

# AmeriTrust Groupe

Date : 8 August 2018

To : ① U.S. President D.J. Trump  
② U.S. President Albert Gore, Jr  
③ U.S. Congress  
④ All AMERICANS =>  
⑤ All News Media =>

From : S.D.P. Ambassador Leo E. Wanta  
Diplomatic Passports N° 04862 & 12535

Message : Please Read ✓

(CHAPTER FIFTEEN  
FOR U.S.A  
LIBERTY & FREEDOM

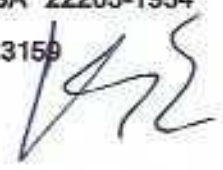
NATIONAL DEBT OBLIGATIONS  
WILL BE PAID-IN-FULL  
AFTER AUDIT OF Federal Reserve System

A Non-BANK

AmeriTrust Groupe, Inc. 4001 North 9th Street, Suite 227 Arlington, Va, USA 22203-1954

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To : Office of the President, Office of the Vice President, Cabinet Members, Office of the Governors, State and Federal Officials, Congress of the United States, OMB Director Jacob Lew, et al ....

Notice of Default Confirmation – With President Obama’s authorized release of my personal, civil and repatriated Inward Remittance of USDollars 4.5 Trillion, of May 2006 to Bank of America-Richmond, Virginia as confirmed by the Federal Reserve Bank - Richmond’s in Court Motion, under their Penalty of Perjury.

- 1.) On or about April 15, 2003 The Honorable Gerald Bruce Lee, in Case No. 02-1363-A filed in The United States District Court for the Eastern District of Virginia, Order and Memorandum of Opinion. As part of the Order, the Court stated that the Plaintiff [ Lee E. Wanta, Leo E. Wanta, Ambassador Leo Wanta ] should pursue liquidation of corporations, recovery of financial assets and pay all required taxes in accordance with the law.
- 2.) IN THE UNITED STATES DISTRICT COURT FOR THE EASTERN DISTRICT OF VIRGINIA, Civil Action No. 1:07 cv 609 T3E/BRP – PETITION FOR A WRIT OF MANDAMUS AND OTHER EXTRAORDINARY RELIEF, filed JUN 20 2007, THE FEDERAL RESERVE BANK OF RICHMOND RESPONDED IN THEIR COURT MOTION STATING ....

\* PURSUANT TO RULE 12 (B) (6), fed.R.civ.P., Respondent Federal Bank of Richmond (“FRB Richmond”) moves to dismiss the Petition for Writ of Mandamus and Other Extraordinary Relief, are as follows.

“For the purposes of the Motion only, all well pleaded facts will be taken as true.”

In other words, The Federal Reserve Bank of Richmond accepted the truthful statements in the Writ of Mandamus and confirmed the known Inward Remittance designated the Petitioner for the sole and exclusive use and benefit of Petitioner, Lee E. Wanta, Leo E. Wanta, Ambassador Lee E. Wanta; an American citizen, birth June 11, 1940. References : Rogers-Houston Memorandum, Act of Congress - H.R. 3723, Title 18 USC Section 4 – Misprison of Felony, other Title 18 USC violations.

Having Said That, Upon my Economic Receipt, I will lawfully pay USDollars One Point Five Seven Five Trillion [US\$1,575,000,000,000.00] as my personal/civil/repatriation tax payment, directly to our United States Department of the Treasury, among other “set-aside allocations”, to immediately enhance Our Economic Recovery and National Security.

**WANTA!**

**BLACK SWAN, WHITE HAT™**



**LEE WANTA**

Ambassador Lee Warta, Lee was mandated by President Reagan under the Totten Doctrine 192 U.S. 105, 107 (1875), National Security Decision - Directive Number 166, dated March 27, 1985, inter alia as a secret agent to be in charge of this effort. In this process Lee Warta did amass trillions of dollars that were designated to go back to the American people by President Reagan. In his effort to carry out his mandate, Lee Warta was imprisoned and the monetary funds that were his to distribute as planned were stolen or converted illegally by an organization known as the Federal Reserve System and used by them to this day.

Later in 2006 a US District Court Judge mandated and ordered that these converted funds be returned back to Lee with interest accruals. It's hard to understand why, after eight years since this order was given by a US Judge, that these funds are still retained. When Lee Warta receives his funds back it will be in the amount of 32.8 trillion dollars. He promised under an oath to President Reagan that after he pays his repatriation taxes on this money he earned as director general in his Austrian based company, Lee has pledged to eliminate overnight our national debt (approximately 18 trillion), and our 1.8 trillion International trade deficit at once. He also will pay certain sovereign nations what they were promised in the Reagan-Mitterrand protocols. This includes the French, Chinese, English and Russian Governments, where billions were promised. With the remaining funds left over he plans to develop and create a high speed rail system for our country and develop new innovative businesses that could employ over 2 million people in the USA alone.



*Eagle One to Warta*

## CHAPTER FIFTEEN

**FATE:** *"When the power and arrogance of government combine with the power and arrogance of multi-national corporations, the fate that results is dominated by tyranny and corruption."*

*... Marilyn MacGruder Barnewall*

THIS?

OR THIS?

In 1995, the initial proposal for high-speed rail was made by Ambassador Leo Emil Wanta to the federal government. As can be seen in a letter to President William Jefferson Clinton, Vice president Albert Gore, Jr., and Secretary of the Treasury Robert Rubin, Ambassador Wanta was still awaiting positive action from the government four years later, on April 2, 1999.



# Parkhead Financial, Inc.

133 East Laurel Street  
Scottsboro, Alabama, USA 35768  
SatFax : 715 552 3511  
SatCom : 715 552 3506

## URGENT RESPONSE APPRECIATED

The Second Day of April, 1999

The Honorable, William Jefferson Clinton  
Office of the U. S. President  
The White House / West Wing  
1600 Pennsylvania Avenue, N. W. 20500.0001  
Telefax : 202 456 1907

The Honorable, Albert Gore, Jr.  
Office of the Vice President  
The White House / West Wing  
1600 Pennsylvania Avenue, N. W. 20501.0001  
Telefax : 615 736 7898

The Honorable, Robert E Rubin  
Office of the Secretary  
United States Department of the Treasury  
Washington, DC, USA 20501.0001  
Telefax : 202 622 0073

In the matter of :     **Alabama Toll Facilities, Inc., Letters  
dated 21 March 1999 and 29 March 1999**

Dear Gentlepersons :

Has we await Secretary Rubin's authorized reactivation of the  
██████████ Trust Account with Bank of New York - London, UK  
in order to fund certain Multi-state Projects/Programmes, noted  
as-

Page 1 of 2

VS

The Company

Alabama Toll Facilities, Inc. (ATFI) is an Alabama Non-Profit Corporation formed in May, 1993 to comply with Section 501 (c) (3) of the Internal Revenue Code, for the purpose of developing the Huntsville to Alabama Gulf Coast Toll Road. The situation is now being negotiated with the State of Alabama to include the East - West Tollway Corridor, as well as the connection to the Georgia Tollway System, and the recommended Tennessee Bridge will be located at the old Bridgeport, Tennessee Ferry Operations.

The USA telephone number of [REDACTED]

The Memphis Service Center of the Internal Revenue Service has issued the following Parkhead Financial, Inc. Employee Identification Number : 63 - 1222326.

Please find enclosed the SPECIMEN copy of the Alabama Toll Road Revenue Bonds, Series 1998 for your perusal.

Thank you, for your Personal Interest in this American Project.

Warmest personal regards,

Parkhead Financial, Inc.

By:

Lee E. Wanta, DPP #04362  
Lee E Wanta, President and Chief Executive Officer

CC:

[REDACTED]  
Marvelous Investments Limited (USA)

Enclosures : 2

LEW:rr/end

Page 2 of 2

*(Barnewall Note: DPP #04362 is Ambassador Wanta's Diplomatic Passport Number.)*

As you can tell from the letter, negotiations and plans for the Alabama Toll Facilities

were pretty far down the road to completion. This letter was written in 1999, while Leo Emil Wanta was still incarcerated in North Fork Prison in Sayre, OK. He, along with business associates and friends, had created an independent company, Parkhead Financial, Inc., and a Board of Directors for that company. I have been in touch with some of the members of that Board and the statements made to President Clinton, Vice President Gore and Treasury Secretary Rubin have been verified by those individuals. PARKHEAD FINANCIAL, INC. STOCK CERTIFICATE

Things were obviously moving along in preparation to build the Alabama Toll Facility... specimen copies of Alabama Toll Road Revenue Bonds, Series 1998, were enclosed with the above letter and the Memphis Service Center of the Internal Revenue Service had issued an Employer Identification Number of 63-1222326.

The AmcriRail/Wanta plan has always focused on the following:

1. Within 60 Days: 100,000 New Career Employees;
2. Within 120 Days: 300,000 New Career Employees;
3. Within 180 Days: 600,000 New Career Employees;
4. Within 270 Days: 200,000 New Career Employees;
5. Within 365 Days: 300,000 New Career Employees;
6. Within 18 Months: 500,000 New Career Employees.

Total Count: Two Million (2,000,000) new career employees for at least five (5) years.

As an added bonus:

- 1 New and immediate state and federal tax revenues;
- 2 Three (3) new electrical facilities; West Coast, Midwest, and East Coast Zones;
- 3 Domestic emergency evacuation road and rail corridors adjacent to all inter-connected HSR transportation corridors adjacent to all inter-connected HSR transportation corridors – as proposed in writing to the Office of the President and acknowledged by the Clinton-Gore-Rubin Administration since 1995, referencing the Wanta Alabama Tollway – Rail Construction System – Florida, Georgia, Tennessee-Texas-Redstone Arsenal corridors, among other vital proposed transportation and National Security/Department of Defense System Links.

What this proves is that even when he was unlawfully put in prison, Leo Wanta knew the importance of a high-speed rail program for America and was thinking of how to provide the best possible system for us. The Alabama plan was to develop the project to serve as a primary North-South transportation corridor and to include an East-West corridor once it was approved by the Alabama State Senate. The project included a fiber-optic communication trunk line, a freshwater supply line, motels, restaurants, convenience stores, and truck stops. The contract developer was Marvelous Investments Limited... a company also totally owned by Leo Emil Wanta.

The Bonds were an authorized issue, limited in the aggregate principal amount of up to Two Billion Five Hundred Million U.S. dollars. They were issued for the purpose of acquiring property, designing, developing, constructing and paying necessary expenses for the project. As Wanta points out in a LETTER TO TREASURY SECRETARY ROBERT RUBIN, "The Bonds are further subject to such terms and conditions as described in House Joint Resolution No. 459,



adopted by the Senate and the House of Representatives of the Legislature of the State of Alabama on May 10, 1993.”

Note the date: May 10, 1993... almost exactly two months prior to Wanta’s arrest in Lausanne, Switzerland. HMMMMM...

In a July 5, 2009 letter to Vice President Joseph Biden, Ambassador Lee Emil Wanta again reiterated to the Obama Administration the benefits of a national high-speed rail system. There were numerous other communiqués from the Ambassador to the administration... and with other administrations. They all provided information and were positive in nature and they all gave the same message: “Give me access to my funds and I will build this for our nation.”

Bear in mind, at the time this letter to Vice President Biden was written, Lee Wanta had been out of prison for eight years. The Peoples Bank of China had lawfully transferred \$4.5 trillion to the AmeriTrust Groupe, Inc. deposit account at Bank of America in Richmond, Virginia. At the time this letter was written, the funds had been missing in action since 2006 – for three years. Yet, Wanta is still trying to build a national high-speed rail system for America.

Looking at the above documentation and the dates involved, there can be no doubt that Wanta was planning to build a national high-speed rail system for America prior to his imprisonment and the phony charges filed against him by the State of Wisconsin’s Department of Revenue prevented him from doing so.

There is also little doubt Wanta’s funds will eventually be returned to him. Why is there little doubt? Can’t “they” keep playing the same games they’ve been playing forever and a day? No. They cannot. Though there is the possibility that the crooks who took the funds in the first place may become emboldened by the lack of lawful punishment involving their dastardly deeds and they may, indeed, decide to just steal Wanta’s money, they wouldn’t just be stealing from him. They would be stealing from American taxpayers. If Wanta was the only one who would take a loss from their theft, “they” would be far bolder. Stealing from taxpayers, however, is an art they have refined so well that their thefts are difficult to identify and even more difficult to prosecute. Because so many people are aware of the Wanta case, the theft of taxpayer funds would not be difficult to identify nor would it be that difficult to prosecute. That is one reason it is so important you are reading this book.

Bear in mind, when Wanta gets his funds he pays \$1.575 trillion in federal income taxes to the United States Treasury. If his funds are out-and-out stolen, those who steal it are not just stealing \$4.5 trillion from him. They are stealing \$1.575 trillion from American taxpayers who will not have those funds made available to Treasury to pay American debt. They are already violating the law by delaying the payment of these funds to the U.S. Treasury as tax payments that should have been paid in 2006 – and perhaps the American people should file charges against Rubin, Paulson, George W. Bush and all of the others involved in this chicanery for the interest we’ve paid on the national debt... \$1.575 trillion more in interest to the Federal Reserve than we would have otherwise been charged.

Stealing from taxpayers, however, offers no avenues of finesse or of hiding – especially since the Peoples Bank of China can clearly prove that it wire-transferred money directly into the Richmond, Virginia Bank of America account of AmeriTrust Groupe, Inc. and Lee Emil Wanta.

With the publication of *WANTA! Black Swan, White Hat*, the public is now aware of the funds and hiding theft of this proportion, even if Wanta should die before the funds are paid, would be all but impossible. Such a theft that has been so clearly and publicly proven would hardly represent a “difficult to prosecute” case. And... they won’t always have their perceived immunity.

Further, “they” will hasten the bankruptcy of the nation by refusing to return to Lee Wanta the \$4.5 trillion that belongs to him... only to him. There is a difference between their personal financial well-being (and most of “them” have disgustingly large dollar amounts of

money “they” have been able to finagle through frauds perpetrated by Wall Street as well as Ponzi schemes at central banks all over the world). That wealth, they feel certain, is secure. Though it is well hidden in offshore banks around the world, much of it has been tracked by Wanta’s access to Promis software... could that be part of the barrage of information by satellite that will be sent to the appropriate people if anything unexpected happens to Lee Wanta? Quite possibly.

Though “they” have certainly been hesitant to accept the fact that their financial corruption is causing the death of the goose that lays the golden eggs “they” so enjoy, “they” do realize that a bankrupt America could negatively impact their ability to enjoy the fortunes they acquired at the expense of America’s working classes. Large numbers of people internationally are now aware of the Wanta-Reagan-Mitterrand Protocols – this first edition of this book, *Americans: Wanta Be Free*, was read in over 113 nations by more than 60,000 people. During the first 24 days the second edition of this book, *WANTA! Black Swan, White Hat*, was on the new Web page – well, check the statistics for yourself:

## Countries

Countries  
Pages  
Hits  
Bandwidth

United States  
us  
22,557  
148,745  
5.67 GB

Chile  
cl  
7,227  
7,229  
134.22 MB

Canada  
ca  
2,832  
14,693  
518.09 MB

Great Britain  
gb  
312  
4,216  
190.21 MB

France  
fr  
174  
805  
47.01 MB

Japan  
jp  
166  
1,065  
89.03 MB

'As you can see from the above charts, the funds designated to so many European and other nations that are currently in a world of economic pain are known by many.

My first high-speed rail article appeared in [NewsWithViews](#) on June 28, 2009. I wrote about the importance of private investors building it... we don't need another industry taken over by government. They already own banks, insurance companies, the auto industry, healthcare – and we await the second shoe to fall on cap and trade. Since government owns the interstate highway system, owning HSR connects all the transportation system dots. With high-speed rail in its pocket, government can easily manipulate airlines... and movement... the movement of citizens by train, plane and highway.

High-speed rail as planned by government, you see, is tied to Agenda 21/sustainable development objectives designed to get citizens off of the land in rural America and, as C.J. Williams so cleverly called it, "stack 'em and pack 'em" in apartments in large metropolitan areas where they can ride rapid transit to work – or, a bicycle – or, they can walk. Is that the reason for the Obama Administration's pushing to what they call "high-speed rail," but which, by Obama's and Biden's own definition of what they intend to provide is nothing more than rapid rail or rapid transit? It is rapid transit that will be used to "pack 'em and stack 'em." High-speed rail achieves the precise opposite. It makes possible the movement of people from rural America where they live to highly-populated areas where they work and can provide that service on a reliable daily basis. You can live 100 miles from where you work and get there in less than an hour.

On February 3, 2010, I wrote another [HIGH-SPEED RAIL ARTICLE](#). In that article, I said: "To make what I'm saying very clear, the Obama Administration is lying – intentionally or otherwise – to the American people."

In October of 2009, I wrote a [CANADA FREE PRESS ARTICLE](#) that said:

"HSR can, properly implemented, stimulate several industries. Steel for rails is needed. A new electrical grid is needed. Stations and depots must be built. Since American industry knows nothing about building high-speed rail cars, one of the world's HSR rail car experts needs to be enticed into opening a plant here, to hire and train American workers.

"Following is a list of things that need immediate attention if high-speed rail is to become a reality. It was created by a private company that has been offering since 1995 to build America's high-speed rail system with zero tax dollars. I know it's unfamiliar territory for bureaucrats, but "private capital" translates to "zero tax dollars" – which is about what the government currently has in its coffers.

- "1. Right of Way and Roadbed planning and construction;
- "2. Roadbed equipment and engineering; with vehicular traffic tunnels;
- "3. Hi-Speed Train engines and passenger railcars;
- "4. Civil engineering studies and FDA/USArmy approvals/modifications;
- "5. Real Estate and Land procurement;
- "6. Electrical Power Stations:
  - "a. Westinghouse
  - "b. General Electric
  - "c. Other alternatives
- "7. Hotel, Depot and Maintenance Facilities: design and construction;
- "8. Rail Track Assembly Plants (20 buildings, minimum);
- "9. Electrical Power Stations/Plants (Non-nuclear/Nuclear);
- "10. Human resources;
- "11. Vehicle procurement;
- "12. Metal Tower fabrication and wiring;
- "13. Overall safety and security programs;
- "14. Underground electrical, water, gas piping between corridors;

- "15. Parallel two way emergency and evacuation vehicle roadways;
- "16. Food Management Services;
- "17. Emergency Health and Safety Services"

The above list is taken directly from the AmeriRail/Wanta high-speed rail plan which government has had in its greedy little hands since the mid 1990s. Had the government allowed the plan to be implemented, how many people could have escaped the devastation of Katrina? How many people in New York would have had access to clean water after Hurricane Sandy from the Wanta high-speed rail water lines? Actions have consequences. Instead, government bureaucrats and elected officials found it of greater benefit to them to keep playing games with the Wanta funds.

We must all carefully ask ourselves why government is so determined to maintain control over a program for which it has no expertise or understanding. There are the usual scam motives... there were rumors all over Colorado in 2010 about President Obama's representative who came here to discuss the (at that time planned) high-speed rail line from Denver International Airport to Vail. The representative's biggest concern? Making sure that a percentage of all car rentals went into the personal coffers of certain political personages. Corruption is the natural result of power abuse.

The structure of the three forms of rail service – high-speed, rapid rail, and rapid transit – need to be coordinated within each state. Each state needs to maintain control of the rapid rail systems used to move people from the high-speed rail drop-off points. Each county/scat/city needs to be responsible for the rapid transit plans used to whisk passengers to their final destination, close to home and hearth. Each state has its own set of property rights laws; each has its own set of transportation rules. Often, there is conflict between cities and states in their view of regulatory controls of property and transportation. What is required in a major population center has no application in small towns. Thus, the best way to make sure the needs and wants of the people are best served is to give the state responsibility for providing rapid rail trains and cities get the responsibility for providing rapid transit trains. When the federal government faces these kinds of conflicts, they mow over everyone and, like emperors and empresses, dictate what will be done and how – which is a big reason government rarely succeeds in such endeavors. We saw a good example of this in the Trans-Texas corridor project.

Here's how it works. The job of the high-speed rail system is to get you as close as possible to the city – not your house, your city – of destination and, wherever possible, get another person who lives in another major population area in the opposite direction from where you live as close as possible to his/her destination, too... on the same high-speed rail train.

St. Louis and Chicago (or Chicago and Milwaukee) are good examples. If high-speed rail gets a passenger half of the distance between Chicago and St. Louis, it becomes the state's responsibility to move passengers to either Chicago or St. Louis... both would arrive on the same high-speed rail train. Missouri would provide transportation for the passenger going to St. Louis, Illinois for the passenger going to Chicago. HSR brings you to your destination at 222 miles per hour. The state's rapid transit, managed by each state, would take you the rest of the way to Chicago or St. Louis at about 125 mph. Local transit's job, managed by each city, would then take you as close to your home as possible.

Doesn't this create a nightmare of scheduling? If there were 25 high-speed rail trains each day, it possibly could. But there aren't 25 high-speed rail trains each day going to the Chicago/St. Louis locale. Because the volume of trains scheduled each day is reasonable and very predictable, so too is the ability to provide rapid rail trains that meet each high-speed rail train. Those cities with rapid transit programs already in place probably would not have to change their schedules to accommodate high-speed rail passengers.

Lee Wanta explained this three-tiered approach to governors and governors-elect in a

letter he wrote to them in 2011.

10 November, 2010

Dear Governor and/or Governor-Elect,  
National Governor's Association, et al ....

The many thoughtful comments made by Governors and Governors-elect recently about High Speed Rail [HSR] Programs are appreciated. It is always a pleasure to discuss innovation and progress with people of foresight and logic. The fact that so many Governors and Governors-elect around the United States are coming to the realization that the promises of an American High Speed Rail System can be best done nationally utilizing private, not government, funds is heartening.

Perhaps the reason the Obama - Biden Administration approached the implementation of High Speed Rail – promising HSR (150-230 mph) when, in reality, they planned to build rapid transit rail (100-150 mph) – is because the Federal Government knows each State needs to solve transportation problems that high-speed rail doesn't solve. What the federal government failed to see is that local rapid transit systems need to be owned and controlled by State Government, not the Federal Government. Too, HSR systems are more costly and need to be privately funded with no taxpayer grants or subsidies – particularly at this moment in America's economic history.

There is no doubt in my mind that each State Government needs to implement a rapid transit system that is coordinated into the AmeriRail High Speed Rail Transportation Program. Upon the Economic Receipt of my personal/repatriation funds, I am willing to enter into a planning process with each State Governor through whose State AmeriRail travels to discuss temporarily providing funds to build a rapid transit system designed to solve your most pressing transportation problems.

It is clear that the Economic Recovery/Crisis is creating financial difficulties that make it impossible for State Governments to do much more than provide basic necessities to the American Populace. I believe State Legislatures across the country need to better define "necessary" and become more prudent in their spending. I also believe the jobs that can be created by building both HSR and rapid transit systems at the same time will solve much of the economic instability. People are not going to borrow and spend until they feel confident about jobs, salaries and full employee benefits. Before the jobs and housing situations can be solved, lost confidence in government must be restored.

The suggestions for what needs to be done in your State must come from you. You know your State and its needs. What we are probably talking about is a loan to your State from AmeriRail [upon my personal Economic Receipt] for limited rapid rail links/attachments to the AmeriRail system. We are also talking about all proceeds from the rapid rail system being used to repay any loan made by AmeriRail for rapid transit ... and we are talking about AmeriRail maintaining control of cost factors involving rapid transit until any loans for the system are repaid. Beyond cost factors, the State would be in control of managing the system until repayment is completed.

My objective with the funds being unlawfully withheld from me since May of 2006 has always been to do what best serves the needs of America. As the Federal Government has become more and more bloated and unable to implement meaningful Economic Recovery, it has become clear to me that problems will need to be solved with sovereign states, not a bureaucracy run amok.

If you are interested in discussing these and other creative ideas with me, I will expect to

hear from you.

Sincerely,

(/s/ Signed)  
Lee E Wanta

High-speed rail has far more implications than the national system Ambassador Wanta wants to provide. The international ramifications are issues of substance, too.

Though I have never traveled on a high-speed (or bullet) train, I had heard of "bullet trains" in Japan and Europe before I became acquainted with Lee Wanta. His enthusiasm for this project grabbed my imagination as we discussed at length why it is important and what results he expects from the program.

Lee convinced me that it's not a "should do" thing – it's a MUST DO. For one thing, HSR will increase employment. His plan provides two million good, long-term career opportunities with full benefits to employees. Unemployment will drop dramatically and economic recovery will stabilize nationally – and very quickly. I should probably qualify that and say "if it's done properly and is a national project rather than an Obama Administration 85-mile route from Orlando to Tampa in Florida," economic recovery will stabilize nationally. More about the government boondoggle involving high-speed rail later. For the moment, let's just look at the economic, political and social advantages to such a program.

Building a high-speed rail system will cause local, state and federal tax revenues to stop their drop into oblivion. Is there a city or town that didn't think the gravy train would go on forever – and are suffering mightily from their over-spending and lack of saving for economic downturns? How many cities in California alone have gone bankrupt? That disease of bankruptcy has spread to Detroit – with Chicago next? How many municipal bonds are at risk as I write this? Far more than you're hearing about is the answer to that question.

The rest of the world is passing America by in the world of transportation. This isn't about winning a competition, it's about increasing our capacity to produce and compete with other nations to sell American goods effectively both nationally and internationally. Japan implemented its first HSR train in the mid-1960s. On any given day in France, more than 450 high-speed rail trains are running. In France, they are known as TGV (Train a Grande Vitesse). French HSR offers about 150 destinations and the trains travel at 200 miles per hour. The TGV Atlantique carries over 40,000 passengers each day.

Amtrak is the National Railroad Passenger Corporation and it is 40 years old. It is government owned and controlled. It is Union operated and employs more than 20,000 workers and its CEO is appointed by the President of the United States... a political appointment. The Amtrak budget is allocated by Congress (and it is thus dependent upon its friendly relations with Congress – keeping elected officials happy – for its existence).

Does this sound like the best possible expertise source to build a new, high-tech rail project? Amtrak can't even run its own company in a business-like manner. In fiscal year 2010, Amtrak earned \$2.51 billion and expensed \$3.74 billion... a net \$1.2 billion loss. The Amtrak system is antiquated, bloated and inefficient and its total cost to taxpayers for its 40 years of service is \$50 billion. Does Amtrak provide quality service on its existing train service? Not according to the people I know who have taken the train in the past two years. My niece rode Amtrak (at my recommendation... shudder) from Chicago to Denver two years ago and swore she would never ride another train. One of the men who supported the creation of Amtrak and is the founder of the National Association of Railroad Passengers has offered a negative opinion of the company.

Yet, Amtrak which has absolutely no experience in the world of high-speed rail is the expertise source selected by the Obama Administration for high-speed rail. America needs a

good train system, but it doesn't need the outdated Amtrak routing system that forces people in the West who see only one train a day to pay for the numerous trains per day to carry New York workers home to Connecticut (or Dover, Delaware) each night and back to NYC the next morning. America doesn't need Amtrak's poor service or its impoverishing operating expenses caused by poor management.

On August 30, 2010, the *Chicago Tribune* published an article about HSR. It quoted Illinois State Senator Martin Sandoval, D-Chicago, who is Chairman of the Illinois Senate Transportation Committee. He said about the Administration's promise of 110 mph rapid transit trains: "Bullet trains routinely operate at 150 to 220 mph. It's the performance level Illinois should be shooting for."

In other words, government is willing to lie to taxpayers to get the immediate gratification of votes in its favor, tell the people they are going to build high-speed rail when the train speeds they quote make it clear the government is building rapid rail and rapid transit, not the more expensive high-speed rail – just charging what it would cost to build high-speed rail but providing less expensive rail service instead. They tax those who never expected to be taxed (as well as their children and grandchildren) to get funds that go far beyond the amount of money required to build rapid transit and the money goes... where?

In his *Chicago Tribune* article, Sandoval pointed out that Amtrak has "minimal expertise" with HSR but they don't see a problem "at topping out at only 110 mph." Of course they don't! As the *Tribune* article points out, billions of dollars injected into Midwest rail service means saving a lot of Amtrak jobs. But that rail service is rapid transit or rapid rail, not HSR. Amtrak's Acela Express that operates between Boston and Washington, D.C. gets up to 150 mph on small portions of that route... but that is rapid rail, not HSR. [CHICAGO TRIBUNE ARTICLE](#).

The day after the *Chicago Tribune* article, Mark Belling, a guest host on Rush Limbaugh, did a ten minute monologue about high-speed rail and pork-barrel spending. Here's what Belling said on the Limbaugh show, August 31, 2010:

"In my own state of Wisconsin, Obama is pushing a high-speed rail line between the cities of Milwaukee and Madison. They're only 75 miles apart. When traffic is terrible it's only a 90 minute drive... when it's terrible. It's usually a little bit less than that. It's an annoying drive, but it's do-able. He wants to put a high-speed bullet train there – a train that will go 115 miles per hour and maybe you'll be able to complete the trip in an hour.

"The cost for this line – which is a little over 80 miles – is \$810 million, paid for by the federal government. The leading Republican candidate for Governor in my state, Scott Walker, is running television ads saying he'll kill the train if you elect him. Those ads are resonating across Wisconsin. He's saying, 'If you elect me, I'll kill this pork they're trying to give us' – and he sees it as a winning political issue."

An important note: Walker was elected to the Governorship of Wisconsin. His anti-waste, anti-government boondoggle with regard to high-speed rail did, indeed, resonate with voters.

*Think about what Walker is saying. If government does high-speed rail, your state budget will have fewer dollars for busses and highways.*

In China, they have opened more than 42 high-speed rail lines. China has the world's biggest train network, with 56,000 miles (91,000 kilometers) of passenger rail. Even with so much traditional and high-speed rail access, trains are overloaded with passengers and cargo.

Chinese rail technology dominates that nation's foreign diplomacy, extending the country's regional influence as well as addressing its growing energy demands. During this same time, Transportation Secretary Ray LaHood has played Tinker Toys with Amtrak, thinking that he can hornswoggle the American people into accepting the equivalent of Amtrak's Acela line as "high-speed rail" – which it is not. The U.S. Government appears to want to charge American taxpayers for the larger costs of high-speed rail, but provide instead the same failed system that



keeps Amtrak in the red by a billion plus dollars every year.

Chinese high-speed trains travel at more than 200 miles per hour; Amtrak's Acela averages 70 miles per hour... it's capable of going 150 mph, but rarely achieves it. China, however, has made high-speed rail a major part of its planned growth, its export capacity, its expansion of technology capacity. It hasn't been an "all sweetness and light" experience for the Chinese, but they have pursued high-speed rail as a primary objective and, like a good bull dog, don't let go once the decision to bite has been made.

For example, in August 2011, a recall of 54 trains by a bullet train manufacturer was made. On July 23, 2011, two Chinese HSR trains were traveling on the same rail line and collided. Both derailed and 40 people were killed. Close to 200 people were injured. It was the first fatal HSR crash in China and the second in its number of deaths and injuries in HSR history. High speed, however, was not a factor in the Chinese crash as both trains were moving at about 60 miles per hour at the time of the accident. It was a track signaling problem caused by faulty equipment – built too hastily in the government's drive to increase the competitive factors involving its high-speed rail program.

What this particular accident brought to the attention of investigating authorities was the high level of corruption and fraud being perpetrated by high-ranking bureaucrats responsible for the Chinese HSR program. Government auditors found that China's widely-hyped public works project practically demanded "middlemen" would get cuts of between one and six percent. "If a project is four and a half billion, the middlemen are taking home two hundred million," one Chinese official noted.

Beijing launched an overhaul of the multibillion-dollar high-speed network after the July crash prompted by an avalanche of public complaints about the human cost of rapid, government-driven development. I admire China tremendously for what it has achieved. Americans live in a very different political climate than the Chinese... well, perhaps not so different these socialist days, but different still. Here, with government as the builder of high-speed rail, you have power that can force certain behaviors to occur. It's why we have so much corruption in America's political system. Whenever there is a political motive behind competitive innovation, there will be power abuse and problems of this kind result. That is the biggest reason our high-speed rail program needs to be implemented by private investors.

One of the most popular ways to bilk the system in China (anywhere, actually) was illegal subcontracting wherein a single contract could be divided, sold for kickbacks, then re-sold again and again all the way down the entire labor line. In November 2011, a high-speed railway bridge was being built using unskilled migrant workers who were substituting crushed stones for cement in the foundation.

The use of high-quality fly ash when mixed with cement and gravel provides HSR tracks with a concrete base that will last 100 years. A study done by the First Survey and Design Institute of China Railways in 2008 projected that Chinese coal-fired power plants could produce enough of this high-quality fly ash to construct 100 kilometers of HSR tracks a year. As the statistics above indicate, far more than 100 kilometers of tracks have been laid in the past five years – about 2,000 per year, in fact. The longest high-speed rail line in the world – between Beijing and Shanghai – requires 4,500 kilometers of track. According to a *New Yorker* article, that is more fly ash than is produced by all of the coal-fired power plants in the world.

It's interesting to ponder what kind of a problem this might indicate for China's long-term high-speed rail safety. Could it become an issue? It could. But if rumor is worth anything, the government is quickly and quietly replacing the inferior cement laid and has concurrently slowed their bullet trains down until that task is accomplished.

On the international side, the Sino-Myanmar railway is an ambitious project that expands China's links to the world outside. As the Great Wall once hid the Chinese Empire from the rest of the world, China's high-speed rail program is being used to expand its world contacts. In

addition to Sino-Myanmar, there are three additional networks on the drawing board, each heading in a different direction from the others: Southeast Asia, Central Asia, and Russia.

While President Obama was dickering around with “shovel ready projects” for his Union constituents, the Chinese more than doubled spending on high-speed rail. Their target? To lay 10,000 miles of track by 2020. According to the *New Yorker*, “China prepared to export its railway technology to Iran, Venezuela, and Turkey. It charted a freight line through the mountains of Colombia that would challenge the Panama Canal, and it signed on to build the ‘Pilgrim Express,’ carrying the faithful between Medina and Mecca.”

I mention the international high-speed rail stories with emphasis on what is happening in China to make readers aware of the importance of the high-speed rail system Ambassador Lee Emil Wanta wants to build in America. It is not “keeping up with the Jones’s” thinking. It is getting America on par with the transportation progress of the rest of the world which is giving the high-speed leader, China, huge advantages regarding trade and technology... most of which will be built by Chinese workers in China if we do not get our act together.

On the home front, the *New Yorker* also points out that a month after President Obama mentioned high-speed rail in the January 2011 State of the Union message, Governor Rick Scott of Florida rejected the 85-mile non-high-speed rail train (the *New Yorker* referred to it as high-speed but it is not and was not) by rejecting federal funds. Interestingly, this magazine which has provided some of the best information about high-speed rail cannot get over its liberal leanings to tell people the truth about the Obama high-speed rail boondoggle. Governor Scott was absolutely right to reject federal funds for the project offered. Who wants to pay high-speed rail rates to get a rapid transit result?

In September 2010, I wrote a letter about the high-speed rail boondoggle to every sitting Governor who would remain in office after the 2010 elections. And, I wrote to all Republican candidates running for governorships in all other states. I quoted the *Tribune* article (see below) and provided extensive research data to them. The Governors have the information... and the letters got response. [LETTER TO GOVERNOR JOHN KASICH OF OHIO](#) .

Ohio’s Governor John Kasich rejected rail funds from the Department of Transportation. While researching the names of gubernatorial candidates, I found that Ohio has been offered \$400 million of our federal tax dollars for a train from Cincinnati to Cleveland via Columbus. One of John Kasich’s supporters during his successful bid for the Governorship of Ohio sent me a 1935 train schedule proving the old steam engine in use in 1935 to make the trip required just over five hours. The Democrat plan was to give Ohio a train that traveled 39 mph and takes more than six hours to make the trip. It’s a four-hour drive.

You and I would have paid for the \$400 million boondoggle, but Ohio taxpayers would have had to eat \$17 million in red ink annually for years to come. No wonder Wisconsin’s gubernatorial candidate, Scott Walker, also rejected federal offers of money for high-speed rail in his state.

Almost immediately after his election, Governor Chris Christie called a halt to a high-speed rail tunnel being built under the Hudson River. Contractors have tried to rejuvenate the project as late as July 2012, but it still remains unfounded and unapproved. [BARNEWALL LETTER TO GOVERNOR CHRISTIE](#) .

A story out of California provides the perfect example of why government should not be involved in the competitive marketplace. They should not be in the business of building cars, either... or running banks.

Hanford, California is about three miles from a bird sanctuary. A guy named Mike owns a dairy in Hanford and became upset that California’s high-speed rail routes would split his land apart. He owns about 7,000 head of cattle on his thousand acre farm.

The early California high-speed rail plans offered two alternatives for the rails. Both routes took the train through the Tulare Lake Bed which is a wetlands-like region attracting about

200 species of birds, including waterfowl, gulls and shorebirds. This route is a 1,300 acre region maintained by the Kaweah Delta Water Conservation District, the Corcoran Irrigation District and the Central Valley Flood Protection Board. This area provides a habitat for the birds.

Anyone who is into the Gang Green philosophy of birds and their habitats being more important to the world than human property rights knows how that story ended. The conservation district learned of the high-speed rail route through the conservancy and told the rail authority that the area used by thousands of birds would be negatively impacted.

Another Hanford resident whose property is in the path of the revised high-speed rail planned route asks the best possible question: "You're saying that the species that are protected in that preserve are more important than us? And our property line can't be sidestepped for us, but can for certain species that are deemed worthy but we're not?" Her name is Anne.

Anyone familiar with California politics knows that liberals rule... which is why California is in worse financial shape than the other 49 United States of America. And, liberals love the idea that they can screw taxpayers while saving birds. The rail authority believes it has a thorough environmental review process and must follow strict state and federal requirements.

So one reason you do not want government involved in the process of building high-speed rail is that average people will sacrifice to the maximum and bird conservancies will not. Government will do what is expedient for government and will strive to gain the highest number of votes at the cost of a few disgruntled voters.

I support high-speed rail (HSR) – properly done. That means a national system built by private investors, not rapid transit or some other excuse for rail service built here and there by a power-hungry federal government buying votes (and seeking a percentage of car rentals along the train's routing).

On September 13, 2010, a story from Reuters Shanghai announced "'California will seek China's help in financing its high-speed rail system and welcomes bids from Chinese firms to help build it,' Governor Arnold Schwarzenegger said on Monday."

If you're jobless, you might want to focus on Governor Schwarzenegger's comments: "We look to China to build our high speed rail..." That is what Schwarzenegger told a gathering of U.S. businesses in Shanghai. In case you didn't get that, he said "We look to China to BUILD..." not finance, build. Now that will create a lot of American jobs, won't it?

People talk about the cost of high-speed rail, but it is tens of billions less costly than the alternatives – expanding highways and airports to accommodate population growth. And, the environmental advantages that come with HSR are phenomenal – far better than jets, buses and cars. People who think it's costly to build a high-speed rail train need to check with Boeing to find out the cost of building planes (that carry far fewer people) for the airline industry. Of course, the government doesn't own the airlines – yet.

## **WHAT IS THE WANTA HIGH-SPEED RAIL PLAN?**

- A. High-speed rail trains exceed 150 m.p.h. (China's newest trains average 222 m.p.h.)
- B. Rapid rail trains average between 75/100 to 150 m.p.h.
- C. Traditional Rail/Rapid Transit – or, Amtrak – travels from zero to 75/100 m.p.h.

It's important for you to know this because if you don't, when Barack Obama or Joe Biden say "high-speed rail" but provide an 85- or 90-mile train route which, in reality, is "rapid rail," no one will understand they are being had – that Joe and Barack really aren't talking about high-speed rail. They say they'll build high-speed rail – which is more costly so they need more money – but instead plan to build less-costly rapid rail. They're promising one thing and doing another. Rapid rail – the Obama/Biden plan – does nothing to make America more competitive with rail systems in China, Japan, France and Germany.

The newest HSR trains don't rely on locomotives pulling or pushing them. Power is distributed through the rails... it is clean energy. Again, a total difference between rapid transit and traditional rail.

In addition to track beds and rails and fences and signals and new train depots that need to be built, Lee Wanta realizes that he needs to provide a new electrical grid – a system with substations (nuclear/non-nuclear). Can the government afford that? I don't think so! That's why it requires a private investor who is experienced in the field and knows what he's doing. If Obama and Biden can't even define high-speed rail properly, how in the world can we expect them to build it?

That's why so many new jobs will be created if high-speed rail is constructed nationally. You don't get those jobs by building an 85-mile long rapid transit route in Florida and calling it high-speed rail.

Two million new jobs sounds like a lot, but in China, 110,000 jobs were created for one 820-mile high-speed rail route from Shanghai to Beijing. Another plan, created by the State of Florida (not by Joe Biden or Barack Obama or Amtrak or the federal government) for its high-speed rail system, projected that 40,000 new jobs would be created for that State, alone. Multiply that by 50 states. The jobs are in construction, manufacturing, operations, maintenance, etc. The AmeriRail plans call for coast-to-coast construction, East/West and North/South. And when I say "North," I mean to Alaska. As you will note if you look at the maps at the beginning of this chapter, Canada has been penciled in, too.

At peak times, more than 1,000 people leave Paris every 30 minutes for Lyon – and those trains are full. Why? Because for every 621,000 miles HSR trains travel, there are only FIVE MINUTES of delays. Those statistics came from the French.

In the almost 50 year history of high-speed rail, not a single death occurred until an accident in Germany, then the accident mentioned above in China. The technology is so great and the precautions taken are specifically defined. For example, if a train gets close to another train ahead of it, it slows down automatically – or it shuts down altogether if it gets too close. (That was the Chinese technology that failed – but has been corrected.)

The airlines are poorly run and, as a result, are in financial trouble. Add a bad economy to that scenario and you find airfare costs high and fees for putting a suitcase on the plane with you are ridiculous. Airline lobbyists must be fighting hard against high-speed rail because it will cut into their already hurting cash flow. Experience around the world proves that consumers choose high-speed rail, not airplanes, for trips of three-hours (or 600 miles), or less. There go the flights between Chicago/Cincinnati/St. Louis/Minneapolis and between Denver/Salt Lake City/Phoenix, etc. Actually, high-speed rail would allow the airlines to go back to what they were intended to do: Carry passengers on long flights and stop socking it to people who need to only travel short distances but must pay an arm and a leg for a 300 or 400 mile trip.

Too, the Federal Rail Administration just doesn't have a clue when it comes to high-speed rail. In my [CANADA FREE PRESS ARTICLE](#), I refer to the terrible "Business Plan" created for high-speed rail by that agency. I mention that the Secretary of Transportation, Ray LaHood, focused on safety to a point that makes it impossible to build an American high-speed rail system. In a June 2009 *New York Times* article, those affiliated with European high speed rail are quoted as saying: "The FRA has largely focused on requiring trains to demonstrate crash worthiness, whereas in Europe and Asia the emphasis is on avoiding crashes." [FEDERAL RAIL ADMINISTRATION BUSINESS PLAN](#) And, bottom line, that's why private investors who know what they're doing need to build high-speed rail: They know what they're doing.

This book is a biography about an American Patriot... Leo/Lee Emil Wanta. It has been difficult to keep other topics from the text because Wanta's objectives are involved with so many things. It would be irresponsible, however, not to mention the importance of state banks in relationship to high-speed rail. What do the two have in common?

Two documents are being made available to you about state banks. You need to know what they are before you will understand the topic about to be discussed. [INTRODUCING STATE BANKS](#) and [EXPERT TESTIMONY ABOUT STATE BANKS](#).

What does state banking have to do with Ambassador Lee Emil Wanta's plan to build a high-speed rail system for his nation?

Go back to Wanta's letter to Governors and Governors-elect. In it, he describes a three-tiered program. AmcriRail provides the national high-speed rail system. States provide rapid rail... to get passengers from a site halfway between two major cities to the center of either city. Cities then provide rapid transit to get passengers close to home.

There are no states (other than, perhaps, North Dakota because of its booming economy which largely results from North Dakota having the only state-owned banking system in America) that have available funds to build a rapid rail system. Why? That would be a long explanation, but the basic answer is: Because without a state bank, taxes and fees collected by each state (other than North Dakota) are fed into the Federal Reserve System. Those funds are collected by the state and placed in banks that are part of the Federal Reserve System. The federal system largely determines which projects in which states will get funded... and if you pay any attention at all, most projects that get funded are in states with large populations - a lot of voters. Amtrak is a good example of that... ask any Westerner.

You will probably make the same mistake most people do when you hear the words "state bank." You will think of a bank with the name "State Bank" in its title. That is a state-chartered bank; it is not a state-owned bank. The two are totally different.

The second mistake most people make is to assume the words "state bank" means the state owns the banks with which the people do business. That is incorrect. *The banks on Main Street America are still owned by private investors, just as they now are.* As I said, to understand this topic you need to read the information contained in the two links provided above.

When a state owns its own bank, the taxes and fees collected remain in the state and, as they are in North Dakota, are used to promote economic growth within that state. This puts the state in control of which projects will be funded with its taxes and fees... and that puts more control in the hands of We, the People (and less centralized power in the hands of the Federal Reserve System).

Numerous studies have been done regarding the wisdom of implementing state banks in different states. It is projected that a state's economy can be totally turned from negative to positive within one year simply by implementing a state bank and having a state taking control of its own funds. If you live in an agriculture state, your state's funds can be used to benefit that endeavor. If you live in a high tech state, the funds can be used to help technology companies gain an advantage or fund research projects at your state's universities. Mining? Timber? Oil?  
OR, HIGH-SPEED RAIL.

In truth, this particular chapter is as much about finding solutions to problems as it is about Lee Emil Wanta and his dream of providing America with a national high-speed rail system. State banks is another part of the solution to our problems. Combined, the two provide an overwhelmingly strong means to change the direction in which our nation is heading. By removing state taxes and fees from the federal behemoth called the Federal Reserve, its power base is reduced and de-centralized. By keeping state taxes and fees within the state, projects like high-speed rail become possible because you take control of how your taxes are spent.

And that's what this book is really all about; Putting America back in the hands of citizens to run and removing it from the hands of bureaucrats and paid-for politicians who understand very well the exercise of power - and don't seem to have much compunction about abusing it (and the people) if it benefits them personally.

Putting America back in the hands of the people is what Lee Wanta is about, too... recouping our Republic and regaining the respect the words "We the People..." deserves.

This chapter, perhaps, could be defined as the final chapter of the formal biography of a man called Leo/Lee Emil Wanta. The next chapter will deal with stories about this man's life that could not be told in the preceding chapters because in telling the complexity of his life it would have diverted readers' attention away from detailed information being provided. Getting a very firm picture in my mind of where each chapter was going to take me (as the writer) and you (as the reader) was one of the most difficult parts of writing this book.

Too, the past five years of communicating with Lee Wanta and writing this book has been an interesting experience for the author. The next chapter will provide some of my overviews about Wanta's personality, his views, some of our disagreements over the years, and other insights from me.

My objective in writing a last chapter with this kind of data is quite simple. Most people who are reading *WANTA: Black Swan, White Hat*, know of Ambassador Leo/Lee Emil Wanta as "The \$27.5 Trillion Man." He is a very humble and human man... especially in light of what he has achieved with his life. That is the reason for... the next chapter.



**Veterans Today**  
Military Veterans & Foreign Affairs Journal

Lee WANTA  
Editor/Correspondent



**PRESS CREDENTIAL**

(EXPIRATION OCTOBER 31, 2014)

**AUTHORIZATION**

GORDON P. DUFF SENIOR, EDITOR/CHAIRMAN



*Let, with my deepest personal regards,  
Ronald Reagan*



19

.....  
**Marvelous Investments Limited**

The First Day of October, 1998

The Honorable, William Jefferson Clinton  
President of the United States of America  
The White House / West Wing Executive Offices  
Washington, DC, USA 20500.0000  
Telecopier : USA 202 456 1907

The Honorable, Albert Gore, Jr.  
Vice President of the United States of America  
The White House / Executive Offices  
Washington, DC, USA 20501.0000  
Telecopier : USA 202 456 2461

The Honourable, Erskine B Bowles  
Chief of Staff  
Office of the President  
The White House / West Wing Executive Offices  
Washington, DC, USA  
Telecopier : USA 202 456 1907

In re : Our Corporate Purchase of the Ionian and Poplar Bank, S.A.; Athens, Greece  
Authorized and Funded Bid Tender Offer of USDollars 1,125,000,000.00

Dear Gentlemen:

As the Clinton / Gore Administration is very much aware, Marvelous Investments Limited, is the high and successful Bidder for the majority shares outstanding, under the present ownership of the Greece Government through their Privatization Programme, using The Commercial Bank of Greece.

In this regard, the following Corporate personnel has received the confirmation to meet with the United States Embassy, with your Mr Felt, the Economic Attache for Monday, October 5, 1998 at 3:30pm.

I personally would appreciate your Administration's support and assistance in our financial endeavors to purchase The Ionian and Poplar Bank, S. A. per our favourable Tender Bid Offer. As your good offices is very much aware our corporate funds are of good, clean, clear, freely-transferable and non-criminal origin, as attested to by The U.S. Department of the Treasury, et al.

**USA REGISTERED OFFICES :**  
869 TURNPIKE STREET  
NORTH ANDOVER, MASS, USA 01845  
SATCOMFON : 715 552 3506

.....  
**CANADA EXECUTIVE OFFICES :**  
4000 STEELES AVE, W #221  
WOODBIDGE, ONT. L4L 4V9  
SATCOMFAX : 715 552 3511

October 1, 1998  
Page 2

Additionally, our Senior Management Groupe would like the opportunity to openly discuss sensitive and diplomatic information with United States Ambassador Burns on a "Need to Know Basis", at this previously scheduled meeting in Athens.

Mr Jan Morton Heger, Esquire  
Corporate Secretary and Director  
Marvelous Investments Limited  
515 Alta Vista Way  
Laguna Beach, California, U.S.A. 92651.0000  
Contact Telefon : United Kingdom 44 171 402 4288, Suite No. 316

Alexander Lykourazos  
Attorney at Law  
Lykourazos Law Offices  
19 Dimokritou Street  
10673 Athens, Greece  
Contact Telefon : Greece 309 533 3323

Miltiades E Goudamanis  
8, Kleomenous Street  
Kolonaki, Square  
10675 Athens, Greece  
Contact Telefon : Greece 309 422 8251

At your earliest convenience, please request U.S. Ambassador Burns to meet with this International Delegation to update your Clinton / Gore Administration, as to our legal purchase and authorized transfer of stock equity of The Ionian and Poplar Bank, S. A., of Athens, Greece - as represented by the Office of the President of Greece in their Privatization Programme.

As to their State of Wisconsin Criminal activities, both Legal Counsels will update the Ambassador, as to the State's admission to the High Court that Ambassador Leo F. Wanta, Diplomatic Passport No. 04362, has not resided in the Sovereign State of Wisconsin, a legal State of this Federal Nation, since June 30, 1988, and holds International Diplomatic Immunity with Somali and North Borneo; and " Foreign Guest Status" within the United States of America - as a rule of law. One needs to legally understand the lack of jurisdictional subject matter, when an International Diplomat in the record is lawlessly kidnapped from the Canton of Vaud, Switzerland to pay an illegal tax assessment for USDollars 14, 129.00 for a third time, when this falsely written state claim was previously paid by two different Foreign Corporations twice, once by Singapore in May, 1992 and Austria in June, 1992 - as a Nuisance Tax Assessment and State Extortion of an American Citizen and NON - RESIDENT of the Sovereign State of Wisconsin, U.S.A.

October 1, 1998  
Page 3

The U. S. Vice Presidential Candidate, Governor Tommy Thompson by virtue of his alleged lawless conduct in this unconstitutional seizure of person and offshore corporate assets in excess of USDollars Four Hundred Thirty Two Billion (US\$432,000,000,000.00) and Two Thousand Metric Tonnes (2000MT) in 12.5kgs Gold Bars; legally obtained from the Central Bank of the former U.S.S.R., with the assistance of the United States Government (USG) and The People's Republic of China (PRC), during 1990 / 1991 to effectuate the " DE - STABILIZATION of the Soviet Union (U.S.S.R.) " [ Ref: Thieves World by Claire Sterling, Simon and Schuster, 1994 ] and [ INSIGHT Magazine ], is a growing International Scandal, soon to be released by a major News Media groupe and with FULL USG DOCUMENTATION with INSLAW, Inc. PROMIS software utilization, Microfiche, CPA files and IRS supporting documentation, inter alia.

THANK YOU for your kind assistance and co-operation in this sensitive situation.

Warmest Personal Regards,

MARVELOUS INVESTMENTS LIMITED

by:  01 Oct 98  
Ambassador Leo E. Wanta, Diplomatic Passport No. 04362  
Chairman and Chief Executive Officer / Directeur

LEW : rr

Security Code : STILLPOINT / S-31-IANO

06 January 2004

The Honourable, George W Bush  
Office of the President  
Telefax : 202 456 2883, 1907

The Honourable, Richard Cheney  
Office of the Vice President  
Telefax : 202 456 7044

The Honourable, John Ashcroft  
Office of the Attorney General  
U S Department of Justice  
Telefax : 202 307 6777

In the matter of : Continuing wrongful conviction and incarceration for *non-residency* civil tax evasion of USDollars 0.15 [15 US cents] of an American citizen, Lee E Wanta, Soc Sec No 396 34 6726 - and - USGovn INTEL operatives Frank B Ingram (SA32NV), Rick Reynolds (SA233MS); and certain Title 18 Sec 6 USGovn Proprietary Corporations disclosed in our U S Federal Courts for tax distribution.

Dear Gentlepersons :

Please find enclosed the judicial issues preventing an OFFSHORE repatriation of US Tax Dollars to our US Department of the Treasury, which is billions of windfall tax revenue, totally ignored by our US Government Agencies for whatever reason - for American Justice to be delayed, only for the benefit of state agent provocateurs, and not for the benefit of all Americans.

The legal response is ripe for USGovernment involvement and complete reversal of the state of Wisconsin civil tax evasion conviction, due to their continuing criminal activities and judicial misconduct before the non-jurisdictional/incompetent county court.

If this never-ending travesty of justice was ever disclosed to the American populace that lawless conversion of the repatriation of US Tax Dollars owed to our US Treasury was now acceptable and acknowledged by our Bush/Cheney Administration, the overall political results would be devastating to our Republican Party - and - Our Great Nation.

Thank you for your valued consideration to end this state of Wisconsin nonsense.

Sincerely yours,

  
Ambassador Leo E Wanta, DPP No 04362 and 12535

Back: WLTAC-10pgs

# AmeriTrust Groupe, Inc.

4001 North 9th Street, Suite No. 227  
Arlington, Va, USA 22203 - 1954  
Commonwealth of Virginia

SCC ID : 07458003  
EIN : 45 - 4222104

Lee E. Wanta  
Chairman / CEO / President

Corporate Secretary  
Sheila Kay Higgins

STRICTLY CONFIDENTIAL and HIGHLY SENSITIVE  
REFERENCE : U.S. PRESIDENTIAL MANDATE AUTHORITY  
OPERATION : STILLPOINT [ TOTTEN DOCTRINE 92 U.S. 105, 107 ]

Fa. NEW REPUBLIC/USA FINANCIAL GROUP, LTD. Ges.m.b.H.  
( HRB 41.851 ) [ 7 HRB 41, 851 - 6 ]  
Siemens Aktiengesellschaft Österreich  
Kartnerstrabe 28 / 15  
A - 1010, WIEN, AUSTRIA - EUROPA [ JUNE , 1988 ]

13<sup>th</sup> Day of 2015, JULY

GLOBAL STRATEGIES COUNCIL  
U.S. POSTAL BOX No. 675805  
RANCHO SANTA FE, CA, USA ( 92067.5805 )  
TELEFON : ( 858 ) 504.7551  
TELEFAX : ( 858 ) 287.1007

Email : milos@globalstrategiescouncil.org

ATTN : Milos Goudamanis  
Sotiris Marnidakis

In the matter of : The Hellenic Republic of Greece - DEBT CRISIS INCIDENTS and RELATED OBLIGATIONS ( FOREIGN and DOMESTIC )

Through this communique, I express my immediate interest and commitment to readily assist The Hellenic Republic of Greece, on behalf of my Close and Personal Friends of the Greek Community - since 1952 Childhood in Milwaukee, Wisconsin, USA - and - CONTINUING.

HAVING SAID THAT, The Greek Citizens have clearly determined to save their Hellenic Republic of Greece and their Independence. I am requesting your assistance and Financial Recovery of my Personal and Private Repatriated Monetary Funds, Financial Instruments, et al -

1/3

*Wanta*  
13.5.15

" CONTINGENT ON THE IMMEDIATE RELEASE BY ORDER OF THE U.S. DEPARTMENT OF THE TREASURY, ET AL, OF MY CONVERTED MONETARY FUNDS LISTED IN THE FOLLOWING UNITED STATES DISTRICT COURT FILINGS :

In The United States District Court For The Eastern District of Virginia  
Alexandria Division

Ambassador Leo Wanta, Plaintiff,

Civil Action No. 02-1363-A

v -

United States of America, et al., Defendants.

Memorandum Opinion

Dated : April 15, 2003  
/s/ Gerald Bruce Lee  
Alexandria, Virginia  
United States District Judge

" PUBLIC POLICY / TOTEN DOCTRINE "  
92 U.S. 105, 107 [1875]

IN THE UNITED STATES DISTRICT COURT  
FOR THE EASTERN DISTRICT OF VIRGINIA

Civil Action No. 1:07 cv 609 T3E / BRP  
Filed : Jun 20 2007

LEE E. WANTA, LEO E. WANTA, AMBASSADOR LEO WANTA ( INDIVIDUALLY AND AS  
SOLE AND EXCLUSIVE SHAREHOLDER OF  
AmeriTrust Groupe, Inc. , a Commonwealth of Virginia registered corporation ),  
Petitioner,

v.

Henry M. Paulson, Jr.  
U. S. DISTRICT COURT,  
Secretary of the Treasury  
JUDGE T. ELLIS, PRESIDING  
United States Treasury, and

Robert M. Kimmitt  
Deputy Secretary of the Treasury  
United States Treasury, and

Michael Chertoff  
Secretary Department of Homeland Security, and

Alberto R. Gonzales  
Attorney General  
United States Department of Justice

Federal Reserve Bank of Richmond  
Director and/or Manager of Operations  
Richmond, Virginia  
Respondents.

2/3

13.5.15

MANY STRANGE AND CRIMINAL INCIDENTS, YET TODAY'S CRISIS AND NUMEROUS RELATED ACTIVITIES OF CERTAIN "Puppet Masters and State Agent Provocateurs" ACTIONS AND PROVOCATIONS; DRAWS MY PERSONAL INTERESTS - ONCE AGAIN - TO READILY ASSIST IN THE PERMANENT RECOVERY OF THE HELLENIC REPUBLIC OF GREECE, AND SINCE MY SPECIAL VISITS TO GREECE, AND PURCHASING OF MY PRIVATE AND LEGAL RESIDENCY APARTMENT IN ATHENS, ( 1988 - 1989 ), AMONG OTHER AUTHORIZED PROGRAMMES. INCIDENTALLY, THE REFERENDUM OF THE GREEK POPULACE IS LEGAL AND BINDING TO ALL PARTIES, EVEN THE ELECTED PUBLIC OFFICIALS, INTER ALIA - A TRUE GUARANTEE OF GREEK INDEPENDENCE, QUALITY OF LIFE AND HAPPINESS WITH TOTAL FREEDOM. WE ONLY LIVE ONCE FOR OUR INDIVIDUAL FREEDOM AND LIBERTY, WITH " CLEAN HANDS WITH POLITICAL AND ECONOMIC STABILITY FOR ALL FAMILIES WITHIN THE GREEK COMMUNITY.

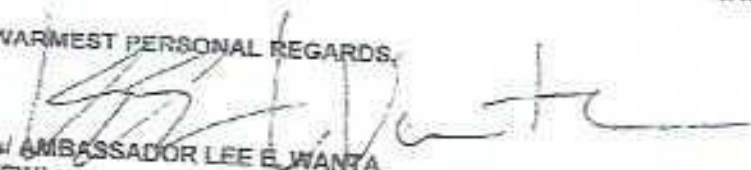
ONE MUST IMMEDIATELY REBUILD THE ENTIRE INFRASTRUCTURE - TOP TO BOTTOM WITHOUT FURTHER DELAY - INCLUDING OVERALL EMPLOYMENT, Health Care, EDUCATION, TOURISTS - AND THE LIKE. IF THE PEOPLE OF THE HELLENIC REPUBLIC OF GREECE WERE FULLY AWARE AND COULD READILY IDENTIFY AND TAKE CORRECTIVE ACTION AGAINST THEIR GREEK ENEMIES WITHIN - THE GREEK POPULACE WOULD HUMANLY SURVIVE AND REBUILD A LONG STANDING " GREAT HELLENIC REPUBLIC / SOVEREIGN NATION OF GREECE ONCE AGAIN." YOUR GREEK CHURCH COMMUNITY WOULD BE A HEALTHY START FOR PUBLIC INFORMATION, LIKE WE DID WHEN I ATTENDED GREEK COMMUNITY ACTIVITIES WITH THE HONORABLE, JUDGE CHRIS SERAPHIM, KELEPOURIS FAMILY, AND SO MANY GREEK FRIENDS AND ASSOCIATES IN MILWAUKEE ALONE !!!

HAS A DEVOTED CATHOLIC LAY MINISTER, I STAND READY TO ASSIST THE GREEK STABILIZATION PLANS AND PROGRAMMES. INCIDENTALLY WE ARE NOT GETTING ANY YOUNGER TO PROTECT AND SERVE OUR BLESSED FAMILIES. THANK YOU FOR CARING OF ALL OF THE WORLD.

SIMPLY SPEAKING, THE UNITED STATES GOVERNMENT CAN RELEASE IN TOTAL, MY PRIVATE AND CORPORATE MONETARY FUNDS [ USDollars 31.2 TRILLION ], PLUS INTEREST ACCRUALS, U.S. TREASURY BILLS, FINANCIAL INSTRUMENTS, PERSONAL ASSETS - " AND NEVER LET THE MAGIC DIM AGAIN " - AGAINST THE WISHES OF THE POPULACE".

THANK YOU FOR YOUR VALUED CONSIDERATION IN THIS EXTREME HELLENIC REPUBLIC OF GREECE " DE-STABILIZATION CRISIS BY OTHERS."

WARMEST PERSONAL REGARDS,

  
/s/ AMBASSADOR LEE E. WANTA  
LEW/rr

3/3

13.5.15

Monday, July 20, 2015

## **THIEVE'S WORLD SIMON & SCHUSTER CEASE AND DESIST VIOLATIONS IN DANE COUNTY TRIAL**

DANE COUNTY / COUNTY OF DANE, WISCONSIN, USA - RENDITION / KIDNAPPING - TO FRAUDULENTLY COLLECT AN UNAUDITED CIVIL INCOME TAX ASSESSMENT [USDollars 14,129.00 - JULY, 1993 ] OF A LAWFUL INLAND TAX RESIDENT ( PURCHASE OF ATHENS APARTMENT ) IN ATHENS, GREECE (1989 - 2015 AND VIENNA (WIEN), AUSTRIA ( JUNE, 1988 AND CONTINUING TODAY - 20 JULY 2015.)

[www.eagleonetowanta.com/](http://www.eagleonetowanta.com/)

AmeriTrust Groupe, Inc.  
4001 North 9 th Street, Suite No. 227  
Arlington, Virginia, USA 22203-1954  
Commonwealth of Virginia  
Tele : 703.649.4545  
Tfax : 703.552.3159



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# THE REAL RUSSIAN COLLUSION - OBAMA LIED + COMMITTED TREASON!



**Barack Hussein Obama**  
44th President of the United States  
Jan 20, 2009 - Jan 20, 2017



**Hillary Clinton**  
Secretary of State  
Jan 20, 2009 - Feb 1, 2013



**Samantha Albin**  
Special Representative for Counterterrorism  
Secretary of State's Office  
Feb 2009 - Present



**J. Michael Flynn**  
23rd United States Attorney General  
Feb 20, 2015 - January 20, 2017



**Eric Holder**  
23rd United States Attorney General  
Feb 2009 - Apr 2015

1. THEY SOLD OUR URANIUM TO RUSSIA+HILLARY DEPOSITED \$145 MILLION.
2. THEY PAID RUSSIA \$12.4 MILLION FOR DIRT ON TRUMP+ GOT NOTHING. (DOSSIER)
3. OBAMA LAUNCHED A FAKE INVESTIGATION ON TRUMP/PUTIN COLLUDING TO HACK THE ELECTION WITHOUT ANY EVIDENCE. MUELLER DOES NOT HAVE EVIDENCE.
4. HOW DID OBAMA ISSUE SANCTIONS ON RUSSIA WITHOUT EVIDENCE?
5. BARACK HUSSEIN OBAMA: A MUSLIM FRAUD WHO ROBBED+DEFRAUDED AMERICA!



**John Podesta**  
Chairman of the Obama Transition  
Jan 2009 - Present



**James Comey**  
Director of FBI  
Nov 4, 2013 - May 4, 2017



**Andrew McCabe**  
Director of FBI  
Nov 4, 2013 - August 2, 2017



**Robert Mueller**  
Special Counsel  
May 2017 - Present



**Bill Barr**  
Attorney General  
May 2018 - Present

ANOTHER LEAGUE



# TRINITY COUNCIL UNION

Our Lady of Lourdes Intercede for us

Ave Maria Ave Maria

## St. Anthony's Bread

The excellent expression of devotion to St. Anthony, known as St. Anthony's Bread, goes back to the Thirteenth Century. It has been the source of many favors and graces, and has also been of great aid to the poor and the needy.

According to the most ancient chronicles, a child of Padua, even while the great basilica was building, fell into a barrel of water and was drowned. In her grief the mother called on St. Anthony for help, and promised she would donate the child's weight in grain for the poor if she were restored to life.

While the mother was still praying, the child arose as if from sleep. This miracle gave rise to the pious practice of giving alms to the poor as a petition, or in return for favors received through St. Anthony's intercession.

The practice received its present name from a favor received by a pious girl named Louise Bouffier at Toulon in France in the last century. She promised loaves of bread for the poor in exchange for St. Anthony's help. Her shop later

became a center of devotion to the Saint; the alms of those whose favors were heard were given to the numerous poor families of the city.

The Franciscan Order has everywhere encouraged this act of charity to the afflicted and those in want. It is a laudable method of sacrifice and of thanksgiving to St. Anthony.

Should you wish to take part in this traditional method of prayer to St. Anthony, you may send your offering and petition marked plainly, to St. Anthony's Bread.

Any offering, however small, that you care to send today in honor of St. Anthony will be used for the poorest of the poor.

Photos taken from books of Vincenzo G. Messer, Woodstock.

For years our organization has been operating from day to day through the contributions of our friends. Will you remember us in your will? Any help you could give us will assure the future of our organization.

I give and bequest to Franciscan Mission Associates, located at Mount Vernon, N.Y., the sum of \$ \_\_\_\_\_.