

ARTICLES OF COMMERCE.	FROM.	TOWARDS.	TONS.	AUTHORITY.
<i>Products of the Quarry.</i> —Olive, grey and brown freestone.	Dorchester, Hope- well, Harvey, St. Ma- ry's Bay, Wood Point, St. George, Charlotte, St. John County, Londonderry Mines, Five Islands and Mi- nuidie.	Brought forward.. Quebec, Montreal, To- ronto, and all cities and towns of the western provinces.	445,000	Hon. J. W. Law- rence. Hon. J. Boyd. Hon. R. B. Dickey
Red granite. Grag granite. Iron, marble, lime, grindstones, scythe and whet stones and ore.		Total tons..	50,000	
Plaster (gypsum) in the rough, used as a fertilizer, and manufactured calcined plaster.	Windsor, Martin's Head, Hillsboro, Shepody.	To Ontario and the West.	40,000	J. G. Tompkin. W. Elder, M.P.P.
<i>Merchandise, Manufactures and Supplies.</i> —Being the return propeller cargoes in exchange for lumber from North Shore N. B., N. S., and Quebec, and agricultural products of P. E. Island.	United States, St. John, and Bay of Fundy ports.	To Quebec and all Gulf ports.	Total tons..	Hon. J. Young, Chamber of Commerce, St. John. J. Pickard, M. P.
<i>* Miscellaneous.</i> —The fishing fleets with bait and supplies, and other cargo, ves- sels seeking cargoes, steamers, tugs, smacks and small craft.	Outfitted in Bay of Fundy or St. John.	For the Gulf Fisheries, Labrador, Anticosti, Bay Chaleur, Gaspe Basin.	65,000	Hon. J. W. Law- rence. Senator Dickey.
		Total tons..	30,000	
		Grand Total..	600,000	

**This item will be considerably increased when the fishery question is settled with the United States.*

EXTRACT FROM THE REPORT OF SIR JOHN FOWLER, K. C. M. G., C. E.

"The information obtained by my partner, Mr. B. Baker, when inspecting the site of the proposed works in October last, enables me to confirm the opinion I have from time to time expressed as to the entire practicability of the proposed Ship Railway, and the Hydraulic Lifts and Docks connected therewith, and the fitness of the designs to effect the object of the undertaking.

"The lifting of vessels with cargoes is now of common practice, with even double the tonnage contemplated to be transported on your Railway, without doing any injury or subjecting the vessels to any strain beyond what they were designed to withstand in the ocean.

"It is a great advantage to have found a straight line coupled with very favorable gradients. With the slow speed contemplated, the substantial design of the permanent way and all the various works, the cost of working expenses must necessarily be very moderate.

"With regard to the time within which the entire works can be completed, I am of opinion that the entire undertaking can be carried out within 2½ years from the commencement, the machinery being finished and in operation some months earlier.

"I am, Gentlemen, your obedient Servant,

"(Signed)

JOHN FOWLER.

"To the Directors of the Chignecto Marine Transport
Railway Company, Limited."

"The views of Sir John Fowler are entirely supported by Mr. Collingwood Schreiber, the Chief Engineer of Canadian Government Railways, who, in his Report to the Secretary of the Department of Railways and Canals, refers to the proposal of this undertaking as follows: 'This project I consider quite practicable; the construction of a substantial Ship Railway * * * being, in my opinion, a mere matter of cost, which, there is no doubt, can be accomplished with skill and money.'—*Report of Mr. Collingwood Schreiber.*