

## Driving Versus Traveling

By Anna Von Reitz



Here in a nice, succinct example, is a letter being sent to the Governor of the State of Missouri (which is not Missouri) enlightening him about the history and meaning of the legal terms involved in the issue of "driving" versus merely moving from one place to another.

<https://annavonreitz.com/parsons.pdf>

We will no doubt issue similar letters in all States of the Union and we have them mocked up in template form, ready to plug in the individual information as needed.

The United States Congress (not the U.S. Congress, which is merely presuming upon the powers delegated to the American Federal Republic) was granted the power to "regulate interstate commerce". The intent was to prevent competition between the States of the Union and promote the smooth flow of business across borders.

Interstate is synonymous in this case with "international" and "commerce" means business between two incorporated entities.

You can begin to sense that the "interstate commerce clause" has nothing to do with you going to the grocery store, or, most likely, with you, period, at all.

So there is the background and the basis that they, the Federal Subcontractors and their State-of-State franchise operations, used to claim authority to regulate what? Commerce. Business between incorporated entities.

Early on there was a very substantial national debate about licensing "Drivers" who were engaged in commercial business operations and making a living off the public roads --- incorporated taxi services, courier services, truckers, businesses like Door Dash, etc., and the decision was made that yes, they were engaged in using the public roads for the profit of privately owned corporations, so they should pay back to the public for the wear and tear.

This is why commercial drivers are licensed.

By seeking and accepting a "Driver License" and registering your car as a "Motor Vehicle" you are admitting that you are engaged in a commercial activity that requires a license.

Simply traveling from Point A to Point B on the public road is not a commercial activity and doesn't make you a "driver" subject to any regulation by the Federales or their State of State franchises.

A "Commercial Driver License" or "CDL" is merely a license allowing you to drive larger commercial-use conveyances.

Whether you have a plain Driver License to "operate" a small "Motor Vehicle" --- another legal term --- or a Commercial Driver License to operate a large scale "Motor Vehicle", it's all about commerce and commercial profit off of public roads.

You are not engaged in any commercial activity when you go to visit your Sister in Georgia, and aren't using your car as a "commercial vehicle" when you take the kids to school, so, effectively, when you are coerced to get a Driver License, you are being suborned to lie about yourself, your activities, and your use of your car, which allows the Perpetrators to "regulate" you and your use of the public roads, and also subjects you to their foreign law and jurisdiction.

The State of State franchise and the DMV has forced you to, in effect, falsely incriminate yourself and that is a violation of the Fourth Article, Sixth Article, and Fifth Amendment of both extant Federal Constitutions.

Of course, to claim your Constitutional Guarantees you must first overcome their supposition that you agreed to become a U.S. Citizen at the age of three weeks or so, claim your birthright political status, and make it clear that you are not bound

by undisclosed, unconscionable contracts that were signed by Third Parties while you were a baby in your cradle.

As you were never actually and voluntarily a British Territorial U.S. Citizen in the first place, this automatically unravels their second impersonation which attaches your NAME to a Municipal franchise ESTATE trust.

Otherwise the Municipal CORPORATIONS they created in the name of a drowned British Merchant Mariner "lost at sea" --- who just happened to have your same name --- could give them an excuse for thinking that you are a British Crown Corporation franchise and a "Commercial Vessel".

Correcting your political status records is Job One.

Overcoming their self-interested "presumptions" is a process. It doesn't happen overnight. They have to learn. We have to teach them. Making sure that the "Legal Departments" of all the police, trooper, and municipal officers are given this information is Job Two.

Job Three is learning how to exercise your rights responsibly, so as to earn the respect and trust of other people in your community, who must gradually understand that, no, you aren't nuts. You are simply exercising rights and remedies that are yours by nature and birth.

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