

The boards of directors of both companies are interlocked with two high-level financial interests associated directly with the British Crown: the Kleinwort-Benson and Robert Fleming investment banks.

Kleinwort-Benson runs the financial affairs for Prince Philip's World Wide Fund for Nature (WWF). David Benson, who sits on the board of Dover, is chairman of Kleinwort Charter Investment Trust and is the former chairman of Kleinwort-Benson Group, Plc. His father, Rex Benson, one of the bank's founders, was an associate of Lord Louis Mountbatten and was assigned during World War II, by Stuart Menzies, the head of the British Secret Intelligence Services, as the military attaché of British embassy in Washington, where his assignment was to spy on and penetrate American leadership circles; among the places he frequented were the Middleburg and other hunts. Michael Devas, the former chairman of Kleinwort Charter Investment Trust, also sits on the Dover board.

Robert Fleming and his brother Ian, the author of the James Bond stories, were operatives of the British Special Operations Executive (SOE) during and after World War II. During the war, they worked under the direction of the Canadian Sir William Stephenson in spying on the United States, and in penetration of U.S. military and intelligence circles, based in both Washington and New York. Roderick Fleming, Robert's son and the international portfolio director of Robert Fleming Holdings, Ltd. and their director of corporate financing in the United Kingdom, sits on the Dover board; David Thomas, chairman of the Fleming Enterprise Investment Trust, sits on Carlisle's board.

A London-based specialist on British Intelligence and the royal family said that the presence on the Dover and Carlisle boards of such high-level British operatives indicates that the companies are assets of circles associated with the British Crown, and that the Ohrstroms are "trusted operatives"; if the latter were not the case, the specialist said, they would have been removed from any positions of responsibility.

### A place in the Hunt Country

George Ohrstrom was moved from the New York area to Loudoun's Hunt Country in the late 1940s, settling in the Middleburg area, near the Harrimans and in close proximity to the Arundels. According to a *New York Times* article on Maggie Ohrstrom Bryant, he made the move to pursue "his love of fox hunting." At the time, he was already the publisher of the prestigious horseman's journal *The Chronicle*, and with his recommendations from the Harriman interests and New York and Connecticut (as well as international) hunt circles, the family was welcomed into Loudoun's elite.

Young Maggie Ohrstrom, tutored by her father in the Hunt Country's hypercompetitive, elitist ways, sought avenues that would bring her higher in the corridors of oligarchical power. She gained the reputation for making "good"

## Maggie Bryant's private toll road scam

It is hardly surprising that when the networks associated with the Mont Pelerin Society, which promotes fascist economic policy for interests linked to the British royal family, needed someone to head a "breakthrough" privatization scheme, the first private toll road in the United States in nearly two centuries, they tapped Maggie Ohrstrom Bryant.

The 14-mile Dulles Greenway cuts a swath through the center of Loudoun County, between Dulles International Airport and the county seat in Leesburg. The Greenway opened Sept. 29, with ceremonies featuring the celebrants of the Mont Pelerin-sponsored privatization craze and with positive publicity in the national media (see *EIR*, Oct. 27). Such publicity tended to downplay the fact that the private road charges a \$1.75 toll for a one-way trip (the toll is scheduled to rise to \$2.00 on Jan. 1, 1996); there is no graduation of the toll according to distance. The tolls collected go primarily to pay off an investors' group headed by Maggie Bryant (who claims to have put up approximately \$80 million in family funds) and a banking consortium, led by the North American branch of the City of London's Barclay's Bank, as well as other creditors, including three British-linked insurance companies.

Ten years ago, there were already state plans to build a Loudoun extension of the state-run toll road then under construction, whose terminus was at Dulles Airport. In 1987, those plans were put in motion to build the road,

financial judgments—the kind that would make her huge amounts of money. Her father left her an estate estimated at about \$4 million. Through shrewd investments, and two calculated marriages, she has parlayed that "grubstake" into a fortune estimated in excess of \$230 million.

One of the most important of these calculated moves was her marriage to J.C. Herbert Bryant, from a large Southern plantation-owning family in Mississippi; his holdings included a mini-empire of farm supplies stores throughout the south (Herb Bryant Stores) and the O'Sullivan Company in Winchester, Virginia, which at one point made heels for shoes, and now ranks among the largest makers of fabricated body parts for the auto industry. Through this marriage, Maggie Ohrstrom enhanced her land holdings, both in Virginia and in Mississippi, and was reportedly able to use the Bryant wealth to finance her various environmental projects, including the creation of a wildlife preserve in Mississippi—Tara,

which was projected to have a graduated toll of about 75¢, and would have been completed by 1991, under a worst case scenario. At that point, Maggie Bryant and her privatizers got into the act. Through her connections to the corrupt George Bush apparatus, her "private toll road" scheme was pushed as a nationally prominent project by a Bush-run privatization council. She used her local connections to impose her private road on the state, getting it to drop its plans for a road, and then pass legislation that had state and local government create the "legal" basis for her project.

Under this misnamed "public-private partnership," the toll road investors were essentially able to use local and state government efforts and powers to secure their right-of-way, while state agencies "rubber stamped" their toll rates set as high as needed to "guarantee" a profit. (The tolls charged are more than double those on the existing state-run road, which generates a surplus of funds over its operating and bond expenses; if the same toll rate were charged on the New Jersey Turnpike, for example, motorists would pay \$20 for its full length, rather than approximately \$5.00 as is currently charged!)

Bryant and her privateers had claimed that their plans would keep costs down and deliver the road much sooner than the state could. According to published figures, their efforts doubled the cost of the road to more than \$326 million and delayed its projected completion by nearly five years! The privateers had added their own hefty profits into the project; while they claim that the road has been built "without taxpayer expense," taxpayers are indeed paying for it through the king's ransom tolls being charged.

### **Possibility of bankruptcy**

One of the major reasons for the delays was the inability to convince even friendly banks that the scheme was a sound investment. Maggie's management team projected that they would need approximately 30-35,000 trips daily to break even; as of this writing, motorists are refusing to pay the high tolls, as sources report that daily weekday trips are averaging "well below" 10,000, and on weekends, far less. (When the road first opened, it had three days without tolls; there were only 20,000 trips on those "free" rides.) If these trends continue, and there is no reason to assume that they won't, the Greenway will quickly exhaust its \$40 million revolving credit line, and a bankruptcy would be possible. According to state law, the Commonwealth of Virginia is prohibited from assuming the road's debt.

But the Greenway was intended by the Mont Pelerin crowd to plow a path for future and even larger privatization schemes, including the privatization of the interstate highway system. They are not about to admit the failure. Maggie's privateers have already made a proposal to take over the management of the state-run toll road and are salivating over the possibility of constructing a portion of a new "Outer Beltway" around Washington, D.C. And the Greenway itself continues to get free promotional publicity. On Nov. 26, Maggie Bryant appeared on the CBS Evening News, proclaiming the success of her venture. Showing her lack of touch with reality (and her faulty math), when asked if the tolls weren't a bit high, she proclaimed that she didn't think so, that they were "only" 10¢ a mile. It is for such reasons that her road has been renamed by some locals, the "Greedway."

named for the Bryant family estate.

The Ohrstrom wealth, as well as Maggie's own personal organizing capacities, have been deployed on behalf of British policy interests to create and manage a web of environmentalist organizations and funding conduits which are interfaced with the House of Windsor's international environmentalist-terrorist operations network and its World Wide Fund for Nature. Maggie Bryant currently is chairman of the National Fish and Wildlife Foundation, which has an annual budget of more than \$27 million, much of it for projects which interface with the WWF.

### **The intelligence connection**

Like Arthur Arundel, Maggie Bryant and her brothers have been identified as funding conduits for selected projects of the British-controlled elements of U.S. intelligence, associated with George Bush, the son of George Ohrstrom's pa-

tron Prescott Bush. That included the funding of Lt. Col. Oliver North's gun- and drug-running operations, and, along with another British-connected family front, the Hanes (hosiery and underwear) interests, with connections to the same Wall Street circles as the Ohrstroms, the aforementioned private army, ARGUS.

Much of the funding is accomplished through the Ohrstrom Foundation, Inc., which had assets valued at \$27 million in 1992; the family also controls two smaller foundations, the Catesby Foundation and the Little River Foundation.

It was the Ohrstrom Foundation which poured funds into Prodemca in 1986, one of Ollie North's "support" groups for his Contra operations. It also funds the African Wildlife Foundation (AWF), an Anglo-American private intelligence operation, in which Maggie's close friend Arthur "Nicky" Arundel plays a prominent role and which has recently been