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**EIGHTEENTH YEAR**

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Windsor and Detroit Workmen and their Business as if the Corridor.

Windsor, Ont., Feb. 27.—Members of the Windsor and Detroit Workmen's Union are inclined to offset the additional numbers of laborers who cross over from Windsor to Detroit by the same route who cross from Detroit to Windsor. One member of the Windsor branch of the union, who crossed from Windsor to Detroit this morning, he did so and no less than 79 men who came from Windsor to be employed in Walkerville. There were only five persons who went from Walkerville to Windsor. This count is considered authentic as the mechanics who cross from Windsor to Detroit are employed in the Malleable Iron Works at Walkerville. The Malleable Iron Works will not retaliate. It cannot engage enough men from Windsor to employ in Walkerville. This count is considered authentic as the mechanics who cross from Windsor to Detroit are employed in the Malleable Iron Works at Walkerville. The Malleable Iron Works will not retaliate. It cannot engage enough men from Windsor to employ in Walkerville.

**That is What The Globe is Doing Nowdays.**

**MONOPOLIES DENOUNCED.**

The Globe's Many Powerful Invections Against the C.P.R.

**THE GLOBE'S PROPOSAL TO GIVE THE C.P.R. A MONOPOLY OF THE CROW'S NEST RAILWAY**

The Globe's proposal to give the C.P.R. a monopoly of the Crow's Nest Railway is to be found in the columns of The Globe itself. These arguments were advanced by The Globe prior to the time that The Globe's editorial department arrived at an understanding with Sir William Van Horne. It is needless to say that none of them have been resurrected by The Globe to show why the proposed Crow's Nest Railway deal should be completed. The following extracts from very amusing readings when contrasted with the editorials that have appeared in The Globe from time to time during the past few months.

**Railway Monopoly Very Injurious.**

When the Dominion Government disallowed the Act of the Manitoba Legislature authorizing the construction of the Red River Valley Railway and denying to the people of Manitoba the privilege of competition in freight rates, The Globe on April 18, 1887, in a leading article championed the cause of the farmers of the Northwest as follows:

"Of course there is a shadow of excuse for the Government to use the veto on behalf of the legal monopoly in Manitoba; its contract was secured on the strength of Sir John Macdonald's railway monopoly is certainly very injurious to the people of the Northwest. Tupper distinctly promised in 1878 that the veto would not be used against all but after the completion of the C.P.R. round the north shore of Lake Superior. The Liberal party in the Province once more—if they fall once more—why so much blame to the voters of Manitoba."

Canada Has Not Enough of the C.P.R.

On May 6, 1887, The Globe, in dealing with the proposed subsidies for a steamship line, would be sure to distinguish Canadians to yield gratuitously to Washington. The British and Canadian Governments united to make a present of the sure tax payers of the C.P.R. Surely Canada has done enough for that corporation without giving its friends with the price of Canadian fisheries and Canadian digestion.

**Reasonable Railroad Competition.**

Again on May 27, 1887, commenting on "The Disallowance of the Globe" said: "Had Manitoba only been true to herself in February last, when she refused to give to the Dominion Government not to persist in its refusal to allow reasonable railroad competition."

**The "Gambler's Blame."**

The Globe on Dec. 28, 1887, under the heading "Folly of Disallowance" said: "It is not because Manitoba is a gambling province, but because we take straight issue with the Government on the general interest of the Dominion. It may possibly be in the interest of the Dominion that this might well be doubted if it were not for Mr. Van Horne's actions and since that the American railroads and the Grand Trunk will take the Manitoba traffic if admitted to compete. It is that that is the real issue. It is not that the Dominion is to be shown that Manitoba and the Northwest would gain by the abandonment of the disallowance policy. The American railroads and the Grand Trunk could take the traffic. How can they carry goods or passengers for less than a railway that is controlled by a few handsome fortunes for the benefit of a few individuals? It is not that the Canadian Pacific Railway has a large property in the Northwest lands and possessing a railway paid for by the public, would be inclined to ever would add greatly to the population, wealth and contentment of the Northwest."

"But the subsidized magnates should know their own business best. They say that railway competition would injure their interest. Plainly that could only happen as a result of the Northwest people getting better and cheaper railway service than they have now. That would be immensely to the advantage of the people. The question is whether the Dominion is bound up with that of the people of the Northwest or with that of the monopoly railway company."

"It is perfectly absurd to allege that the Northwest provinces have any common interest with the C.P.R. Company that can be compared in importance with the interest that they have in common with the people of the Northwest."

"A small hall would hold all the people in Ontario, Quebec and the Maritime Provinces who are interested in the competition of American railroads or the Grand Trunk against the C.P.R. Company for Northwest traffic."

"A handful of railway magnates, already housed palatially at the public cost, are perhaps half a dozen spoon-fed manufacturers who have an common interest with the C.P.R. Co. The great bulk of the manufacturers who ship to Manitoba would clearly

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**WILL GUNNAR GIVE UP?**

Asked to Hand Territory Over to the U. S.

**SUMMIT OF MT. ST. ELIAS**

Now Said to be Two and a Half Miles in on Canadian Territory.

**Question is Asked, Why Should Canada Surrender Any of Her Own Territory to a Foreign Country?**

Understand 7—This Will be a Matter for Parliament to Consider Before Ratifying the Boundary Treaty Just Signed on Behalf of Canada by Sir Julian Pancoate—How the Work is Done.

Ottawa, Feb. 28.—(Special)—An examination of the treaty just signed at Washington by Sir Julian Pancoate and Mr. Secretary Olney for the delimitation of the boundary between the Northwest Territories and Alaska makes a surprising discovery. It is well known, the 131st meridian of west longitude is, by treaty, the line of demarcation between British and American territory in the far northwest of this continent. According to the surveys made jointly by Canada and the United States, the position of the line is, however, in an United States soil. In place of defining the boundary on the 131st meridian, the treaty provides that the line shall be run northward from the summit of Mount St. Elias for 20 miles to the 60th parallel of north latitude, giving to the United States a strip of territory 24 miles wide at the summit and running northward for 20 miles gradually narrowing until it strikes the 60th parallel. It is pointed out that there may be unexplored wealth. Why, then, should Canada concede this territory to the United States? boundary questions have arisen between Canada and the United States. This country has generally come out of the small end of the horn, as for instance in regard to the boundary between Maine and New Brunswick, and the "Northwest Angle." It may be contended that the United States has, as an initial point from which to run the boundary, would be more than 24 miles east of the 131st meridian. At another point, the distance appears to be absolutely unnecessary. This is a defect in the treaty, in regard to which the Canadian Parliament should speak with no uncertain sound.

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**EIGHT PAGES—MONDAY MORNING MARCH 1 1897—EIGHT PAGES**

**IN LOW SPIRITS.**



THE POLITICAL MRS. GUMMIDGE: I'm a lone, lorn creature, and everything goes contrary with me.

MR. PEGGOTTY TUPPER: Cheer up, mawther. (Aside) She's been thinkin' of the old un.

**IS THIS ONLY A BLUE**

To Draw The Eye of the Public Off The Globe?

**THE CROW'S NEST RAILROAD**

May Not Be Built for Ten Years, Says a Cabinet Minister.

**Who Appears to Take No Stock in the Desire to Develop the Mineral Resources of British Columbia—Cabinet Seems to be Afloat of Handling the Matter—Notes of Interest to Military Men Regarding the New Rifles—Trade Returns for Seven Months—General News From the Capital.**

Ottawa, Feb. 28.—(Special)—The Cabinet had a long sitting yesterday afternoon, but contrary to expectations the Crow's Nest Railway matter did not come up, the report of the sub-committee of the Cabinet not being quite ready for presentation. The seasonal program was under consideration, the chief measure discussed being the bill to wipe out the present Franchise Act.

In ministerial circles the impression is growing that the Government may be inclined to a railway through the Crow's Nest Railway matter this year or for some time to come.

Conversing with one of the Ministers yesterday he stated that he was practically sure that the Government would not spend fifteen or twenty millions on a railway through the Crow's Nest which would be a dead weight on the Government's back. He pointed out that instead of considering the Crow's Nest as a railway through the Crow's Nest which would be a dead weight on the Government's back, it would be a railway through the Crow's Nest which would be a dead weight on the Government's back.

**AND YET THEY FIGHT.**

Warships Cannot Keep the Combatants Apart.

**MOSLEMS WERE DEFEATED**

In a Skirmish That Took Place Near Ganea on Saturday.

A frustrated attempt on the part of the Turkish troops to re-visit the block house where the Turkish garrison has been blockaded for a number of days. The Moslems made a sortie, but the insurgents were prepared for just such a move and struck the party furiously, finally driving them back. During the fighting a heavy fire was directed upon the Christians from the Turkish arsenal in Ganea. It had, however, very little effect, and the Christians still maintain the position held by them prior to the fight.

Further fighting has occurred in the vicinity of Heraklion. Here the insurgents under Korakas repulsed the Turkish forces. The new military Governor, arrived here to-day and paid visits to the several companies of British troops in the island. He is pretty certain that the situation is becoming more desperate. The Turkish troops are very numerous in the island, and the insurgents are becoming more desperate. The Turkish troops are very numerous in the island, and the insurgents are becoming more desperate.

**THE DRAWING ROOM.**

Mr. Robert Dobson that the Man Who Ruined Her Reputation and the Jury Acquits Her.

Harrisville, Mich., Feb. 27.—Mrs. Robert Dobson was yesterday acquitted of the charge of murdering her husband. The jury found her guilty of the murder of James Anderson in a Bay City hotel, who she was charged with poisoning. The case was heard in the Circuit Court here yesterday. The jury was composed of six men, three from each county, and they deliberated for some time before reaching a verdict. The case was one of the most sensational in the history of the State.

**THE TRADE RETURNS.**

The Canada Gazette returns for the seven months ending January 31st. The imports for the period were valued at \$46,844,765, or a decrease for the period of \$1,270,151. The duty collected was \$11,345,773, or a decrease of \$814,215 in revenue. Exports for the period were valued at \$46,844,765, or a decrease for the period of \$1,270,151. The duty collected was \$11,345,773, or a decrease of \$814,215 in revenue.

**WHAT MR. SUTHERLAND SAYS.**

Hugh Sutherland, ex-M.P., is here. He has had considerable correspondence with the Department of the Interior in regard to the vessel to be sent to Hudson Bay, suggesting the employment of six military companies to guard the vessel. Mr. Sutherland has been engaged for months past in looking after the property in the Slocan region, and is said to have been fortunate in securing a large amount of the best silver mines in that district.

**THE GAMBLES.**

The first levee at St. James' Palace, held by the Prince of Wales, was a stately affair. The Prince and Princess were accompanied by a large number of guests. The evening was spent in a most enjoyable manner. The Prince and Princess were accompanied by a large number of guests. The evening was spent in a most enjoyable manner.

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