

Who is the real Max Fisher?

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Max Fisher and a small group of his business associates are at the core of a group of corporations uniquely structured to carry out drug and money laundering on a multibillion-dollar scale. Without such a structured corporate interlock, a drug plague of the scale afflicting the United States would be precluded.

United Brands

In February 1975, United Brands (UB) Chairman of the Board Eli Black walked out of a window on the 44th floor of the Pan-American building in New York City. Within two months of his mysterious death, Max Fisher was appointed acting chairman of the company, and subsequently became its new Chairman of the Board. By 1975, Fisher and two his close associates, Carl Lindner of Cincinnati and Seymour Milstein of New York City, held a total of 48 percent of the stock of UB and its subsidiary companies.

Fisher's appointment was sponsored by two individuals: Sol Linowitz and Donald R. Gant, a Goldman, Sachs partner and Henry Kissinger associate. The Carter administration's special envoy for Panama Canal treaty negotiations, Linowitz is an international policy adviser to Maritime Fruit Company, the Israeli counterpart to United Brands, and sits on the board of Marine Midland Bank, which in 1979 merged with the Hongkong and Shanghai Banking Corporation, long the central clearinghouse bank for the Golden Triangle Far Eastern heroin trade.

One of Fisher's first actions as board chairman was to appoint Bert C. Reiss as Vice-President in charge of transportation. Reiss came from National Bulk Carriers Corporation (NBC), a firm involved in shipping and construction throughout Latin America. NBC is owned by Daniel K. Ludwig, an associate of Meyer Lansky who was responsible for the harbor-dredging project that led to the building of the scandal-ridden Paradise Island. Once at UB, Reiss excluded all non-company cargo from United Brands ships and from its New Orleans port facilities, throwing a shroud of total secrecy around the company's Caribbean/Central

American shipping activities.

On the way up

Fisher's early career was shaped by his association with such Detroit Purple Gang figures as Jack Rothberg, who helped him get started in the oil refinery business. In the late 1930s, Fisher was introduced to Julius Klein, a Chicago-based career military man and unofficial liaison between the Purple Gang and the Jewish underground in Palestine, and later a consultant on the formation of the regular Israeli armed forces and the Mossad secret service.

Beginning in 1957, Fisher was laundered into a position of greater respectability. Shell Oil Palestine, Ltd., Shell Chemical Palestine, Ltd., and Eliat Pipeline Company were sold to the Israeli-registered Paz Oil Company, and Fisher was allowed to buy one-third interest in Paz. An equal share was simultaneously purchased by the Swiss-Israel Trade Bank, whose managing director was Julius Klein. Closely linked to Swiss-Israel Trade Bank was the Banque de Credit Internationale (BCI), implicated in the early-1960s Permindex assassination attempts against Charles de Gaulle as well as the murder of President John Kennedy. BCI Chairman Tibor Rosenbaum was the Mossad's first Minister of Finance and Supply, and BCI's manager Sylvain Ferdman, a Swiss national, was reported by *Life* magazine in 1967 to be a prominent bagman for Meyer Lansky. Permindex itself was overseen by Major Louis M. Bloomfield of Montreal, with whom Max Fisher worked directly in smuggling arms to the Haganah in Palestine.

Through his Paz holdings, Fisher next bought into a significant piece of the Israeli state sector, and gained half ownership in Zim Shipping Company, the largest line in the Middle East, one of whose ships was exposed in 1978 by the *Jerusalem Post* as carrying millions of dollars worth of liquid hashish into New York.

At the time he purchased his Paz shares, Fisher's small Midwestern oil company, Aurora Oil, merged with the Marathon Oil Company of Findley, Ohio; Marathon, with Amerada Hess and Continental Oil, shortly thereafter opened up the first exploratory projects in Libya.

And, in 1967, Fisher further expanded his transportation holdings by picking up a sizeable piece of the Fruehauf Trucking Company.

Carl Lindner and AFC

Carl Lindner's own surfacing over the past two decades as a major figure in the U.S. financial world is a mystery. Despite his heavy holdings in such corporate giants as Gulf & West, UB, Rapid-America, the *Cincinnati Inquirer*, Warner Communications, and Charter Oil, no source, public or private, has been

willing and able to identify the source of initial capital that enabled Lindner to launch the American Financial Corporation (AFC) in 1959. One source, a former financial consultant to AFC, acknowledged to *EIR* recently that Lindner's portfolio represents one of the most airtight money-laundering capabilities he has ever run into. Modeled on the Equity Funding Insurance Company, Lindner's operation includes over 70 shopping centers, 150 fast-food operations, one major commercial bank (Provident Bank of Cincinnati), and a string of insurance and re-insurance companies.

Among Lindner's financial holdings are a 28 percent share in UB, a piece of Rapid-American (owned by Israeli financier Meshulim Riklis, and in turn owner of Schenley Liquor, founded by Armand Hammer), a share of Gulf & Western (see article page 27), and a share of the Saul Steinberg Reliance Group. In 1979, Lindner bought an additional 26.4 percent of Charter Oil's common stock, providing much-needed liquidity at the moment Charter was sealing its contract with Qaddafi.

Midwest Air Charter and AAF

During 1979, *EIR* investigators were told that 1) the Midwest Air Charter Company was smuggling drugs across the United States, and 2) the company was a secret Fisher holding, maintained through one of his Marathon partners and through individuals at Charles Allen & Company investment house, at SportServices, and at the J. M. Kaplan Fund. What the researchers were able to uncover was a highly unusual feature of the Midwest Air Charter operation.

Since 1972, Midwest Air, which is partly owned by the better-known Airborne Air Freight (AAF) of Seattle, has maintained a contract with the Federal Reserve to deliver "time-sensitive documents" among the Fed districts around the country. Forty percent of every Midwest Air flight is taken up by these Fed documents; the remaining space is used by Midwest's only other client—AAF. Midwest has special arrangements with airport security agencies at most of the ports covered: no cargo searches are carried out.

According to *EIR*'s original sources, the Midwest Air Charter flights would receive their Far East drug cargo at the port of Seattle, from Canada by way of Alaska. At no point in the loading and unloading would there be a search of the planes or the cargo.

The Jacobs brothers

Within the small circle of friends around Max Fisher are the Jacobs brothers of Buffalo, New York. It is a matter of criminal archives that the Jacobs family was an integral part of the Canada-U.S. liquor and drug running apparatus of the Prohibition era. The company through which they conducted that lucrative enterprise, Emprise, remained in existence under that corporate

name until 1972. At that time, adverse publicity associated with a criminal conspiracy conviction in a Los Angeles federal court prompted the family to change the company name to SportServices.

Were SportServices a public corporation it would, as of 1977, have been approximately 150th on the Fortune 500 list. In the 450 separate corporations in the United States, Canada, and Britain that are owned outright by SportServices (also known as SportSystems) are: interests in over 20 horseracing tracks; food concessions at 40 horseracing tracks in the U.S. and Canada, plus an additional 15 concessions in Great Britain; 10 greyhound racing tracks; 24 food concessions at major league sports stadiums; ownership of the Boston Gardens and the Boston Bruins; Professional Sports Publications, Inc., the largest U.S. publisher of sports-events programs; 101 concessions at movie theaters and bowling alleys; 15 airport concessions; two jai alai stadiums in Florida; and one Alaska-to-Seattle cargo fleet.

Among the Jacobs family's holdings, which additionally include a reported part ownership in AAF, is Air Terminal Services, an on-the-ground airport service company that provides service employees and parking lot leasing and servicing for airports throughout the United States. In 1979, the Atlanta city council, after several days of hearings, rejected an ATS bid to purchase the parking lot franchise for the soon-to-be-opened international airport. Among the principal issues motivating the decision was the Jacobs family's connections to organized crime elements.

In 1976, Emprise-SportSystems was still under the gun of federal investigation, including a six-year inquiry into Emprise's gambling holdings in Arizona by then-U.S. Rep. Sam Steiger. One June 2 of that year, a Phoenix journalist named Don Bolles was assassinated when his car exploded. Bolles was working closely at that time with Rep. Steiger. Bolles' dying words were "Mafia . . . Emprise . . . Adamson." In January 1977, a local resident, John Adamson, pleaded guilty to planting the bomb that killed Bolles. The Emprise role in the affair was quickly covered up, and Max Fisher deployed the general counsel of United Brands, Stanley Mills, as general counsel to SportSystems.

The Jacobs brothers, Max and Jeremy, have now been laundered into "respectable" positions, principally through their membership on the board of the Joint Distribution Committee. This has placed them in the orbit of such figures as Sol Linowitz and Max Palevsky, both of whom sit on the board of Xerox and pressured the Carter administration and the Federal Reserve to approve the purchase of the Marine Midland Bank by the Hongkong and Shanghai Banking Corporation.

Palevsky was one of the earliest financial angels behind the dope lobby, having given \$25,000 in seed money to the National Organization for the Reform of Marijuana Laws (NORML).