

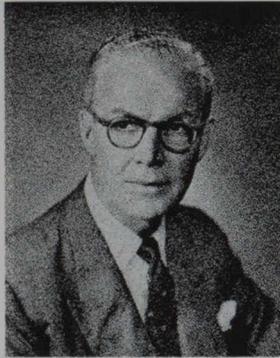
ARNOLD HEENEY

1902-1970

Arnold Heenev, twice Canadian Ambassador to the United States and since 1962 Chairman of the Canadian section of the International Joint Commission, died at his home in Ottawa on December 20, 1970.

Although he had known of his impending death for more than a year, he continued to serve as long as his health permitted on both the U.S.-Canada Permanent Joint Board on Defense and on the International Joint Commission, which regulates boundary and international waters matters between the two countries. One of his last official acts was to issue a comprehensive report on pollution in the lower Great Lakes. He also found time to complete the first draft of his memoirs.

In a tribute to Mr. Heenev, Prime Minister Trudeau said that with his death, "Canada has lost one of her most talented citizens—one who in a single lifetime



contributed the equivalent of several full careers."

A lawyer, Mr. Heenev was appointed secretary to the then Canadian Prime Minister Mackenzie King in 1938, and subsequently held a series of senior public servant positions, including that of Ambassador to NATO.

He was Ambassador to Washington from 1953 to 1957, and again from 1959 to 1962.

In 1965, he and former U.S. Ambassador to Canada, Livingston Merchant, made a landmark study of U.S.-Canadian relations, which recommended that the two countries play down differences and seek wherever possible a common position on questions of foreign affairs.

He leaves his wife, Margaret; a son, The Reverend Brian Heenev, of Edmonton; and a daughter, Mrs. Patricia Jane Kasirer, of Montreal.

PHOTO: MILLER OF WASHINGTON

A Flourish of Reports

Several illuminating studies on the Canadian scene were released in the last weeks of 1970 by the government, Senate committees, and a royal commission.

They deal with the press, science, income security, and the status of women; and future issues of *Canada Today/D'Aujourd'hui* will treat them at greater length. The February issue, for example, will contain a several page review of the frank, half-million word report called *Mass Media*, issued by the Special Senate Committee on Mass Media.

If you'd like the complete reports, you can get them from Information Canada, 171 Slater Street,

Ottawa, Ontario, Canada. Ask for:

Mass Media. Chairman: Senator Keith Davey. Three volumes for \$13.50.

A Science Policy for Canada. By the Special Senate Committee on Science Policy, chaired by Senator Maurice Lamontagne. \$3.50.

White Paper on Income Security. Chaired by the Honorable John Munro, Minister of National Health and Welfare. Free.

Report of the Royal Commission on the Status of Women in Canada. Chairwoman: Miss Anne Francis. \$4.50.

Clean Car

The car is Miss Purity, and she goes a long way towards being a true "clean air car." Built in four months last year at the University of Toronto as the university's entry in the M.I.T./Caltech transcontinental clean air car race, she was a co-winner in her class—the electro-propane hybrids, which means she has four modes of operation:

—A basic internal combustion engine (a Chevrolet 302-cubic-inch V-8) converted to use propane fuel, for country driving;

—An all-electric system, for limited no-pollution city driving;

—A series-hybrid electric, for low power but unlimited distance with minimum pollution; and

—A powerful parallel-hybrid which uses the electric system to smooth out power peaks.

A solid state logic system, using the accelerator pedal only, chooses the best operating mode.

Miss Purity cost \$40,000 to make, with all the design and construction done by professors and students at the university's Faculty of Applied Science and Engineering.

It appears she'll stay on the road and possibly have progeny: the faculty has just received an \$11,000 gift as a start in keeping the research project going. Professor I. W. Smith, of the mechanical engineering faculty and a key member of the design team, is head of the new project planning committee. He says its aim will be a low-pollution vehicle suited to a typical Canadian operating situation, adding that an additional \$100,000 or more will

be needed to continue the work.

For more detailed technical information, write Professor Smith, the Cockburn Unit in Engineering Design, Faculty of Applied Science and Engineering, University of Toronto, Toronto, Canada.

