

**WOODSTOCK BOARD OF TRADE ENDORSES THE POLICY TO
DEVELOP NEW ONTARIO BY THE CONSTRUCTION OF
LONGITUDINAL RAILWAYS NORTHWARDS
TOWARDS HUDSON BAY.**

After full discussion, a resolution urging the Ontario Government to grant 7,400 acres per mile to the Company, subject to such conditions as they may deem proper, was unanimously adopted.

A further resolution, urging that the usual Dominion subsidy be granted to the Company, was also unanimously adopted.

COPPER RESOURCES SHOULD BE DEVELOPED.

If the plant of the Algoma Steel Company was in continuous operation they would receive bounties amounting to \$600,000 a year and \$840,000 more each year from the railway companies than is now paid for imported rails. There is no bounty or protection on copper.

The copper refinery would be as important in securing the development of the copper resources as the steel plant at Sault Ste. Marie is in securing the development of the iron ore deposits.

The copper mines have greater possibilities, as their product can be shipped to the markets of the world.

The Dominion subsidy for the 400 miles only amounts to \$1,280,000, which does not equal the assistance given the Algoma Steel Company each and every year during a limited period.

Canada expended over \$3,550,938 on the Sault Ste. Marie Canal so that her shipping interests might be independent of the United States.

Why should not Ontario's copper mining interests be placed on a proper national basis?

THE COLONIZATION RAILWAY IS A SOURCE OF REVENUE

The custom's receipts at the Sault Ste. Marie Port increased from \$45,000 in 1898 to \$450,000 in 1901 and \$469,000 in 1902.

In Minnesota colonization railways were granted forty-five per centum of the area of the State, amounting to 20,000,000 acres. Her population increased as fast as that of all Canada.