

LAW-MAKERS AT C.D. CENTRE

Mr. J. Waldo Monteith, Minister of National Health and Welfare, recently invited members of the Senate and the House of Commons to visit the Canadian Civil Defence College at Arnprior.

Mr. George R. Pearkes, Minister of National Defence, in his capacity as chairman of the Cabinet Committee on Emergency Plans, described government emergency planning to the visitors. R.B. Bryce, Secretary to the Cabinet, spoke on civil emergency planning, and current arrangements for emergency health and welfare services were the subject of an address by Dr. G.F. Davidson, Deputy Minister of Welfare.

A brief tour of training facilities at the College concluded the visit.

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INTERNATIONAL PAYMENTS DEFICIT

Canada's purchases of goods and services from other countries during 1959 exceeded its sales to other countries by a record \$1,460,000,000, up from \$1,085,000,000 in 1958 and slightly above the previous annual peak of \$1,424,000,000 in 1957, according to the quarterly report by the Dominion Bureau of Statistics on the Canadian balance of payments for the final 1959 quarter. The continued recovery in economic activity in Canada and abroad had the effect of enlarging both international income and outgo, in particular outlays for imports of merchandise, income transfers, and other payments for services.

Owing to capital inflows and to accumulated earnings on international investments, Canada's net indebtedness to other countries rose from \$13,500,000,000 at the end of 1958 to about \$15,400,000 at the end of 1959. The main factor in this rise has been the steady growth in long-term investments in Canada, owned by non-residents, which stood at \$20,600,000,000 and \$19,100,000,000 at the end of 1959 and 1958 respectively.

More than half the increase in the deficit for the year was contributed by the enlarged balance from merchandise trade, which rose from \$170,000,000 in 1958 to \$386,000,000 in 1959, as imports climbed faster than exports. At the same time, the deficit from non-merchandise transactions continued the steady growth that has been under way for a number of years. At \$1,074,000,000 in 1959, this deficit made up about three-quarters of the total current deficit, having risen from \$915,000,000 in 1958. At this level in 1959, it was more than double the deficit from the same sources as recently as 1955, and many times the deficit a decade ago.

The rising trend in the deficit on non-merchandise transactions is attributable largely to the continued rapid growth in Canada's indebtedness to other countries and to

the high levels of incomes spent by an enlarged population. More than half this deficit is directly related to Canada's indebtedness abroad and subject to the effects of continued growth. Total interest and dividend payments by Canadians to other countries rose to \$656,000,000 in 1959 from \$586,000,000, and were higher than ever before. Other forms of transfer of investment income added \$100,000,000 in related payments, and there were also larger payments by Canadian subsidiaries to parent companies for services. Net payments on account of these groups of transactions, which are related to Canada's foreign investment position, amounted to well over \$600,000,000 in 1959. The substantial earnings retained in Canada on foreign investments are not included in this figure or the current account.

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HISTORIC LOCOMOTIVE ON SHOW

A giant locomotive that once chugged its way through "roller-coaster" terrain of the Rocky and Selkirk Mountains between Calgary and Revelstoke, British Columbia, has become the newest visitor attraction in the City of Calgary.

It stands on rails at a site in Mewata Park in the central section of the city, facing the mountains it was built to conquer. Adding to the glory of the steamer is a full-scale replica of a pioneer station-house, complete with hardwood benches and pot-bellied stove. The station acts as a tourist information centre and is the headquarters of the Calgary Tourist and Convention Association.

The locomotive is one of the famous "5900's", an engine designed to challenge one of the toughest sections of railway in the world. A total of 35 of these giants were built and were in service on the Canadian Pacific Railway's transcontinental line from 1929 to the early 1950's when they gave way to smaller, more efficient diesels.

The 5900's were the biggest locomotives in the British Commonwealth. The driving wheels are 5 feet, three inches in diameter. The distance from the pilot to the back of the tender is 98 feet while top to bottom height measures 15 feet, six inches.

The loaded weight of the engine in service was 447,000 pounds. The tender weighed an additional 284,000 pounds. An oil burner, the locomotive carried 4,100 Imperial gallons of oil and 1,200 Imperial gallons of water.

The engine on display at Calgary is the "5934", second last of the series to be built. It was obtained by Calgarians through civic funds and public donations and the co-operation of the Canadian Pacific Railway.

Photography platforms are to be erected early this year and will enable visitors to take pictures of the steamer from various points of advantage. The cab will be open to inspection.