

A direct communication between the West and Liverpool would also secure a large export trade to that port in staves and square oak timber which, in consequence of the expense of transportation, cannot now be carried on. Ornamental timber, such as walnut, butternut, bird-eye-maple, &c., suitable for house furniture and cabinet ware, might also be largely exported to Britain and Europe. Taking all these sources of supply and markets into consideration, it would be quite reasonable to reckon on a lumber traffic of five or six hundred thousand tons, in the year 1875.

COAL AND SALT TRADE.

The supply of Coal and Salt for western consumption, will form important items in the carrying trade, as Oswego is much nearer the sources of production of these commodities than Buffalo, whence they are now mainly shipped. The western consumption of coal is chiefly Anthracite, which is not obtainable nearer than Scranton, at the eastern extremity of Pennsylvania and nearly due south from Oswego, whence there is both canal and rail communications.

Syracuse, the chief source of salt supply is only 36 miles, by canal, from Oswego, while it is now carried 150 miles farther to Buffalo for shipment. It may be said that salt is obtainable much nearer to the markets of the West, but it must be remembered that the cost of carriage, on such cheap and bulky commodities as Coal and Salt goes to make up their chief market value, and carriage may always be had the cheapest on established lines of traffic. The fact that vessels taking cargoes of grain to Oswego, for local or eastern markets, could afford to take back Coal or Salt at nearly nominal rates (if necessary) is sufficient to secure the supply of those articles to that port.

The Chicago Board of Trade statistics shew the imports, there, of Coal and Salt, by lake, to have been as follows:

Coal, 1863	244,624 Tons.
1864	251,038
1865	288,771
1866	378,731
Salt, 1866	199,789 Tons.