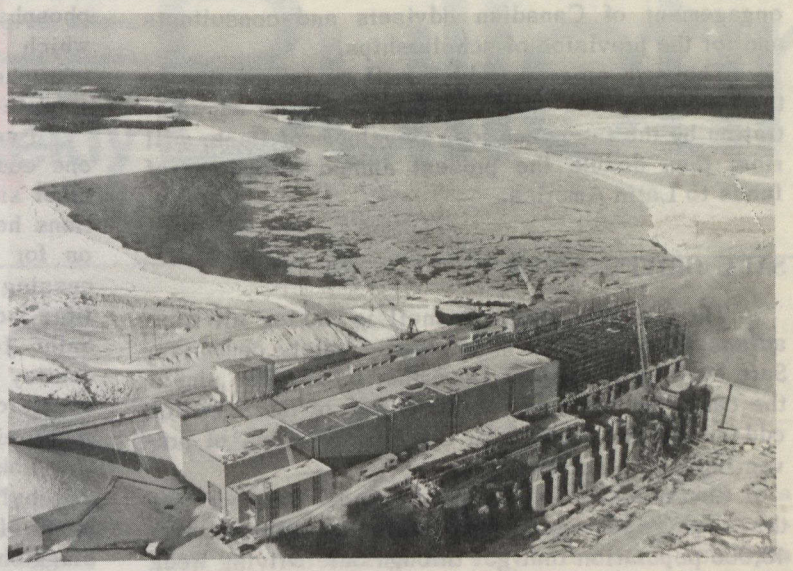
NELSON RIVER DEVELOPMENT

In northern Manitoba, 500 miles from the load centres in the south, Manitoba Hydro is working to harness the Nelson, one of the great rivers of North America. The Nelson, with its tributaries, drains an area of 440,000 square miles, including the 9,400-square-mile expanse of Lake Winnipeg, before emptying into Hudson Bay.

The first phase of the Nelson River scheme includes construction of a 1,200,000-kilowatt station at Kettle Rapids and possibly a control structure at the outlet of Lake Winnipeg to improve flow regulation. Originally, Manitoba Hydro also planned to divert much of the Churchill River (the other one...) into the Nelson some miles upstream from Kettle Rapids. However, the present Manitoba Government has postponed action on this plan and is studying alternatives. Ultimate plans envisaged as many as ten or more generating stations spaced out along the lower section of the river between Lake Winnipeg and Hudson Bay, with a total installed capacity approaching 7 million kilowatts.



The Kettle Rapids station under construction.

The Kettle Rapids station has been under construction since 1966, with the first four of a total of 12 units scheduled to go on line in 1971. The earth and rockfill main dam and its concrete intake structure and spillway will reach 5,200 feet across the river valley and create a net head of about 100 feet. The construction site is two miles from the Hudson Bay railway, northern Manitoba's only land link with the outside world. *(One of a series.)*

RAILWAY PROBLEMS PROBED

The Ministry of Transport, in association with the government of Manitoba, the Metropolitan Corporation of Greater Winnipeg, Canadian National Railways and CP Rail, plan to investigate new approaches and solutions to problems created by railway lines in urban areas by means of a pilot study of the rail problems of Metropolitan Winnipeg.

Blighted areas near rail-yards, traffic hold-ups at grade-crossings and problems caused by trucks seeking access to downtown terminal facilities are examples of the railway problems found in many Canadian cities. These and other situations will be studied in Winnipeg with a view to defining the future role of railways in Canadian cities.

The study will examine the existing Winnipeg network of track in relation to the present and future needs of the railways, conflicts with the city's road system, property values and the effect of railways on the environment. Possible joint use of track, yards and terminals will be investigated and a number of feasible alternative system plans will be developed. The costs and potential benefits will be considered and a recommended Metropolitan Railway Plan will be drawn up to reflect the urban and transportation requirements of Metropolitan Winnipeg.

The first step in the organization of Winnipeg's railways will be acquisition and removal of the Midland Railway by the City of Winnipeg, assisted by a grant and loans from Central Mortgage and Housing Corporation.

TECHNICAL AID TO LATIN AMERICA

Officials of the Canadian International Development Agency are at present visiting Colombia and Peru to initiate preliminary plans for the development of a bilateral technical-assistance program to these countries – the first step in an expanded assistance program for Latin America announced several months ago in the Canadian Government's review of foreign policy.

The first CIDA team was in Colombia from November 15 to 27; the second is visiting Peru from November 27 to December 11. Additional teams are expected to make similar visits to Brazil and Central America early next year.

Team members are examining areas where Canadian technical capabilities may be effectively used, particularly in agriculture, forestry and fisheries, education and community-development needs.

(Over)