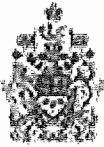


Commission of Inquiry into Certain allegations
respecting Business and Financial Dealings
Between Karlheinz Schreiber and
the Right Honourable Brian Mulroney



Commission d'enquête Concernant les Allégations
au sujet des transactions financières et
commerciales entre Karlheinz Schreiber et
le très honorable Brian Mulroney

**Documents in
support of
The Rt. Honourable
Kim Campbell's
testimony**

P.O Box 2740, Station D
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Documents in support of Kim Campbell's testimony

KIM CAMPBELL

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CAMPBELL, The Right Hon. A. Kim, P.C., C.C., Q.C., B.A., LL.B., LL.D.



Photographer:
Denise Grant
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Source: Library and Archives Canada, PA
198574

Date of Birth (yyyy.mm.dd): 1947.03.10
Place of Birth: Port Alberni, British Columbia, Canada
Occupation: Lawyer, lecturer
Political Affiliation:
 ■ Progressive Conservative Party
 (1988.11.21 -)
Party Leader:
 ■ Progressive Conservative Party
 (1993.06.13 - 1993.12.13)

Federal Political Experience

Years of Service: 1799 Days (4 years, 11 months, 4 days)

HOUSE OF COMMONS

Constituency	Date of Election (yyyy.mm.dd)	Result
Vancouver Centre, British Columbia	1993.10.25	Defeated
Vancouver Centre, British Columbia	1988.11.21	Elected

CAUCUS

Party	Term (yyyy.mm.dd)
Progressive Conservative Party	1988.12.12 - 1993.09.08

PARLIAMENTARY FUNCTIONS

Prime Minister of Canada

Portfolio	Term (yyyy.mm.dd)
Prime Minister <i>First woman Prime Minister of Canada.</i>	1993.06.25 - 1993.11.03

Minister

Portfolio	Term (yyyy.mm.dd)
Minister responsible for Federal-Provincial Relations	1993.06.25 - 1993.11.04
Minister of National Defence <i>First woman appointed Minister of National Defence.</i>	1993.01.04 - 1993.06.24
Minister of Veterans Affairs <i>First woman appointed Minister of Veterans Affairs.</i>	1993.01.04 - 1993.06.24
Minister of Justice and Attorney General of Canada <i>First woman appointed Minister of Justice and Attorney General of Canada.</i>	1990.02.23 - 1993.01.03

Minister / Secretary of State

Portfolio	Term (yyyy.mm.dd)
Minister of State (Indian Affairs and Northern Development)	1989.01.30 - 1990.02.22

COMMITTEES - HOUSE OF COMMONS

Member

Committee	Session
Standing Committee on Procedure and Organization	32nd Parl., 2nd Session (1983.12.07 - 1984.07.09)

Karlheinz Schreiber
Suite 908, 350 Sparks St., Ottawa, Ont. K1R 7S8
Telephone: (613) 563-3321 Fax: (613) 563-7648

PERSONAL AND CONFIDENTIAL

March 17, 1993

Hon. Kim Campbell
Minister of National Defence
Confederation Bldg. #209
House of Commons
Ottawa, Ontario
K1A 0A6

DND / MND

Referred to
Transmitted to *M.C.C.*

APR 2 - 1993

File No.
Date *2/16/93*

Transmitted to *Gen. Sec.*

03662

Dear Minister Campbell:

As a Conservative and a member of the PC 500 Club for several years, I have observed with admiration your accomplishments as a Minister of the Crown. If you will stand as a candidate for the party leadership, I believe this will lead to your election as Prime Minister of Canada.

subtle as a hammer

I regret that I have not yet had the chance to meet with you since you accepted your present portfolio as Minister of National Defence, but I can well appreciate how busy you are at this time.

8 hours of

Nonetheless, I feel I must write you about a serious concern which I have with respect to Canada's Armed Forces, a situation which I have kept the Prime Minister fully informed of over the past years. Also your Deputy Minister Mr. Fowler will be able to tell you how hard I have tried in my capacity as Chairman of Thyssen BHI, to convince him and his colleagues of the need to protect the lives of Canada's soldiers. However, I must confess that my efforts have been without success so far.

I see it as a matter of fairness to inform you of the following:

On March 16, 1993, Lewis Mackenzie (MGen Ret'd) in his first speech after his official retirement from the Canadian Armed Forces spoke frankly and honestly. He spoke about the state of inadequate armoured protection of Canada's armoured personnel carriers, which he experienced first hand. He specifically criticised the cancellation of the Army's requirement known as the Multi Role Combat Vehicle (MRCV) as a primary reason for the inadequacy of

not have. "Literary license - Mr. Mackenzie referred to lack of protection for crew comp. & inability of bomb crew/people to be used in proper manner."

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Karlheinz Schreiber

PERSONAL AND CONFIDENTIAL

2/3

equipment for Canada's soldiers who are the ones exposed to the very real and serious risks of peacekeeping.

4314

You are also aware of the ongoing hearings of the House of Commons Committee on National Defence and Veterans Affairs, where on the 17th of February 1993, during the appearance of Adm. Anderson, Chief of Staff to the Canadian Forces, it was confirmed by his technical assistant, LCol Peter Kenward, that the M-113 and the Grizzly and Cougar (basically all of Canada's Armoured Personnel Carriers) only have protection against 7.62 mm ball ammunition, which leaves them vulnerable to the commonly used 7.62 mm armoured piercing ammunition, and most varieties of machine gun ammunition.

You may already have known of the problems with Canada's armoured vehicles from the CBC's Journal of June 22, 1992 when they interviewed Canadian troops in Yugoslavia who, when discussing the state of their armoured personnel carriers, told The Journal "the bullets from one of their own guns can go through one of these things like butter and it's all the protection they have". *has always been the case; APC is a half-baked idea.*

As far back as May 26, 1987, in testimony to the Senate Committee on National Defence, LGen J.A. Fox, Commander Mobile Command, described the desolate state of Canada's armoured vehicle fleet in comparison to the vehicles of the Warsaw Pact then and also in comparison to Canada's allies.

The German Ministry of Defence provided me with samples of the aluminum plate of an actual M-113 armoured vehicle which had been fired on and completely pierced by a basic 7.62 mm armoured piercing round. I showed to the Prime Minister those samples when we met with him at 7 Rideau Gate together with the Hon. Elmer MacKay. I enclose a photograph of the pierced aluminium plate (1.75" thick) and the 7.62 ball and armoured piercing ammunition samples. I also informed the Hon. Bill McKnight, then Minister of Defence of this situation, and later did the same with the Hon. Marcel Masse when he was the Minister of Defence as well as with Mr. Fowler, Deputy Minister of National Defence.

In a letter dated February 10, 1992, Canadian Ambassador Delworth, on behalf of the Minister of National Defence, informed the Ministry of Defence in Germany of the pending Army project known as the MRCV, within which the lead procurement would be the RCV (Reconnaissance Combat Vehicle): "The armoured reconnaissance vehicle, RCV, must be equipped with an armour resistant against 30 mm piercing ammunition". *— has to be changed*

On April 7, 1992 in a Department of National Defence News release, we learned that GM Diesel Division was selected on a sole source basis to produce up to 229 light armoured vehicles

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Karlheinz Schreiber

PERSONAL AND CONFIDENTIAL

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"enhanced for the reconnaissance role". Without doubt, this vehicle will be unable to meet the stated armament requirement for resistance to 30 mm armour piercing ammunition and it is unlikely that it will achieve any higher level of protection than the Canadian Army has in the GM vehicles of the same design which they already have.

Finally, I would like to inform you that Norwegian and French Forces refused to send their soldiers to Yugoslavia with protection less than 12.7 mm (50 calibre) armour piercing. Canada is present especially in Yugoslavia now with nowhere near that level of protection. The constant threat is that Canadian peacekeepers in their outdated armoured personnel carriers could be killed by crossfire of rifles which use basic 7.62 armour piercing ammunition prevalent in the Yugoslav conflict.

With this situation, I cannot comprehend why Canadian DND will not accept a loan of appropriately protected equipment from their German ally especially when at present the German Forces cannot participate in the peacekeeping missions in Yugoslavia. Nevertheless, the American and British Forces were not too proud to accept such a loan from Germany of the NBC Fox reconnaissance vehicles during the Gulf crisis. I was heavily involved in the arrangements to supply those vehicles to the Americans, within 48 hours of their request. In the same vein, you may be interested also to learn that, despite Canada's shortage of Unimog ambulances for your deployment in Yugoslavia, a loan of additional Unimogs from the German Armed Forces was declined.

what loan? offer reply not to be

specialized vehicles not as ACU, IGV & HA

not aware of rapid offer will investigate

I have no doubt that you share my real concerns on the situation of our Canadian soldiers in Yugoslavia. The question is no problem for those who are not involved or are not aware of the risk Canadian soldiers face, but we are and we know, therefore, I feel guilty that I may not have done all I could to protect those soldiers who take such risks for the preservation of peace. Let's pray that Canadian soldiers are not killed as a result of their poor equipment, because the blame for their death will rest on the inaction of the Canadian Government in not providing them with adequate equipment. I urge you to address this situation as a priority and bring all of your influence to bear in a solution as quickly as possible. If I may be of any assistance to you in this matter, please do not hesitate to contact me. Besides the preminent concerns about the safety of Canadian soldiers, I want you to know that I have also expressed my concerns for the political risk in a letter to the Prime Minister today.

we have addressed this issue by (NEDS BA)

Most sincerely,


Karlheinz Schreiber

OTT / SDC / CCS
22207111



5063 B15

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PERSONAL AND CONFIDENTIAL

March 24, 1993

Hon. Kim Campbell
Minister of National Defence
Confederation Bldg. #209
House of Commons
Ottawa, Ontario
K1A 0A6

DND / MND
Referred to
Transmis

APR 2 - 1993

File No.
Dossier

Charged to / Charge a...
970 17 4 13

Dear Minister Campbell:

*Letter of 11 Mar
unreco'd
CDA used for
except a copy
I've never
seen it!!*

I refer to my personal letter to you March 17, 1993, in which I recommended that DND should seek a loan for Canada's soldiers of appropriate protected armoured vehicles from the German Government.

Please find attached information on the armoured vehicles Spz Marder and Tpz Fuchs which are currently in service in the German Army. The Spz Marder offers a very heavy level of armour protection and the Tpz Fuchs while lighter, still offers a greater level of basic armour protection than is found among the vehicles in Canada's Armoured Personnel Carrier (APC) fleet. The Tpz Fuchs was deployed to the Gulf region, to both the American and the British Armed Forces during Dessert Storm, as a gift from the German Government.

*MARDER
- FUCHS*

What??

On March 22, 1992, I read the article in the Globe and Mail, describing the situation with respect to inadequately protected Canadian armoured personnel carriers in the former Yugoslavia and quoting the comments of the former Canadian/UN Commander there, Gen. Mackenzie, in his criticism of the decision to cancel that MRCV project. Therefore, I am also enclosing a brochure from the TH 495, a new Thyssen vehicle developed specifically for contingency and peace-keeping operations. This vehicle meets the performance requirements of the MRCV project, as was briefed to the German Government (DOD) in a letter dated February 10, 1992, from the Canadian Ambassador to Germany. (Copy attached)

*I don't see
why used for
MRCV!!
to MRCV!!*

Most sincerely,

Karlheinz Schreiber

OTT/SDC/CCS
22207100

BB-7-20

Canadian Embassy



Ambassade du Canada

Friedrich-Wilhelm-Str. 18
Postfach 120240
5300 Bonn 1

10. Februar 1992

Herrn
Staatssekretär
Dr. Holger Pfahls
Bundesministerium der Verteidigung
5300 Bonn 1

J. 12.2. 2 A.

Herr Staatssekretär,

ich erlaube mir, Ihnen beiliegend Informationsmaterial über zwei kanadische Projekte - das Multi-Role Combat Vehicle MRCV (Mehrzweckkampffahrzeug) und das Patrol Submarine (Aufklärungs-U-Boot) - zu übersenden, das während des Besuchs des kanadischen Verteidigungsministers Marcel Masse in Deutschland am 9.-11. Dezember 1991 von deutscher Seite erbeten wurde.

Mit vorzüglicher Hochachtung


W.T. Delworth
Botschafter

Anlage

OTT/SDC/CCS
22207101

Das MRCV-Projekt
(Multi-Role Combat Vehicle - Mehrzweckkampffahrzeug)

1. Ziel des kanadischen MRCV-Projekts ist die Entwicklung einer Reihe neuer leichter gepanzerter Fahrzeuge für die kanadischen Streitkräfte. Sie sollen einen Teil der gegenwärtig verwendeten Fahrzeuge sowie einige der Fahrzeuge ersetzen, die aus verschiedenen Gründen im nächsten Jahrzehnt ausgesondert werden sollen. Es werden aber auch zusätzlich Fahrzeuge benötigt, um das nach Inkrafttreten der neuen kanadischen Streitkräftestruktur entstehende Fehl auszugleichen.

2. Dem MRCV-Projekt liegen verschiedene Überlegungen allgemeiner Art zugrunde. In erster Linie ist Kanada an der Entwicklung einer in der Ausführung weitgehend identischen Fahrzeugfamilie interessiert, um auf diese Weise die Betriebskosten günstiger zu gestalten. Ob es sich um eine Ketten- oder Radversion handeln wird, steht noch nicht fest. Im Interesse strategischer Beweglichkeit muß das Fahrzeug für den Transport mit der C-130 Hercules, dem wichtigsten kanadischen Schwertransportflugzeug, geeignet sein.

3. Geplant sind drei grundlegende Versionen, über deren technische Fähigkeiten noch nicht entschieden worden ist:

a. Infantry Combat Vehicle ICV (Infanteriekampffahrzeug)

Das kanadische ICV soll als "Battlefield Taxi" eingesetzt werden. Es wird daher über eine angemessene Panzerung, beschränkte Feuerkraft, gute Beweglichkeit und ausreichende Transportkapazität verfügen. Es ist kein Gefechtsfahrzeug, muß jedoch so ausgelegt sein, daß es in den vorderen Bereichen des Gefechtsfeldes operieren kann. Es ist als Vorläufer der nächsten Generation von Infanteriekampffahrzeugen gedacht, und es ist beabsichtigt, die zur Zeit verwendeten älteren Infanteriefahrzeuge durch dieses neue Gerät zu ersetzen.

b. Armoured Reconnaissance Vehicle RCV (Gepanzertes Aufklärungsfahrzeug)

Das RCV ersetzt das derzeitige Aufklärungsfahrzeug "Lynx". Es ist mit aufwendiger Sensortechnik ausgestattet und verfügt über hohe Beweglichkeit. Als Aufklärungsfahrzeug dient es der Nachrichtengewinnung und der Abschirmung eigener Informationen und muß sich daher bei Kontakt mit feindlichen Aufklärungskräften (mit Ausnahme von Panzern) verteidigen können - d.h. es muß mit einer Panzerung gegen 30 mm panzerbrechende Munition ausgerüstet sein und sich gegen Fahrzeuge des Typs BMP-2 (mit Zusatzpanzerung) verteidigen können.

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- 2 -

c. Armoured Combat Vehicle ACV (Gepanzertes Kampffahrzeug)

Das ACV stellt das für eine erfolgreiche Gefechtsführung unerläßliche schwere direkte Feuer sicher. Es ermöglicht direkte Feuerunterstützung gegen angreifende Kräfte und wird als Panzerabwehrfahrzeug sowie zur Zerstörung leichter feindlicher Befestigungsanlagen eingesetzt. In der Panzerabwehr muß es sich gegen schwere feindliche Panzerkräfte verteidigen können - allerdings nicht in einem klassischen Panzerabwehrgefecht. Seine Beweglichkeit entspricht der des ICV, die Besatzung besteht aus drei oder vier Mann - je nachdem, ob das Fahrzeug über eine automatische Ladevorrichtung verfügt oder nicht. Es benötigt die übliche Panzerung gegen 30-mm-Geschosse und sollte zur Verbesserung der allgemeinen Kampfkraft über die Möglichkeit einer Zusatzpanzerung verfügen.

4. Das MRCV-Projekt schreitet planmäßig voran. Eine konkrete Beschaffungsplanung existiert noch nicht. Mit der ersten Auslieferung wird in der zweiten Hälfte dieses Jahrzehnts gerechnet.

Das CPS-Projekt
(Canadian Patrol Submarine - Kanadisches Patrouillen-U-Boot)

1. Das Projekt sieht die Beschaffung von sechs SSKS (konventionellen U-Boote) vor und wird im kanadischen Verteidigungsministerium in Erwartung einer positiven Entscheidung über den Kauf eines U-Bootes, wie in der Grundsatzerklärung des Verteidigungsministers vom 17. September 1991 bekanntgegeben, vorangetrieben. Das für die offizielle Genehmigung des Projekts erforderliche Project Development Proposal (PDP) wird zur Zeit erarbeitet, und auch die Untersuchung und Bewertung von U-Boot-Konstruktionen und entsprechenden luftunabhängigen Antriebssystemen, die unseren Forderungen entsprechen würden, sind bereits eingeleitet.

2. Nachdem nun offiziell bekannt gegeben worden ist, daß der Kauf eines U-Boots nach wie vor geplant ist, ergibt sich unter Zugrundelegung der für die Durchführung eines Vorhabens dieser Größenordnung erforderlichen Zeit der folgende Zeitplan:

- a. Beginn der Definitionsphase und Wiederaufnahme der Projektmanagementarbeiten: Ende 1992
- b. Beginn der Bauarbeiten: 1996
- c. Auslieferung des ersten U-Boots: 2001
- d. Indienststellung des letzten U-Boots: 2008

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Cancelled !!

The MRCV-Project
(Multi-Role Combat Vehicle)

1. The aim of the Canadian MRCV-Project is the development of several new light armoured vehicles for the Canadian armed forces. These vehicles shall replace part of the presently used vehicles as well as some of the vehicles, which shall be separated out due to several reasons in the forthcoming decade. Furthermore, additional vehicles will be necessary to balance the the lack after the new Canadian armed forces structure has been set forth.

2. The MRCV-Project is based on various general considerations. First of all, Canada is interested in the development of a moreover identical vehicle family to keep running costs low. Decision has not^{been} taken yet whether it will be a tracked or wheeled version. In order to guarantee the strategic mobility the vehicle must be suitable for transportation with the C-130 Hercules, the most important canadian transport airplane.

3. Three basic versions are planned, about whose technical abilities decision has not yet been taken.

a. Infantry Combat Vehicle ICV

*Dpc
approval
still on the books*

The Canadian ICV shall be used as a "battlefield taxi". Therefore it will be armoured suitably, with a limited fire power, good mobility and sufficient transportation capacity. It is no fighting vehicle, but has to be designed for the operation in front of the fighting field. It shall be designed as a precursor of the next generation of infantry fighting vehicles and it is intended to replace the older, presently used infantry vehicles by this new one.

b. Armoured Reconnaissance Vehicle RCV

*only proposal
of the MRCV
Cancelled !!*

The RCV replaces the present reconnaissance vehicle "Lynx". It is equipped with costly sensor technique and has a high mobility. As reconnaissance vehicle it is used for getting new information and detecting own information and therefore must be able to defend itself in case of contact with enemy reconnaissance forces (except for tanks) - i.e. it must be equipped with an armament resistant against 30 mm armor piercing ammunition and it must be able to defend itself against vehicles BMP-2 (with additional armor).

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c. Armoured Combat Vehicle ACV

*steel as high
munity*

The ACV ensures the heavy direct fire which is necessary for a successful fighting. It enables direct support fire against attacking forces and is used as antitank vehicle as well as for the destruction of light enemy fortification. During the anti-tank operation it must be able to defend itself against heavy enemy armed forces, though not in a classic antitank theatre. Its mobility is similar to that of the ICV, the crew consists of three or four men - depending on equipment with automatic loading mechanism or not. It should have the normal protection against 30-mm-rounds and should offer the possibility of add-on armor for the improvement of the general fighting power.

4. The MRCV-Project proceeds according to the schedule. A concrete planning for obtaining has not yet been made. The first delivery is scheduled for the second half of this decade.

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The CPS-Project
Canadian Patrol Submarine

1. The project includes the possible procurement of six SSKS (conventional submarines) and it is expected that a positive decision about the purchase of a submarine will be taken, as announced in the declaration of the Ministry of Defence of September 17th, 1991. The Project Development Proposal (PDP) which is necessary for the official approval, is developed at the moment; also the investigation and evaluation of submarine constructions and accordingly air independent power systems have already been started.

2. After the official announcement that the purchase of a submarine is planned, the following schedule is given, taking into consideration the time necessary for project in this time schedule:

- a. Start of Definition phase and start of project works: end of 1992
- b. Start of construction work: 1996
- c. Delivery of first submarine: 2001
- d. Delivery of last submarine: 2008

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The responsible for weapons procurement in Germany were surprised by the rapid changes following the demise of the Soviet Union. For more than three decades, Germany's efforts concentrated on the development of high-endurance, versatile multi-purpose armoured fighting vehicles (AFVs).

These became bigger and increasingly complex, optimized for the defense of a Central Europe threatened by Warsaw Pact forces superior in both general combat and anti-tank capabilities. This resulted in clumsy, heavy tanks and infantry fighting vehicles exceeding 50 and 40t respectively.

Given recent emphasis upon UN-controlled crisis management, the unified German forces realized that they lacked an effective combat vehicle suitable for strategic movement. Even the 17t, 2.96m-wide 6x6 Fuchs is not air-transportable except by Starlifter or Galaxy aircraft. Faced with the possibility of significant politically led policy changes concerning Bundeswehr involvement with European rapid reaction forces, procurement planning has been suspended until a decision is made. Thus, despite limited funding, it was logical that the major German defense manufacturers should begin development of light AFVs suitable for crisis-management roles. Examples include the Diehl/Krauss Maffei Puma (as a possible M113 replacement) and the Krupp-MAK CV-90. Another interesting approach is the Thyssen Henschel TH 495, the first prototype of which recently had its roll-out in Kassel.

The first TH 495 prototype was built in a MICV configuration and forms the nucleus of a family of tracked vehicles able to meet all the requirements of an out-of-area mission. One of the main demands was that the vehicle should be transportable by C-130 Hercules. This limited weight to less than 20t, and both width and height to 2.8m. Nevertheless, it was decided to maximize protection by incorporating modular armour panels which could readily be altered to meet a specific threat. Otherwise, the MIVC-version resembles the Marder 2, with the engine at the front, a rear troop-carrying compartment and a central cannon-armed turret to provide a favourable centre of gravity.

Good all-around (including overhead) protection is provided by spaced and/or special armour packages each of which can be removed or fitted by two crewmen within a few minutes. Spare or additional armour-modules could, for example, be transported in a second aircraft together with the crew, fuel, and ammunition to reduce vehicle weight, thereby increasing aircraft range. (In the prototype configuration seen at Kassel - mounting an OTO-Melara T 25 turret - the TH 495 has a combat weight of 26t. Thyssen Henschel pointed out that any other comparable turret can be fitted with the TH 495 according to customers choice). Without its add-on armour modules the vehicle is only 2.72m wide. An internal spill-liner, NBC system, fire-suppression system (optional), and

Thyssen Henschel's TH 495 MICV

by Wolfgang Schneider

explosion-proof fuel tanks also raise crew protection beyond the standard for light armoured fighting vehicles.

The MICV has a crew of three and carries seven in the troop compartment. The driver is on the left of the engine and is provided with three integral periscopes in the single-piece hatch, one of which can be replaced by an image-intensifier for night driving. The commander and gunner sit in the turret. In the spacious rear compartment an infantry section is seated in two rows facing inwards. Up to four soldiers can fire personal weapons from the two roof hatches; the side-hinged rear doors have two weapon-ports. When closed down, the section can view the battlefield on two monitors linked to side-mounted cameras.

Emphasis has been placed upon a low infrared signature which has been achieved by ventilating the gap between the spaced

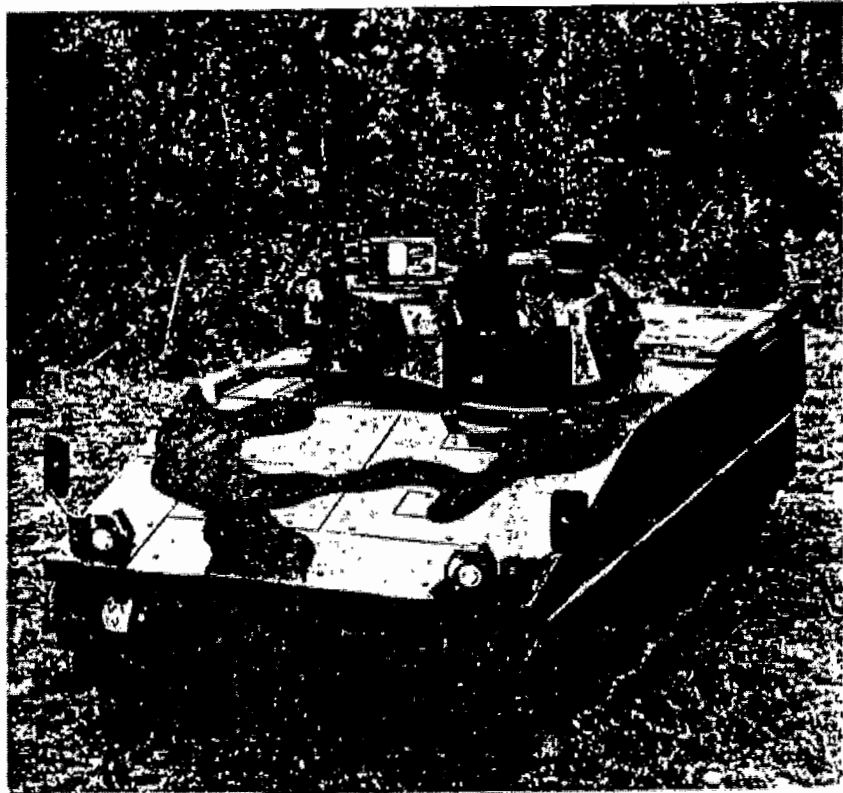
armour and the hull, as well as by careful layout of the exhaust and engine-cooling systems. Two cooling systems are located at the rear above each sponson; hot gases from the exhaust and cooling system are mixed with cold air in an "IR grating", and then vented downwards from a grill on the rear-right of the

vehicle. The hot spot usually easily visible through a thermal sight is not identifiable from the front. Radar reflection is reduced by a combination of the vehicle's smooth surface and an absorbent coating.

Mobility

The TH 495's mobility is also good. The prototype is powered by an MTU 183 TE 22, 441kW (600hp) diesel, giving a power-to-weight ratio of more than 17kW/t (23HP/t). The track width of 450mm makes for a ground pressure of 72.7kPa in the MICV configuration and considerably less as an APC. The Th 495 is easily driven thanks to the improved ZF LSG 1500 fully automatic transmission, good ergonomics, and high safety standards. The driver's station, together with all controls and information displays is vertically adjustable. When driving with the hatch open, driver-information is displayed on a panel mounted between hull roof and add-on armour. A digital power supply is fitted; micro-processors control all systems currently fitted, as well as monitoring their

Thyssen Henschel seems to have anticipated the shift in German requirements away from heavy armoured vehicles towards more mobile modular designs with its private-venture TH 495 family.



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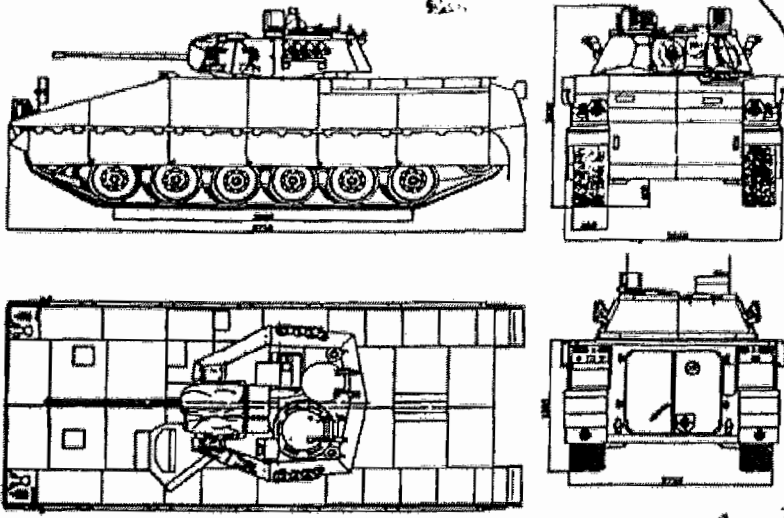
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scheduled for February 1993. The main features of the suspension (torsion bars, three return rollers, hydraulic shock absorbers on the two front and rear wheel stations of each side, Diehl double-pin track) remain unchanged. Depending upon vehicle configuration, the weight can be reduced to under 15t. A potentially interesting variant would be an armoured cavalry vehicle fitted with a 90 to 120mm anti-tank gun. The rest of the family is more conventional, comprising:

- TOW-based tank destroyer,
- Stinger anti-aircraft vehicle,
- radar carrier,
- APC,
- armoured ambulance,
- supply carrier,
- maintenance vehicle,
- and a command and communications vehicle.

Though this Thyssen Henschel private initiative has involved considerable financial investment, the risk has been reduced by developing a promising AFV family which could be adapted to meet the needs of many potential customers. Compared with similar light AFVs, the TH 495 to some extent represents a "full-scale" fighting system with good growth potential. Nonetheless, competition is fierce and the attractions of buying alternative, cheaper, off-the-shelf vehicles such as the French VAB or the Swiss Piranha are self-evident.

The TH 495 MICV forms the basis of the range; the layout is conventional, and a variety of turrets can be fitted. Spaced armour and exhaust coolers reduce the thermal signature, whilst the smooth hull and special coatings do the same for its radar signature.

and components already in series production and proven in non-military vehicles, thereby ensuring a high degree of reliability and reduced maintenance.

TH 495 armoured vehicle family

operation, reporting faults to a diagnosis system combined with an integrated control system. The vehicle uses subsystems

Construction is progressing on a second prototype with a hull 780mm shorter, and five instead of six road wheels. Roll-out is

Competitor

*still a leaky/rob:
now too work !!*

YOUR BEST PARTNER IN AIR DEFENCE.

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oerlikon-contraves

Zunch • Roma • Milano • Stockach • Pittsburgh • St. Jean-sur-Richelleu

OC 10-1886

Office of the Minister
of National Defence



Cabinet du ministre
de la Défense nationale

April 6, 1993

Mr. Karlheinz Schreiber
Suite 908
350 Sparks Street
Ottawa, Canada
K1R 7S8

Dear Mr. Schreiber:

On behalf of the Honourable Kim Campbell, I wish to acknowledge receipt of your letter of March 17, 1993 concerning the Canadian Forces peacekeeping equipment.

Please rest assured a response will be forthcoming as soon as possible.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'M. F. Bouchard'.

M. F. Bouchard
Major
Minister's Staff Officer

38E - 0

Mr. Karlheinz Schreiber
THYSSEN BHI
Suite 908
350 Sparks Street
Ottawa, Canada
K1R 7S8

Dear Mr. Schreiber:

Thank you for your letters of March 17 and 24, addressed to the former Minister of National Defence and for your latest correspondence of June 29, 1993, concerning the safety of Canadian troops.

The question of the degree of armour protection to be provided is a difficult one and must always involve trade-offs and a determination of acceptable risk. In an ideal situation, we would like to have all of our soldiers protected against all risks. Of course, this is not possible.

In the particular situation in Yugoslavia, we must consider the threat and then determine appropriate measures to mitigate that threat. In the first instance, it must be remembered that our troops are there to provide humanitarian assistance, and not as combatants. In these circumstances, the level of protection provided by our armoured personnel carriers, and the concomitant degree of risk at this time has been assessed as acceptable by my senior military advisors. We will continue to monitor this situation closely.

You have made specific reference to our planned acquisition of light armoured vehicles (LAV-Recce) from General Motors Diesel Division. You are quite correct in noting that the LAV-25, upon which the LAV-Recce will be based, will provide protection against 7.62 mm ball (and thus against the preponderance of small arms likely to be found on the battlefield). We have a study in progress at this time which is examining the possibility of increasing this level of protection. The initial report leads us to believe that it will be possible to increase the level of protection significantly.


.../2

Ottawa, Canada K1A 0K2

You have also made specific reference to the loan of UNIMOG ambulances. There is not a requirement for UNIMOG ambulances beyond what the Canadian Forces have already deployed to the former Yugoslavia. My department has thus declined the kind offer of assistance from the German Armed Forces.

I assure you that we are taking all reasonable measures to ensure that our troops are equipped appropriately for their assigned tasks, and that our new equipment has the required capabilities to meet future demands. I thank you again for your continuing interest in Canadian defence matters.

Yours sincerely,



Tom Siddon, P.C., M.P.



PRIME MINISTER · PREMIÈRE MINISTRE

July 23, 1993

Dear Mr. Schreiber,

I want to thank you for your kind letter of June 30. Your encouraging words are much appreciated.

My colleagues and I now look forward to building an even brighter future for all Canadians. With your support, we can ensure the long term prosperity and equality of opportunity which remain the goals of our Government.

The challenges which lie ahead will require determination and co-operation. I look forward to your participation.

With warm regards,

Yours sincerely,

Mr. Karlheinz Schreiber

NDHQ
ADM / SUPPLY



Sous-Ministre de la
Défense Nationale
JUN 30 1993
Deputy Minister of
National Defence

JUL 6 1993

Contract no. PA# is	973210
Received by	Initials Date
AOA (SGP)	AOA 6-7-93
TH	TH 27/7

Suite 228 390 Borden Street Ottawa Ontario Canada K1R 7B4
Telephone (613) 523-3121 Telefax (613) 523-6118

BY HAND

June 29, 1993

Mr. Robert Fowler
Deputy Minister
Department of National Defence
101 Colonel By Drive
Ottawa, Ontario
K1A 0K2

*Done
6-7-93
AOA (Max) would like
Cindy Connors to "take a
stab" at preparing a report
for the DND. Can we get
a draft of something soon!*

TH/93

Dear Mr. Fowler:

Attached please find copies of press articles appearing in the Globe and Mail on June 19, 1993, and the Ottawa Sun, June 24th.

These articles refer to the tragic death of Canadian Forces Cpl. Daniel Gunther while on duty in Bosnia:

This situation caused me to think of the position of DND over the past year which has argued that the Canadian Army was adequately equipped and that there has been no sufficient reason to give priority to acquisition of better protected vehicles for the Army. A position which was most recently confirmed by DND's sudden cancellation of the Multi Role Combat Vehicle Program (MRCV) which sought to procure armoured vehicles with a much higher level of armour protection that exists in the Canadian Army fleet today.

The MRCV program was substituted with an announced \$800 Million plan to purchase reconnaissance vehicles from General Motors which are based on the same vehicles as already exist in the Canadian Army fleet. While this vehicle will be welcomed by the Army as new, it falls drastically short of the required armour protection against 30mm projectiles described by the MRCV PMO briefings on the Reconnaissance Combat Vehicle (RCV) requirement. In fact, the acquisition DND proceeded with will only acquire more vehicles



THYSSEN BHI

2

with the same level of armour protection as already exists in the current fleet. I refer you to remarks by Col. Mike Jeffrey, on Tuesday March 9, 1993 before the House of Commons Standing Committee on National Defence and Veterans Affairs. Col. Jeffrey states "...in terms of protective levels, all three of our fleets of APCs are the same."

Recent events in Bosnia suggest that level of protection is not adequate.

I acknowledge the arguments which DND has made in the past about budget constraints, but in light of this tragic death of a Canadian soldier, will DND now consider turning to Canada's allies to borrow appropriately protected armoured vehicles?

I stand ready to assist DND in this regard, if you will agree to make such a request to the German Army.

Yours truly,



Karlheinz Schreiber

Attachments

KARLHEINZ SCHREIBER

7 BITTERN COURT, ROCKCLIFFE PARK
OTTAWA, CANADA K1L 8K9

TELEPHON 613 748 7330
TELEFAX 613 748 9697
schreiberbarbel@aol.com

Fax: 613 996 3267 / 905 822 2115

Mr. Paul Szabo, M.P.
Chair, Standing Committee on Access to Information, Privacy and Ethics
Confederation Building
House of Commons
Room 175
Ottawa, Ontario K1A 0A6

Ottawa, March 3, 2008

**Subject: Testimony, Dec. 13, 2007 of the Right Honourable Brian Mulroney
Success - Fee related to the Bear Head Project**

Dear Mr. Szabo:

Please accept the following as part of my testimony in front of the Standing Committee on Access to Information and Ethics.

I believed that the Right Honourable Brian Mulroney would accept the invitation of the Ethics Committee to appear for a second testimony and tell the truth, after he had heard my testimony.

Unfortunately he preferred cowardly not to make himself available and send spokespeople to do his talking and to announce that he is now against a public inquiry.

This leaves me now with the responsibility to clear the air for Canadians and the Ethics Committee regarding the Thyssen Bear Head project as follows:

On September 17, 1984 Brian Mulroney became the Prime Minister of Canada.

On January 8, 1985, immediately after Mr. Mulroney was elected as Prime Minister, GCI Government Consultants International was incorporated.

During the year 1985 GCI obtained through IAL International Aircraft Leasing Liechtenstein consulting agreements with:

MBB Messerschmitt - Boelkow - Blohm GmbH, Munich, Germany
 ABI Airbus Industries Toulouse, France
 THI Thyssen Industrie AG Essen, Germany

On February 3, 1986 the Hon. Frank D. Moores opened the bank accounts concerning the GCI business at the bank Schweizerischer Bankverein Zuerich, Switzerland.

The business activities between the Canadian governments MBB, ABI, THI took place during the years 1986, 1987, 1988.

On September 27, 1988 Thyssen Bear Head Industries LTD signed an UNDERSTANDING IN PRINCIPLE with the Government of Canada.

On October 20, 1988 Thyssen Industrie AG paid \$ 2 Million success fee concerning the UNDERSTANDING IN PRINCIPLE to IAL, in trust for GCI (see corroborating document attached).

This \$2 million was divided amongst Mr. Mulroney and his friends as follows:

On November 2, 1988 GCI (Frank Moores) deposited \$ 500 000.00 to the Swiss bank account, Codename "Frankfurt" concerning the Thyssen Bear Head project and the Right Honourable Brian Mulroney. Mr. Mulroney would know that this money was marked for him (corroborating bank document attached).

On November 15, 1988:

- GCI received \$ 250 000.00 (corroborating document attached)
- FDCI, Fred Doucet received \$ 90 000.00 (corroborating document attached)
- Doucet & Associates, Gerald Doucet \$ 90 000.00 (corroborating document attached)
- Frank D. Moores received \$ 90 000.00 (corroborating document attached)
- LEMOINE CONSULTANTS INC, Gary Ouellet received \$ 90 000.00 (corroborating document attached)

On November 21, 1988 Brian Mulroney was re-elected as Prime Minister. It is notable how the money was distributed only days before the election.

Five years later, on June 23, 1993 during the meeting at Harrington Lake the Right Honourable Brian Mulroney, then the Prime Minister of Canada told me that he would be of great help to me in relation to the Thyssen Bear Head project especially with Kim Campbell as the next Prime Minister of Canada in office.

On July 12, 1993 (after the meeting with the Right Honourable Brian Mulroney, Prime Minister of Canada, at Harrington Lake) I advised the Swiss Bank in Zurich to open a new account with the codename BRITAN (Thyssen Bear Head project / Brian Mulroney) and to transfer \$ 500 000.00 from the Frankfurt account to the Britan account (corroborating bank document attached)

On July 26, 1993 the "Britan" account received \$ 500 000.00 (corroborating bank document attached).

On July 27, 1993 I withdraw \$ 100 000.00 in cash (corroborating bank document attached). On August 27, 1993 I paid \$ 100 000.00 in cash to Brian Mulroney at the Mirabel Airport Hotel concerning future services with respect to the Thyssen Bear Head project and the establishment of production facilities in Montreal. I provided similar payments to Brian Mulroney on December 18, 1993 at the Hotel Queen Elisabeth, Montreal and at the Hotel Pierre in New York on December 8, 1994.

During the testimony of Norman Spector in front of the Ethics Committee on February 5, 2008 I learnt for the first time that Brian Mulroney, then the Prime Minister of Canada "killed" the Thyssen Bear Head Project "on December 16, 1990."

During the testimony of the Hon. Elmer MacKay and Fred Doucet I had to recognize that Brian Mulroney had not even told them that he "killed" the Bear Head project.

Brian Mulroney, then the Prime Minister of Canada made all the people which were working on the project and the companies involved believes during the years from 1990 to the end of 1993 that the project was still alive and even attended meetings with government officials concerning the Thyssen Bear Head project.

The reason for this unbelievable betrayal, fraud and lies is Mr. Mulroney's enormous greed for money. Brian Mulroney knew that he would lose the \$ 500 000.00 if it would be known that he "killed" the project. This is why he continued to perpetrate the lies that he would work on the project. This also shows how his testimony that he did "international lobbying" for Thyssen is a complete fabrication.

The point to be learned from this chronology is \$500 000.00 sat dormant in a bank account for five years from November 1988 until July 1993. In July 1993, Mr. Mulroney concocted a way to have the money dispersed to him. The only reason that such a large

amount of money would sit dormant in the account is because it was for Mr. Mulroney. He knew it, his close GCI friends, Frank Moores and Gary Ouellet knew it and I knew it.

Since Brian Mulroney never provided any service for Thyssen Bear Head Industries or me I demanded the repayment of the funds.

The AIRBUS business and the meeting with Brian Mulroney on Monday February 2, 1998 at the Hotel Savoy in Zuerich, Switzerland is a similar story with complexities only a Public Inquiry will uncover.

It is no surprise that Brian Mulroney and his friends, who are responsible for all my legal problems, do not want a Public Inquiry. They want to shut me up and get me out of Canada with the assistance of the RCMP and the Department of Justice of Canada.

Canadians have all the reasons to be shocked when they hear more about this scandal. Canadians will understand why I am asking for years to call a Public Inquiry.

My family and I had a wonderful life until I responded to the demands of the Right Honourable Brian Mulroney, his government and his friends.

Sincerely



Karlheinz Schreiber

UNDERSTANDING IN PRINCIPLE

This document signed this 27 day of September, 1988,
between:

THE GOVERNMENT OF CANADA, as
represented by:

i) the Minister responsible for
the Atlantic Canada Opportunities
Agency (hereinafter called "the
ACOA Minister"),

ii) the Minister of Regional
Industrial Expansion (hereinafter
called "the DRIE Minister"), and

iii) the Minister of National
Defence (hereinafter called "the
National Defence Minister"); and

BEAR HEAD INDUSTRIES LTD., a
company incorporated under the
laws of Nova Scotia, a subsidiary
which is one hundred (100%)
percent owned by Thyssen
Industries A.G. of the Federal
Republic of Germany (hereinafter
called "the Company").

WHEREAS the Government of Canada desires
to foster the economic expansion and industrial
development of Cape Breton;

WHEREAS the Company must have in place a
North American heavy-industry manufacturing facility on
an urgent basis, and desires to establish such a
facility in the Bear Head peninsula region of Cape
Breton;

WHEREAS the Government of Canada
recognizes that the proposed Bear Head facility
represents an important economic development and
diversification of the industrial base of Cape Breton;
and.

WHEREAS the Company is preparing financial details on its proposal, to meet the information requirements of the Government's established regional development capital contribution, and other assistance programs.

1. In accordance with this Understanding in Principle, the Company shall establish a diversified heavy-industry manufacturing facility in the Bear Head region of Cape Breton, Nova Scotia, which will:

(a) create in Cape Breton a new and diversified activity in the Canadian civilian and defence industrial base, with access to the North American defence markets, under the Canada U.S. Defence Production Sharing Agreement;

(b) transfer to the facility, all technology necessary for the construction of light armoured vehicles, and other heavy-industry products;

(c) source its requirements co-operatively from, and implement arrangements for joint-venture activities with, the Lavalin (UTDC) heavy-industry facility, in Trenton, Nova Scotia, in accordance with existing agreements between the Company and Lavalin;

(d) to the greatest extent possible, source its requirements from, and promote the establishment of, small business enterprises located in Atlantic Canada;

(e) implement arrangements for co-production with Krauss Maffei, in accordance with existing agreements between the Company and Krauss Maffei, if, under the Main Battle Tank project envisaged by the Government of Canada, Krauss Maffei is selected to manufacture Canada's replacement battlefield tanks; and

(f) employ a minimum of 500 people on a permanent, full-time basis and, where necessary, train these individuals in required skills and knowledge, utilizing, where appropriate, local educational facilities.

2. In accordance with this Understanding in Principle, the Government of Canada, in order to facilitate the establishment of the Company's heavy-industry manufacturing activity in Cape Breton, will:

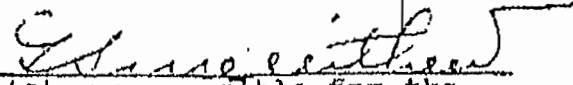
7. The understandings in principle set out in this Understanding in Principle do not create any enforceable, legal or equitable rights, nor obligations, but merely serve to document the:

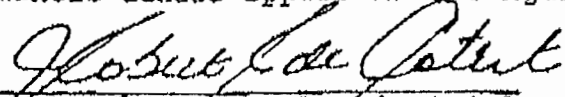
(a) parameters that have been set; and

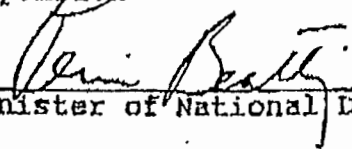
(b) areas on which discussions have been held, and understandings in principle reached.

Further clarifying negotiations and the requisite approval from all appropriate parties (including without limiting the foregoing, Treasury Board, and the Board of Directors of Bear Head Industries Ltd.) are needed before contractual documentation can be entered into.

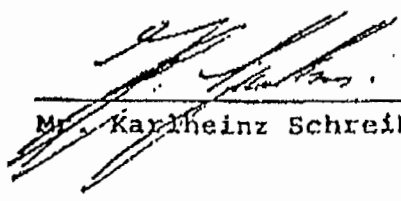
THE GOVERNMENT OF CANADA


Minister responsible for the
Atlantic Canada Opportunities Agency


Minister of Regional Industrial
Expansion


Minister of National Defence

BEAR HEAD INDUSTRIES LIMITED


Mr. Karlheinz Schreiber, Chairman

I.A.L. INTERNATIONAL AIRCRAFT LEASING LIMITED

FL-9490 VADUZ

Thyssen Industrie AG
Am Thyssenhaus 1

D-4300 Essen 1

GP,

4. Oktober 1988

RECHNUNG

Für Beratung im Zusammenhang mit Ihrem
Bear Head-Projekt erlauben wir uns laut
Vereinbarung zu liquidieren

can.\$ 3'900'000.--

abzüglich Ihre Akonto-Zahlung vom 30.12.1987

1'900'000.--

can.\$ 2'000'000.--

=====

Mit der Bitte um Ueberweisung auf unser Konto Nr. 235.972.029 Can\$ bei
der Verwaltungs- und Privatbank AG, FL-9490 Vaduz.

BMA VII (D 8)

0349

08

127



THYSSEN INDUSTRIE AG

Überweisungsauftrag

Abteilung
Recht

Beleg-Nr.
Zahlen
Dr. Kl/Ign
5221

Hausruf
3270

Tag
20.10.88

Die Abt. Bilanzen wird beauftragt, zu überweisen

DM 2.000.000,--

Wert 26.10.88 Kurs A14965 - DM 2.993.000,--

~~DM 2.000.000,--~~

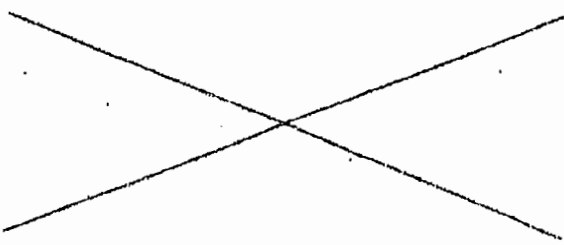
(in Worten)

an I.A.E. International Aircraft Leasing Ltd.
Verwaltungs- und Privatbank AG, PL-9490 Vaduz
Konto bei Kto-Nr. 235.972.029 Camb

Mitteilung für Empfänger: Honorar für Beratung im Zusammenhang mit dem
Projekt Bear-Head Industries Ltd.

An Aussteller zurück

zu Lasten



bezahlt am

21.10.88

durch

Tii

Für die Richtigkeit

Zur Zahlung angewiesen

Ji. W.

5814
1-3
3



VERWALTUNGS- UND PRIVAT-BANK AG
PRIVATE TRUST BANK CORPORATION
9490 VADUZ, LIECHTENSTEIN

Kontoinhaber / Holder of Account: I.A.L. International Aircraft Leasing Limited
Seite Page: 5

TAGESAUZUG/DAILY STATEMENT

I.A.L. INTERNATIONAL
AIRCRAFT LEASING LIMITED

9490 VADUZ

Konto / Account No: 215.972.029
Kontozeichnung / Type of Account: KONTOKORRENT
Datum / Date: 25.10.88

Text / Description	Wert / Value	Soll / Debit	CAS	Haben / Credit	CAS
UEBERWEISG THYSSEN INDUSTRIE	25.10.88			2'000'000.00	

Bankgebühren / Free of charges

Saldo zu Ihren Lasten / Balance in our favour	Saldo zu Ihren Gunsten / Balance in your favour
	2'000'020.4

TELEFON: 075 366 55 TELEFAX NR: 075 286 97 SWIFT: VPBV LI 22



VERWALTUNGS- UND PRIVAT-BANK AKTIENGESELLSCHAFT
BANQUE PRIVEE DE GERANCE SOCIETE ANONYME - PRIVATE TRUST BANK CORPORATION
9490 VADUZ, LIECHTENSTEIN TELEFON 075 366 55 TELEFAX NR 075 286 97 POSTSCHIECKKONTO 90-82915 SWIFT VPBV LI 22

9490 VADUZ

KONTO ACCOUNT

2. OTT 1988
EVASU

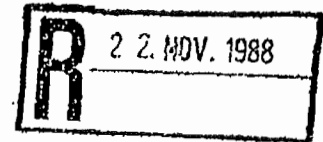
BETRAG AMOUNT WERT VALUE

BMA II f

0409 300

Bitucan Holdings Ltd.

Suite 1204, Dome Tower
333 - 7th Avenue S.W.
Calgary, Alberta T2P 2Z1
Telephone (403) 269-9377
Fax (403) 262-8786



MERKUR Handels- und Industrie AG
Aeulestrasse 5
P.O.Box 83

FL-9490 Vaduz
LIECHTENSTEIN

October 20, 1988

I N V O I C E

To invoice you for services rendered
regarding your industrial project in
Indonesia

Please remit \$ 710,000.00

Bitucan Bank Account: 10 12 765 Bank of Montreal, Calgary
Standard Life Branch

Bank Guiding Number: 25029001

A 7/91

0414

512

FDCI
FRED DOUCET
CONSULTING
INTERNATIONAL

INVOICE

BILL TO: Bitucan Holdings Ltd.
1204 Dome Tower
333 - 7th Ave. S.W.
Calgary, Alberta
T2P 2Z1

INVOICE NO.: 119

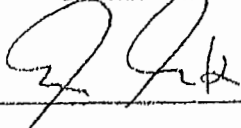
DATE: November 2, 1988

Attention: Mr. Karlheinz Schreiber

DESCRIPTION:

Re: Professional Services

\$90,000.00

BITUCAN HOLDINGS LTD.		104
1204, 333 - 7 AVENUE S.W. PHONE 209-8377		
CALGARY, ALBERTA T2P 2E1		
		November 15 1988
PAY TO THE ORDER OF	FDCI/FRED DOUCET CONSULTING INTERNATIONAL	\$ 90,000.00
		DOLLARS
Re: Invoice No. 119/2.11.1988		
Bank of Montreal	BITUCAN HOLDINGS LTD.	
608 - 6TH STREET S.W.	PER 	
CALGARY, ALBERTA T2P 1X3		
⑈0000104⑈ ⑆25029⑆00⑆ ⑆1012⑆765⑈		

FRED DOUCET CONSULTING INTERNATIONAL INC.
SUITE 1300, 50 O'CONNOR STREET

A 7/91

0413

SM

1770 MARKET STREET
SUITE 408
HALIFAX, N.S. B3J 2M4
CANADA

November 2 1988
HALIFAX, N.S. TELEPHONE 420-1040

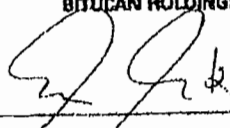
M. Bitucan Holdings Limited
1204 Dome Tower, 333 - 7th Avenue S.W., Calgary, Alberta.
In account with: T2P 2Z1

Doucet & Associates
BARRISTERS & SOLICITORS

To services rendered by Gerald Doucet

\$ 90,000.00

E. & O. E.

BITUCAN HOLDINGS LTD.		105
1204, 333 - 7 AVENUE S.W. PHONE 269-8377 CALGARY, ALBERTA T2P 2E1		
		November 15 19 88
PAY TO THE ORDER OF	Doucet & Associates	\$ 90,000.00
REGISTERED 90000 DOLLARS		100 DOLLARS
Re: Invoice 2.11.1988		BITUCAN HOLDINGS LTD.
Bank of Montreal 506 - 6TH STREET S.W. CALGARY, ALBERTA T2P 1X3		PER 
⑈0000 105⑈ ⑆25029⑈001⑆ 1012⑈765⑈		

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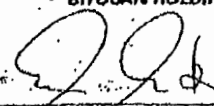
Frank and Beth Moores
403 Clarke Ave.
Westmount, Que.,
H3W 3C3

November 8, 1988

Bitucan Holdings Limited
1204, 333 - 7th Avenue S.W.
Calgary, Alberta
T2P 2Z1

I N V O I C E

For Services Rendered by Frank
D. Moores on your behalf \$90,000.00

BITUCAN HOLDINGS LTD.		107
1204, 333 - 7 AVENUE S.W. PHONE 269-9377 CALGARY, ALBERTA T2P 2E1		November 15 19 88
PAY TO THE ORDER OF	Frank D. Moores	\$ 90,000.00
REGISTERED 184F-1061 90000 DOLLARS		DOLLARS 100.
Re: Invoice 8.11.1988		BITUCAN HOLDINGS LTD.
Bank of Montreal 608 - 6TH STREET S.W. CALGARY, ALBERTA T2P 1X3		PER 
⑈0000107⑈ ⑆25029⑈00⑆ ⑆1012⑈765⑈		

A 7/91

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GCI
GOVERNMENT
CONSULTANTS
INTERNATIONAL

NOV 15 1988

INVOICE


BILL TO: Bitucan Holdings Limited
1204, 333 - 7th Avenue S.W.
Calgary, Alberta
T2P 2Z1

INVOICE NO.: 1880

DATE: November 10, 1988

DESCRIPTION	AMOUNT
Re: Consulting Services Rendered	\$250,000.00

GOVERNMENT CONSULTANTS INTERNATIONAL INC.
SUITE 1300, 50 O'CONNOR STREET,
OTTAWA, CANADA K1P 6L2
PHONE: (613) 236-7001 TELEEX: 053-3960

BITUCAN HOLDINGS LTD. 1204, 333 - 7 AVENUE S.W. PHONE 289-9377 CALGARY, ALBERTA T2P 2E1		103
PAY TO THE ORDER OF GOVERNMENT CONSULTANTS INTERNATIONAL		November 15 19 88
		\$ 250,000.00
REGISTERED 250000 DOLLARS 00 CTS		DOLLARS
Re: Invoice No. 1880/10.11.1988		BITUCAN HOLDINGS LTD.
Bank of Montreal 506 - 6TH STREET S.W. CALGARY, ALBERTA T2P 1X3	 PER _____	
⑈0000 103⑈ ⑆ 250 29 00 ⑆ 10 1 2 7 6 5⑈		

A 7/91

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510

LEMOINE CONSULTANTS INC

NOV 15 1988

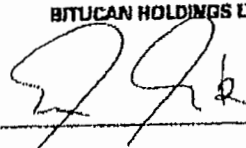
INVOICE

December 1, 1988

To Bitucan Holdings,
Calgary, Alberta

For professional Services rendered: \$90,000.00

TOTAL \$90,000.00

BITUCAN HOLDINGS LTD.		106
1204, 333 - 7 AVENUE S.W. PHONE 269-8377 CALGARY, ALBERTA T2P 2E1		November 15 19 88
PAY TO THE ORDER OF	LEMOINE CONSULTANTS INC.	\$ 90,000.00
REGISTERED 90000 DOLLARS		100 DOLLARS
Bank of Montreal 506 - 6TH STREET S.W. CALGARY, ALBERTA T2P 1X3		BITUCAN HOLDINGS LTD.  PER _____
⑆0000106⑆ ⑆25029⑆001⑆ 1012⑆765⑆		

1262 James Lemoine, Sillery, Quebec, Canada G1S 1A2 Telephone: 418 682-3172

188.07.

Dossier

Zürich,

12.7.93

18'679

A4 047

Schweizerischer Bankverein
Zürich

Ca & Korte eröffnet Veranlasst

mit Rubrik "Britan"

1802711

Übertrag von Ca & PO-41'391.0
"Frankfurt"

Veranlasst

Val. 28.7.93

Ca & 500'000.-

z.B. Ca & Korte

PO-463415 "Britan" 116'311

noto!

TTD "Frankfurt" entsprechend
kürzen (Val. 28.7.)

Veranlasst

Ca & 400'000.- für "Britan"
1 Mt als TTD z legen (Val. 28.7.)

ge bill

A



Schweizerischer Bankverein
 Societe de Banque Suisse
 Societa di Banca Svizzera
 Swiss Bank Corporation

Abrechnung
 Date de clôture
 Date di chiusura
 Closing date
 Kontonummer
 No. d'compte
 No. del conto
 Account number

1 8 6 7 9 AA 047 04
 "I A L"

KP 8018 ZUERICH
 Kontokauszug
 Relevé de compte
 Estratto di conto
 Statement of account

994 02566 B 91 18,679 KOA

Kontenart B B C D	Text Partir Texte Text	Saldo		Mehrer Avers Avant Credit	Seite - Subst. - Saldo - Bilanz - - - Sub - Part - Base - Bilan	Verfalls Valors Valors Valors	Tage Jours Giorni Days	Zins - Hg. Neben Montages etisations Percent etisations Credit numbers
		Posten Bilanz	Posten Bilanz					
7.01	F SALDOVORTRAG	100,500.00			190,500.00-	7.01.93	1	
28.07	F AUSZAHLUNG NOTEN	400,000.00			500,500.00-	27.07.93		1,005
28.07	F UEBERTRAG	56894		508,000.00	500,500.00-	28.07.93	36	170
31.08	F UEBERTRAG	125057			500,500.00-	31.08.93		
31.08	F TREUHANDKOMMISSI	120842		1,427.75	400,715.00-	31.08.93		
31.08	F VERGÜETUNG	120842		400,000.00	399,487.22-	31.08.93		
30.09	F UEBERTRAG	129282			400,487.22-	31.08.93		
30.09	F TREUHANDKOMMISSI	125057		215.00	400,702.22-	30.09.93		
30.09	F VERGÜETUNG	125057		1,250.00	399,452.22-	30.09.93		
30.09	F UEBERTRAG	133411		400,000.00	547.78	30.09.93		
29.10	F UEBERTRAG	129282			401,452.22-	29.10.93		
29.10	F TREUHANDKOMMISSI	129282		235.00	401,687.22-	29.10.93		
29.10	F VERGÜETUNG	129282		1,292.11	400,395.11-	29.10.93		
29.10	F UEBERTRAG	137373		401,000.00	894.89	29.10.93		
3.11	F AUSZAHLUNG NOTEN	137373			99,695.11-	3.11.93	1	997
30.11	F UEBERTRAG	133411		303,000.00	99,695.11-	4.11.93	26	25,921
30.11	F TREUHANDKOMMISSI	133411		235.00	402,695.11-	30.11.93		
30.11	F VERGÜETUNG	133411			402,930.11-	30.11.93		
30.11	F UEBERTRAG	141775		1,429.33	401,500.78-	30.11.93		
30.12	F UEBERTRAG	137373		402,000.00	499.22	30.11.93		
30.12	F TREUHANDKOMMISSI	137373		235.00	303,500.78-	30.12.93		
30.12	F VERGÜETUNG	137373			303,735.78-	30.12.93		
30.12	F UEBERTRAG	137373		850.93	302,884.85-	30.12.93		
25.12	F SPESEN		2.57	503,000.00	115.15	30.12.93		
					112.50	31.12.93		

RUEBIL "BRITANN"

Schweizerischer Bankverein
 Societe de Banque Suisse
 Societa di Banca Svizzera
 Bank Corporation
 8010 ZUERICH

Abrechnung
 Date of issue 30.09.1993
 Date of closure 30.09.1993
 Closing date
 Current account P0-41,391.0
 No. of sample
 No. of trade
 Account number

1 8 6 7 9 A 6 8 6 7 0 6
 "I A L"

KP Kontoauszug 994 02566 & 01 18.6.79 KOA
 Estratto di conto
 Statement of account

Konten- bezeichnung Konten- nummer	Saldo Debit	Haben Credit	Saldo-Saldo-Solde-Balace - = Sal-Deu-Dacc-Balut	Saldo Valeur Valeis	Tag- Datum Date	Zin- Nr. Interest Number	Fin- Nr. Account Number
FRANKFURT							
30.06 F SALDOVORTRAG	120840		775.13	775.13	30.06.93		
26.07 F UEBERTRAG	743,000.00		742,224.87	28.07.93			
26.07 F DTA-ZAHLUNGSAUFT	500,000.00		1,242,224.87	28.07.93			
28.07 F TREUHANDKOMMISS	316.25		1,242,741.12	28.07.93			
28.07 VERGUETUNG		3,871.88	1,238,869.24	28.07.93			
28.07 F UEBERTRAG		1,239,000.00	130.76	28.07.93			
29.07 F DEVISENGESCHAEFT		111,256.25	311,387.01	29.07.93			
31.08 F UEBERTRAG	656,000.00		744,612.93	31.08.93			
31.08 F TREUHANDKOMMISS	350.86		744,963.85	31.08.93			
31.08 VERGUETUNG		2,280.69	742,683.25	31.08.93			
31.08 F UEBERTRAG		743,000.00	316.75	31.08.93			
28.09 F UEBERTRAG	500,000.00		499,683.25	30.09.93			
28.09 F UEBERTRAG	350,000.00		857,683.25	30.09.93			
30.09 F TREUHANDKOMMISS		556.67	858,039.92	30.09.93			
25.09 F SPESEN		4.66	858,044.58	30.09.93			
30.09 F UEBERTRAG	125059		855,369.58	30.09.93			
30.09 F UEBERTRAG	125059		630.42	30.09.93			
SALDO		630.42					
26372		2,958,858.86					
24893 SALDO ZU IHREN GUNSTEN		2,958,858.86					
		630.42 S. E. 3. O.			31.09.93	92	

For sender when letterwritten
 For sender when signature
 For sender when firm
 For sender when signature

Brian Mulronay

Montreal, March 25, 1994.

BY FAX

Mr. Karlheinz Schreiber
Raiffersenstr. 27
8912 Kaufering
West Germany 89616

Dear Karlheinz:

Mila joins me in conveying to you our congratulations and warmest regards on your 60th birthday.

Your impressive contributions to both Germany and Canada stand today as a very significant personal achievement.

We look forward to seeing you and Barbél soon.

With very good wishes and best personal regards.

Yours sincerely,



Brian Mulronay

MBM/fc

1981, AVENUE MCGILL COLLEGE AVENUE, SUITE 1100, MONTREAL, QUEBEC H3A 3C1 - (514) 847-4770

TOTAL P.02