

rights. In 1974 Air Canada, CP Air, Nordair and Pacific Western Airlines were Canada's designated international scheduled carriers.

Pursuant to the provisions of the Transport Act, the commission processes applications for licences for ships to transport goods and/or passengers, for hire or reward, between ports or places in Canada on the Great Lakes and on the Mackenzie and Yukon rivers. Provisions of the act do not apply to the transport of goods in bulk on waters other than the Mackenzie River. Before granting a licence, the commission must determine that the proposed service is and will be required by the present and future public convenience and necessity and, in so doing, may take into consideration any objection provided for in the statute. Tariffs of tolls must be filed and the commission has regulatory powers over tolls for such transport.

The commission, under the terms of the Pilotage Act, is empowered to investigate objections to proposed tariffs of pilotage charges, including the holding of public hearings, and to make recommendations thereon to the appropriate pilotage authority. Under the Shipping Conferences Exemption Act, ocean carriers which are members of a shipping conference are required to file with the commission copies of their agreements, arrangements, contracts, patronage contracts and tariffs. These documents are made available for inspection by any person during regular business hours of the commission.

The commission is also authorized, under the provisions of the St. Lawrence Seaway Authority Act, to consider any complaint filed with respect to unjust discrimination in existing tariffs and to make a finding thereon to be reported to the said authority.

In Canada the coasting laws restrict the operation of ships from one point to another to Canadian or British ships, depending upon the area. In order to enable a ship of any foreign country to engage in such operations, application has to be made to the Minister of National Revenue to obtain a waiver of the coasting laws. The commission is then called upon to advise the minister as to the availability of a suitable Canadian ship.

The CTC also administers subsidies paid by the federal government for maintaining certain coastal and inland shipping services. Table 15.1 shows the net amount of these subsidies paid in 1974-75 as well as the contract subsidies in 1975-76.

Rail transport

15.2

Canadian railway transport is dominated by two transcontinental systems, supplemented by a number of regional railways. The government owned Canadian National Railway System is the country's largest public utility and operates the longest trackage in Canada. It serves all 10 provinces as well as the Great Slave Lake area of the Northwest Territories. In addition it operates a highway transport service, a fleet of coastal steamships, a chain of large hotels and resorts, a telecommunications service, and, as an autonomous subsidiary (Air Canada), a scheduled Canadian and international air service. Canadian Pacific Limited is a joint-stock corporation operating a railway service in eight provinces. Similar to and competitive with the Canadian National Railway System, it is a multi-transport organization with a fleet of inland and ocean-going vessels as well as coastal vessels, a fleet of trucks, a chain of year-round and resort hotels, a telecommunications service, and a domestic and foreign airline service. Through a major subsidiary, Canadian Pacific Investments Limited, important interests are held in mining (e.g. Cominco Ltd.), oil and gas, forest products, real estate and related operations, hotel and food services, and steel production and associated services. The British Columbia Railway operates over a 1,000-mile (1 600 km) route from North Vancouver to Fort Nelson in northeastern British Columbia. The Northern Alberta Railway, jointly owned by CP and CN, serves the area north of Edmonton with a 900-mile (1 400 km) system. Northern Ontario is served by