

Ontario surplus energy to New York

The National Energy Board issued on June 27 two licences allowing Canadian Niagara Power Company Limited of Ontario to continue exporting surplus electric power and energy over the next five years to Niagara Mohawk Power Corporation in the State of New York.

One licence allows the export of firm power, up to a maximum of 260 gigawatt-hours annually from July 1, 1975 to September 30, 1976; and of 175 gigawatt-hours annually from October 1, 1976 to September 30, 1979.

The quantity allowed for export in any month must be surplus to the requirements of the company's customers in Canada. A condition of the licence calls for periodic reoffering of the firm power to Ontario Hydro, on or before December 1 of each year.

The other licence allows the export of interruptible energy, up to a maximum of 200 gigawatt-hours annually from July 1, 1975 to September 30, 1979; and of 250 gigawatt-hours from October 1, 1979 to June 30, 1980. All energy to be exported must be surplus to Canadian requirements at the time of its export.

The new licences reduce the amount of firm power and increase the quantity of interruptible energy allowed for export.

The initial export price for the firm power has been set at \$3.18 per kilowatt of monthly demand plus 6.2 mills U.S. per kilowatt-hour, and that for the interruptible energy at 10.0 mills U.S. The prices will be reviewed annually.

International Women's Year stamp

An eight-cent stamp, issued on July 14 to commemorate International Women's Year, was designed by Susan McPhee of Montreal, using a graphic variation of the female symbol.

The United Nations proclaimed that 1975 is to be devoted to intensified action in promoting equality between men and women. The organization seeks to ensure the full integration of women in the total world development effort, especially by emphasizing women's responsibilities in economic, social and cultural progress at the regional, national and international levels.



It is hoped that there will be greater recognition of women's increasing contributions to world peace and to the creation of friendly relations among states. The world body has invited all its member states and all interested organizations to take steps to ensure the full realization of the rights of women. International Women's Year should also be a time to review and evaluate the progress that has been made.

Computer-aided mobile communication system for the RCMP

A mobile system of communication, aided by computer and designed by the Royal Canadian Mounted Police, is destined for British Columbia's Lower Fraser Valley. Canadian General Electric has been awarded a \$3-million contract to supply and install the facility with completion scheduled for early in 1976.

This is Canada's first completely computer-aided dispatch facility and is said to be the world's first to integrate such technology with federal, provincial, municipal and highway patrol police functions. In addition to the day-to-day operational requirements this system will also provide a centralized command and control in case of emergencies.

Post Office tests electric van

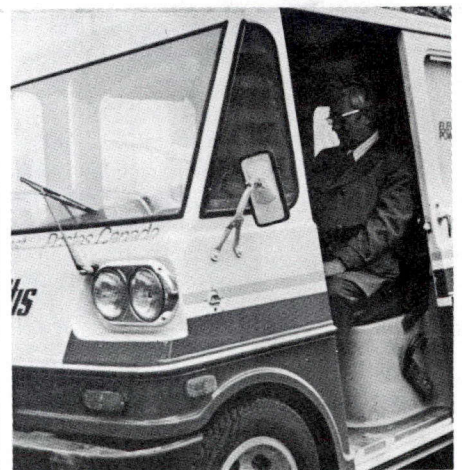
Electric vehicles — EVs — are not exactly something new; they've been in use in Europe for more than 75 years. But they're new as far as the Post Office is concerned. Canada Post is now testing an Otis 114-ton EV on a letter-carrier route in Toronto.

With a top speed of 43 mph and a range of 40 miles, it will never make the Grand Prix circuit. However, this energy-saving, non-polluting vehicle blends with regular traffic as it goes through its trial paces.

The main advantage of an EV is that in this energy-conscious time, it consumes fuels which Canada has in abundance — hydro, coal and uranium. Gasoline supplies are limited and growing increasingly more expensive. In fact, large electric companies predict that by 1983, internal combustion vehicles (ICV's) will have an operating cost double that of EVs.

At present, EVs cannot replace internal combustion vehicles for all tasks. The range between rechargings is short, the hill-climbing ability is limited, and the lead-acid batteries are heavy. Nevertheless, for normal stop-start delivery work on level terrain, the EV seems ideal.

Canada Post's electric delivery van is the only one in the service of the Canadian Government. Keith Fallis, Manager of Canada Post's National Fleet Programs Division, says that the acquisition of this EV is in keeping with the Post Office's aims of selecting vehicles that "embody the best combination of characteristics relating to economy, productivity, safety, air and noise pollution and conservation on non-renewable resources." At the moment, Canada Post is negotiating with American Motors for the possible procurement of as many as five more electrically-powered vehicles.



Jack Belcher, Post Office Fleet Management, looks over the controls of new electric truck. Trials are being conducted to test the feasibility of using such a vehicle on letter-carrier routes.