

proval on December 17. Banks in the two cities would be allowed to accept deposits from and make loans to foreigners without paying tax on the profits from those transactions (*Globe & Mail*, December 18).

## Canadian Security Intelligence Service

The Canadian Security Intelligence Service (CSIS) came under further scrutiny when it was revealed that a convicted Polish airline hijacker had successfully hidden his identity from CSIS while working for the organization for more than a year. It was only after he left CSIS, in the spring of 1986, that a friendly foreign intelligence agency identified him as Ryszard Paszkowski, a fugitive from a Bavarian jail. Until then CSIS apparently believed him to be Robert Fisher, a Polish truck driver, who had supposedly fled to the West and entered Canada through the immigration program designed to help refugees from communism (*Ottawa Citizen*, January 26).

In an earlier report in the *Ottawa Citizen* on January 23, the Polish airline hijacker said that a senior diplomat at the Polish embassy in Ottawa was a high-ranking member of Poland's foreign service managing a spy network of about 100. The Polish embassy in Ottawa denied any knowledge of Mr. Paszkowski. Solicitor General James Kelleher, the Minister responsible for CSIS, would not comment on the claims, while Secretary of State for External Affairs Joe Clark said that Canada had no reason to believe those reports were accurate (*Ottawa Citizen*, January 26).

### Air India

Revelations that tapes containing wiretap information relating to the Air India crash of June 1985 were erased by CSIS resulted in calls in the House for an inquiry into the affair. Liberal John Nunziata (York — Weston) asked that a Royal Commission of Inquiry be instituted, since CSIS had failed to solve the tragedy and had bungled a court case by producing a false affidavit. Solicitor General Kelleher stated that shortly after the incident there were more than 200 officers assigned fulltime to the case. At all times since then there had never been fewer than fifty officers working on it (*Hansard*, December 15).

## Defence

Canada's plan to buy nuclear-powered submarines was outlined in the White Paper on National Defence tabled in the Commons on June 5. (See "International Canada", June and July, 1987). The plan to buy from February run into difficulty, according to the *Financial Post* of May 8, because in 1958 Britain bought a Westinghouse reactor to expedite the development of its first nuclear vessel. The result was a bilateral treaty that prohibited Britain from selling the technology to a third party without US approval.

Canada cannot buy directly from the US because of a Canada-US treaty signed in 1959, when Canada acquired US ground-to-air launchers and other equipment designed to use nuclear weapons. This pact must be amended by Congress before the US can sell Canada any "military nuclear reactors and /or parts." The US supplies some of the fuel to run the British Trafalgar-class submarine. The *Financial Post* column further speculated that what Canada wants is to have the freedom of choice to either import freely from Britain and the US, or manufacture its own. The other alternative being considered is to buy French Rubis-class submarines. Over the next few months, Department of National Defence experts will prepare a detailed assessment of the relative merits of the two countries' submarine systems. The Standing Committee on National Defence of the Commons is also to hold hearings on the subject starting February 1988.

Charles Bennet, Chairman of the US House of Representatives sea power committee, was reported by the *Ottawa Citizen* on December 1 as saying that if Canada wanted a British-designed nuclear submarine fleet it must keep the Northwest Passage open to US vessels.

### Cruise Missile

The United States resumed cruise missile testing over northwestern Canada in January. The test on January 19 was the tenth over Canadian territory since 1983. A US Air Force B-52 bomber conducted the nearly 4-hour flight carrying an unarmed cruise missile starting from the Beaufort Sea and ending near Canadian Forces Base Cold Lake in Alberta. Toronto Disarmament Network Spokesman David Kraft stated that "the Canadian government is seriously out of step with Canadian public opinion in permitting these tests to continue" (*Toronto Star*, January 18). A *Toronto Star* editorial on January 19 noted that "when the Liberal government of Pierre Trudeau agreed reluctantly in 1983 to allow cruise tests in Canadian air space, it stipulated that testing would end if the superpowers came to an agreement on intermediate nuclear weapons. That condition has now been met." It added "Clearly, Ottawa does not want to upset Washington, even though pollsters keep unearthing a deep desire among Canadians for a more independent foreign policy."

In the House of Commons, Warren Allmand, (Liberal, Notre-Dame-de-Grâce — Lachine East) called on Canada to "immediately halt all cruise missile testing to advance the disarmament discussions and to rid the world of nuclear weapons, one of the greatest threats to human existence."

At a joint news conference on Parliament Hill, representatives of Greenpeace and the Canadian Peace Pledge Campaign joined by New Democrat Bill Blaikie (Winnipeg—Birds Hill) and Liberal Doug Frith (Sudbury), along with leftist leader George Erasmus, argued against the tests (*Toronto Star*, January 20).

Secretary of State for External Affairs Joe Clark told the House that although the question of cruise missiles was included in the START negotiations between the United States and the Soviet Union, Canada did not want to weaken the solidarity of the Western alliance. Mr. Clark added, "The House should bear in mind why it is we got an