

these developments were "revolutionary," it went on to state that the Soviets had begun testing a number of supersonic (MACH 3) cruise missiles which were larger than currently existing US and Soviet ALCMs.¹⁰ The document also observed that the Soviet AS-19 cruise missile currently in production was supersonic and equipped with state-of-the-art Stealth technology.¹¹

Following a twenty-four-hour delay, due to poor weather conditions, the first test over Canada of the advanced cruise missile proceeded on 2 March 1989. In a "captive carry" test, the missile remained attached to a US B-52 bomber during its flight from the Beaufort Sea, down the Mackenzie River valley to Primrose Lake weapons testing range near the Canadian Forces Base at Cold Lake, Alberta. The test was successfully completed in a time of just under five hours.

Criticism of the testing of the ACM was heard from several quarters. Responding to the Government's decision in favour of the tests, Liberal External Affairs critic André Ouellet commented on 1 February 1989 that "Brian Mulroney has now replaced Margaret Thatcher as the most hawkish ally of the United States."¹² He added that "Canada should come forward, within NATO, and play a positive role in disarmament, not constantly being a carbon copy and convenient ally to the Americans."¹³ Similarly, NDP MP Dan Heap registered his party's opposition to testing of the ACM by noting: "[w]e can only lose by escalating the arms race."¹⁴ That same day, a coalition of peace groups organized by the Toronto Disarmament Network delivered an open letter opposing the tests to Prime Minister Brian Mulroney. Finally, in early March 1989, a series of anti-cruise demonstrations took place in cities across the country, in response to the first test of the ACM.

In mid-March 1989, documents were released under access to information legislation revealing that the Canadian Government had accepted liability ranging from twenty-five to 100 percent for accidents resulting from cruise missile tests in Canada as part of the 1983 umbrella testing agreement. A standard NATO arrangement, the documents called for Canada to pay twenty-five percent of damages, if the US was to blame for an accident, and an even splitting of damage costs if Canada shared some responsibility. In addition, Canada could claim damages against the US for damage of Canadian military property and, in the event that other federal property was damaged, would be required to agree with the US on an outside arbiter to divide damage costs.¹⁵ The documents also revealed

10 Department of External Affairs "Canada, Security Policy and Cruise Missile Testing." *Backgrounder*, 1 February 1989, p. 8.

11 *Ibid.*

12 *Supra* note 5, p. A2.

13 *Ibid.*

14 *Ibid.*

15 Peter Calamai, "Canada Liable If Cruise Crashes." *Ottawa Citizen*, 17 March 1989, p. A1.