Canadian competitors that he said don't have nearly the wage and health insurance expenses carried by U.S. manufacturers." Low wages in Mexico meant competitors there could undercut prices while favorable exchange rates meant that competitors in Canada could do the same. "NAFTA has drained us dramatically," Coons told *Detroit Business*. "Let's say I had an aluminum fabrication job, 100 pieces at \$38 a piece. [A customer] can send it to Canada or Mexico and get 30 percent off."

Plastics firm Bermar and Associates is another small business in Michigan that faced trouble in the wake of NAFTA, losing bids to firms in Canada and Mexico. “We were getting underbid by 25 to 40 percent,” company president Jan Roncelli told *Detroit Business* reporter Terry Kosdrosky. “We lost jobs because we could not compete. That’s into the profit margin. U.S. manufacturers don’t reap the benefits of free trade.”

The anecdotal evidence that NAFTA presents substantial problems for small business corresponds with the real trend of lost market share across the board for U.S. companies. According to the U.S. Business and Industry Council (USBIC), a

group that represents small- and medium-sized firms, 111 out of 114 U.S. industries saw market share shrink in the years after NAFTA. According to Paul Johnson of the North Carolina *High Point Enterprise*, the USBIC data show that during an eight-year post-NAFTA period, “the level of import penetration at least doubled in 26 industry sectors. By 2005, 24 industries had lost 50 percent or more of their U.S. market to imports.” For small businesses, NAFTA has meant both the loss of existing clients and future income opportunities. And because many Americans depend on small businesses for jobs, the NAFTA hit on small business means hard times for the middle class. ♦

Agriculture and Immigration



Farming: A 92-year-old farmer works the land in Mexico. NAFTA has driven many small Mexican farmers off the land.

AP Images

For thousands of years corn has been grown as a staple crop in southern Mexico. Until the mid-1990s, small Mexican farmers tended the land, following the traditions of their ancestors, protected by trade barriers from competition from America’s heavily subsidized and more efficient corn growers. NAFTA changed all that. In just over a decade, wrote *St. Louis Post-Dispatch* reporter Bill Lambrecht in 2005, “An estimated 1 million farmers in rural Mexico have lost their livelihoods.”

Farming jobs lost in Mexico have had a direct effect on the United States in the form of both immigration and drugs. “The idea was that bringing greater growth to Mexico, fewer Mexicans would need to leave. Mexico said, ‘we want to export our tomatoes, not our people.’ But, in fact, it led to greater migra-

tion,” said Deborah Meyers of the Migration Policy Institute. Farmers who stayed behind turned to cultivating marijuana. According to the *Post-Dispatch*, “the amount of marijuana seized annually along the Mexican border has doubled to 1.1 million pounds since 1994, the year NAFTA took effect.”

NAFTA has had other effects on agriculture as well. In the wake of the trade agreement, large farms growing fresh fruit and vegetables sprung up in the Mexican sun with the intent of selling cheap produce in the U.S. market. Not only did this have the potential to undercut U.S. farmers growing the same crops, the new farms further destabilized the Mexican agriculture market. As the *Washington Post* reported on January 7, after NAFTA, “Huge farms have been developed to grow artichokes, tomatoes and other produce for the U.S. market. But those farms, many launched with American investment, typically pay about \$13 a day. That’s not enough to keep workers from leaving: They can make three to

four times as much in even the lowliest U.S. jobs.”

What’s worse, produce deemed unfit for the U.S. market is sold in Mexico at cut-rate prices, driving out small producers. Then they go north too. Mexican farmer Ruben Rivera is one such small producer whose livelihood has been destroyed by NAFTA. According to the *Washington Post*, “He used to grow tomatoes and onions, hiring 150 workers to help at harvest. Now he doesn’t even bother to plant.” It’s cheaper to buy left-over produce from the big producers than it is for him to grow his own. “For people who can grow huge scale for export, NAFTA has been good,” Rivera, whose three sons live in Georgia and send \$800 home to Mexico per month, told the *Washington Post*. “For people like us, it’s been a bloodbath.” ♦

The Auto Industry



AP Images

Autoworkers: GM employees build cars in Lansing, Michigan. GM, Ford, and others are moving production to Mexico.

The statistics are so incredible as to be almost unbelievable. The Big Three automakers, direct employers of hundreds of thousands of American workers, are hemorrhaging colossal sums of money and laying off workers in droves. Last year Ford alone lost \$12.7 billion; Chrysler lost *only* \$1.48 billion, but it was enough for Germany's Daimler to start looking for a way to divest themselves of their unstable American partner. The huge losses are leading to equally large layoffs. Ford, for one, is laying off over 30,000 employees in North America, many of them in the United States, and is closing a number of U.S. factories. The controversial closure in Atlanta, long the home of Ford Taurus production, came despite the fact that the plant "has ranked among the top 10 most productive assem-

bly plants in North America, as reported by Harbour Consulting," according to a Ford Fact Sheet. Like Ford, General Motors is cutting 30,000 jobs and closing a number of U.S. factories.

The problems of the Big Three can't all be attributed to NAFTA. But while Americans lose high-paying jobs in the auto industry, Mexican workers who are paid much, much less can expect more work. In 2005, in the midst of losing \$10.6 billion, GM was ramping up the production of trucks at its Mexican factories. "We're short on trucks. Dealers don't have them in all the colors and with all the options that people want," Gilbert Duhn, a GM manager, told the *San Antonio Express-News*. "We've started building more trucks in Mexico."

Ford is doing the same thing, producing its new family of midsize cars, including the Ford Fusion, Mercury Milan, and Lincoln Zephyr, at its Hermosillo plant in Mexico. In fact, Mexico has become a major center for

the manufacture of cars and trucks that are intended for sale in the United States. According to *Business Week*, "Three-quarters of Mexican-made vehicles are exported to the U.S., largely by Detroit's Big Three but also by German giant Volkswagen." Those are cars that could have been built in America by Americans.

In the face of recent catastrophic losses, the pressure on U.S. automakers to move to a low-cost environment may be overwhelming. In a May 2002 paper, Korean economist Ho Yeon Kim pointed out that Mexico has always had low "site costs" (defined as "low wages, amenities and taxes") and that NAFTA had significantly lowered Mexico's "situation costs" (defined as costs for transport of raw materials and finished products), but that Mexico would not be attractive for small-car production unless other "non-tariff barriers" were overcome or reduced. The increased production of GM trucks and Ford midsize sedans in Mexico suggests that, under the current business climate, Detroit no longer views those "non-tariff barriers" as impediments to Mexican production. So while the loss of tens of thousands of jobs in Detroit's U.S. factories may not have been directly caused by NAFTA, they may be prevented from ever returning to the United States — largely because of NAFTA. ♦

The economic dislocations of NAFTA have been terrible; just imagine how bad they will be under a more fully implemented plan for regional governance. If ever there was a time for the country to abandon NAFTA, now is that time.

Longshoremen

Uncertain future: Workers unload fruit in Camden, New Jersey. Western U.S. ports, in particular, face challenges as shipping becomes increasingly dependent on Mexican ports.



AP Images

If you are a longshoreman and you work at one of the nation's West Coast ports, especially Los Angeles or Long Beach, NAFTA has an ugly surprise in store for you: your job will soon be gone.

In order to facilitate the shipment of Chinese goods to the

United States, freight will be brought to huge and improved ports, like that at Lazaro Cardenas in Mexico, according to author and investigative journalist Jerome Corsi, "bypassing the Longshoreman's Union in the process." Interestingly, the port in Lazaro Cardenas is owned by Hutchison Port Holdings, a subsidiary of Hutchison Whampoa, the Chinese firm operated by billionaire Li Ka-shing that now operates the Panama Canal's anchor ports of Cristobal and Balboa following a controversial takeover in the 1990s.

After unloading at Mexican ports, freight will be loaded onto Mexican trucks for shipment to the United States, bypassing Teamsters and U.S. independent owner-operators as well as larger American trucking firms. According to Corsi, the Mexican trucks "will drive on what will be the nation's most modern highway straight into the heart of America."

The plan to ship Asian goods into the United States through NAFTA corridors linking up with Mexican ports has even begun to draw the ire of socialists. Richard Vogel, writing for the socialist *Monthly Review*, argues that this NAFTA-based plan "signals the beginning of the assault on labor in the north, which could eventually result in the offshoring of hundreds of thousands of transportation jobs to the south and undermine the working class on both sides of the border significantly." Among those who will be most affected will be America's dockworkers. ♦

NAFTA Only the Start

When NAFTA was being debated in the early 1990s, the American people were not told that the proposed arrangement would be the starting point for further political integration of Canada and Mexico with the United States. But the planners behind NAFTA had that goal in mind all along. NAFTA, with all its economic dislocations, was meant to be just the beginning of a larger plot. Speaking at the Canadian-American Business Council Luncheon on June 24, 2003 in Washington, D.C., then-U.S. Secretary of Commerce Donald L. Evans, referring at the time to efforts to build a Free Trade Area of the Americas (FTAA), noted that NAFTA was only a starting point for regional integration. "NAFTA was just the beginning," Evans enthused. "President Bush has said that 'We have a great vision before us: a fully democratic hemisphere, bound together by good will and free trade.'"

The FTAA ran into intense opposition but internationalist planners didn't give up. Instead, following the motto that

NAFTA is just a beginning, they hit upon a new plan: North American Union. In a 2005 op-ed in the *Wall Street Journal* obnoxiously entitled "North America the Beautiful," internationalist theorists John Manley, Pedro Aspe, and William Weld argued that, over the last decade, "the pace of economic integration within North America has outstripped the capacity of the Nafta framework." To rectify that, they proposed that the leaders of the NAFTA nations "should announce a plan to establish a North American security and economic community by 2010."

The op-ed came just a few days after a meeting on March 23, 2005 of the heads of state of the NAFTA nations. At the meeting, then-Canadian Prime Minister Paul Martin joined with President Bush and former Mexican President Vicente Fox in taking the first step toward that economic community by constructing the Security and Prosperity Partnership of North America — the next step on the road to a North America Union.

The economic dislocations of NAFTA have been terrible; just imagine how bad they will be under a more fully implemented plan for regional governance. If ever there was a time for the country to abandon NAFTA, now is that time — before the nation is maneuvered into a North American Union it can ill afford. ■

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Paving Over *Our Borders*

NAFTA's Trans Texas Corridor will open our highways to foreign shipping as part of a plan to undermine our Customs checkpoints, our Border Patrol, and eventually our borders.

by Kelly Taylor

Nobody loves a ranch like a Texan, and Texans Sam Harrell and Bubba Kay loved theirs, crafted from 290 beautiful Texas acres near Austin. To anyone who has ever lived in, driven across, or even brushed against central Texas in a book, the pull of the land is palpable. To a native Texan, it's lifeblood. But smack-dab in the middle of Harrell Ranch, 174 acres have been lost to a big, ugly slab of concrete, compliments of the Texas Department of Transportation. The highway going through the Harrell Ranch, destined to be part of a superhighway called the Trans Texas Corridor, is just one of a new series of highways set to cut across Texas from south to north. The highways and the effect they will have on landowners and on our country are creating quite a fuss.

In 1993, Sam Harrell, with friend and ranch manager Bubba Kay, established Harrell Ranch and then built a whoppingly successful cattle ranch, unique even among Texas' legendary ranches. Harrell Ranch was the only certified organic ranch in the United States that raised Wagyu, a special brand of non-hormone-treated cattle (NHTC) from Japan's Kobe region. Mr. Kay single-handedly bred these cattle to an unsurpassed level of genetic purity, earning the ranch's sterling reputation, and producing the best all-natural Wagyu beef in the country. The enormous investment of time, money, and energy resulted in a superior product commanding a high price, and rewarded the partners with a highly profitable operation, the satisfaction of a job well done, and the sense of balance that comes after wrangling an agreement with the land. Harrell beef was sold to high-end restaurants and organic food stores nationwide and enjoyed an international market. All was right with the world.

But in 2001, the State of Texas came to call. Sam and Bubba learned a highway



Bob Dacy

Home on the range: After working for six years to have their ranch certified "organic" and their cattle as genetically pure and hormone free, ranchers Sam Harrell (left) and Bubba Kay saw over half of their ranch taken by the State of Texas for a highway. In exchange, the state paid far less than market price for the land it took.



Bob Dacy

Kelly Taylor is an Austin-based writer and filmmaker, and the producer of a politically based TV talk show.

The NAFTA Superhighway is being built for the express purpose of bringing goods from China and India into the United States and Canada via Mexico, using inexpensive Mexican dockworkers and truckers to bypass and undercut U.S. and Canadian workers.

was coming, and the Texas Department of Transportation (TxDOT) claimed 174 acres of their ranch for road construction. Through a murky labyrinth of questionable processes and eminent domain, it appropriated prime ranch acreage to build Texas State Highway 130 (SH130), a toll road now bisecting once pristine acres 100 yards from the ranch office.

When we say pristine, we mean it. The land required three years of special treatment to earn the coveted "organic" certification. That certification is tied, not to the cattle raised there, but *to the ground*.

Harrell ranch acreage met the world's highest standards for raising NHTC. The costly beeves followed, requiring another three-year certification and careful breeding to meet NHTC requirements. A complex control system of cattle growing, segregation at slaughter, tissue sampling, and other steps distinguish this system, but the payoff was impressive.

The two men considered this a special property as it produced a special income, and was a much more expensive outfit than the average Texas ranch. There is no similar ground in Texas. The state, however, didn't see it that way.

The state hired an appraiser to evaluate the property. According to Sam, "Our point of view is that it was special land, but they told us 'we don't care, it's just dirt.'" When an offer was finally made, it was below the land's real value, and Harrell Ranch went to court. A jury upheld the Harrell viewpoint and awarded a figure about three times the state's offer, but still

below market value. Ranch losses alone were bigger than the award. The state appealed, and the case continues.

"What the state offered wasn't fair market value. Even if a competent case is made, they won't change their minds. The process is intellectually dishonest," Sam told *THE NEW AMERICAN*. What he objects to most is that the state won't allow the landowner to see the standards used to make the offer, yet it won't look at *new information* after its offer is tendered.

The "process" can take a heavy toll. Their case pending, Sam and Bubba are in limbo about the fate of their remaining acres, but maintain genuine concern for their neighbors' predicaments. "The processes the state uses are heavily biased to disadvantage the property owner who can't afford lawyers, consultants, or are emotionally unable to sustain a long, grinding process," Sam said. He was referring to about 600 property owners along the highway segments in question, some of whom are small business owners, retired people, or on limited incomes. He believes the state's strategy is "wait them out."

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Meanwhile, back at the ranch, things weren't improving. When negotiations began, Sam and Bubba were told they would receive *first* notification of the "day of taking" — plenty of time to find, acquire, and certify a new property. That time allowance was critical for the three-year certification period. When the certification time had elapsed on a new property, only then could cattle be moved, allowing the ranch to minimize both business interruptions and damages. Instead, Harrell Ranch was *last* to be acquired, with absolutely no recovery time. Taking was immediate. This action rendered the outfit "out of business." Cattle had to be liquidated as there was no place to go. "You expect to be lied to in life," says Sam, "but you don't expect your government to do it. I resent that."

Even though the state paid *something* for the part of the ranch it took, the entire property was rendered useless. The asphalt intrusion destroyed ranch access. The entrance is gone, requiring a new road built through a neighbor's property, for which Harrell Ranch was not fully reimbursed

although the state had promised to do so. The remaining land parcels aren't contiguous; some are inaccessible until construction ends and the state provides access. "They're gonna tell you that you have access all the time, they just don't tell you you need a helicopter," Bubba sardonically joked to THE NEW AMERICAN.

Especially critical to any Texas operation is water. Harrell property was entirely irrigated to provide for the cattle while maintaining NHTC standards. Road construction destroyed the expensive irrigation system, and all access to water. This unique property and the animals aren't sustainable on city water.

No wonder Bubba is bitter about the whole thing. He didn't hide his despondency. "I believe we need this eminent domain thing to be able to build highways, but I just don't feel like you need to go away feeling like a whipped dog when they take everything you've got." Sam adds, "We never contested the right to make the road, but the practices weren't right. We were misled. You at least expect your government to play by its own

rules. I wish you could look inside the guidelines of TxDOT and see the path that keeps them from dealing fairly."

One Big Highway

Texans in the path of the Trans Texas Corridor (TTC), a monstrous highway running from Laredo, Texas, to Oklahoma — much of it encompassing a 1,200-foot-wide swath of passenger, freight, and rail capabilities, oil and water pipelines, and electricity and broadband cabling — can look forward to a similar fate. The building of the TTC may be the most contested issue in Texas. Local and state controversy has erupted over the plans for, ownership of, even *need* for the superhighway.

For unfortunate property owners in its path, there's little mercy, as the scope of eminent domain reaches ever-bigger dimensions. TxDOT's own documents revealed this 2004 statement by Coby Chase, TxDOT legislative affairs director: "The number of courts authorized to hear eminent domain cases should be expanded." Sam Harrell recalls a local newspaper article indicating that there's an abnormally

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Prime beef: The Harrell Ranch raised a special type of non-hormone-treated cattle called Wagyu. Their efforts to produce the best organic beef led to handsome profits, until Texas took part of their ranch and cut off their water supply.

low number of incidents resulting in case settlements, suggesting many landowners are fighting back.

Texans aren't alone in their woes. The TTC is intended to be interconnected with similar highway infrastructure that connects Mexico's west coast to Canada. Called by its advocates in NASCO (North America's SuperCorridor Coalition) the "NASCO Corridor," it is more well known among its critics as the NAFTA Superhighway. This south-north corridor is unheard of in size and was dubbed the "largest engineering project ever undertaken in the U.S." by NASCO.

The sheer size of the corridor goes far in explaining why it's necessary. Examination of NASCO and other documents reveals that the superhighway is being built for the express purpose of bringing in goods from China and India, which are to be unloaded in a Mexican port and then shipped into the United States and Canada using inexpensive Mexican dockworkers and truckers, bypassing and undercutting U.S. and Canadian workers. This Mexican truck traffic would be unencumbered by border checks until it reaches Kansas City and a so-called *inland* port, or "SmartPort" — as called for by NASCO and a pact between the United States, Canada, and Mexico called the Security and Prosperity Partnership (SPP).

The SmartPort would be operated *within* U.S. borders by Mexican customs officials! KC SmartPort's own website proclaims: "For those who live in Kansas City, the idea of receiving containers nonstop from the Far East by way of

Mexico may sound unlikely, but later this month that seemingly far-fetched notion will become a reality." The website adds that new Mexican shipping rules "could make shipping containers through Lazaro Cardenas [Mexico] up to 15 percent less expensive than through Long Beach or Los Angeles."

The KC SmartPort website insists that expanding traffic through the Mexican port is wise in this age of terrorism in case a U.S. port gets hit by terrorists, but the new system makes attacking the United States easier. "Shipments would be pre-screened in Southeast Asia.... Upon arrival in Mexico, containers will pass through multiple X-ray and gamma ray screenings" and then containers will simply be tracked via "global positioning systems (GPS) or radio frequency identification systems (RFID) ... on their way to inland trade-processing centers in Kansas City and elsewhere in the United States." The trucks would simply stream across our border unchecked by U.S. Customs until they reach a city in the United States.

How hard would it be to subvert this system for illicit purposes? Think of it this way: by putting our Customs personnel for monitoring truck traffic in cities throughout the United States, we are effectively extending our borders the entire distance of those highways to the inland Customs sites. Knowing how poorly our borders are monitored now, does this make sense? People are right to be anxious about that — present relaxed border policy has already caused increased drug traffic, more illegal immi-

grants, gang violence, and more unsafe Mexican trucks and uninsured drivers. The plans for unchecked border traffic threaten national security, increasing entrance opportunities for terrorists and for weapons. Neither Texas nor the nation is equipped to handle the uncontrolled invasion of people and problems the highway will bring without lowering our hard-won standard of living.

Concerns Are Many and Legitimate

Can this get worse? Yep. A funding mechanism for the TTC, which is the model for all of the future NASCO Corridor projects, is going to be tolls — tolls not only on the planned superhighways but on already-existing and paid-for roads that are slated to be transformed into toll roads. Also egregiously bad, in the case of the TTC, is the fact that the highway development contracts in Texas have been awarded to a Spanish company, Cintra, in exchange for giving Texas a portion of the toll revenue. According to the *Dallas Morning News*, Cintra will pay about \$1.2 billion to Texas. "In turn," stated the *News*, "the state agrees to allow the company to set and collect tolls on whatever it builds for the next 50 years."

Apart from these valid worries, the risk to national sovereignty is worse. In case it isn't clear, the corridor is intended to do more than speed transport of goods and people, or relieve traffic bottlenecks. *Without this infrastructure, efforts toward building a North American Union are severely hampered.* A similar system already exists in Europe (the Trans European Network), established to physically link all EU countries. The EU is already accused of usurping member states' authority, and many sorely regret their involvement.

After the 2005 signing of the Security and Prosperity Partnership (SPP) between Canada, Mexico, and the United States, a host of documents surfaced revealing the underlying agenda of this massive project's promoters. The SPP documents committed *and directed* U.S. policy toward a continental merger with Canada and Mexico to form a North American Union, and outlined necessary infrastructure. The SPP initiatives call for "facilitating multimodal corridors" toward the "improvement of *North America's* transportation system."

Documents from a September 2006 meeting of the North American Forum directed participants to bring about the merger of the three countries *by stealth*, by focusing attention on building corridor infrastructure instead of on directly promoting a new North American Union, because resistance to such a union is growing.

The owners of the Harrell Ranch are already beginning to see what it's like when government becomes unaccountable and runs roughshod over individuals. Until the Harrell Ranch case is settled by the courts, nothing can be done with the remaining property; 18 of 1,100 cattle remain, but genetic purity has been lost. Ironically, the present is mimicking the past. An ancestor of Sam, Jacob Harrell, came to Texas and settled as one of the first five families of Austin's colony, choosing a spot very near the present ranch location. When Stephen F. Austin established his colony, those pioneers came for cheap and plentiful land, freedom and prosperity, and "paid a high price for risky choices." In April of 1836, during Texas' bitter Independence War, the early Texans fled their homes in ad-

vance of Santa Anna's Mexican army as he attempted to conquer Texas following the defeat of the Alamo. It doesn't quite seem fair that Sam Harrell and Bubba Kay should still be having to do that same thing today.

But there is hope. Public outrage prompted several Texas lawmakers to introduce legislation opposing the TTC. Two bills filed by state Representative Lois Kolkhorst show promise. H.B. 2772 would set in place a two-year moratorium preventing TxDOT from entering construction or funding contracts with a private company. H.B. 3647 would force the Texas Attorney General to examine the North American Union and NAFTA so the public will know the far-reaching consequences of the super corridor.

Representative Kolkhorst says, "If passed, H.B. 3647 will require our Texas Attorney General to issue the first-ever report to the legislature about how international organizations and agreements are possibly pushing agendas that restrict or

Public outrage has prompted several Texas lawmakers to introduce legislation opposing the Trans Texas Corridor. State Rep. Lois Kolkhorst has led the way.

override our state and federal laws. For instance, my office was told by a lobbyist that they were going to try to kill a bill recently because it was violating NAFTA. Texas is a large border state and if there are international efforts to affect our state policies, we need to know about them. Texans need to know if there's a situation where unelected and unaccountable groups are attempting to create our state or federal agenda."

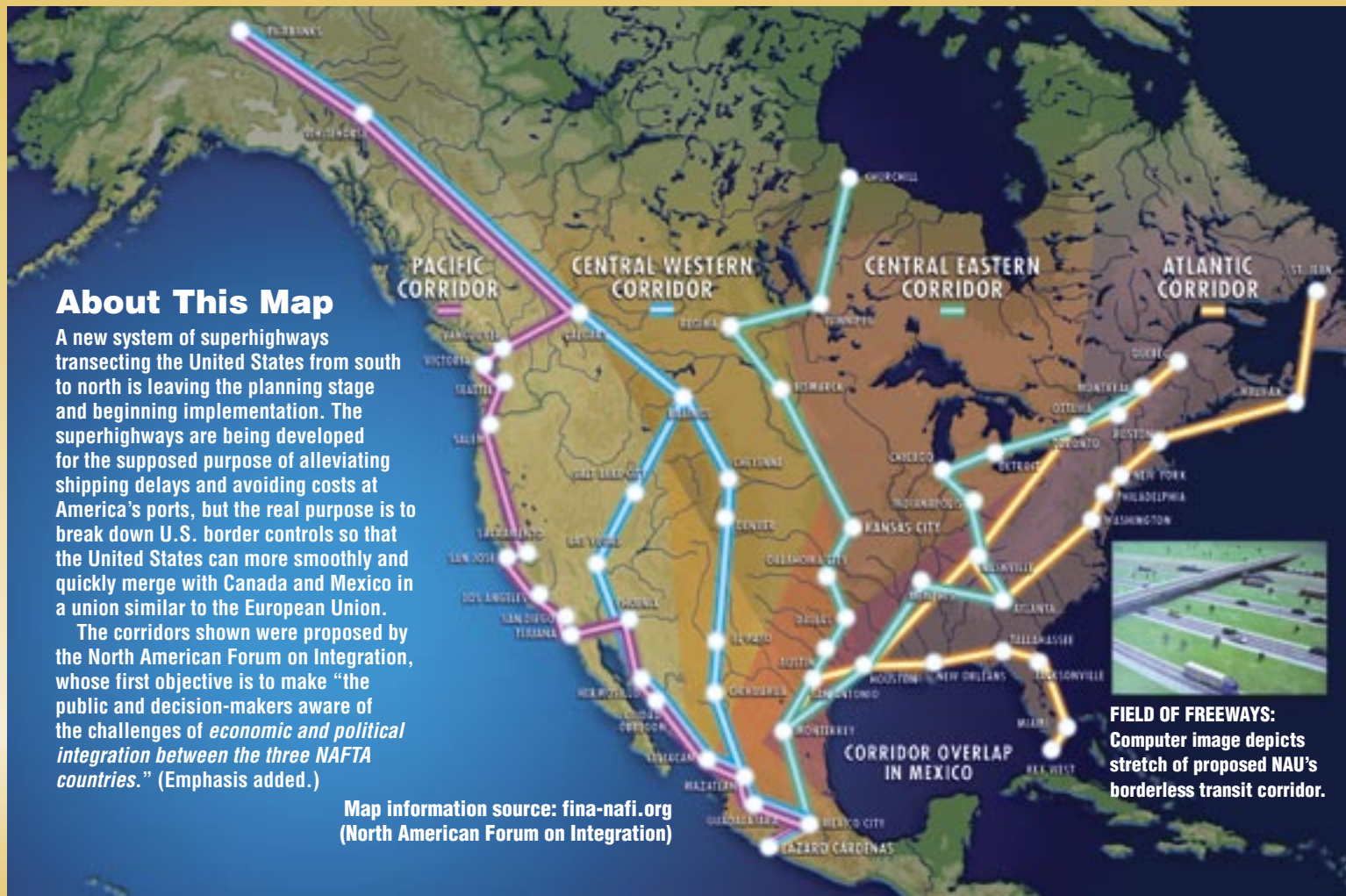
While it's too late for Harrell Ranch, others might be spared if these bills pass. More importantly, if the corridor is stopped in Texas, it is stopped. For all the Sam Harrells and Bubba Kays, we'll remind TxDOT of its own campaign slogan, "Don't mess with Texas." ■

About This Map

A new system of superhighways transecting the United States from south to north is leaving the planning stage and beginning implementation. The superhighways are being developed for the supposed purpose of alleviating shipping delays and avoiding costs at America's ports, but the real purpose is to break down U.S. border controls so that the United States can more smoothly and quickly merge with Canada and Mexico in a union similar to the European Union.

The corridors shown were proposed by the North American Forum on Integration, whose first objective is to make "the public and decision-makers aware of the challenges of *economic and political integration between the three NAFTA countries.*" (Emphasis added.)

Map information source: fina-nafi.org
(North American Forum on Integration)



FIELD OF FREEWAYS:
Computer image depicts stretch of proposed NAU's borderless transit corridor.



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Why Can't We Secure the Border?

In truth, we can secure the border. The problem is that the federal government is pursuing an open-borders policy as a steppingstone to North American merger.

by Warren Mass

... whoever does not enter a sheepfold through the gate but climbs over elsewhere is a thief and a robber.

— John 10:1

Whether you are talking about a sheepfold, a suburban yard, a vast ranch, or a sovereign nation, almost everyone understands that ownership of property includes the right to control its borders. It is for this reason that property owners have built fences for as long as private property has existed. If the United States is indeed an independent, sovereign nation that Americans own and rule, questions arise: Why does our federal government seem to have such difficulty in securing our borders? Why is illegal immigration rampant?

The great football coach Vince Lombardi once stated: "The difference between a successful person and others is not a lack of strength, not a lack of knowledge, but rather is a lack of will." It is surely our last few presidents' lack of *will* to secure our borders that is responsible for our nation's failure to do so. President George W. Bush's lack of will on border control is readily apparent to those willing to decipher his stated plans.

Knowing the importance most Americans place on securing our borders and



Fueled by open borders: Drugs and money cover a table after a \$3 million drug bust resulting from the arrest of a 24-year-old Mexican national. In 2004, the DEA reported that "approximately 65 percent of cocaine smuggled into the United States crosses the southwest border."

stemming the tide of illegal immigration, President Bush has frequently addressed the problem in public statements. In one such address to the nation on May 15, 2006, the president offered what seemed like a sound solution to the immigration problem:

First, the United States must secure its borders. This is a basic responsibility of a sovereign nation. It is also an urgent requirement of our national security. Our objective is straightforward: The border should be open to trade and lawful immigration, and shut to illegal immigrants, as well as criminals, drug dealers, and terrorists.

The staunchest defender of a secure America could hardly disagree. But then we were treated to the *other* side of the president's address:

Second, to secure our border, we must create a *temporary worker program*. The reality is that there are many people on the other side of our border who will do anything to come to America to work and build a better life.... To secure the border

effectively, we must reduce the numbers of people trying to sneak across. [Emphasis added.]

So President Bush's solution for stopping illegal immigration is to allow anyone who wants to come to our country to enter legally, so long as we can find an employer who can provide a job Americans supposedly don't want — and to grant amnesty to the illegals who are already here.

In truth, proclamations that the Bush administration is trying to secure our borders just don't stand up to the facts. He promised to send the National Guard to the border. In actuality, on the front lines, this effort amounted to a handful of unarmed men. He promised to give support to our Border Patrol agents, yet federal prosecutors have made Border Patrol agents fear doing their jobs by prosecuting Border Patrol agents Ignacio Ramos and Jose Compean for shooting and wounding a Mexican drug smuggler.* Congress, too, has failed, delaying the release of funds to build a border fence.

* For more information about this case, see "Punished for Doing Their Job" from our Feb. 19, 2007 issue, available online at www.jbs.org/node/2620.

The Reasons Behind the Failure

Why have President Bush and his predecessors left our borders virtually undefended, even while U.S. troops secure the borders of Iraq and South Korea? Answer: they want the flood of illegal immigrants across our borders to continue, albeit in the form of making illegal immigration legal. Bush's unceasing attempts to give amnesty to millions of illegal immigrants give credence to this conclusion. But why would President Bush and his Republican and Democrat cohorts want millions of illegal immigrants here when American taxpayers, in the most indebted nation in the world, need to subsidize the immigrants' mere existence in the form of food vouchers, free healthcare, tax credits, and higher car insurance costs — among others — for them to be able to afford to even live in the country?

Arguments are made that allowing them in is about helping businesses compete financially in the global economy. In fact, societal costs incurred through immigration are passed on to businesses in the form of taxes and fees that make the overall cost of doing business more expensive and that make the country less competitive on the global level. The result is lost jobs.

The mainly poorly educated immigrants are putting a huge financial strain on our nation and making us less competitive. According to the Center for Immigration Studies (CIS), in 2002 "households headed by illegal aliens imposed more than \$26.3 billion in costs on the federal government ... and paid only \$16 billion in taxes, creating a net fiscal deficit of almost \$10.4 billion, or \$2,700 per illegal household." CIS also estimated that if an amnesty were enacted in 2002, "the net fiscal deficit [at the federal level] would grow to nearly \$29 billion per year." This anticipated increase would occur even



Targeted: Border Patrol agents Jose Compean (shown) and Ignacio Ramos were arrested for shooting and wounding a Mexican drug smuggler. Evidence suggests that they were maliciously prosecuted by our government as a warning to other Border Patrol agents not to do their jobs.

though the legalized persons would pay increased taxes because they would also heavily use services — likely increasing the net annual fiscal deficit "from \$2,736 to \$7,668 per household."

The aforementioned estimates were made in 2002 when the approximate number of illegal immigrants was 8.7 million; it's now about 12 million. The estimated billions actually understate the problem. They ignore costs that, when included, have been estimated to bring the price tag of immigrants to above \$100 billion a year. For instance, the numbers don't include future Social Security payments to the immigrants, nor do they include state- and county-level welfare costs, or outlays for education and controlling and investigating immigrant crime. They also do not include the increased costs created because of all the hundreds of thousands of Americans whom immigrants put out of work.

No, letting masses of immigrants into the country is not about making the country as a whole wealthier. It's all about instituting regional governance over the United States — like what happened with European countries in forming the EU. (See article on page 39.) Put simply, the reason the administration has failed to secure the borders is because the administration supports open borders. And the reason the administration sup-

ports open borders is because it supports submerging the United States in a new North American Union.

An advocate of North American integration is Glen Atkinson, professor of economics at the University of Nevada in Reno. Atkinson described the progression from regional trade agreements like NAFTA to full continental union in a 1998 article entitled "Regional Integration in the Emerging Global Economy" in the *Social Science Journal*:

The lowest level of integration is a free trade area, which involves only the removal of tariffs and quotas among the parties. If a common external tariff is added, then a customs union has been created. The next level, or a common market, requires *free movement of people* and capital as well as goods and services. It is this stage where institutional development becomes critical. The stage of economic union requires a high degree of coordination or even unification of policies. This sets the foundation for political union. [Emphasis added.]

When it is understood that the Bush administration supports the creation of a North American Union, the administration's "failure" to secure the border, and its guest-worker/amnesty proposal leading to "the free movement of people," suddenly makes sense. ■

The reason the administration has failed to secure the borders is because the administration supports open borders. And the reason the administration supports open borders is because it supports submerging the United States in a new North American Union.

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Bipartisan betrayal: President Clinton signs NAFTA on September 14, 1993 as Democratic and Republican leaders lend support. From left: Former President Gerald Ford, Rep. Thomas Foley, Sen. George Mitchell, former President Jimmy Carter, Sen. Bob Dole, former President George Bush, Rep. Bob Michel, Vice President Al Gore.

From NAFTA *to the* NAU

AP Images

NAFTA and the Security and Prosperity Partnership are gradual steps toward merging the United States, Mexico, and Canada into a North American Union.

by William F. Jasper

In a few moments, I will sign three agreements that will complete our negotiations with Mexico and Canada to create a North American Free Trade Agreement. In the coming months I will submit this pack to Congress for approval....

And, though the fight will be difficult, I deeply believe we will win. And I'd like to tell you why. First of all, because NAFTA means jobs. American jobs, and good-paying American jobs. If I didn't believe that, I wouldn't support this agreement.

So spoke President Bill Clinton on September 14, 1993, as he kicked off his campaign to win congressional approval for NAFTA. President Clinton called on Americans to resist “the fear tactics and the adverseness to change that is behind much of the opposition to NAFTA.” Of the 19 serious economic studies of the potential effects of NAFTA,

he said, “18 of them have concluded that there will be no job loss.”

But Mr. Clinton went further. “I believe that NAFTA will create 200,000 American jobs in the first two years of its effect,” he declared. In fact, said he, “I believe that NAFTA will create a million jobs in the first five years of its impact.”

President Clinton was joined in the East Room of the White House by an impressive bipartisan lineup of former presidents: Gerald Ford, Jimmy Carter, and George Bush (Senior). Like President Clinton, the former White House occupants extolled the virtues of NAFTA, insisted that bipartisan support for the measure was of utmost urgency, and assured Americans that the agreement would *create* many new jobs, not send them out of the country, as NAFTA opponents were claiming.

Of course, virtually everyone now knows that Clinton, Carter, Ford, and Bush — along with all the other NAFTA cheerleaders — were dead wrong. By 2006, NAFTA had cost the United States over

a million jobs according to the Economic Policy Institute — although some estimates are much higher — and devastated entire industry sectors, as the article on page 10 recounts.

However, as important as the loss of those jobs and businesses are to our economy, there is another even more important impact that has, until recently, gone largely unnoticed and undebated. As the NAFTA bandwagon was being launched, some critics, including most especially this magazine, were pointing out that the real issue was not about genuine free trade, let alone the jobs that that trade would supposedly create. Nor was it about protectionism. No, what was really at issue in the thousands of pages of NAFTA legalese, we repeatedly noted, was a revolutionary plan to gradually, completely change our form of government.

The NAFTA agreements were setting in motion an ongoing *process* that would incrementally shift powers and jurisdiction from our national, state, and local governments to new *regional* institutions.



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NAFTA, we warned, would take policies concerning tariffs, transportation, the environment, labor, and other matters out of the hands of the U.S. Congress and state legislatures and hand them to regional bureaucracies and tribunals. NAFTA threatened to take away not only our jobs and manufacturing base, but our Constitution, our sovereignty, and our freedom.

Now, more than 13 years later, this NAFTA threat has become too obvious to ignore. Yet, except for CNN's Lou Dobbs, virtually all of the major media are ignoring it completely. On his June 21, 2006 broadcast, one of many segments exposing this mounting danger, Lou Dobbs noted, "The Bush administration's open-borders policy and its decision to ignore the enforcement of this country's immigration laws is *part of a broader agenda*." (Emphasis added.) Mr. Dobbs went on to charge that in setting up the Security and Prosperity Partnership (SPP) with Mexico and Canada, "President Bush signed a formal agreement that will *end the United States as we know it*, and he took the step without approval from either the U.S. Congress or the people of the United States."

Broader Hidden Agenda

What is this "broader agenda" to which Mr. Dobbs referred? Will it really "end the United States as we know it"? Long before NAFTA was passed by Congress in November 1993, it was obvious to careful political observers that the so-called trade agreement was much more than a "trade agreement." No less a leading light of America's foreign-policy establishment than former Secretary of State Henry Kissinger confirmed NAFTA critics' worst fears in an important op-ed several months earlier.

Writing in the *Los Angeles Times* on July 18, 1993, Kissinger intoned that approval of NAFTA would be the single most important action that Congress could take during Clinton's first term. In fact, said Dr. Kissinger, passage of NAFTA "will represent the most creative step toward a new world order taken by any group of countries since the end of the Cold War, and the first step toward an even larger vision of a free-trade zone for the


entire Western Hemisphere."

A "new world order"? A "free-trade zone for the entire Western Hemisphere"? And most Americans thought that NAFTA was simply about cutting tariffs, facilitating trade, and creating jobs!

A number of other similar admissions surfaced around the same time. Pro-NAFTA author William Orme, for instance, wrote an op-ed for the *Washington Post* acknowledging the larger agenda. When NAFTA was first proposed, he wrote:

Critics in all three countries claimed that its hidden agenda was the devel-

NAFTA is meant to incrementally shift powers and jurisdiction from our national, state, and local governments to new *regional* institutions. NAFTA threatens not only our jobs and manufacturing base, but our Constitution, our sovereignty, and our freedom.



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in America
can actually
come true.



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opment of a European-style common market.... NAFTA's defenders said no. They argued that the agreement is designed to dismantle trade barriers, not build a new regulatory bureaucracy. NAFTA, declared one congressional backer, "is a trade agreement, not an act of economic union."

Yet the critics were essentially right. NAFTA lays the foundation for a continental common market, as many of its architects privately acknowledge. Part of this foundation, inevitably, is bureaucratic: The agreement creates a variety of continental institutions — ranging from

trade dispute panels to labor and environmental commissions — that are, in aggregate, *an embryonic NAFTA government*. [Emphasis added.]

Kissinger's assessment of NAFTA's grander vision for the entire hemisphere was soon reconfirmed by President Clinton himself. In his November 13, 1993 radio address, Clinton declared that NAFTA "will quickly grow larger as we bring in the rest of Latin America." Planning was already underway. In December 1994, President Clinton hosted the Summit of the Americas in Miami, which served as the launching pad for the planned expansion of NAFTA to the hemispheric grouping prophesied by Kissinger.

The name given to the proposed venture was the Free Trade Area of the Americas (FTAA). But that name is as deceptive as NAFTA's. "This is not a trade summit, it is an *overall* summit," President Clinton's chief of staff Mack McLarty told reporters at the time. "It will focus on economic integration and convergence."

The ambitious plan to expand

NAFTA to include the entire Western Hemisphere (minus Cuba) — more than three dozen countries — in one decade proved to be a bit of an overreach, even with the impressive lineup of political heavyweights and corporate elites that formed the FTAA support wing. Besides President Clinton and former President Bush, along with their zealous followers in the Democratic and Republican parties, the FTAA bandwagon could boast the horsepower of the most influential brain trusts and policy centers: the Council on Foreign Relations, the Trilateral Commission, the Council of the Americas, the Forum of the Americas, the Institute for International Economics, and the Brookings Institution, to name a few. The substantial clout of these organizations was magnified by the support of high-powered corporate elites who dominate the Business Roundtable, the National Association of Manufacturers, and the U.S. Chamber of Commerce.

Yet, with all of this political and financial muscle, the pro-FTAA forces were unable to meet their 2005 target date. In fact, by the time the Miami FTAA Ministerial Summit rolled around in November 2003, the advocates of hemispheric merger were

The NAFTA-NAU internationalist architects hope soon to achieve the point of no return, the point at which integration becomes an irreversible, ongoing process headed toward complete political and economic union along the lines of the European Union.



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forced to face reality: no matter how much propagandizing, arm-twisting, and bribing they might employ, opposition to the FTAA — both in the United States and in Latin America — was too strong to overcome. For the time being, that is.

Following the example of the designers of the European Union (EU), the FTAA architects switched gears. The EU super-state has been built with two processes operating simultaneously, what the EU technocrats refer to as “widening” and “deepening.” Widening refers to the adding of more member states, from the six original members in 1951 to the current EU 27. Deepening refers to expanding jurisdictions to include matters such as education, labor, environment, immigration, narcotics trafficking, energy, organized crime, counterterrorism, police and military cooperation, and infrastructure development. The NAFTA/FTAA architects have adopted both the coded jargon and deceptive methods of their EU brethren.

With the FTAA widening effort blocked, the hemispheric-merger engineers are pushing full-tilt on the deepening button, working to create what critics call a North American Union. They call the main ve-

hicle they are using for this effort the Security and Prosperity Partnership, or SPP. It first came to light publicly on March 23, 2005, when President Bush convened a special summit to announce the project in Waco, Texas, with Mexican President Vicente Fox and Canadian Prime Minister Paul Martin. The three heads of state directed their cabinet ministers to establish a dozen working groups tasked with finding new ways for the three NAFTA members to build “partnerships.” By June, the ministers had identified, said Bush State Department spokesman Roger Noriega, “over 300 initiatives spread over twenty trilateral [meaning U.S., Canada, and Mexico] working groups on which the three countries will collaborate,” in what the ministers described as a “dynamic, permanent process.”

On what matters are these working groups “collaborating”? How will this collaboration impact us — our economy, our jobs and businesses, our families and communities, our constitutional system, our

It is clear that the “deep integration” SPP/NAU system cannot come to fruition without ultimately abolishing and replacing the constitutional system under which we now live. The question is, will a sufficient number of Americans awaken in time and join the effort to stop them?

security, our sovereignty, our freedoms? We don’t know for sure because this “dynamic, permanent process” is also a very secretive process. Following the EU’s example, the SPP participants claim to honor the principle of “transparency,” meaning that all of their dealings will be open and visible to the public. But, as with the EU integration schemes, the SPP has been notorious for refusing to open its meetings and documents to public scrutiny.

Also alarming is the fact that this entire shadowy process is being heavily influenced by — if not directed outright by — powerful private organizations that are unaccountable to the American people.



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This was pointedly brought home last fall when a secret high-level meeting about North American integration in Banff, Canada, was made public. The September 12-14 conference at the famous plush resort was sponsored by the North American Forum, a private group of former government officials and business and financial elites. However, top U.S., Canadian, and Mexican officials participated in the meetings, which discussed how to bring about integration of the three nations on matters of energy, transportation, immigration, customs, infrastructure, taxes, and other areas. (See sidebar on page 33.)

We know some of what transpired at the conference because Judicial Watch, a public interest group, was able to pry loose documents of some of the Banff proceedings through Freedom Of Information Act

filings. Especially troubling is the admission against interest in the minutes that these elites are trying to engineer public support for their North American Union merger plan “by stealth.”

This admission surfaced in a panel moderated by Canada’s former Deputy Prime Minister John Manley entitled “Border Infrastructure and Continental Prosperity.” The panel minutes noted the need for secrecy, stating: “While a [North American] vision is appealing, working on the infrastructure might yield more benefit and bring more people on board (‘evolution by stealth.’)” The parenthetical “evolution by stealth” was in the original quote.

This is not anything new. The main private organization providing the intellectual brainpower for the Banff conference, as well as the SPP in general, is the Council on Foreign Relations (CFR). Before President Bush announced the formation of the SPP at his Waco summit, the CFR had already delivered the blueprint for the project, a report entitled *Creating a North American Community*. It is virtually indistinguishable from what the Bush administra-

tion is implementing.

The report was produced by a special task force of experts from the CFR. The U.S. vice chairman of the task force, Professor Robert Pastor of American University, is generally regarded as the principal author of the report. Dr. Pastor, who was also a key adviser to President Clinton on NAFTA, has been at the forefront of the push to transform NAFTA, through “deep integration,” into an EU-style regional government. The CFR publicly insists that is not its intention. “A new North American community will not be modeled on the European Union or the European Commission, nor will it aim at the creation of any sort of vast supranational bureaucracy,” its task-force report declares.

However, those are precisely the kind of denials that the CFR’s counterparts in Europe gave to the public all the while they worked in secret to scuttle national sovereignty and build the EU superstate. It has only been in recent years that some of the records have surfaced revealing the colossal deceptions engaged in by these European Union insiders. Two of the key operatives during the EU’s founding period of the 1950s were French Prime

This entire shadowy process is being heavily influenced by powerful private organizations that are unaccountable to the American people.

Minister Robert Schuman and French Planning Minister Jean Monnet, both ardent socialists.

It is noteworthy that Dr. Pastor, often referred to as the “father” of the SPP and the North American Union, presented one of his most detailed essays on North American “integration” in the June 2005 “Jean Monnet/Robert Schuman Paper Series,” a joint project of the Jean Monnet Chair of the University of Miami and the Miami European Union Center. The Pastor essay says on its cover page: “This publication is sponsored by the EU Commission.”

At the very beginning of his essay, Pastor acknowledges that NAFTA “can be considered a kind of draft constitution for an emerging region,” and all but baldly admits that he can hardly wait until it completely replaces our U.S. Constitution. He is especially eager to create new continental institutions that will have real power to sweep aside what he derides as our “aging conception of sovereignty.”

“Sovereignty, in brief,” says Pastor, “is a misleading if not a mistaken defense against an increasingly open and integrated world.” He rhetorically asks: “Are the three governments prepared to give up their sovereignty for a wider community?” The institutions to which he proposes the countries give up their sovereignty include a North American Advisory Council, a North American Council, a North American Parliamentary Group, a Permanent Court on Trade and Investment, and a North American Customs and Immigration Force — just for starters.

It is important to realize that Dr. Pastor is not just some balmy ivory-towered professor; he is one of the leading architects of the drive for continental, and then hemispheric, union. The plans he helps draft in elite private circles soon are implemented as official government policy. He was one of the leading participants at the above-mentioned secret meeting in Banff.

What is unmistakably clear — from the SPP documents thus far available and the visible actions and programs the Bush administration has already initiated — is that the SPP is a fast-track project aimed at bringing about full economic and political merger of the NAFTA countries into a North American Union (NAU), modeled after the EU. Lou Dobbs has rightly called it “an absolute contravention of our law, of our Constitution, every national value.”

It is also clear that the “deep integration” SPP/NAU system Pastor and his cohorts envision cannot come to fruition without ultimately abolishing and replacing the constitutional system under which we now live. It’s time to act. ■

AP Images

The three NAU amigos: President George Bush (center) walks with Canada’s Prime Minister Paul Martin (left) and Mexico’s President Vicente Fox on Bush’s Texas ranch on March 23, 2005, where the three met to launch the Security and Prosperity Partnership.

“Evolution by Stealth” Agenda

Movers and shakers from the United States, Canada, and Mexico gathered behind closed doors during September 12-14, 2006 at a resort hotel in Banff, Canada, for a meeting of the North American Forum. On his way home from the gathering, U.S. Assistant Secretary of State for Western Hemisphere Affairs Thomas Shannon told an Ottawa audience, “The North American Forum is a parallel structure to the Security and Prosperity Partnership of North America.” That is an interesting description of the forum, a private organization that sponsors confabs where high-level public officials regularly meet to decide public policies in meetings that are off-limits to the public!

U.S. participants at the Banff gathering included forum co-chairman George Shultz, NAFTA’s primary creator Carla Hills, several former cabinet officials, a contingent of senior U.S. military officers, and Dr. Robert Pastor, the leading architect of the drive to create a North American Union. Donald Rumsfeld, who was then still secretary of defense,

was scheduled to appear but didn’t. The elite spent the three days hearing plans regarding energy, security, and border infrastructure. One of the sessions boldly discussed “North American Integration.”

The secret meeting may have passed unnoticed except that one of the attendees thought that citizens have a right to know what their elected and appointed leaders are planning with unaccountable private individuals and organizations. Canadian author and National Party leader Mel Hurtig attended the conference and then commented, “It was clear that the intention was to keep this important meeting about integrating the three countries out of the public eye.... You’ve got to be hugely concerned.”

One of the telling documents that has come out of the conference is from minutes of a panel discussion which noted the importance of secrecy in winning public support for the NAU trilateral merger. This was referred to as “evolution by stealth.” ■

— JOHN F. McMANUS

Tribunals Trump U.S. Courts

NAFTA's unconstitutional courts are beginning to override our freedom and independence. They must be abolished.

by William F. Jasper

Judicial usurpation." "Activist judges." "Renegade courts." These have become familiar political epithets expressing the exasperation millions of Americans feel over outrageous federal court decisions. In recent years, federal judges have been acting as super-legislators, reordering society according to their whims and unconstitutionally striking down validly enacted state laws on issues such as school prayer, immigration, abortion, the death penalty, pornography, flag burning, and the Ten Commandments. As obnoxious as many of our courts' actions have become, however, we still retain within our constitutional system the means to remedy these judicial excesses.

But what are we to do about foreign courts that attempt to exercise the same kinds of judicial usurpation? That would never happen, right? We would never allow it! Unfortunately, we *have* allowed it. Or, rather, our government has allowed it in our name.

Most Americans are completely unaware that the North American Free Trade Agreement (NAFTA) established courts called tribunals to adjudicate conflicts between commercial enterprises and the

national, state, and local governments of Canada, the United States, and Mexico. These NAFTA tribunals operate under the aegis of the United Nations Commission on International Trade Law and the World Bank's International Center for Settlement of Investment Disputes. And they already are having a profound and subversive impact on our legal system and are set to completely erode our national sovereignty.

Unknown and Unaccountable

From the beginning of the NAFTA debate in the early 1990s, *THE NEW AMERICAN* warned that NAFTA's Chapter 11 creating the tribunals represented a dagger pointed at the heart of American sovereignty. The political, commercial, and media advocates of NAFTA dismissed the concern as a ridiculous bogeyman. But the bogeyman has proven to be real. The reality of this bogeyman was not admitted in "respectable" circles, however, until the appearance of a March 11, 2001 article in the *New York Times* by Anthony DePalma, entitled "NAFTA's Powerful Little Secret."

"Their meetings are secret," DePalma wrote. "Their members are generally unknown. The decisions they reach need not be fully disclosed. Yet the way a small group of international tribunals handles

NAFTA's secret tribunals operate under the aegis of the World Bank (above) and the UN. Former Congressman Abner Mikva (inset) now serves as a NAFTA judge, along with lawyers from many other countries.

disputes between investors and foreign governments has led to national laws being revoked, justice systems questioned and environmental regulations challenged. And it is all in the name of protecting the rights of foreign investors under the North American Free Trade Agreement."

Three years later, in an April 18, 2004 article entitled "NAFTA Tribunals Stir U.S. Worries," the *New York Times* lifted the lid a bit more on the NAFTA judicial Trojan horse. The *Times* piece by Adam Liptak reported:

After the highest court in Massachusetts ruled against a Canadian real estate company and after the United States Supreme Court declined to hear its appeal, the company's day in court was over. Or so thought Chief Justice Margaret H. Marshall of the Massachusetts court, until she learned of yet another layer of judicial review, by an international tribunal. "I was at a dinner party," Chief Justice Marshall said in a recent telephone interview. "To say I was surprised to hear that



AP Images

a judgment of this court was being subjected to further review would be an understatement."

Overriding U.S. Judicial Independence

There are now dozens of suits filed in NAFTA tribunals and soon there are expected to be hundreds. Of particular interest in the *Times* piece are the comments of several experts on the surprise nature of this stealth attack. "This is the biggest threat to United States judicial independence that [few people have] heard of and even fewer people understand," said John D. Echeverria, a law professor at Georgetown University.

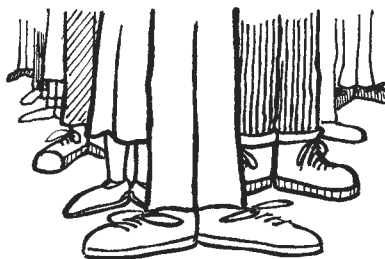
"It's basically been under the radar screen," said Peter Spiro, a law professor at Hofstra University. "But it points to a fundamental reorientation of our constitutional system. You have an international tribunal essentially reviewing American court judgments."

Our Founding Fathers intended that the U.S. Congress, not an international tribunal, would be authorized to regulate trade with foreign nations. They stated this quite specifically, in Article I, Section 8 of the Constitution, which states: "The Congress shall have power to lay and collect taxes, duties, imposts and excises.... *To regulate commerce with foreign nations.*" (Emphasis added.) Congress does not have the power to delegate that responsibility to the president, to a NAFTA tribunal, or to any other entity.

Prof. Robert Pastor and the Council on Foreign Relations, the most influential internationalist-minded organization in the country, have called for replacing NAFTA's current *ad hoc* tribunals with a "Permanent Court" that "would permit the accumulation of precedent and lay the groundwork for North American business law." It was Pastor who advised President Clinton on drafting the NAFTA side agreements on environment and labor standards.

Those agreements have now spawned calls to establish additional tribunals to deal specifically with those issues. And the multitude of initiatives that have been launched under President Bush's Security and Prosperity Partnership (SPP) will pave the way for still more of these unconstitutional institutions. Those who love America should not rest until NAFTA is repealed and its unconstitutional tribunals are rendered null. ■

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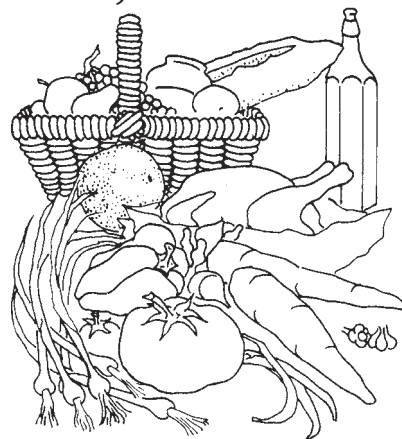
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The View From *South of the Border*

AP Images

The deleterious effects of NAFTA in the United States are all too well known to Americans, but south of the border the agreement has likewise gutted the Mexican economy.

by Charles Scaliger

In December 1994, less than a year after the NAFTA agreement came into force among the United States, Canada, and Mexico, Mexican President Ernesto Zedillo took the drastic step of devaluing the Mexican peso. The ensuing crisis rocked global markets and threw the Mexican economy into recession.

For the Clinton administration, the political fallout was acute. Not long before, Bill Clinton and congressional cronies in both parties had pulled out all the stops in order to persuade Congress to ratify NAFTA. In opening up Mexico's comparatively closed marketplace, they argued, NAFTA would bring unprecedented opportunities for American companies and confer a cornucopia of jobs and economic growth on our poorer neighbors south of the Rio Grande. A stronger Mexico, they promised, would lead to lower illegal immigration — already an issue of great concern in the middle of the last decade.

Charles Scaliger is a teacher and freelance writer.

Yet within a few months, the Mexican economy was quietly in free fall. A pair of high-profile political assassinations and the launch of the Zapatista rebellion gave hints of a society in turmoil, despite the impression of a Mexican economy that seemed to hum along very nicely. The truth was that NAFTA was more than the creaky Mexican economy could bear.

Broken Promises

When everything came unraveled in late 1994, savvy observers wondered how NAFTA could have failed so spectacularly to live up to its promises. The currency crisis of 1994-95 was alleviated by President Clinton's expensive bailout of the Mexican government and of wealthy investors with a stake in ill-conceived Mexican government bonds. But in the nearly 13 years since, the Mexican economy has stagnated. Real wages are lower now than they were a quarter century ago, the gap between the wealthiest and poorest 10 percent has widened dramatically, the agricultural sector has been nearly wiped out, and overall economic growth has managed

a pitiful 1.3 percent a year — 43 percent behind the U.S. growth rate.

At least one Mexican economist has noticed the deleterious effects of NAFTA. Writing in *Revisiting NAFTA*, a 2006 report on the free-trade agreement by the Economic Policy Institute (EPI), Professor Carlos Salas of Mexico's El Colegio de Tlaxcala argues that NAFTA has done tremendous damage to the Mexican economy. Though he has fallen into the trap of believing that the poor performance of NAFTA necessitates a deeper integration of Mexico with the United States, Salas nevertheless concludes that, since NAFTA, in Mexico, “job creation has been left

to fate; there is no employment policy other than that of low wages. Additionally, one-sixth of the population that worked in agricultural activities in the beginning of the 1990s has been displaced from the field, literally. This population migrates searching for any place to work, be it in other states of the republic or outside of Mexico. With respect to generating non-agricultural employment, most recent growth has been concentrated in jobs without social benefits, in small-scale and low-productivity activities.”

Mexicans continue to vote with their feet, to the tune of at least 500,000 illegal immigrants to the United States every year — numerically, roughly half of each year's new labor pool. NAFTA, in a word, has failed spectacularly to deliver on its promises to ordinary Mexicans, and not just in the short run.

Not all of the failures of the Mexican economy can be laid directly at NAFTA's feet. Long before NAFTA was conceived, the Mexican economy and political system were basket cases. In Mexico's first 55 years of independent history, from 1821 to 1876, the country had no fewer than 75 presidents. Most of them came to power in coups d'état, and none of them did anything to create a legal framework for the protection of property rights.

Under such conditions, capital formation was nearly impossible.

The 35-year presidency of Porfirio Díaz, from 1876 to 1911, saw the creation of a Mexican banking system and central bank monopoly on credit modeled after the Bank of England. But the absence of meaningful contract enforcement meant that banks refused to lend money except to family associates. As a result, such wealth as Mexico could create was concentrated in the hands of a few powerful families and individuals, and the financial oligarchy that has controlled Mexican politics and money ever since was born. Throughout the 20th century, Mexican banks worked cheek and jowl with the ruling elite, and Mexico's vast underclass was denied access to a piece of the pie. In 1982, the government even expropriated the banks to pay off its own debts, but long-overdue reforms to protect property rights were not seriously considered. Through it all, Mexico remained a one-party, oligarchic state, with a legal system as backward as a medieval fiefdom.

The Price of Trade

This, then, was the Mexico with whom the United States and Canada were unequally yoked on January 1, 1994. While the two northern members of NAFTA at least kept some remnants of the sophisticated English framework of laws limiting the powers of government and safeguarding private

property rights, the Mexican government was almost as backward as England's prior to the Magna Carta.

The consequences of NAFTA membership for Mexico's poor — a very large percentage of the population — have been devastating. Most conspicuously, the Mexican agricultural sector has been laid bare to competition from American farmers who enjoy the morally dubious but economically undeniable advantage of heavy subsidies that the impoverished Mexican government cannot dream of matching. The result: Mexican cash crops are being pushed off the market by the American competition.

Not surprisingly, Mexican farmers, who have seen their share of GDP drop from 7.3 percent to less than five percent under NAFTA, make up the most vocal bloc within Mexico opposing NAFTA. Many of Mexico's rural poor, bereft of confidence in a government they believe has abandoned them, are turning to radical left-wing politics. "The countryside," as Rosario Robles, a leader in the leftist Democratic Revolutionary Party (PRD), recently commented, "is a time-bomb that could explode very soon."

Other Mexicans stream northward, will-

Mexicans are searching for jobs that the NAFTA-fueled Mexican economy can't give them. As one illegal immigrant from Cancún put it in a recent *Los Angeles Times* article on "free trade" agreements, "If it were true that NAFTA was good for Mexico, we wouldn't be here."

ing to risk the hazards of illegal residency in the United States. Many rural Mexican communities are little more than ghost towns these days, with able-bodied men and women mostly working in the maquiladora assembly plants along the northern border or living and working in the illegal Hispanic underground in every corner of the United States.

Meanwhile, ordinary Mexicans are still unable, except in rare cases, to get loans to purchase real estate or to start businesses — this while Carlos Slim Helú, who owns, along with several family members, most of the Mexican telecommunications industry, has quietly turned himself into the third-richest person on the planet, trailing only Bill Gates and Warren Buffett. Like most other laws pertaining to Mexican economic matters, NAFTA was crafted solely to benefit a wealthy elite, with the taxpaying poor left holding the bag.

While the pernicious effects of NAFTA on the economy of the United States took place gradually, the agreement has visibly hamstrung Mexico from the get-go. All the official chatter to the contrary, the Mexican verdict on NAFTA is in, and its jurors are the tens of millions of Mexicans crossing the Rio Grande in search of jobs that the NAFTA-fueled Mexican economy couldn't give them. As one illegal immigrant from Cancún bluntly put it in a recent *Los Angeles Times* article, "If it were true that NAFTA was good for Mexico, we wouldn't be here." ■



The promise: Mexican workers stream toward work at one of the many electronics assembly plants that have relocated to Mexico. On the previous page is a squatter community in Tijuana, Mexico — most residents here work in assembly plants, getting paid the prevailing wage.

AP Images

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Zinc (Gluconate)	30 mg	200
Chromium	200 mcg	*
Selenium	250 mcg	*
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The European *Template*

Plans for creating a North American Union are following the well established template successfully used to submerge the nations of Europe in the European Union.

by John F. McManus

In Europe, a major transnational super-state has emerged in the form of the European Union. That body now exercises nearly total control over each of its 27 member nations. More alarmingly, in our own hemisphere, political elites hope to use the European Union as a model for creating a North American Union.

Those in favor of the plan include notable leaders, such as former Mexican President Vicente Fox, who frequently urged an expansion of NAFTA into "something like the European Union." In July 2001, the *Wall Street Journal* heaped praise on Fox's recommendation and enthusiastically announced that it "supports his vision." Also in 2001, the *Atlanta Journal-Constitution* chimed in with its call for a "political alliance similar in scope and ambition to the European Union." In that same year, Dr. Robert Pastor of American University released *Toward a North American Community: Lessons from the Old World for the New*. A chapter labeled "Lesson from EU Experience" urged expansion of NAFTA into a duplicate of the European Union.

Recently, Congressman Tom Tancredo (R-Colo.) warned that the creation of the Security and Prosperity Partnership of North America is "an effort designed to dilute American sovereignty by entering into a European Union-like arrangement with Canada and Mexico." Congressman Ron Paul (R-Texas) sees the same threat. Discounting Bush administration denials that a merger is not in the works, Congressman Paul has concluded, "The real issue is na-

tional sovereignty."

The reality is that the European Union is the template internationalists seek to follow in crafting a transnational government for the nations of North America. It is a terrible prospect for many reasons, not the least of which is that the EU presently amounts to one of the greatest concentrations of political power in the history of mankind.

European Alarm

The European Union got its start with the so-called Schuman plan, drafted by French planning minister Jean Monnet in 1950. The plan created the European Coal and Steel Community (ECSC), an innocuous-sounding organization that, on its surface, seemed to be about nothing more than the coordination of coal and steel production. But it was much more. As Georgetown University historian Carroll Quigley pointed out, the ECSC was in fact "a truly revolutionary organization since it had sovereign powers, including the authority to raise funds outside any existing state's power." Through a series of steps including the European "Common Market," the ECSC eventually morphed into the EU.

Among those in Europe who now understand what has happened to their respective

countries, the most prominent are British citizens Christopher Booker, a columnist for London's *Sunday Telegraph*, and Dr. Richard North, a former research director at the European Parliament. In their book, *The Great Deception*, Booker and North offer a meticulously assembled history of the growth of the European Union. According to the authors, the decades-long "stealth" campaign that gave birth to the EU was "a slow-motion coup d'etat, the most spectacular coup d'etat in history." They note that Jean Monnet made sure that "all mentions of political union were suppressed" as the plan gained momentum. Just as we have witnessed with NAFTA, originally Monnet and other EU schemers set about "selling the treaty to the world as no more than a deal to promote trade and prosperity." EU supporters kept up the de-



Euro-law: Romanian workers pass the symbol for the EU in Bucharest. Romania joined the EU as of January 1st, giving the transnational government the same authority over Romanian law that it exercises over the laws of other member states.

The reality is that the European Union is the template internationalists seek to follow in crafting a transnational government for the nations of North America, and NAFTA is the foundational structure for this planned merger.



AP Images

Destroying sovereignty: EU Commissioner for Environment Stavros Dimas talks to the media. Dimas raised the ire of many Germans when he suggested that speed limits should be imposed on the autobahn in order to save the environment.

ceit, even using it in recent years. In 2004, Mike Nattrass of England's United Kingdom Independence Party noted: "The EU was sold to the British people as 'a trading agreement' and has turned into a 'Political Union' which is changing our basic laws and traditions."

As a step toward formalization of their

traditional citizenship has been bypassed in the 21st Century."

Perhaps the most dramatic realization of the EU's dominance over formerly independent nations came in January 2007. Roman Herzog, Germany's president from 1994 to 1999, pointed out that in a recent five-year period, "84 percent of the legal

already tight control, Europe's EU leaders produced a revealing constitution in 2004 and sent it to member nations for ratification. It boldly stated: "This Constitution ... shall have primacy over the law of Member States." Significantly, the document repeatedly expresses conformity with the Charter of the United Nations. As the EU Constitution was making its way through Europe's capital cities, President Vaclav Klaus of the Czech Republic registered his awareness of its danger. Pointing to what he saw as a "European superstate," he claimed that full ratification would mean "there will be no more sovereign states in Europe [and] only one will remain."

After the parliaments in more than a dozen EU member states formally ratified the 2004 Constitution, voters in France and Holland shocked the would-be overlords in the EU's home base of Brussels by rejecting it outright in national referenda. But that rejection has not stopped the EU juggernaut. In England, wary European Parliament member Daniel Hannan told his constituents that the seemingly rejected Constitution was now "being implemented, clause by clause, as if the votes had never happened."

In Spain, delighted over his own country's approval of the 2004 Constitution, Spanish Foreign Minister Miguel Angel Moratinos nevertheless admitted that the EU has destroyed old Europe: "We are witnessing the last remnants of national politics," Moratinos exulted. "The concept of

acts in Germany stemmed from [EU headquarters] in Brussels." Agonizing over what had occurred, he wondered aloud "whether Germany can still unreservedly be called a parliamentary democracy."

Poland's laws, too, are under fire from the EU. In Strasbourg, France, the European Court of Human Rights has awarded a Polish woman 25,000 euros for damages after Polish law denied her the "right" to terminate the life of her unborn child. Poland's membership in the Council of Europe obligates the nation to abide by the Strasbourg-based court's decisions. More importantly, the ruling means that Poland must abandon its strict rule against abortion.

Global Governance

In our own hemisphere, NAFTA is the foundational structure for the planned merger of the United States, Canada, and Mexico. Under the guise of beefing up NAFTA, President Bush and his compatriots have already entwined our nation in the Security and Prosperity Partnership as another step toward forming the North American Union.

But it would be a mistake to conclude that regional governance through bodies like the European Union is the end result sought by the architects of international order. They are, in fact, much more ambitious, as was revealed by internationalist scholar Richard Gardner in *Foreign Affairs*, the journal of the Council on Foreign Relations, in 1974. In his revealing essay entitled "The Hard Road to World Order," Gardner noted that "instant world government" was not feasible. Instead, said Gardner, "the 'house of world order' will have to be built from the bottom up rather than from the top down. It will look like a great 'booming, buzzing confusion,' to use William James' famous description of reality, but an end run around national sovereignty, eroding it piece by piece, will accomplish much more than the old-fashioned frontal assault."

That Gardner's plan is being followed was indicated by former National Security Adviser Zbigniew Brzezinski when, in 1995 at Mikhail Gorbachev's State of the World Forum, he admitted, "In brief, the precondition for eventual globalization — genuine globalization — is progressive regionalization." ■

"If you can keep your head while those around you are losing theirs, then perhaps you don't understand the seriousness of the situation."

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Everyday American: Todd Wurster became informed and involved after losing his job because of our government's trade policies.

Concerned Americans are becoming personally involved in the political process and finding success as they defend America's legacy of liberty.

by Jim Capo

Having watched the export of hundreds of jobs over the last decade at a large hi-tech plant in Corvallis, Oregon, Todd Wurster wasn't surprised last year when he was informed that his engineering job was being phased out by

Jim Capo is national spokesman for the John Birch Society on trade policy.

the struggling company. Todd's firsthand education in the world of global economic policy and political intrigue had officially begun.

On May 5, 2006, U.S. Secretary of Labor Elaine L. Chao announced an \$816,929 grant to assist 496 dislocated workers in Oregon. The grant was secured under the federal government's Trade Adjustment Assistance (TAA) program as a result of the mass layoffs — the layoffs

that had caught up with Todd. As stated in Elaine Chao's press release, the current TAA program "assists individuals who have become unemployed as a result of increased imports from, or shifts in production to, foreign countries." Thus, the U.S. government tacitly acknowledges that its trade policies result in job loss.

His job gone, Todd headed to Oregon State University to study business and accounting on the TAA government assistance program. It was not lost on him that he was transferring from the county's second largest employer to its largest employer — government. Todd's engineering intuition suggested to him that what he was experiencing was not likely the result of a random series of economic events or the inevitable progress of history.

"I thought there just had to be more going on here," he told *THE NEW AMERICAN*. "Last fall, I was searching on the Internet for information on economic news and NAFTA and I ended up on the website of an organization I had not heard of before called the John Birch Society." His eyes were opened. "I started reading about the North American Union," Todd continued, "and decided to download the electronic version for the October issue of *THE NEW AMERICAN* magazine on the topic. As I read the articles in the magazine regarding the longstanding effort to create a North American Union under NAFTA, what I had been observing in my own life really started making sense."

Todd was not simply interested in learning about what was going on. He committed to take action. He subscribed to *THE NEW AMERICAN* and became a member of the John Birch Society. The result of his commitment has been to team up with fellow concerned citizens who share a desire to educate Americans on the threat to their livelihoods and way of life posed by the North American Union (NAU).

Todd's major contribution to the efforts of his compatriots around the country has been to produce a series of educational videos on the North American Union using material from a variety of sources both in the United States and Canada. He has posted these on Google Video, and in less than two months total views have already exceeded 20,000. And others are just starting to link up as the word of Todd's effort gets out.

Photo Courtesy of Todd Wurster

Getting the word out: Citizen activist Todd Wurster uses his computer to reach Americans coast to coast. His videos warning against the North American Union are available on Google Video.

Supporting his video work, Todd has built an attractive information web portal for news about the Security and Prosperity Partnership (SPP) and the North American Union: www.stoptheNAU.org.

Battle in the States

The battle to stop the North American Union is not just being waged on the Internet, however. Ken Porter, co-chairman of South Carolinians to Stop the North American Union, put things in perspective: “When you are talking about moving a bill or resolution through a political body the Internet is like your air cover. If you want final victory, however, you are going to have to put boots on the ground. For us, that means getting our penny loafers and wingtips into the halls of our state legislature.”

Ken and his team were the force that convinced South Carolina state Rep. Ralph Davenport to introduce a resolution in that state’s legislature calling on the U.S. Congress to oppose the SPP, the NAFTA Superhighway, and any other activities to create a North American Union. As South Carolina activist John Perna noted, “Our state legislators need to act while they still have some sovereign authority left in our republic.”

The South Carolina effort, like many similar actions across the country, is the result of a campaign launched by the John Birch Society aimed at passing resolutions by state legislatures urging Congress to stop the NAU and SPP. On March 22, Idaho became the first state to have both houses of the legislature pass the resolution. As of March 26, 14 states in addition to Idaho had introduced the resolution into one or both houses, and in three states (Arizona, Montana, and Utah) it had already passed in one house.

In many of these cases, state legislators were completely in the dark before their constituents brought these important issues to their attention. “It was members of the John Birch Society in my district who made me aware of this issue,” said Rep. Steve Sandstrom, who introduced the resolution in the Utah House of Representatives and carried it through to pas-



Photo Courtesy of Todd Wurster

What You Can Do

Help Preserve Your Family’s Legacy of Freedom

If you have read several of the articles in this issue, you know that the North American Free Trade Agreement (NAFTA) and the North American Union (NAU) represent two interrelated threats to our freedom and independence. In September 2006, the John Birch Society initiated a campaign to convince Congress to block the NAU through encouraging JBS members and allies to work with their state legislators to get anti-NAU resolutions passed in their state legislatures. As the adjacent article shows, there has been a lot of progress with this campaign. THE NEW AMERICAN’s special issue about the NAU (superseded by this issue of TNA) has served as a key educational tool for this campaign.

The John Birch Society is now going on the offensive by launching a “Repeal NAFTA” campaign. This campaign is not intended to replace the NAU campaign, but instead to complement it. Since the NAU is being built on the NAFTA foundation, one of the best ways to block the NAU is to convince Congress to repeal NAFTA by voting to withdraw U.S. membership. This special NAFTA issue of THE NEW AMERICAN serves as an educational tool for this campaign.

Bottom line: *Get anti-NAU resolutions adopted by your state legislatures, and begin working on getting “Repeal NAFTA” resolutions adopted by your states.*

How You Can Help Block the NAU and Repeal NAFTA

- Tell your representative and senators that you want them to help preserve our American freedom and independence by blocking the North American Union (NAU) and repealing the North American Free Trade Agreement (NAFTA). (Go to <http://www.capwiz.com/jbs/home/> for pre-written messages to Congress and for contact information.)
- Using this special NAFTA issue of THE NEW AMERICAN as an educational tool, work with your state legislators to get both anti-NAU and “Repeal NAFTA” resolutions introduced and passed in your state legislature. (To order additional copies of this issue, see the card between pages 38-39.)
- Go to JBS.org/freedom for model NAU and NAFTA state resolutions and other campaign tools and updates. ■

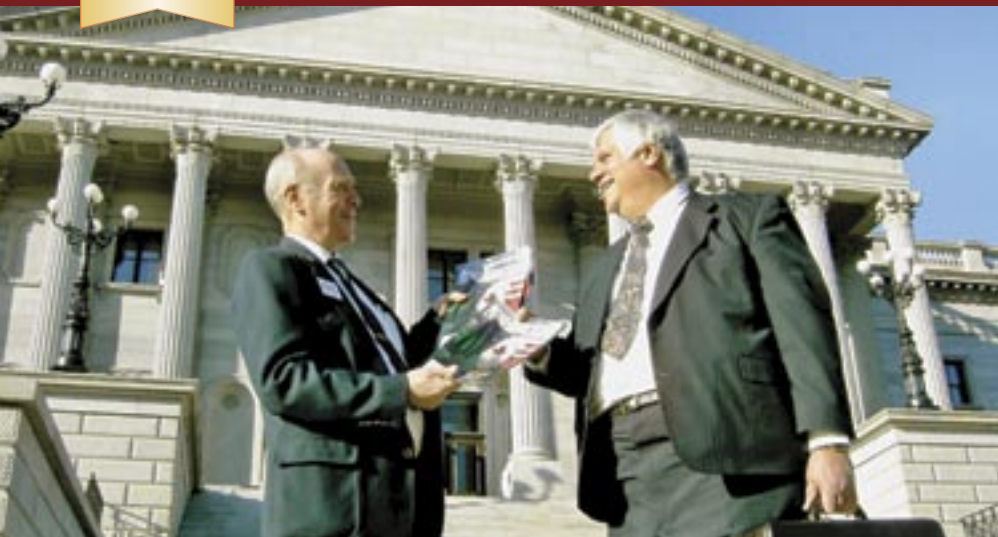


Photo Courtesy of Jim Capo

Citizen activists Ken Porter (left) and John Perna, both John Birch Society chapter leaders in South Carolina, meet on the steps of the South Carolina state capitol, where they and others gave the special “North American Union” issue of *THE NEW AMERICAN* to every legislator.

sage. “Then I did my own research,” Rep. Sandstrom continued, “and found a lot of information outside the JBS material and realized that it was real and what a growing problem this was.”

Holding Feet to the Fire

Citizens also are going directly to members of Congress concerning the NAU. Robert “Butch” Taylor, president of the Greenville County (S.C.) Taxpayers Association, arranged to have newly reelected Republican Congressman Bob Inglis appear before Taylor’s tax group. To his credit, Congressman Inglis, who had infuriated many constituents by flip-flopping on a “free trade” vote (he voted for the Central American Free Trade Agreement after announcing he would vote against it), agreed to the meeting knowing that he would be facing a tough crowd.

There were 40 citizens in the downtown branch of the Greenville public library that night. Rather than opening with a speech, Congressman Inglis asked his audience to

help him build a list of their top concerns. The list was short: 1) North American Union/Security and Prosperity Partnership (NAU/SPP); 2) Border Patrol agents Ramos and Compean; and 3) the Real ID Act.

Before the last election, while on the top local talk radio show, Congressman Inglis had referred derisively to the North American Union and NAFTA Superhighway as an “urban legend.” When speaking to the taxpayers of Greenville County, however, he conceded that work on a Trans Texas Corridor was underway. He tried to assuage the crowd by averring, “this project won’t cost taxpayers money because it is being paid for with private funds.” People in the audience who knew Congressman Inglis grumbled that they were sure he was smarter than this.

Rep. Inglis may not have been “converted” by the meeting with his constituents, but he and his congressional colleagues cannot help but be affected by such exposure to determined patriot activists.

The morning after the failed attempt of Congressman Inglis to relate to his constituents, down Interstate 85 a few miles, Congressman and GOP presidential candidate Duncan Hunter (R-Calif.) addressed a Spartanburg, South Carolina, breakfast gathering. Taking a question from the audience regarding his position on the North American Union and the NAFTA Superhighway, candidate Hunter was

gracious in admitting that he was not really familiar with the issue. Rep. Hunter noted, “Many people have approached me about this issue here on my trip to South Carolina.” “While I can’t give you an answer today,” he continued, “I will commit to you that I will look into this and take a position.” Several people in the room were taking notes on Hunter’s response and said they would be following up with him on his next visit to the important early primary state.

That citizen activism of this sort is effective was proved by the major (though virtually unreported) *David vs. Goliath* victory in 2004 over the Free Trade Area of the Americas. As noted elsewhere in this issue (see pages 30-31), the effort to establish the FTAA was launched in 1994 and was planned to go into force in January 2005. John Birch Society President John F. McManus points out that the concerted two-year JBS campaign to “Stop the FTAA” paid off.

“Many people thought the FTAA was unstoppable, and its promoters thought they had it cinched,” Mr. McManus noted. “But we poured it on, with petitions, letter-writing, speaker tours, pamphleteering, billboards, literature distribution. Finally, the White House even realized they couldn’t twist enough arms to pass it.”

While the major media, with the exception of CNN’s Lou Dobbs, ignore both the efforts to create and to stop the North American Union, a single-issue nationwide coalition has been formed, calling itself the Coalition to Block the North American Union. The coalition, now including over 40 organizations, is led by a steering committee consisting of bestselling author Dr. Jerome Corsi, American Policy Center President Tom Deweese, Conservative Caucus Chairman (and chairman of the coalition) Howard Phillips, John Birch Society President John F. McManus, and Eagle Forum Founder Phyllis Schlafly.

The road to restoring American independence and preserving our freedom and American way of life must start at the grass roots, run through our local and state governments, and continue on to our U.S. Congress. As more Todd Wursters continue to awaken to the nature of the battle before us, our prospects for traveling successfully down that road improve significantly. ■

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- *George Washington (1796)*

“Commerce with all nations, alliance with none, should be our motto.”

- *Thomas Jefferson (1799)*

“I deem (one of) the essential principles of our government (to be) peace, commerce, and honest friendship with all nations, entangling alliances with none....”

- *Thomas Jefferson (1801)*

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