

French cover-up of Princess Diana's murder unravels

by Jeffrey Steinberg

As copies of the Nov. 21 issue of *EIR*, featuring the first accurate, in-depth account of the murder of Princess Diana, circulate in Europe and the United States, new cracks are emerging in the French government's ruthless cover-up of the events surrounding the car crash in the Place de l'Alma tunnel in Paris, in which Diana and two others died on Aug. 30-31.

Two British publications, the 2 million circulation Sunday weekly *The People* and the *Sunday Times*, have printed articles, corroborating features of the *EIR* dossier.

The other new feature of the murders of Princess Diana, Dodi Fayed, and Henri Paul, is the unleashing of a barrage of slanders against the al-Fayed family, by some of the House of Windsor's favorite media outlets in the United States and Britain, aimed at furthering the cover-up.

This smear campaign had been kicked off, in arrogant style, by Rupert Murdoch's *New York Post*, on Oct. 27, in a Neal Travis column headlined, "It's Open Season on Dodi's Dad." The article began with the announcement: "The grieving is over and the 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."

The *New York Post* article noted that Mohamed al-Fayed has been swamped with hate mail ever since the crash. "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 attack ended with the following admission by a leading figure associated with the British monarchy: "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 a blood sport—the kind the Brits play very well."

The Tiny Rowland factor

The *New York Post* piece noted that, in its drive to destroy the al-Fayed family, the British establishment is throwing its support to Tiny Rowland, the former Double Cross Committee wartime operator-turned-Lonrho boss (now retired), who has been in a long-standing blood feud with Mohamed al-Fayed, over the Egyptian-born billionaire's successful takeover of the House of Frasier, owner of Harrods Ltd. While

the British establishment pretends to view Rowland as a vulgar thug, outside the inner circle, the fact is that Rowland has been a closely held asset of the British monarchy throughout his career, a reality well-documented by *EIR* (see the Nov. 21, 1997 issue, for example).

Rowland was quoted, following the death of Dodi Fayed, telling associates, "I send no words of condolence on the death of his son. That man is Al Capone."

The assault on the al-Fayeds began in earnest in late November, with the publication of a nasty feature in the December 1997 issue of *Vanity Fair*, by Sally Bedell Smith. *Vanity Fair* is already the target of a libel suit by Mohamed al-Fayed, over a September 1995 smear story.

New revelations

Even as the monarchy's controlled press was gearing up for its "blood-sport" assault against the al-Fayed family, new revelations were appearing in other British news outlets, telling a quite different story. The Nov. 16 *Sunday Times* reported that Trevor Rees-Jones, the Dodi Fayed bodyguard who was the sole survivor of the Place de l'Alma tunnel crash, returned to Paris in early November to retrace the events of the evening of Aug. 30-31. He was driven from the Ritz Hotel along the identical route that the Mercedes took, shortly after midnight on Aug. 31, in the hopes of rekindling his memory of the events.

According to the *Sunday Times*, "Friends say Rees-Jones now remembered some details of the journey. The former soldier has told his employers that when he left the Ritz he saw a group of four or five paparazzi by the rear entrance. He also says that the Mercedes was followed by paparazzi in a white car as it drove off towards the Alma tunnel."

These descriptions by Rees-Jones conform to details reported in the Nov. 21 *EIR*. As *EIR* noted, surveillance cameras outside the Ritz Hotel showed that, while a group of 35 paparazzi were gathered in front of the Ritz, there was a spotter at the rear of the hotel, who saw Diana and Dodi slip into the Mercedes 280-S driven by Henri Paul. *EIR* also published an interview with eyewitness Gary Hunter, who saw a white Mercedes tailing a dark-colored smaller car—probably the elusive Fiat Uno—speeding away from the crash site past his hotel near the Place de l'Alma.

The People published another story on Nov. 16, adding

to its earlier reports that agents of MI-6, the British secret service, were directly involved in the vehicular attack on the car of Princess Diana and Dodi Fayed. *The People* charged that a six-man MI-6 team, dispatched to Paris to stalk and gather dirt on Dodi Fayed, hired a number of “former” Special Forces and Foreign Office agents to conduct surveillance of the couple in Paris on Aug. 30-31. *The People* mooted that it was a team of former British commandos who were driving the Fiat Uno, that caused the fatal crash at the tunnel.

In August 1997, *EIR* published an exposé of the “invisible empire” of worldwide private security agencies, run top-down by the British monarchy, through Crown entities, including the Corps of Commissionaires and Crown Agents. Outfits such as Executive Outcomes, Sandline International, and Defence Systems Ltd. field armies of “ex”-Special Air

Services, military, and MI-6 personnel, who carry out a wide range of murderous tasks, at a “plausibly deniable” distance from the official structure of the monarchy.

The People quoted a source close to the French police probe: “The investigators know that British intelligence has close links with private security companies staffed by former Special Forces and Foreign Office agents. These firms are frequently used to support MI-6 operations abroad. The activities of these companies are being looked at by French intelligence on behalf of the accident investigators.”

But so far, only *EIR* has pinpointed the role of senior French government officials, including Paris Police Chief Philippe Massoni and Interior Minister Jean-Pierre Chevènement, in the death of Princess Diana, who survived the initial crash, but bled to death several hours later, after French officials failed to provide proper emergency medical care.

French emergency doctor: ‘Make a stink about this’

A prestigious French doctor, who for years has specialized in emergency medicine, was interviewed by Katharine Kanter of EIR’s Paris bureau, shortly after the Aug. 31, 1997 Place de L’Alma crash. The doctor spoke on condition of anonymity.

EIR: It took one hour and 40 minutes to get Diana to La Pitié. Is that normal?

A: I was in the emergency ambulance service for over a decade. The treatment Diana was given is typical of what is done with John Doe or Jack Smith, when they are picked up by the SAMU 75 and are, virtually, allowed to die by *benefitting from the incompetence and inefficiency* which is typical of the SAMU 75.

EIR: Were there alternatives?

A: Yes. As soon as the person has been stabilized, which could be, and probably was done, in the automobile, given the fact that they did not even have to cut the doors open, in other words, as soon as they have stopped the thorax from collapsing, time is of the essence. You have got to get the person onto an operating block to start suturing. They can be saved, but you must respect the statistical time curves.

I would have taken her within a quarter of an hour to Val de Grâce, which is much closer than La Pitié. 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 on the operating block a few minutes after being stabilized.

This woman was one of the world’s most powerful and influential people. She would normally have been given top priority and top treatment. She was not. Instead, she was treated like Doe and Smith, when Doe and Smith are *unlucky*. And you can do me a favor: Make a stink out of this, because it shows you just how bad things are for John Doe and Jack Smith!

EIR: What do you think about the police claim that they “notified” the ambulances at 12:28, two full minutes after they were called? And, the ambulances arriving eight minutes after the TV teams, which were there at 12:32?

A: The police, or whoever made that claim for them, is lying. As soon as that lady witness called into police at 12:26, every ambulance system in Paris, both the SAMU 75 and the firemen—the former are appallingly bad, the latter are extremely competent—heard the call, because everybody in emergency is on the same radio frequency, and we all hear each other. And believe me, it didn’t take long before everyone knew who was in the crash.

For the SAMU ambulances to take between 12 and 14 minutes to arrive is unbelievable. In that area, and at that time of night, it should not have taken more than five minutes. And time is of the essence.

EIR: What are your police contacts saying about this?

A: The police do not want to hear the word “murder.” You say “murder,” and they say, “Rumors. It’s all a rumor campaign.”