

ten days. The Lumber required for the Eastern Market is then transferred to the Rail at Burlington, that for the South proceeds by Canal to Troy. With your Railway in operation, Sawed Lumber could be laid down at almost any point in Vermont, New Hampshire or Massachusetts, in four days from Bytown, with but one trans-shipment, (at Prescott.) Southern New York is fast stretching out her iron arms to connect with the Ogdensburgh road at Rouse's Point. With this junction effected, your Lumber could also be delivered in Troy or Albany in half the time it now takes to reach Whitehall. The tariff on sawed lumber over the Ogdensburgh Road is \$2.50 per M. feet, board measure, allowing for your Road \$1.50, including the trans-shipment at Prescott, would make the through freight from Bytown to Lake Champlain \$4 per 1000 feet, at which rate, in the article of *Seasoned Clear Lumber* at least, you could very well compete with the water route. The facilities for bringing Lumber to the St. Lawrence should open to you other channels for this branch of trade than those to which it is now confined. Oswego would be likely to take large quantities to be sent through the Erie Canal for the supply of the numberless fishing towns along that great commercial highway. I deem it not impossible, even, that an important trade in this line might be established with the towns upon Lake Erie, and even further West. The Schooners bearing the products of the Western States to the Ogdensburgh Railroad, have generally to return in "ballast"—and are therefore glad to get any kind of heavy freight to take back at almost any rates that will pay cost. In this way the sand stone from the Potsdam quarries, in the vicinity of the Ogdensburgh Road, is sent in such quantities to Cleveland, Chicago and elsewhere on the upper Lakes, for *flagging*, as to form quite an important item of way-trade to the Railway. This stone has been carried to Cleveland, in its manufactured state, for 75 cents the ton. Why might not the Lumber of the Ottawa be sent in the same way, to contribute to the growth of these ever increasing cities of the Far West?

In view of all these probabilities of a vast and rapid increase in this branch of Commerce, it is hardly presuming too much to suppose that the annual exports to the United States will in three years from now have reached to forty millions feet, board measure; and assuming that but one half of this quantity—twenty millions—is