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## Canadian ambassador in a country of mountains

One of the more formal visits of a Canadian envoy occurred recently, when Ambassador M.M.W. Wood presented his letters of credence to Major-General Juvenal Habyarimana, President of the Republic of Rwanda.

Rwanda, situated in the heart of Africa, like Switzerland is mountainous. Its temperate climate is favourable for agriculture. Included in the peoples of this tiny country, which is the most densely populated on the African continent, are the shortest and tallest races in the world — the Twas pygmies and the Tutsis.

Canada's relations with Rwanda, handled from the embassy in Kinshasa, began in the early Sixties, when Canada helped significantly in the establishment and subsequent operation of the National University of Rwanda. Moreover, this institution was directed, up till 1971, by a Canadian, Rev. Father Georges Henri Lévesque.

Relations, which have expanded between the two countries in economic cooperation, have also become more diversified as a result of mutual and international francophone interests.



*Ambassador M.M.W. Wood, on the presentation of his letters of credence, is greeted by the President of the Republic of Rwanda, Major-General Juvenal Habyarimana.*

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## Monorail for Winnipeg

*F.S. Manor, correspondent for Canadian Scene, wrote the following item, which appears in an edited form below.*

Winnipeg may become the first North American city with a monorail transit system. Thus far, only one city in the world, Wuppertal in West Germany, has an established rapid-transit monorail system serving a substantial area. Not so long ago, to prove both the safety of the system and provide publicity for a visiting circus, the Wuppertal transit manager allowed a young elephant to be transported by a monorail train. Unfortunately, the elephant did not cherish the experience, became alarmed, broke the walls of the train carriage and fell into the water below. Yet the train remained on its rails otherwise undamaged, and so incidentally was the elephant. The only casualty was the transit manager. He was fired.

Winnipeg's Mayor Juba, an admirer of the monorail system, received the provincial government's assurance that it would contribute between 37.5 and 50 per cent of the \$35.6-million cost of the system.

The city hopes to persuade the Federal Government to share some of the balance of the cost, and a Swiss firm has offered to manufacture 85 per cent of the equipment required in Winnipeg.

The railway, to run from the heart of the downtown business district to the University of Manitoba, would serve the rapidly-growing southern suburbs of the city. The monorail's three to five coupled cars would run on rubber wheels along an elevated track at a speed of about 31 miles an hour. Powered by electricity through live rails fixed laterally along the track, the train could carry a maximum of 10,900 passengers an hour.

The problem is whether the Swiss system — which is quite new and hitherto untested — can operate in Winnipeg's severe climatic conditions. Waiting for a bus in 30 degrees Fahrenheit below zero while an Arctic wind whips around and cuts through the thickest of clothing is by no means a pleasant experience, and undoubtedly discourages some people from using public transport.

Today the cost of acquiring the land for a subway system would be prohibitive,

and the purchase of diesel-fuelled buses required to serve the university area would cost almost as much as the monorail system. Monorail, which would keep city streets free for ordinary traffic, and provide comfortable stations, would be both rapid and inexpensive. The city councillors who were presented with the plan by the Swiss company, and offered a demonstration track of 2,000 feet if they agreed to enter into serious negotiations, emerged from a recent session convinced that monorail was the answer to Winnipeg's transit problems.

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## New financial post

Treasury Board President Robert Andras has introduced a bill in the House of Commons to amend the Financial Administration Act aimed at providing for the post of Comptroller General of Canada.

The Comptroller General would be responsible for development of expenditure-control systems and related administrative practices and procedures.