

and in charge of the rescue effort and the first phase of the investigation, Massoni calls the Elysée Palace, to inform President Chirac, and the British embassy. Moments later, Massoni is joined in the tunnel by Patrick Riou, director of the Paris judiciary police; Martine Monteil, head of the criminal brigade (the unit that would conduct the first phase of the police probe); and Paris's assistant district attorney, Maud Coujard.

By now SAMU workers are treating Princess Diana on a stretcher next to the car.

**1:20 a.m.:** The SAMU ambulance finally leaves the tunnel, to bring Princess Diana to La Pitié Salpêtrière Hospital, 3.8 miles from the tunnel. The ambulance drives at less than 5 mph. At one point, less than 500 yards from the emergency entrance to the hospital, the ambulance pulls over to the side of the road and sits for ten minutes.

**2 a.m.:** Commissioner Monteil files her first report on the crash, noting: "According to the first witnesses, the Mercedes, proceeding down this portion of the road at high speed, appears to have swerved [because] the chauffeur was being pursued and interfered with by the vehicles of the journalists who had given chase. The driver must have lost control of his vehicle and failed to recover. Again, according to the first witnesses, the 'paparazzi' who were pursuing the Mercedes hastened to take photos after the accident, neglecting the elementary acts of assistance to people in danger. Based on these observations, the first policemen on the scene proceeded to take the photographers in for questioning."

**2:05 a.m.:** The ambulance finally arrives at La Pitié Salpêtrière. The chief duty physician, Dr. Bruno Riou, was first alerted to the crash, and the fact that the operating room should be prepared, at 1 a.m. Several sources have told *EIR* that medical workers at the tunnel crash site had quickly diagnosed Princess Diana as suffering from internal bleeding. The only appropriate emergency medical response to internal bleeding is to rush the victim into surgery, where the damaged blood vessels can be closed and blood transfusions administered. Yet, a total of 1 hour and 43 minutes passes from the point that the first emergency rescue workers arrive at the tunnel, to the point that Diana is wheeled into the operating room. As she is being brought into surgery, Paris Police Chief Philippe Massoni, who arrived at the hospital before Diana's ambulance, is told by Dr. Riou that she has suffered from thoracic hemorrhaging, further confirmation that doctors at the tunnel crash site had correctly diagnosed her injuries.

Efforts to revive the Princess continue for nearly two hours.

**3:30 a.m.:** Mohamed Al Fayed arrives, by Sikorsky helicopter, at Le Bourget Airport. He is met by chauffeur Philippe Dourneau and Kes Wingfield, and brought immediately to La Pitié Salpêtrière. Upon arrival at the hospital, he is informed by Chevènement, Massoni, and British Ambassador Sir Michael Jay, that Princess Diana has just died.

**4 a.m.:** Princess Diana is officially pronounced dead.

## Diana, Dodi murders: year of the cover-up

by Jeffrey Steinberg

One year after the Aug. 31, 1997 crash in Paris, the chief French investigator, Judge Hervé Stephan, remains on the job, probing for answers to a number of vital questions. The answers to those questions, if they are to ever be found, will determine whether the judge presses criminal charges against nine paparazzi who were arrested within hours of the crash, or against other, yet unnamed persons. In August, Stephan issued an official statement on the status of his investigation, confirming that he will not be finished with his report until sometime in early 1999. The final forensic tests on the Mercedes 280S that carried Princess Diana, her lover Dodi Fayed, and driver Henri Paul to their deaths, are not expected to be handed over to Stephan until sometime in September.

Despite the fact that Judge Stephan is still deep into his investigation one year after the crash, the vast majority of people around the world believe that the case is closed, and that the death of the "people's princess" was the result of drunk and reckless driving by Paul, the Ritz Hotel's acting security director.

The reason that the facts of the investigation are at such odds with the popular impression is that the international media, led by segments of the French and British press, in particular, have conducted a vicious cover-up, including a smear job against anyone who dares to raise the unanswered questions, or suggest that a murder conspiracy caused the death of Diana.

In June, the smear campaign escalated, when the monarchy-allied Hollinger Corp.'s *Daily Telegraph* launched an all-out effort to trash *EIR*, its Founder Lyndon LaRouche, and this author, as a pack of conspiracy-peddlers, for daring to say that it cannot be ruled out that the Royal Consort, Prince Philip, ordered the assassination of Diana and Dodi. The *Daily Telegraph* and Britain's Channel 4 TV similarly lashed out at Mohamed Al Fayed, the father of Dodi Fayed and the owner of Harrods department store and the Paris Ritz Hotel, for also refusing to accept the media "verdict" that the crash was the fault of Paul alone.

This, despite the fact that everything published in *EIR*, and all of the published statements by Al Fayed, have been based on detailed evidence, generally available in the public domain. The media defenders of the British monarchy and the French government have resorted to wartime propaganda techniques to keep the general public misinformed.

The fact that the Hollinger Corp., owner of the Telegraph plc, is playing a leading role in the black propaganda drive, is

lawful. Hollinger, the British Crown's most trusted media cartel, is a direct outgrowth of World War II British intelligence operations housed in Canada and directed against the United States.

Despite the media's "Big Lie" effort, the vast majority of Americans, Europeans, and citizens of the Islamic world reject the idea that the deaths of Diana and Dodi were the result of a traffic accident. The following chronology should reinforce those beliefs and, hopefully, provoke further public outcry at the brazen effort to bury the truth.

### **Phases of the cover-up**

The French police collusion with the international media to cover up the actual circumstance surrounding the deaths of Diana, Dodi, and Paul, has gone through several phases. In each phase, however, the same cast of characters have been caught red-handed, peddling outright lies, to further the misinformation that the cause of death was a drunk-driving accident.

In the immediate hours after the crash, most of the attention was focussed on the paparazzi, nine of whom were arrested at the crash site on charges of manslaughter (involuntary murder) and violation of France's Good Samaritan law, which requires passersby at an accident scene render aid. In the first 48 hours after the crash, the paparazzi were the targets of public outrage.

But, even in the early hours after the crash, the French police were caught peddling two crucial, but easily discredited lies.

First, the police leaked word that Paul had been speeding at the point of the crash. The police claimed that the speedometer on the Mercedes 280S had frozen at more than 120 miles per hour, thus proving that Paul was driving at out-of-control speed.

*EIR* knew that some of the earliest eyewitness accounts contradicted the "official" French police leaked version. *EIR* researchers in Germany contacted the safety engineers at Daimler Benz, the manufacturer of the 280S, and were told that the speedometer had to have read "zero" at the point of the crash. When a Mercedes crashes, the speedometer, the safety engineers explained, automatically goes back to zero. The French police rejected Daimler Benz's offer to send a team of safety engineers to Paris to assist in the analysis of the Mercedes, and imposed a gag order, forbidding Daimler Benz from making any statements about the investigation.

Two weeks after they put out the bogus 120 mph story, the French police admitted that the original story about the speedometer had been false. But, the French and British media scarcely picked up on the "correction." In the eyes of most of the world, to this day, Paul was driving at 120 mph, and there was "hard proof" of this.

The second outright lie told by the French police in the hours after the crash had to do with the effort to save Diana's life. Early on, it had been clear that the French emergency rescue units had taken an excruciatingly long time to get Di-

ana to a hospital. The French police claimed that the car had been crushed to such an extent that the Princess was trapped in the rear seat, and it took a long time to cut her loose from the wreckage.

Once photographs of the car and scenes of people milling around the crash site hit the newspapers, this "big lie" was also exposed. The photographs, as well as the eyewitness accounts, clearly showed that the rear door on the right side of the car was open, and that that part of the passenger compartment had not been crushed. In fact, there was no obstruction to getting the Princess out of the car. Both paparazzo Romauld Rat and Dr. Frédéric Mailliez had been able to get to the Princess, and move her in the back seat before the first French emergency rescue workers arrived at the crash site.

### **The Henri Paul blood tests**

Forty-eight hours after the crash, the cover-up took a new turn, one that has remained a constant of the evidence suppression ever since. Medical examiners who performed the autopsy on Paul just a few hours after the crash found significant levels of alcohol in his blood.

According to the initial leaked autopsy information, Paul's blood showed three times the legal limit of alcohol. A second test revealed that there were also traces of two prescription drugs. As the days wore on, reports of other purported tests showed that Paul had been on a "drinking binge" for a week, prior to the crash. In fact, Paul had passed a grueling physical exam to renew his civilian pilot's license, 24 hours before Diana and Dodi landed in Paris. He was certainly not on a "drinking binge" when he passed that physical.

Again, the leaks raced ahead of the evidence. Paul's family strongly objected to the idea that he had been drunk behind the wheel of the Mercedes. They insisted on an independent autopsy. Their demand was rejected by the French police, and they were threatened that they would not get access to Paul's body until they agreed, in writing, not to conduct any further forensic tests. The fight lasted for several days. Ultimately, the family relented, and agreed to bury their son without further tests.

As a concession, the police released the written autopsy report by the medical examiners. The family was not allowed to even talk to the men who performed the blood tests. They were merely permitted to review the written report.

Even that proved to be explosive. A team of forensic experts, led by Dr. Peter Vanezis, who holds the Regis Chair of Forensic Medicine at Glasgow University and is one of the top consultants to the United Nations on investigations of genocide, assembled several independent teams of experts to review the autopsy report, at the request of the Paul family. They submitted a report to Judge Stephan that was highly critical of the autopsy. In effect, they concluded, the medical examiners had conducted an unprofessional, unreliable series of tests.

For starters, they had taken the blood sample from Paul's chest cavity. Given that Paul's chest had been crushed in the

crash, and all his vital organs ruptured, the so-called blood sample was heavily contaminated by other bodily fluids (in such circumstances, blood samples are taken from remote parts of the body, e.g., feet or wrists, to obtain the least contaminated samples).

A separate team of toxicologists at the Paris morgue did separate tests on the same blood samples, looking for evidence of poison. Those tests further discredited the simple assessment that Paul was intoxicated and on prescription drugs. The tests revealed a 20.7% level of carbon monoxide in Paul's blood. Given that the blood tests were done a few hours after the crash, it is estimated that the carbon monoxide level at the moment of the crash was nearer to 30%.

This is a near-lethal dose. An individual with a 20-30% level of carbon monoxide is incapable of driving a car. He is suffering from throbbing head pains. His sense of balance is off. He cannot judge distances. Yet, numerous eyewitnesses, as well as the surveillance cameras inside the Ritz Hotel, showed that Paul was very much in control of himself.

Furthermore, similar blood tests performed on Dodi revealed no presence of carbon monoxide. This disturbing paradox was cited by Judge Stephan in his August 1998 official status report on his investigation.

It is hard to conceive how Paul could have been heavily dosed with carbon monoxide inside the Mercedes while Dodi, seated directly behind him, remained unaffected. Had Paul been somehow poisoned at the Ritz Hotel prior to the drive, the signs of the carbon monoxide would have been evident to bodyguards Trevor Rees-Jones and Kes Wingfield, and others, and would have been obvious in the surveillance footage.

Avoiding the temptation to speculate about the mysterious blood sample tests, it can be safely said that the results of the forensic exam of Paul—the only so-called “proof” that he was drunk when he got behind the wheel of the Mercedes—are not reliable.

It has been confirmed that Paul did consume two pastis drinks at the Ritz Hotel bar during the two hours prior to the drive. But these drinks would not have rendered him drunk; and, there is no evidence that Paul did any drinking during the approximately two hours that he was off the job during the night of Aug. 30, despite many media efforts to produce evidence that he was soused.

Despite the pattern of evidence discrediting the “drunk driver” story, the vast majority of the world media continue to spin the same yarn. In the months following the crash, the initial emphasis on the paparazzi was dropped, in favor of foisting all of the blame on Paul, and, by implication, on his boss, Mohamed Al Fayed.

## The chronology

*EIR* researchers in the United States, Britain, France, Germany, and elsewhere have gridded the major news accounts of the crash. And, despite media efforts to paint the tragedy as a “garden variety traffic accident,” caused exclusively by

Paul's drunken driving, new details continue to appear proving that there was more to Dodi and Diana's deaths. Here is the chronology of some of the major pieces of evidence, as well as some of the most flagrant efforts at cover-up.

## 1997

**Sept. 2:** *Daily Telegraph* banner headlines, “Diana's Driver Was Drunk,” by Susannah Herbert and David Milward, spells out the cover-up line that will persist for the next year. They write from Paris, “The driver of the car in which Diana, Princess of Wales, and Dodi Fayed died had drunk the equivalent of more than a litre of wine and was driving at 121 mph when the vehicle crashed, investigators said yesterday. . . . Post mortem results on the body of Henri Paul, a 41-year-old former member of the French Navy who also died in the

## Prince Philip's murderous rage

As *EIR* has reported since 1994, Prince Philip functions not only as the chief of a worldwide ecological-terrorist apparatus, run through his World Wide Fund for Nature (WWF) and its secret funding arm, the 1001 Club. He has also presided, for the past 40 years, over the Club of the Isles, the London-centered secret structure of the global financial oligarchy, which draws upon several thousand of the most powerful families of the Anglo-Dutch elite.

Even more ominous, is the fact that assets of Prince Philip's WWF-1001 Club combine, including the late Maj. Louis Mortimer Bloomfield, the Canadian Special Operations Executive World War II-era spy, were strongly implicated in the early 1960s assassinations of President John F. Kennedy and Italian patriot Enrico Mattei. More recently, the WWF-centered apparatus threatened the life of French President Jacques Chirac, when Chirac briefly flirted with the idea of building a strong relationship between France and the United States—at the expense of Great Britain.

On the day of the crash that killed Princess Diana, Dodi Fayed, and Henri Paul, the London *Sunday Mirror* published a news item by Andrew Golden under the headline “Queen to Strip Harrods of Its Royal Quest.” The article established that, at the time of Princess Diana's death, the Windsors had been conducting a covert war against Diana, her friend Dodi Fayed, and Dodi's father, Mohamed Al Fayed, already a longtime target of Windsor venom, and a campaign of dirty tricks by royal asset Tiny Rowland.

accident, revealed a reading of 175 milligrams of alcohol per 100 millilitres of blood. . . . The speedometer of the powerful Mercedes 280 SEL, which is capable of 131 mph, was frozen at 196 kph (121 mph) at the point of impact with a concrete support post in an underpass in central Paris on Saturday night. . . . Police sources indicated that the photographers pursuing the Mercedes on motorcycle may have been 100 yards behind it when it crashed.”

**Sept. 3:** American businessman Brian Anderson is interviewed on NBC TV’s “Dateline” news magazine show. He describes driving in a taxi along the Seine River just before the crash. The Mercedes carrying Princess Diana drives past his taxi, at approximately 55-60 mph, surrounded by cars and motorcycles manned by paparazzi. Anderson tells NBC that Paul seemed to be fully in control of the Mercedes, despite

the aggressive behavior of the paparazzi. Anderson offered to be interviewed by French police the day after the crash, but they expressed no interest in hearing his account. However, the French police do confiscate his passport, forcing him to remain in Paris for several days under de facto house arrest.

**Sept. 8:** Ritz Hotel attorney Bernard Darteville tells AP’s Jocelyn Noveck that has seen copies of two photographs, confiscated by the police from the paparazzi. He describes the photos: “One sees very distinctly the driver dazzled by a flash. One sees very distinctly the bodyguard at his side, who with a brisk gesture lowers the visor to protect himself from the flash, and one sees very distinctly Princess Diana turning to look behind the vehicle, and one sees very distinctly the yellow headlight of a motorcycle.” He adds, “The photo taken before the first photo of the accident shows the Mercedes

A year after the fatal crash in Paris, the appearance of the *Sunday Mirror* story, just hours after the death of Princess Diana and Dodi Fayed, represents one of the most eerie clues that the British monarchy may have played a role in the deaths. If, as the *Mirror* story suggests, the royals had assigned MI6 to stalk the couple during their vacation and brief stopover in Paris, Prince Philip, in particular, has a lot of explaining to do.

It should be recalled that 10 million Britons turned out for the funeral of Princess Diana, and that her younger brother, the Earl of Spencer, won wide public support for his blunt attack against the Windsors from the pulpit of Westminster Abbey during his eulogy.

The fate of the royal family still very much hangs on whether the ongoing Paris investigation of the crash succeeds or fails.

### The Sunday Mirror story

The Aug. 31, 1997 *Sunday Mirror* story began on the following note:

“The royal family may withdraw their seal of approval from Harrods as a result of Diana’s affair with the owner’s son Dodi Fayed.

“Senior Palace courtiers are ready to advise the Queen that she should refuse to renew the prestigious royal warrants for the Knightsbridge store when they come up for review in February [indeed, early this year, the Queen did strip Harrods of its royal imprimatur].

“It would be a huge blow to the ego of store owner Mohamed Al Fayed—and would infuriate Diana, who was yesterday understood to be still with Dodi aboard his yacht, near the Italian island of Sardinia. But the royal family are furious about the frolics of Di, 36, and Dodi, 41, which they believe have further undermined the monarchy.”

“Prince Philip, in particular,” Golden wrote, “has made no secret as to how he feels about his daughter-in-law’

slatest man, referring to Dodi as an ‘oily bed-hopper.’ ”

But, it was not Philip alone who had it in for Princess Diana and the Al Fayed family. The formal structure of the monarchy had taken up the war against the Spencer and Al Fayed families as a royal priority, according to the *Mirror*.

“At Balmoral next week, the Queen will preside over a meeting of The Way Ahead Group where the Windsors sit down with their senior advisers and discuss policy matters.

“MI6 has prepared a special report on the Egyptian-born Fayed family which will be presented to the meeting.”

The *Mirror* report turned back to the role of Prince Philip:

“The delicate subject of Harrods and its royal warrants is also expected to be discussed. And the Fayed family can expect little sympathy from Philip.

“A friend of the royals said yesterday: ‘Prince Philip has let rip several times recently about the Fayed family—at a dinner party, during a country shoot and while on a visit to close friends in Germany.

“‘He’s been banging on about his contempt for Dodi and how he is undesirable as a future stepfather to William and Harry.

“‘Diana has been told in no uncertain terms about the consequences should she continue the relationship with the Fayed boy.’ ”

Given the murderous track record of Prince Philip’s apparatus, as amply documented by *EIR*, the closing sentence of the *Sunday Mirror* article was particularly chilling:

“*But now the royal family may have decided it is time to settle up*” (emphasis in original).

The *Mirror* story hit the British newsstands just as Britons were learning about the deaths of Princess Diana, Dodi Fayed, and Henri Paul.—*Jeffrey Steinberg*

taken from very close. . . . A driver, who is maybe a photographer, and a motorcyclist, also perhaps a photographer, are very directly implicated in this accident.”

**Sept. 8:** English attorney Gary Hunter is interviewed by NBC TV in Paris. He tells NBC that, when the crash occurred in the Place de l’Alma tunnel, he was with his wife in their room at the Hotel Royal Alma nearby. He rushed to the window when he heard the crash, and saw two cars speed past his hotel in tandem, their bumpers nearly touching, at 60-70 mph. One car was small and the second car was a white Mercedes. Hunter tells NBC that the cars turned onto a traffic circle at the end of the Rue Jean Goujon and disappeared from sight. Hunter tells NBC, and later repeats to the London *Sunday Times* (Sept. 21, 1997) and *EIR* (Nov. 12, 1997), that he, too, was rebuffed several times by the French police, when he volunteered to come in and report what he saw. Ultimately, Hunter gives a statement to attorneys for Al Fayed, and they pass it along to French officials.

**Sept. 11:** The *Daily Telegraph* fuels the “blame Henri Paul” offensive, reporting, “Diana’s Driver Took Drug Causing Dizziness.” Colin Randall reported that “Henri Paul . . . had taken two drugs—one of them commonly used to treat chronic alcoholism—as well as being more than three times over the drunk-driving limit, French officials disclosed yesterday. The Paris prosecutor’s office indicated that both medications were capable of impairing the ability to drive. Confirmation of Paul’s unfitness to drive when he tried to shake off paparazzi in the early hours of Aug. 31 appears to end days of speculation about primary culpability in the crash.”

**Sept. 21:** The *Sunday Times* publishes an interview with Gary Hunter.

**Sept. 23:** The London *Evening Standard* publishes a slanderous attack on Hunter, citing unnamed sources in the French investigative squad who dismiss his account of the two fleeing cars as “ludicrous.” One official is quoted that he is “tired of the meddling” in the investigation.

**Sept. 29:** *The Scotsman* publishes an account of the bungled French rescue effort following the crash, citing an interview with Dr. Frédéric Mailliez with a medical journal, in which he is quoted saying, “I thought her life could be saved.” Mailliez had concluded that Diana was bleeding internally. The first ambulance doctor to arrive on the scene tells *The Scotsman* the same thing. “She was sweating and her blood pressure had dropped. She had the external signs of internal hemorrhage.” *The Scotsman* details the long delay in getting Diana into the ambulance, and torturously slow ride to the hospital. “What is puzzling about the treatment,” they write, “is that she was not hospitalized until her condition had deteriorated to a critical extent.”

**Oct. 27:** The *New York Post* publishes a Neal Travis column, headlined “It’s Open Season on Dodi’s Dad,” which begins with the announcement, “The grieving is over and gloves are off in the case of the British establishment vs. Mohamed Al Fayed, father of the playboy in command of the car in which Princess Diana died two months ago. . . . At first,

after the tragedy in Paris, he was left alone, because he lost his son, Dodi, in the crash. But now the claws are out and many letters are being sent to him along the lines of, ‘You and your son killed our princess.’ . . . The establishment is now seizing on this terrible incident to drive Mohamed Al Fayed out of Britain. It’s not about Diana at all. It’s just blood sport—the kind the Brits play very well.”

**Nov. 9:** The Sunday weekly *The People* publishes a story that “six MI6 agents were stationed at the British embassy in Paris during the weekend of the crash. . . . At least one officer had been detailed to shadow Diana and lover Dodi Fayed after

## Monarchy’s toadies howl: ‘Off with her head!’

Long before the London *Sunday Mirror* advertised Prince Philip’s bouts of murderous rage at Princess Diana, and years before her relationship with Dodi Fayed became the subject of MI6 snooping, the House of Windsor had targeted Princess Diana as a potentially dangerous adversary. While no “smoking gun” proof yet exists that the royals sought to eliminate Diana from the world stage, any effort to get at the truth behind the events in Paris on Aug. 30-31, 1997 cannot ignore the fact that Princess Diana was already on a British establishment “endangered” list for several years.

Things turned particularly ugly in November 1995, when Diana went on national television in Britain and the United States to declare the Windsors unfit to rule.

The first barrage of threats against Diana came immediately after her interview with the BBC “Panorama” program on Nov. 19, 1995, in which she declared war on the British royal family. Among her more startling pronouncements, was that, in her view, Prince Charles had neither the inclination nor the ability to be King. She intimated that Charles should be skipped over in line of succession, in favor of their son, Prince William.

Princess Diana said about her then-separated husband: “Because I know the character, I would think that . . . [being King] would bring enormous limitations to him, and I don’t know whether he could adapt to that.”

“I shall not go quietly,” Princess Diana said in another part of the broadcast. “That’s the problem. I shall fight, and I believe I have a role to fulfill with two children to bring up.”

A series of threats followed:

**Nov. 20, 1995:** Lord William Rees-Mogg, the former editor of the London *Times*, wrote in that newspaper, referring to Princess Diana’s Stuart heritage: “Like other historic co-inheritors of the Stuart PR gene, the Princess is

they arrived from Sardinia by private jet.” A senior British police source tells *EIR*, “‘Was MI6 carrying out surveillance?’ the French judge should ask them. If they say no, it has to be a lie, because they always did when Diana was on the continent. You have to understand MI6. They recruit entirely from within, never advertise from without. Entirely a closed group. Who controls them? The order for such a thing as this could come from only one source in Britain: a royal.”

**Nov. 21:** *EIR* publishes an exclusive account of the deaths of Princess Diana, Dodi Fayed, and Henri Paul, headlined “French Cover-Up of Diana Assassination Exposed!”

The article reveals: that the autopsy on Paul has been sabotaged, making it impossible to reach any clear conclusions about whether he was drunk; the extent of the non-stop harassment by the paparazzi; and, the failure of all surveillance cameras in central Paris to capture a single frame revealing the high-speed chase and the events leading up to the tunnel crash.

**Nov. 28:** *EIR* publishes an interview with a distinguished French emergency medical expert who designed the Paris medical response system. The doctor states, “I would have taken her within a quarter of an hour to Val de Grâce, which

brilliant at the kingcraft of public image building. . . . The unfortunate Prince of Wales seems only to have the Windsor gene to guide him. . . . If one takes the long view, and tries to see the Princess of Wales as her role may appear in a hundred years’ time, she will then be seen as the great royal star of the late 20th century, the most famous member of the royal family since Queen Victoria.” However, Stuart brilliance “almost always ends in personal tragedy,” like that of Mary Queen of Scots, who was executed. The Windsors, he concluded, have a long future ahead of them.

**Nov. 24, 1995:** Germaine Greer wrote a commentary entitled “God Help the Princess of Wales,” written amid a number of warnings to Princess Diana “not to go too far.” Greer outlined the misfortunes of various Princesses of Wales, especially those who suffered at the hands of the Hanoverian dynasty. She noted the career of Princess Caroline, wife of George IV, who was thrown out of England by her hateful husband. Caroline, however, refused to give up her right to be crowned Queen when George III died, and returned to London to the overwhelming welcome of the general population. The House of Lords passed an act depriving her of her rights and divorcing her from the King; when she tried, with public support, to enter Westminster Abbey for the coronation, she was physically prevented. “Ten days later, Caroline was dead,” Greer wrote. Soldiers fired on London crowds who gathered for her funeral. “If Lady Diana Spencer had known the record of this family, if she had had a history [diploma], she might have learnt that the Princess of Wales is a title written in tears.”

**Nov. 24, 1995:** John Keegan, former defense correspondent for the *Daily Telegraph* and military historian, went one step further. In a commentary on the editorial page of the *Telegraph*, under a cartoon of Charles looking up, suddenly inspired, at a portrait of Henry VIII (who executed two of his six wives), Keegan wrote: “The important thing is that [Princess Diana] should set limits to her ambitions. She has said she will not ‘go quietly.’ She must, however, not go too far. . . . The people know how much change in the system they desire. If the Princess

exceeds their wishes, it is she who will become the casualty, not the monarchy.”

**Nov. 25, 1995:** British author A.N. Wilson, in a commentary in the *New York Times* entitled “What the Princess Is Up To,” emphasized that the fight between the royal couple was much bigger than a royal soap opera:

“No one can doubt that this was a skillfully organized attack on the institution of the monarchy itself. Not just on Prince Charles. Not just on the Queen, whom Diana obviously hates. But on the monarchy. . . . But then, nor had anyone supposed that she would be so self-confident and so well-groomed in her answers.”

Wilson concluded with a pointed warning to the Princess: “The war is not about individuals. It is about the oldest and most durable constitutional monarchy in the world. The example of Wallis Simpson and Edward VIII should be enough to tell Diana that when it comes to fighting a war, the Establishment can get very nasty indeed, and that for all her undoubted popularity, if she continues to rock the boat in this way, the Establishment will simply get rid of her, as they got rid of Edward and Mrs. Simpson.”

### The second round

**August 1997:** The French press issued a curious “pre-warning” that the British royal family was prepared to move ruthlessly against Princess Diana and Dodi Fayed. *Le Monde* published a full-page feature entitled, “When the Court of St. James ‘Flirts’ with the Al-Fayed Family.” After reviewing the “Dodi-Diana friendship,” London-based journalist Marc Roche concluded:

“Mohammed Al Fayed is not at the end of his troubles. If Diana were to marry ‘Dodi,’ and become Lady Diana Al Fayed, this union risks undermining the worldly capital amassed by the owner of Harrods. Prince Charles would be aghast at this, and, in a ricochet effect, so would the entire royal family. As a ‘Buckinghamologist’ in the know indicates, ‘The problem for the Windsors is not to forgive this type of thing; the problem is, that they never forget.’ Clearly, the British royal family has a long and merciless memory.”

is much closer than La Pitié [Salpêtrière Hospital]. That is a military hospital. Every political figure who is in a car crash or is injured is taken there. The firemen who were on the scene of the crash, are part of the Army. They undoubtedly notified the Val de Grâce, which has a top team of trauma specialists on duty round the clock. I might have helicoptered her in. She would have been in the operating block a few minutes after being stabilized.”

**Dec. 3:** Deborah Seward reports for Associated Press from Paris that French police drew a sketch of the Place de l’Alma tunnel crash site, just hours after the collision, clearly showing that a second vehicle had collided with the Mercedes, causing the fatal crash. The sketch denotes a “collision zone” inside the tunnel, and points to where police found fragments of the tail light and a side mirror from a second car at the crash site.

**Dec. 4:** All the British press report that Tiny Rowland has filed a writ, accusing Mohamed Al Fayed of stealing the contents of a safe deposit box that Rowland maintained at Harrods. Al Fayed, his security director John Macnamara, and several other Harrods officials are questioned by police. A 15-month investigation by Scotland Yard will eventually determine that there was no merit to Rowland’s charges.

**Dec. 19:** *EIR* publishes photographs taken from surveillance cameras at the Place Vendôme, in front of the Ritz Hotel, of two men — not paparazzi — standing at the edge of a crowd for nearly two hours, while Diana and Dodi are inside the hotel. Other surveillance photos suggest that a total of seven men were staking out the Ritz that night. One man, posted at the rear of the hotel, is seen making a cellular phone call seconds after the Mercedes carrying Diana and Dodi leaves the rear of the Ritz.

**Dec. 31:** Jocelyn Noveck files an AP wire, reporting that, on Sept. 18, French police had interviewed a couple, identified as “François” and “Valérie,” who nearly had an accident with a white Fiat Uno which came zig-zagging out of the tunnel seconds after the crash.

## 1998

**Jan. 13:** Prof. Murray Mackay, head of Britain’s Birmingham Accident Research Center and a professor of transportation safety at the University of Birmingham, tells British television Channel 4 that his detailed computer simulations of the crash reveal that the Mercedes 280S was travelling at approximately 60 mph at the point of the crash — not 120 mph as the media and French police had claimed. “This was a severe but survivable accident. . . . If the Mercedes had hit the post at 120 mph, the whole of the passenger compartment would have been destroyed.” Mackay’s interview appears as part of a documentary entitled “Crash,” which provides a fairly accurate chronology of the events in the hours leading up to the collision. The next day, the *Mirror* runs several pages of simulations from Mackay’s study.

**Jan. 14:** The German daily *Bild Zeitung* runs a banner

headline story, “Diana Died Because She Was So Famous,” citing a pending lawsuit by Dr. Wolf Ullrich, a leading German criminologist and attorney who also lectures at Eastbourne University in England and heads the European Commission on Crime. Ullrich charges that “Diana could still be alive, had it not been for the incompetence of the doctors. They simply let her bleed to death.” Ullrich tells *Bild* that he is in the process of filing a lawsuit in Paris against the doctors who tended to Diana at the crash site.

**Feb. 4:** *Le Parisien* reports that Judge Stephan has ordered further forensic tests on the Mercedes 280S to determine whether the car was tampered with, prior to the crash. New autopsy data on Paul suggest that the front airbags of the Mercedes may have inflated prematurely, thus blinding the driver and contributing to his losing control of the car.

**Feb. 5:** Ben McIntyre writes in the London *Times* about the *Le Parisien* story, “Henri Paul, driver of the Mercedes, would have reacted with shock when the driver’s airbag exploded in his face. The safety balloons housed in the steering wheel and passenger-side dashboard go off with the speed and sound of a gunshot at an impact of about 20 mph. . . . Car airbags are designed with an explosive charge of about 8 grams of nitrocellulose that detonate inert gases into a 301 bag. There are many recorded cases of drivers being scared by the crack of the explosion. The charge inflates the bag within 40 milliseconds, but the gas is discharged through vents and the bag deflates within a second of impact. However, the distraction for a driver could be critical.”

**Feb. 12:** Al Fayed, in an interview with the *Daily Mirror*, declares, “I believe 99.9% it was no accident. There was a conspiracy, and I will not rest until I have established exactly what happened. I will find the person who caused this accident. . . . I believe there were people who did not want Dodi and Diana to be together.”

**March 2:** Rees-Jones gives his first extensive public interview to the *Daily Mirror*. His recuperation has proceeded well, and his short-term memory of the events immediately prior to the crash is slowly returning. Rees-Jones says that he recalls that the Mercedes was followed from the rear of the Ritz Hotel by two cars and at least one motorcycle. One of the cars was a white hatch-back, possibly a Fiat Uno. Rees-Jones also recalls that he heard Princess Diana speaking from the back seat of the car seconds after the crash.

**March:** St. Martin’s Press publishes the first, comprehensive booklength account of the death of Princess Diana, by *Time* magazine’s Paris bureau chief Thomas Sancton and Middle East correspondent Scott McLeod. The book presents compelling evidence that Diana’s death was the result of negligence by French emergency rescue workers, that the missing Fiat Uno holds the key to the crash, and that the Mercedes, surrounded by paparazzi cars and motorcycles, was travelling at 55-60 mph at the point of the collision with the Fiat and the crash. The authors credit *EIR* with offering among the most thorough documentation of the “conspiracy case.”

**March 2:** British police arrest Al Fayed and Harrods security director Macnamara, on bogus charges filed by Rowland alleging that Al Fayed and his top employees robbed the latter's safe deposit box.

**March 4:** The *New York Post* spills the beans on the British monarchy's assault on Al Fayed. Neal Travis reports, "It's no coincidence that British authorities waited until the six-month anniversary of Princess Diana's death to arrest Mohamed Al Fayed, father of her boyfriend, Dodi Fayed. . . . They wanted a suitable period of time to pass before beginning what will be an intense campaign to harass the Egyptian-born owner of the storied Harrods department store out of Britain. The Establishment loathes Al Fayed. . . . The Establishment has decided to shut Al Fayed up and drive him out of the country."

**April 22:** Police in Vienna, Austria arrest Oswald LeWinter and charge him with attempting to extort \$15 million from Al Fayed. Through a Hollywood attorney, LeWinter had contacted Al Fayed, claiming he was in possession of classified CIA documents, proving that British intelligence had enlisted the aid of the Israeli Mossad to assassinate Diana and Dodi. A search of LeWinter's hotel room by the Vienna police and the U.S. FBI, turns up forged CIA documents.

**June 3:** ITV in Britain airs an hour-long documentary, viewed by 12.5 million Britons, making a compelling case that the deaths of Diana, Dodi, and Paul were the result of a vehicular attack, possibly involving an anti-personnel laser. The show debunks the idea that Paul could have been drunk, high on prescription drugs, and poisoned with carbon monoxide the night of the crash. ITV then airs a live, in-studio debate about the status of the Diana murder probe. *EIR*'s Jeffrey Steinberg appears on the broadcast.

**June 4:** The *Daily Telegraph* publishes a crass slander against *EIR*, Steinberg, and LaRouche, accusing them of peddling preposterous conspiracy theories, "accusing the Queen of ordering the assassination of Diana." The same night, Channel 4 TV in Britain airs a documentary, hosted by Martyn Gregory, asserting that the death of Diana was the result of drunk driving. The show includes a brief interview with Steinberg, in which he refuses to rule out that Prince Philip had Diana murdered, even though, he clearly acknowledges, there is no "smoking gun" proof that he did.

The *Mirror* reveals that an off-duty high-ranking French police officer, David Laurent, provided French investigators with crucial evidence about the white Fiat Uno in September 1997, and the evidence was withheld from Judge Stephan for months. A French source tells the *Mirror* that David Laurent "was driving toward the Alma tunnel when a white car overtook him and raced past. As the officer approached the tunnel he again saw the car, which he recognized as a Fiat Uno. But this time the Uno appeared to be creeping along very, very slowly a few meters from the mouth of the tunnel. It had no reason to slow down or stop, but it had come to a virtual standstill just before the tunnel entrance. At that stage there

was no Mercedes in sight and no evidence that there had been an accident ahead. The officer drove past, leaving the Uno at the tunnel entrance. As he neared the tunnel exit, he heard a loud bang coming from somewhere behind him. He was unable to turn back and instead drove away. . . . He now believes the Uno was waiting for another car, quite possibly the Mercedes carrying Princess Diana."

**June 5:** Judge Stephan convenes an extraordinary group interrogation of nine paparazzi, a dozen eyewitnesses to the crash, and the civil parties to the case, including Al Fayed. The all-day interrogation is aimed at resolving some of the questions about precisely what happened in the seconds preceding the crash. Stephan also orders a *de novo* investigation of the failure of emergency rescue workers to get Diana to a hospital in time to save her life.

**June 7:** The *Sunday Telegraph* publishes an article by Channel 4's Martyn Gregory, again slandering Steinberg and *EIR* for accusing Prince Philip of the murders in Paris.

The *Sunday Mirror* publishes a poll showing that an overwhelming majority of Britons believe that the death of Diana was not the result of a traffic accident.

**June 10:** Francis Wheen, a writer for the MI5-linked British satire magazine *Private Eye*, pens yet another slander against *EIR*, LaRouche, and Steinberg in the *Guardian* newspaper, accusing them of working with Al Fayed to spread wild conspiracy theories about the Paris crash. Wheen, too, waxes hysterical over the *EIR* remarks about Prince Philip, describing the controversy as the fight between "Mr. Big" (Prince Philip) and LaRouche.

**June 14:** Al Fayed, in an article in the *Sunday Times*, reasserts his conviction that the crash was not merely a case of drunk driving by Paul. He reviews the nine major unanswered questions in the case, praises Judge Stephan's persistence in attempting to get at the truth, and assails the British Establishment and members of the British royal family for their vendetta against Diana.

**July 16:** *EIR* investigative reporter Roger Moore interviews a Paris paparazzo with links to organized crime, whom sources have identified as one of the people who helped dispose of the white Fiat Uno after the crash. Jacques Pottier, a convicted criminal, chases Moore from his garage in a Paris suburb, but never denies that he has information about the missing Fiat.

**Aug. 27:** Judge Stephan issues a status report on his year-long investigation, via the prosecutors office. He states that the earliest he will complete the investigation will be October 1998, and that the final report will not be ready until early 1999. He acknowledges that he is still seeking the white Fiat Uno, that he has ordered a further investigation of the emergency medical response to the crash, that he is looking at forensic evidence that the Mercedes 280S had mechanical problems, and that he is attempting to come up with an explanation for the high levels of carbon monoxide in Paul's blood at the time of the crash.