

Agreement on Niagara River clean-up

In a recent environmental review of the Canada/US border by Canada's Minister of the Environment Tom McMillan and US Environmental Protection Agency Administrator Lee Thomas, the clean-up of the Niagara River was a central issue in the talks which ranged from acid rain to problems of the Great Lakes.

In a joint communiqué, the two officials agreed on the need to achieve significant reductions in the loadings of toxic chemicals in the Niagara River and they committed

their agencies to complete, by July 1, 1987, a technical documentation of the pollution-control measures needed to reduce direct discharges to the river.

Mr. McMillan and Mr. Lee said that it is desirable to establish goals for the reduction of toxic loadings identified in the 1984 Niagara River Toxics Committee Report at the earliest possible date. As an example, they suggested that a 50-per-cent reduction of certain toxic chemicals, taking into account applicable water quality and drink-

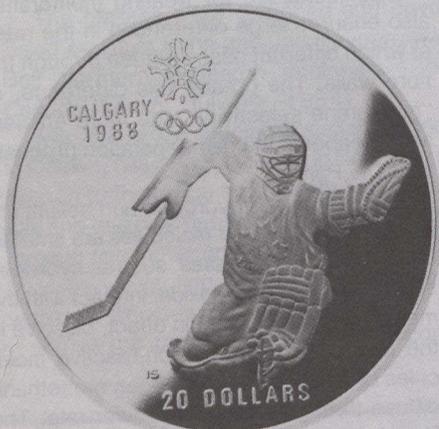
ing water standards, may be achievable by 1995 or sooner.

The two officials also agreed to coordinate the existing chemical pollutant control activities in the Niagara River in both countries; establish a common basis for assessing the toxic chemical loadings to the river; identify priorities for control measures which will reduce these loadings; and evaluate the success of these measures.

Canada and the United States are currently working actively on Niagara River issues. Activities include river monitoring, control of industrial and municipal discharges, proper management and clean-up of dumpsites, identification of chemicals of concern, and co-operation on other technical and scientific issues.

The plan to clean up the Niagara River represents a major effort by the two countries to address a shared toxic chemical pollution problem. It is the top priority for a co-operative approach to solving a problem in the Great Lakes Basin ecosystem.

Coin program for Calgary winter games



Hockey

Ten sterling silver coins portraying winter sports are being issued by the Royal Canadian Mint to commemorate the 1988 Calgary Olympic Winter Games.

The three-year Olympic coin program is titled "The Pursuit of Excellence" to exemplify the dedication of Olympic athletes. The program was set up to support the construction of facilities for the 1988 Olympic Winter Games in Calgary as well as help provide funding for all Olympic athletes.

The coins are being released in pairs at six-month intervals. Downhill skiing and speed skating coins were released in September 1985 followed by the biathlon and hockey coins in February

1986. The series will continue with cross-country skiing and free-style skiing; figure skating and curling; and ski-jumping and bobsled.

The designs were selected from over 200 illustrations submitted by some of Canada's finest artists. Four of the designs – downhill skiing, hockey, cross-country skiing and curling – were designed by Ian Stewart of St. John's, Newfoundland. Toronto artists John Mardon and Raymond Taylor each designed two coins: biathlon and bobsled; and figure skating and ski-jumping. Friedrich Peter of Vancouver, BC and Walter Ott of Ottawa, Ontario were responsible for speed skating and free-style skiing respectively. The obverse of all the coins bears the effigy of Queen Elizabeth II, by Arnold Machin, and the year of issue.

These sterling silver coins have a face value of \$20, the highest face value of any Canadian silver coin. Each coin contains one troy ounce of pure silver and is struck in proof finish only (brilliant background with a frosted relief).

The Olympic coin program is limited to a mintage of five million coins. Of this total, 3.5 million have been allocated for series subscription.

The coins are available in Canada for \$37 each by mail order from the Royal Canadian Mint or from retail outlets. They are also available in more than 20 countries in North America, Europe, Asia and Australia.



Biathlon

Flexi-fuel vehicle tests

Ford of Canada and Shell Canada are working to produce "smart" cars that can tell the difference between gasoline and methanol, and a mixture of the two. The cars will be able to run on both fuels from a common fuel tank.

This year, the flexible fuel system is being tested in up to 20 experimental Ford *Crown Victorias* in Ontario. Both the federal and Ontario governments are helping to finance the \$1.4-million program.

Tests on the flexible fuel system began in 1983 when Ford *Escorts* were fitted with an optical fuel sensor and a modified fuel injection system. As a result of these tests the company expanded the program.

Automatic adjustment

In the current tests, the sensor will automatically adjust the engine to whatever methanol-gasoline fuel mixture is in the tank. An ethanol compatibility study is also planned as part of the program, to determine whether the sensor will also work for ethanol-gasoline mixtures.

A workable flexible-fuel vehicle is expected to be a significant technological development. Cars that could run on gasoline and methanol would help stretch current gasoline supplies, and also help prove that methanol is a feasible, competitive alternative to gasoline. Methanol can be produced from a variety of sources, including natural gas, coal, wood and wood waste.