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public highways partakes of the nature of a Liberty within the meaning of the Constitutional guarantees. . ." Caneisha Mills v. D.C. 2009 For me to continue to travel with registration, license plates and a driver's license would NOT

ONLY BE immoral of me, but it would also constitute fraud and the impersonation of a commercial driver.

"It is settled that the streets of a city belong to the people of a state and the use thereof is an

inalienable right of every citizen of the state." Whyte v. City of Sacramento, 65 Cal. App. 534, 547, 224 Pac. 1008, 1013 (1924); Escobedo v. State Dept. of Motor Vehicles, 222 Pac.2d 1, 5, 35 Cal.2d 870 (1950).

I have respectfully requested that the DMV honor my rights by UNREGISTERING my car and voiding the Driver's License which I was defrauded into believing I was required to keep. I do this strictly as a courtesy to you, to whom I am not obligated to prove anything, nor to whom I am beholden concerning anything having to do with my natural and unregulable rights.

Please do not misconstrue this letter as being a request for any kind of permission: I do not require your permission to travel anymore than I need your permission to pursue my life, liberty & happiness, which is the same thing. I am Given name: Family name, the flesh and blood man, not [ALL CAPS NAME], the corporate chattel: I am not your subject anymore than I am the subject of the United States of America Corporation (a.k.a. the "government").

In my initial letter to you which went largely ignored, I had graciously furnished you with Case Law and Supreme Court rulings that state the following (and which you can read in detail in my original letter to you, a copy of which is attached):

Non-commercial travelers are not required to be licensed, have registration or insurance, or have plates on their private property/household goods otherwise known as an automobile.

Chicago Coach Co. v. City of Chicago, 337 III. 200, 169 N. E. 22., which ruled that TRAVEL IS NOT A PRIVILEGE REQUIRING LICENSING, VEHICLE REGISTRATION, OR FORCED INSURANCE.

Statutes are not law, and no law is valid that requires me to waive a fundamental right in order to comply with the demands of something called the "State."

I supplied you with Black's Law & Bouvier's legal definitions of your words and phrases pertaining to "Driving," all of which are COMMERCIAL definitions.

I sent you several Supreme Court & Case Law rulings that establish the inarguable Right of free, non-commercial people to travel without being obligated and indeed CHARGED FOR registration, licensing, insurance & license plates, such as the Supreme Court ruling mentioned above in Reno V. Condon, Jan. 12, 2000, which bears repeating: "The activity licensed by state DMVs and in connection with which individuals must submit personal information to the DMV (the operation of motor vehicles) is itself integrally related to interstate commerce."

I provided you with the Motor Vehicle Transportation License Act of 1925 which clearly states: "Those who transport no persons or property for hire or compensation, by motor vehicle, have been determined in the Bacon Service Corporation case to be lawful exemptions." (See re Schmolke (1926) 199 Cal. 42, 46.)

It is COMMON SENSE that a human being has the inalienable right to travel in his private property (automobile) and go to the store for food he needs in order to survive without having to pay some fictional entity for that right. Rights are not regulable.

The language and definition of "motor vehicle" was changed in 1961 as a means to deliberately con people into believing that their RIGHTFUL use of the highways was a regulable "privilege" that required licensing:

Public highways of Washington state are open as a matter of right, not privilege, to public vehicular travel.

In response to inquiries concerning this statutory claim, the WA Statute Law Committee (WA Code Reviser will testify to this) has directed that very particular Session Laws constitute those upon which the RCW 46.04.320 definition of the term "motor vehicle" rests or under which it is governed, and all are identical in their language regarding the scope of said term. (See Washington Sessions Laws of 1915, Chapter 1 42 §§ 1(1) "Motor vehicle" and 1(6) "Public

highway" or public highways"; Sessions Laws of 1915, Chapter 142 §§ 1(1) "Motor Vehicle" and 1(6) "Public highway" or public highways"; Sessions Laws of 1919, Chapter 59 §§ 1(1) "Motor vehicle" and 2(6) "public highway" or public highways"; Sessions Laws of 1912, Chapter 96 §§ 2(1) "Motor vehicle" and 2(7) "Public highway" or public highways"). That language is as follows:

"Motor vehicle" shall include all vehicles or machines propelled by any power other than muscular, used upon the public highway for the transportation of freight, produce or any commodity, except traction engines temporarily upon the highway, road rollers or road making machines, and motor vehicles that run upon rails or tracks.

"Public highway" or "public highways" shall include any highway, state road, county road, public street, avenue, alley, driveway, boulevard or other place built, supported, maintained, controlled or used by public or by the state, county, district or municipal officers for the use of the public as a highway, or for the transportation of persons or freight, or as a place of travel or communication between different localities or communities.

That was:

(1) "place built, supported, maintained, controlled or used by the public or by the state, county," or

(2) "for the transportation of persons or freight," or

(3) "As a place of travel or communication between different localities or communities."

The term "motor vehicle" is said to embrace only those contrivances using the highways under purpose #2 above, and it is not said to embrace those not using the highways for purpose #3, for "travel and communication."

"Transportation. The movement of goods or persons from one place to another, by a carrier. Interstate Commerce.

Commission v. Brimson, 154 U.S. 447, 14S.Ct. 1125, 38 L.Ed. 1047."

In the 1961 major rewrite of RCW 46 the focus in defining its scope was shifted from the definition of motor vehicle to transportation, to a distinction between privilege and common right, that right of public vehicular travel being repeatedly deemed a "matter of right." In this 1961 definition of "motor vehicle" we find no mention of "transportation."

RCW 46.04.320 Motor vehicle. "Motor vehicle" means every vehicle that is self-propelled and every vehicle that is propelled by electric power obtained from overhead trolley wires, but not operated upon rails. "Motor vehicle" includes a neighborhood electric vehicle as defined in RCW 46.04.357. "Motor vehicle" includes a medium-speed electric vehicle as defined in RCW 46.04.295. An electric personal assistive mobility device is not considered a motor vehicle. A power wheelchair is not considered a motor vehicle. A golf cart is not considered a motor vehicle, except for the purposes of chapter 46.61 RCW.

[2010 c 217 § 1; 2007 c 510 § 1. Prior: 2003 c 353 § 1; 2003 c 141 § 2; 2002 c 247 § 2; 1961 c 12 § 46.04.320; prior: 1959 c 49 § 33; 1955 c 384 § 10; prior: (i) 1943 c 153 § 1, part; 1937 c 188 § 1, part; Rem. Supp. 1943 § 6312-1, part; 1923 c 181 § 1, part; 1921 c 96 § 2, part; 1919 c 59 § 1, part; 1917 c 155 § 1, part; 1915 c 142 § 2, part; RRS § 6313, part. (ii) 1937 c 189 § 1, part; RRS § 6360-1, part; 1929 c 180 § 1, part; 1927 c 309 § 2, part; RRS § 6362-2, part.]

Furthermore, proving that a "motor vehicle" is distinguished differently from an "automobile," you have RCW 9A.56.075 Taking motor vehicle without permission in the second degree.

(1) A person is guilty of taking a motor vehicle without permission in the second degree if he or she, without the permission of the owner or person entitled to possession, intentionally takes or drives away an automobile or motor vehicle, whether propelled by steam, electricity, or internal combustion engine, that is the property of another, or he or she voluntarily rides in or upon the automobile or motor vehicle with knowledge of the fact that the automobile or motor vehicle was unlawfully taken.

(2) Taking a motor vehicle without permission in the second degree is a class C felony. [2003 c 53 § 73.]

[NOTE: So, according to this Revised Code of Washington (RCW), "automobile" and "motor vehicle" are not the same thing.]

The removal of the term "transportation" from the language of the RCW clearly is the cause of this controversy. Support of this claim, that private travel is not and has never been placed within the scope of the term "motor vehicle," is found in other provisions as well. Washington (Sessions) Laws of 1961, Chapter 1 § 1(x) of the Highway License act defines a "Public Highway" as:

"Every way, lane, road, street, boulevard, and every way or place in the State of Washington open as a matter of right to public vehicular travel both inside and outside the limits of

incorporated cities and towns."

The proof that my activity of public vehicular travel is, by law, a common right and not at all a privilege, is overwhelming in the eyes of all but the morally bankrupt, criminally insane and irretrievably corrupt. The law, state and municipal, foreign and domestic, is virtually replete with this framework which recognizes outright, and therefore duly protects, my right to engage in public vehicular travel and to not be subjected to any privilege code as Washington has in its RCW 46. One needn't trek into distant enactment of 1961 to find this expression in WA Sessions Laws.

"AN ACT Relating to the definition of "county engineer"; and amending RCW 36.75.010. BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Sec. 1. RCW 36.75.010 and 1984 c 7 s 26 are each amended to read as follows:

(4) "City street," every highway or part thereof, located within the limits of incorporated cities and towns, except alleys;

(6) "County Road," every highway or part thereof, outside the limits of incorporated cities and towns and which has not been designated as a state highway;

(11) "Highway," every way, lane, road, street, boulevard, and every way or place in the state of Washington open as a matter of right to public vehicular travel both inside and outside the limits of incorporated cities and towns."

—Laws of Washington state 2005, House Bill 1599, passed by the House March 11, 2005, Yeas 93 and Nays 0, passed by the Senate April 12, 2005, Yeas 44 and Nays 0. Approved April 22, 2005, C. Gregoire, Governor of the State of Washington; FILED April 22, 2005 - 4:12 p.m., Secretary of State, State of Washington. Effective date July 24, 2005.

There cannot be found in the Revised Code of Washington (the Commonwealth of Washington, where I reside) anything but COMMERCIAL application, stipulations and words that, using your own legal definitions, translate to COMMERCIAL activity.

Dunn v. Blumstein, 405 U.S. 330, 92 S Ct 995, 31 L Ed 2d 274. [5 U.S. Dig, Constitutional Law, and 101.5, Right of interstate of international travel. "The RIGHT TO TRAVEL is an unconditional personal right whose exercise may NOT be conditioned."

The information included here and the additional information previously sent that you ignored and for which I received a Return Certificate proving that you had it in your possession (attached again with this correspondence) is irrefutable FACT and LAW which only the morally corrupt would ignore while continuing to try to extort illegal fees, charges and "penalties" against me. But this is not about money—this is about true justice, non-compliance with a lawless organization, and being a human exercising his inalienable right to travel which you have no authority or so-called "law" to regulate.

In Hertado v. California, 110 US 516, the U.S Supreme Court states very plainly: "The state cannot diminish rights of the people."

Please see the attached copy of a letter sent from then-Senator Wayne Stump to Ralph Milstead, the Director of the Department of Public Safety in Arizona in 1985, in which he addresses people rescinding their contracts with the United States federal government and the State of Arizona (BOTH corporations) and establishing themselves as freemen and traveling WITHOUT auto registration, driver's license, "or any other evidence of contract."

I have so far documented your absolute lack of response to my claims of Right to Travel and sofar uncontested proof of your fraud. Due to your negligence in responding to my claims, I am left with four questions for you to answer:

Is it safe to assume that there is no law which requires a non-commercial traveler to register his conveyance and apply for a "Driver's" license?

Does your utter lack of a response mean that you—a human being— are merely complicit in this massive fraud being perpetrated on every American? Does my original letter with all of my EVIDENCE and PROOF of Right to Travel being sent back to

me with nothing more than a date stamp on it mean that you have absolutely nothing to disprove me?

Can you PROVE to me that I am subject to your rules and regulations and obligated to follow your codes and statutes merely because I lived on the land known as "California"?

Bennett v. Boggs, 1 Baldw 60, "Statutes that violate the plain and obvious principles of common right and common reason are null and void."

If I am wrong, and the DMV is NOT extorting and defrauding millions of people out of hundreds of millions of dollars every year, please provide me evidence that the COMMERCIAL Driver's License I had previously applied for is in fact a non-commercial license, and please provide your California Transportation Code (or ANY Transportation Code) outlining licensing for people traveling who are NOT engaged in commerce when they are conveying themselves in their automobiles (NOT "Motor Vehicles," a COMMERCIAL term) in pursuit of their life, liberty & happiness. And when you do so, PROVE to me that it is a LAW passed by Legislation and not just a statute or code (i.e. NOT law), and if you are actually able to do this, please explain to me how a CORPORATION'S "law" has the ability to make a right illegal. It would be greatly appreciated.

Miller vs. U.S., 230 F. 486, 489. "The claim and exercise of a constitutional Right cannot be converted into a crime."

If and when you respond to this STATEMENT OF FACT, please acknowledge that my private property/automobile has been UNREGISTERED and that the COMMERCIAL "Driver's" license with my picture on it has been voided. Also include information on applying for and acquiring EXEMPT plates for my private automobile which, and I repeat for the third time, you are lawfully required to do under 188 Cal. 734; 207 P. 251; 1922 Cal. LEXIS 477.

Your prompt compliance is of utmost importance for my well-being and safety due to the fact that Policy Enforcers (Peace Officers, Police Officers, Traffic Cops) might illegally detain me and demand proof that I am a commercial "Driver" (which I am not), and who might then, when they do not get any proof of my COMMERCIAL activity on the highways/byways/roadways, potentially damage my household good/automobile and/or steal it, then at gunpoint kidnap me and throw me in a cage, possibly injuring or even murdering me—an unarmed, non-combatant man exercising his right to travel. Unfortunately, Traffic Cops/Policy Enforcers do this every day all over our Republic.

By ignoring these FACTS and the information in my letter (for the second time) you will be considered complicit in this fraud and could be held liable under 18 U.S. Code § 241 - Conspiracy against rights, and you could be held responsible for whatever injuries and or property damage I sustain.

I would appreciate a human being identify him or herself included in your response and that he/she sign a brief statement acknowledging that he/she has read this word-for-word. Your previous response to which this STATEMENT OF FACT is a reply was devoid of any human interaction save for some highlighting. Also, I would like to know who I can call to speak to about this, and prefer it be you who has (I assume) read this.

As for the two parking citations with which you continue to attempt to extort money out of me, and which were NOT signed by the citing officer and were NOT for an event that produced a flesh-and-blood victim, please take note once again that the transportation codes are not laws. In other words, I HAVE BROKEN NO LAWS. There was no flesh-and-blood victim to whom I have to answer, so there cannot have been a law that I broke or a crime that I committed. My automobile was parked on a PUBLIC road which I have the RIGHT to use.

"For a crime to exist, there must be an injured party. There can be no sanction or penalty imposed upon one because of this exercise of Constitutional rights." Sherar v. Cullen, 481 F. 9 9th Amendment: The enumeration in the Constitution, of certain rights, shall not be construed to deny or disparage others retained by the people.

In other words, failure of the Constitution to mention a specific right does not mean that the government can abridge that right, but its protection has to be found elsewhere, and the evidence of the protection of a free people's RIGHT TO TRAVEL is overwhelming and evident.

I am beholden to Natural Law, a.k.a. Common Law, and there was no meeting of the minds wherein I became contracted with your organization. In fact, I was instead defrauded into believing that I was subject to the "State's" statutes and codes (which are not laws) and that traveling was a privilege you can regulate, which clearly you cannot do to non-commercial travelers.

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