products, the production of iron and steel, the development of real estate, the operation of hotels, and the provision of equipment-leasing services.

Transportation Services

Rail

CP Rail operates 16,400 miles of main track extending from the Maritime Provinces to the Pacific coast, and controls another 4,600 miles in the United States. Its equipment includes approximately 73,000 freight cars, 3,800 pieces of service and maintenance equipment, 1,270 diesel locomotives and some 320 passenger-cars.

The railway has developed sophisticated unit-train systems for moving bulk commodities such as coal and sulphur. At Calgary it has one of North America's most advanced automated freight-classification yards to handle rapidly-increasing freight shipments to and from the Pacific coast. It provides "piggyback" service (the movement of highway trailers on railway flatcars) and domestic container service across the country, as well as transcontinental, intercity and commuter-passenger train services.

CP Rail has played a leading role in the development of container traffic in Canada. The railway is a joint owner of Brunterm Limited, a container terminal at Saint John, New Brunswick, and has an investment in the container terminal of CP Ships at Quebec City. The Quebec City terminal has the capability of a weekly "throughput" of about 1,600 containers in each direction.

Shipping

CP Ships was begun at the end of the nineteenth century to provide passenger and freight service for the pioneer railway. Today, CP Ships connects Canada, Britain and continental Europe with regular container services.

In 1968, in recognition of changing trade patterns and market possibilities, CP Ships decided to concentrate its North Atlantic cargo operations on the movement of containers, and it phased out its break-bulk operations by mid-1969.

This development has been followed by the evolution of a multi-modal, land-ocean container service by CP Ships, with regular services between Quebec City, London, Rotterdam and Le Havre.

2