

This Will Leave Your Head Whirling



By Anna Von Reitz

Many centuries ago kings and prelates and businessmen kept their own stables of messengers who hand-carried information back and forth, either verbally or by written means, and these physical communication systems gradually developed into the Postal Services we know today--- and to this day, a postal service may either be public or private in nature.

Benjamin Franklin was the owner of one of the first private postal services serving the public in America. For a stated fee, his company would take your letter or box over the rough roads from Boston, Massachusetts, to Charleston, South Carolina, and guarantee its safe passage (insure it) so that you didn't have to make the journey yourself or send someone in your direct employment on this arduous errand.

Postal Service at that time was cheaper than doing it yourself and arguably safer and often faster than what people could afford to do for themselves, so the idea caught on and the economic advantages of being able to bundle mail going to a specific destination provided the profit needed to spur growth.

Franklin's initial service was fine enough for local service around the Boston area, but to thrive and maximize profit, he quickly realized that the most expeditious and safest routes had to be identified and that a survey evaluating various routes had to be conducted to firmly establish the preferred byways. These then became known as "post roads"---- the routes by which the mail would be moved.

The physical structures at the junctions of post roads where the mail was delivered became known as "post offices" and the traditions of both going to the post office to pick up the packages and letters sent "general delivery" to that geographic location and the expansion of service to home and " post box" delivery also expanded.

Such designated post roads and post offices had already existed for a long time in England and France and other European countries and so had special "sea lanes" designated for the transportation of mail and international cargos. Franklin dreamed of the day when his postal service would be competent to take a letter from Boston to Paris, or from New York to Brussels---- but in order to do that, he would need to negotiate relationships with other postal services in those countries.

So far we are just talking about private postal services: for-profit private companies that move letters and parcels and bulk cargo similar to UPS and DHL and Federal Express today.

The idea of a national postal service provided by and guaranteed by the national government of each country as a public postal service was quickly becoming adopted as a result of the government's own need for it and also as a ongoing need of the postal services themselves. In order to operate efficiently and responsibly, postal carriers needed firm ingress and egress treaties known as "postal treaties" allowing them to cross borders and move mail.

Most people are aware that treaties between nations are the supreme form of law on planet Earth, other than ecclesiastical law.

Treaties establish international law. In the international jurisdiction, people do not exist; only offices (such as "Mister" and "Esquire" and "Lieutenant" and "General" and "Head of State" and "Queen") and things (such as vessels and cargo) and "persons" (such as HAROLD V. MORGAN) exist in this jurisdiction.

For treaties to be implemented there have to be "sea lanes" and "post roads" to communicate and allow both commerce and international trade.

What happens when one country (land) or nation (sea) decides that oh, ho, hum.... I want to be isolated (like North Korea)? Well, for one thing, commerce and international trade are both adversely impacted, for another, communications are impaired. The world ceases to operate in an integrated fashion.

Getting the world to function in an integrated fashion in the first place has largely been the objective of the Postal Service, because in order to do its duty and provide its service, the postal services of the world must have access and free egress of the international sea lanes and the nationally designated post roads.

Please underline the word "service", because that is what the "Postal Service" is supposed to be about---service to its customers, even if it has been abused like other "services"--- the Military Services, the Police Services, the Banking Services, the US Marshals Service, and so on.

It does not take advanced logic or rocket science to deduce the reason that all the various countries on earth and all their governments have "postal treaties" and that those treaties are among the most solemn contracts that nations enter into upon becoming part of the international community.

To begin with, they cede a portion of their natural jurisdiction both on land and sea to create seats of government and post roads and post offices on the land, and sea lanes and safe harbors on the sea and sea coasts ---which are all necessary if the Postal Service is to be enabled to operate and deliver mail and cargo from one country to another.

A seat of government must be established before a postal treaty can be negotiated with other countries--- and without a seat of government and a national government competent to negotiate it, postal services in America would remain very limited and very local in nature. This in turn would, over time, cripple the American economy.

The flow of goods and information is crucial to commerce and trade and as Franklin correctly foresaw, without embracing this next level of international organization and establishment of postal treaties, we'd be left behind as a permanently limited and parochial society, impaired in our ability to communicate and trade with the rest of the world.

Franklin chose our fate for us and chose to connect America to the rapidly developing postal service grid.

The first United States Postal Service established as a national public postal service under postal treaty with all the other member nations designated Philadelphia, Pennsylvania as our seat of government, and so it remains to this day.

This Post Office is owned and operated by The United States of America (Unincorporated) and includes the offices of the United States Postmaster (sea) and United States Post Master (land). It flies the United State Civil Flag (vertical stripes) in peacetime, and still does, because these "United States" are at peace.

The Territorial United States Government also runs its Postal Service known as the U.S. Postal Service under the auspices of this seat of government and contains the offices of the United States Postmaster General (sea) and United States Post Master General (land). This Postal Service flies the

United States War Flag, the Stars and Stripes, because it has never ceased to be at war since the end of the so-called American Civil War.

The Municipal United States Government has its separate seat of government in Washington, DC and its own postal service known as the UNITED STATES POSTAL SERVICE or USPS, and the offices of the US POSTMASTER GENERAL and US POST MASTER GENERAL. It also flies the war flag.

Please notice that the duties of the Postmaster on the sea connect with the duties of the Post Master on the land in the institution of the Customs Houses which are international post offices maintained in Coastal Districts and ports of entry throughout the country.

The Postal Service worldwide overseen by the Universal Postal Union (UPU) creates a nearly contiguous world-spanning global network and the Postal Treaties control egress and ingress along the sea lanes and post roads in every country. This overlooked and little-appreciated fact and the web of postal treaties supporting this global network and granting it land interests within every nation (Post Roads and Post Offices) gives rise to a clear and present danger that virtually all national governments have ignored.

As, one by one, national governments have incorporated as for-profit business entities and as franchises created by the Roman Curia, they have lost their sovereignty.

Even though nothing on the surface appears to have changed, the character of the government and its institutions has been radically changed and reduced to nothing more than a large number of money-grubbing service corporations intent on selling the largest number of services at the highest price. They are not operating as true national governments anymore. They are not sovereign entities and they are not owed sovereign immunity.

The Universal Postal Union operating as an association of private national postal service organizations is operating as a sovereign entity. It has land jurisdiction bequeathed to it, sea jurisdiction bequeathed to it, a seat of government in Switzerland.

There's your new world government wrapped up with bow and waiting in the wings.

The reply to this challenge to national sovereignty is for all the people around the world to do what we have done: wake up, shed the "incorporated" shell, and begin operating your own lawful land jurisdiction government again. En masse.

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