

ports of the water-borne coal consigned to competitive points in both Quebec and Ontario, and in respect of cost to shippers being transported at a reduction of 1/5 of a cent per ton per mile less than the regular rail freight rate.

For New Brunswick coals a blanket rate of \$2.10 per ton to all points in the Province of Quebec was provided for, to be effective during the season when navigation is closed on the St. Lawrence.

Before the test rates were authorized transportation of Maritime coals to Central Canada was practically confined to the season of the year when the St. Lawrence was open for navigation, that is there was little or no winter movement. The \$3.00 test rate, applicable during the winter months, has aided materially toward avoiding seasonal interruption in transportation and has had a consequent beneficial bearing on industrial conditions at the mines.

The assistance to rail shipments inland from St. Lawrence ports has opened to Nova Scotia a wider range of distribution in Quebec and Ontario than they have had at any previous time. New industrial markets have been secured, for instance those in the mining sections of the northerly parts of Quebec, and at many points in both provinces where formerly United States coals held an advantage in competition.

SHIPMENTS OF COAL FROM MARITIME PROVINCES
UNDER TEST MOVEMENTS.

Under Section "A" of the Order in Council
shipments wholly by rail

	Tons Moved
Winter season of 1928 - 29	85,812
" " " 1929 - 30	65,000
Total to date	150,812

Nova Scotia coal 85,718 tons, New Brunswick coal 94 tons.

Under Section "B" of the Order in Council
(rail shipments inland from St. Lawrence
ports at reduced rate of 1/5 of a cent
per ton per mile.)