

LESSON 6: Encroachment

When it comes to feeding ourselves, most of us understand the difference between natural foods and artificial foods. To be frank, there are few foods that are 100% artificial. Most of what we designate as artificial foods are really natural foods with various artificial ingredients added to them. White sugar may be an artificial food, but it is manufactured from natural sugar cane plants. Even something as seemingly as artificial as Coca-Cola is largely made from natural water pumped out of wells. The fact that the introduction of too many, and sometimes toxic, artificial ingredients into natural foods is dangerous, is abundantly proven by the numerous diseases exhibited in people that regularly eat such foods. The important lesson in this example is that of **encroachment** of what is artificial into what is natural. Whenever artificial encroaches into natural, problems tend to follow.

To prevent any misunderstanding going forward, let's begin with a proper definition. From the Merriam-Webster online dictionary:

encroach

1. To enter by gradual steps or by stealth into the possessions or rights of another.
2. To advance beyond the usual or proper limits.

Both of those definitions are pertinent to jurisdictions. In fact, it is inappropriate encroachment that is the root cause of nearly all jurisdictional problems, more specifically when one jurisdiction unlawfully encroaches on another.

There are two types of problematic encroachment in the realm of artificial jurisdictions.

1. When the Sea or Air jurisdiction encroaches on the Land or Soil jurisdiction.
2. The opposite, when the Land or Soil encroaches on the Sea or Air.

The first type of encroachment is called a - **trespass**. The second type of encroachment is called a - **transgression**.

It is to be noted that there are various types of acceptable encroachment which are not considered to be problematic. Some examples are:

- When the salty jurisdiction of the Sea encroaches on larger fresh waterways of the Soil to create Navigable Inland Waterways.
- When sea ports are created on the Land jurisdiction for use as safe harbors by the Sea jurisdiction.

- When Sea jurisdiction railroads are built on Land for transporting sea going cargo inland where there are no Navigable Inland Waterways.
- When Land jurisdiction is used to accommodate airports and runways for the Air jurisdiction.

When dealing with encroachment you will notice a clear division in jurisdiction. The liquid Sea and gaseous Air on the one hand, and, the solid Land and Soil on the other.

This fundamental division is the result of the following conditions:

- Land and Soil **are** the natural habitat of mankind.
- Sea and Air are **not** the natural habitat of mankind.

Therefore a separation must be made between these two fundamentally different types of habitats, so that mankind can maintain two diverging but necessary systems for managing the requirements of each habitat.

A natural and lawful system of private rights for the Soil and Land jurisdictions, to keep man in harmony with his natural habitat; and an artificial and legal system of public privileges for the Sea and Air jurisdictions, to keep man's artificial and conceptual jurisdictional constructs under adequate control and within their respective boundaries.

It is only by keeping these two systems (lawful and legal) functioning properly that trespasses and transgressions can be adequately mitigated and compensated for when they occur. To keep everything working smoothly between the two systems requires the use of a special interface which is the subject of the next lesson.

This chart (PDF) highlights some of the major encroachment issues currently taking place.

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