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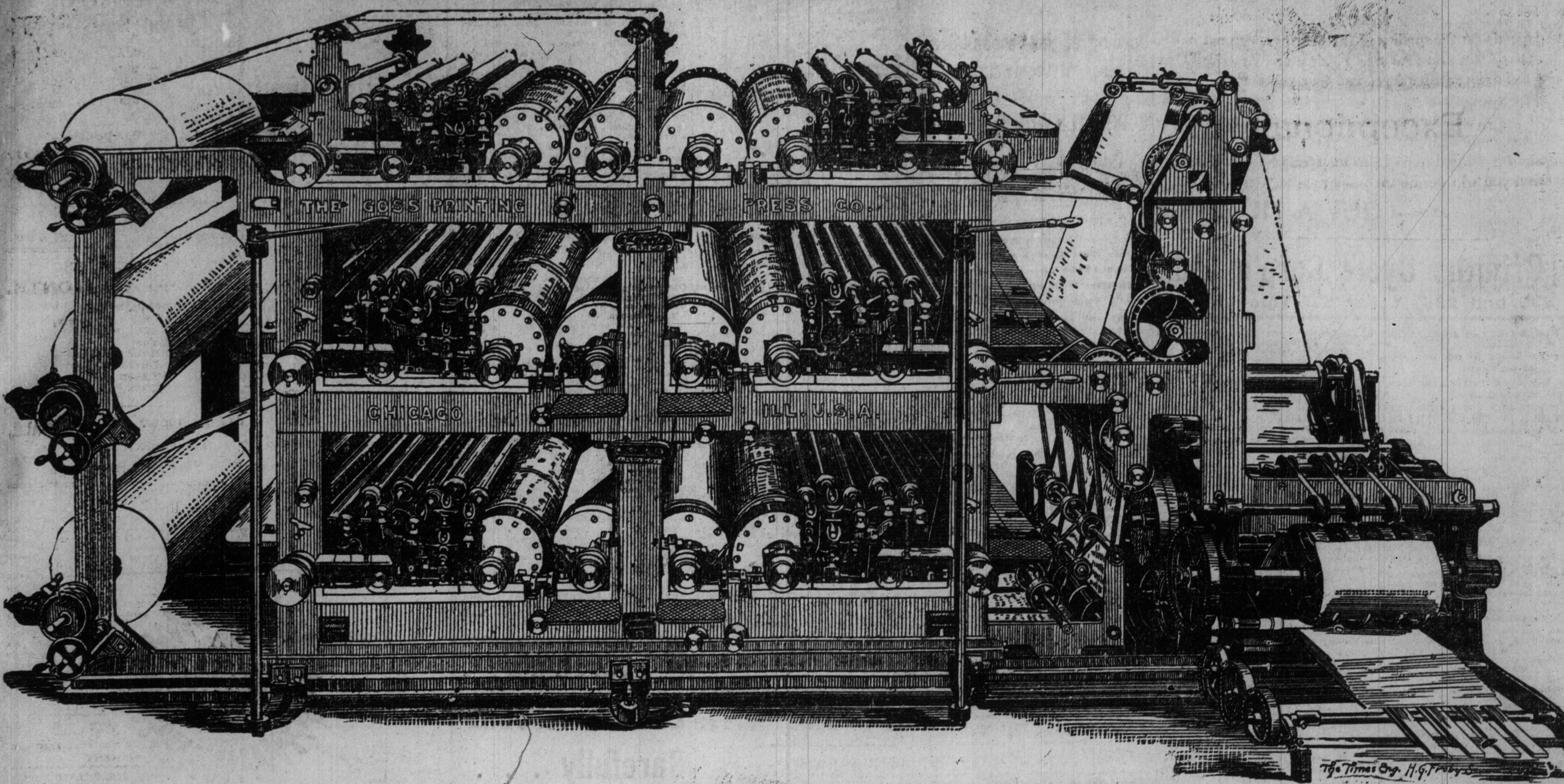
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A PORTRAIT OF MR. LAURIER

Splendid Life-Size Oil Painting Presented

BY FRIENDS IN MONTREAL

The Premier Went Down Yesterday on Purpose to Receive It.

In Receiving the Portrait Mr. Laurier

Warned His Friends Against a Feeling

of Over-secure—He Said Their Work

Was Only Begun—Mr. Flynn Will

Tender the Resignation of His Govern-

ment to Sir Adolph Chapleau—Council

of Public Instruction to Be Abolished—

Another Loss to the Conservatives.

Montreal, May 21.—(Special).—Hon.

Mr. Laurier came down from Ottawa to-

day to accept a splendid life-size oil

painting of himself, which had been sub-

scribed for by the Premier's political

friends. Hon. Horace Archambault

read an address to three Premier, who

was referred to as one of golden heart

and silver tongue, and the address also

alluded to the Premier's recent political

successes.

In his reply, the leader said: I have

had certain successes, owing to my good

friends, but I must warn all here against

a false feeling of over security. Do not

think, because we are in power at Ot-

tawa and Quebec, that our work is done

I regret to say to you that it has only

just begun.

He also referred to that feeling which

used to predominate in this province,

viz.: That there could be no balance be-

tween religion and liberty. They thought

it dangerous and impossible, said the

Premier, but now it has been proved to

be not dangerous, but really indispen-

sable. He continued by saying that he

had devoted the better part of his life

in promoting good feeling and harmony

between the different races and creeds,

and declared that he had lived to see

the dawn of a better day for Canada.

Mr. Flynn's Resignation.

To-morrow Hon. E. J. Flynn will

hand in the Quebec Government's resig-

nation to Sir Adolph Chapleau, and on

Monday Hon. Felix Marchand, dining

with the Governor at Spencerwood, will

be asked by His Honor to form a new

Instruction will be abolished at the next session of the Legislature and a Department of Education, with a responsible Minister at its head, substituted in its stead. It is said in some quarters that Hon. Mr. Marchand will himself take the portfolio of Education. At the last meeting of the Council of Public Instruction it was decided to create a Central Board of Examiners to see that none but competent teachers were employed, and that no one under 18 years be accorded a license, and finally that school commissioners must know how to read and write.

Conservatives Lost One.
The Conservative Opposition in the Legislature lost one of their men to-day, a recent giving the Two Mountains seat to Mr. Champagne, Liberal. It is also quite likely that the judge will declare Robert Bickerdike elected in St. Antoine division, as he is 16 votes ahead.

FAST ATLANTIC LINE.

Continued From Page 1.

ed that one of the placards posted all over the constituencies of Selkirk during the general election was "Vote for Richardson and Free Implements." He asked how the Patrons would be able to reconcile their acts in the House in supporting the present tariff, with the promises which they had made to the constituents. Evidently they had fallen victims to the bewitching attractions of social life in Ottawa. Mr. Davis showed the records of Parliament that he had pursued a consistent course in endeavoring to secure the removal of the burdens of taxation from the shoulders of the farmers of the Northwest.

There was no reply to these observations.

The House in Supply.

The House then went into Committee of Supply. On the Collingwood harbor appropriation of \$80,000, Mr. Bennett said he desired to see the different ports in Canada get fair play. The Government proposed to spend a large sum at Collingwood and not a penny at Midland. He asked what was the nature of the work that was to be done at Collingwood.

Mr. Tarte said that a contract had been entered into with Boone & Armstrong of Toronto, for \$144,000 to dredge a channel 4000 feet long and 450 feet wide; 2000 feet of outside harbor would be dredged to a depth of 20 feet and 2000 feet in the inside harbor to a depth of 18 feet. He promised that the dredges would go to Midland.

Mr. Bennett said that such a large expenditure for a mere trench for vessels to be towed in merited public condemnation. There were natural harbors all along the coast and the Government was asked to spend \$150,000 on what was nothing more than a trench. He asked when the dredging was completed what the Government proposed to do further.

Mr. Tarte said the hon. gentleman had not been quite fair. The matter had been initiated by the late Government, although his department had awarded the contract. The dredging would be carried out, and the Minister added, "Later on we shall see."

Mr. Bennett said there was evidently a big scheme behind all this to send a quarter-million dollars at Collingwood. He asked if the contractors had been allowed to bring their dredging plant from the United States free.

Mr. Tarte replied in the negative.

Mr. Bennett asked Mr. Patterson if he could give any information on the point.

Black Rod Interrupted.

Mr. Patterson replied that he understood there was an application from the firm, but he did not remember the particulars. He would be glad to give the information later.

At this point the proceedings were interrupted by Black Rod entering and

summoning the Commons to the Upper House to hear the Governor-General's assent to a number of bills.

Mr. Bennett, resuming the discussion, strongly reproached the Government for permitting American dredges to enter Canada free, while Canadian dredges were being idle on the Upper Lakes.

Dr. Sprague objected to Mr. Bennett's remarks respecting Collingwood harbor. He thought the expenditure well justified.

Mr. McCarthy, who had entered, took up the discussion. He said he understood the present contract was all that was to be done. The town of Collingwood was giving \$25,000 towards this work.

Mr. Bennett asked the Minister if he had not made a mistake in stating depths. Should not the outer channel be 18 feet, and the inside one 20 feet?

Mr. Tarte: Well, of course, it should be the other way. Collingwood people would not be satisfied with the simple dredging of the channel, mistaken the negotiations with the town of Collingwood. All that was wanted was an entrance to the harbor. He hoped both the town authorities and the Grand Trunk Railway, who were parties to the arrangement, would be kept to it.

The item was then passed.

On the vote for Owen Sound harbor \$35,000, Mr. Tarte told Mr. Bennett that dredging would be done by day work at the rate of \$8 a day.

The first thing after recess in the evening Sir Richard made an important announcement.

"Before we proceed with the business of the evening, I may mention, for the information of the hon. leader of the Opposition, that we did receive this afternoon a formal communication from Her Majesty's Government to the effect that they approved of the arrangements for the fast Atlantic line."

"Is the hon. gentleman in a position to say generally what the terms of the arrangement are?" asked Sir Charles Tupper.

Sir Richard, by way of reply, said: "The arrangement is that the Government will pay \$250,000, or thereabouts, to be paid by Her Majesty's Government." Mr. Richard further promised to lay before the House at the earliest possible moment the contract and the details.

Third Readings.

The following bills were read a third time and passed:

To incorporate the Winnipeg, Dalhart and Hudson Bay Railway Company—Mr. Macdonell.

Respecting the Manitoba and South-eastern Railway—Mr. Landerkin.

Respecting the Lake Superior and Lake Huron Railway—Mr. Belcourt.

To incorporate the Minden and North-western Railway Company—Mr. McHugh.

Respecting the Temiscouata Railway Company—Mr. Domyville.

Respecting the St. Lawrence and Adirondack Railway Company—Mr. Bergeron.

To incorporate the Kaslo and Lardo, Duncan Railway Company—Mr. Bos- tock.

Respecting the Quebec Bridge Company—Mr. Landerkin.

Respecting the North American Life Assurance Company—Mr. Lount.

Respecting the SunLife Insurance Co., Canada—Mr. Rosamond.

Respecting the Canadian Fire Insurance Company—Mr. Landerkin.

Owen Sound Dredging.

Resuming discussion of the Owen Sound appropriation for dredging, Mr. Bennett endeavored but ineffectually to get an unequivocal reply from Mr. Tarte as to whether Mr. J. A. Barron was connected up with this contract. The item finally passed, as did those for dredging in the Maritime Provinces, promising considerable extra dredging, and subsequently accepting the very cordial invitation of Opposition members to visit those districts during the sum-

mer. They promised him a good time, if not a jamboree.

The roads and bridges appropriation for the "Washington" of the North- west, a decrease of \$35,000, passed without comment.

Monument to Alex. Mackenzie.

Then the vote of \$5000 for a monument on Parliament Hill to Alexander Mackenzie came up. Sir Charles Tupper arose and expressed the great pleasure it afforded him to support an appropriation to perpetuate the memory of that great man, although his life and services were such as would live forever in the memory of a statue of marble or bronze. It gave him extreme gratification, however, to endorse the proposal to erect to Mr. Mackenzie's memory a monument that should have been erected long ago. [Applause.]

Sir Richard Cartwright assured the committee in turn that it gave him great pleasure to hear the leader of the Opposition refer to his late friend, Mr. Mackenzie, and he felt sure that in expressing the feeling of all men now that the echoes of party strife have passed away. Indeed, long before Mr. Mackenzie's death the impression was general that the man who had done so much for the country, and many things had since transpired which showed how clear an insight he had even then into events that had since transpired. "I feel," said Sir Richard, in conclusion, "that the honorable gentleman has done himself and his party credit by the manner in which he has to-night expressed his appreciation of the work of Alexander Mackenzie." [Applause.]

With this the item passed.

Mr. Clarke asked as to the reductions in the Toronto postoffice, which Mr. Mulock explained were to the transfer of Mr. Croker to the railway mail service and the abolition of a clerkship by the death of Mr. Whitelocks.

After a few other items passed, the committee rose and reported the House adjourned at 10:55 p.m.

TRADE IN CANADA.

Bradstreet's Report Says Seeding Conditions in Ontario Are Favorable—Manufacturers Are Cautious.

New York, May 21.—Bradstreet's to-morrow will say: Seeding conditions in the Province of Ontario are favorable and the grain acreage there will be increased. General trade is dull at Montreal, as proposed amendments to the new tariff have not been settled, and manufacturers prefer to go slowly. Farming operations have been interfered with by wet and cold weather in the Province of Quebec, as well as in Nova Scotia. Business is somewhat improved at Halifax and in Prince Edward Island. There is only a moderate volume of business at St. John, N. B. Bank clearings at Winnipeg, Hamilton, Toronto, Montreal and Halifax this week amount to \$21,088,000, compared with \$22,237,000 last week, and with \$19,821,000 in the week last year. There are 21 business failures reported for the Dominion of Canada this week, compared with 31 last week, 28 in the week a year ago and 25 two years ago.

Another Newspaper Change.

The Owen Sound Sun has changed hands. Mr. James A. Tucker, B.A., who has so ably filled the post of editor of the Times, and Mr. J. Conroy, who has been the paper from Mr. Pratt, its late proprietor. In such competent hands the Sun will, without doubt, not only retain its present patrons, but make many new friends. It is a capital paper, and deserves increased success.

Would Not Be Coerced.

Dickering News.

In our column the result of the vote can be attributed more truly to the attempt at coercion of the masses than to any other source. People nowadays are doing their own thinking as a rule.

J. B. Stouffer, druggist, was fined \$2 in yesterday's Police Court for selling chewing gum to a boy on Sunday. This is Mr. Stouffer's second experience of this kind.

THE TRAINMEN'S CONVENTION

Fifth Day's Proceedings of the Brotherhood.

MORE IMPORTANT CHANGES

Age of Admission Is Reduced From Twenty-One to Eighteen

Owing to the Large Number of Young Men Who Wish to Join the Brotherhood—

Experience Six Months' Railroadwork—

—Hitherto It Has Been at Twelve Months—

—Competitors for Next Year's Convention—Last Night's Ball and Supper in the Pavilion.

The railroad men transacted a very considerable amount of business at the fifth day's session of the convention yesterday.

This convention is fast becoming notable for the number of radical changes being made in the methods and constitution of the Brotherhood. Yesterday's World recorded the lowering of the limit of the amount of death claims allowable to each member, and to-day another change of equal importance must be mentioned.

It has for some time been recognized that the number of young men between the ages of 18 and 21 who desired to become members was a large one, and that the constitution from doing so before they had attained the latter limit, has been largely increasing. It was thought that the present was the time to give such young railroaders a chance to come under the protecting wing of the order.

A resolution was, therefore, introduced to allow young men to join at 18 years of age, and, after a brief discussion, was adopted.

Another important change also effected in one which makes a man with six months' railroad experience eligible for membership. The former limit was 12 months.

Want the Convention.

Peoria, Ill., is apparently in the race for the next convention, if possible, to stay. Yesterday a step was taken by the council of that city inviting the delegates to pay them a visit in 1898. They have offered strong inducements for the power support of the St. Louis and Chicago representatives at the convention in the shape of free trips on special trains to run from those railway centers to the Brotherhood town.

Governor Rogers of Washington State has also telegraphed an invitation to have the convention held in his jurisdiction.

Meanwhile, however, the Atlanta men have not been idle. They are not making much noise, but are playing their game with their wits about them.

Paving the Wires.

It is said there is a deal on between one of the candidates for the office of Grand Secretary and Treasurer, and the Atlanta supporters, by which the former promises to swing as much of his following as he can control around to the support of the Georgian capital, on the condition that he is supported in his candidature by the Southerners.

In this deal, Bob Ironsides, who has been mentioned as a candidate for the office in question, will be squeezed out, but will have the offer of one of the vice-Grand Masterships in its stead.

Banquet in the Pavilion.

The reception and ball tendered the visiting delegates at the Pavilion by a committee on behalf of the citizens passed off with very little of a hitch last evening. There was an attendance of several hundred, the majority of them being delegates and a small minority of those present being the female sex. The dance, it is true, were unfamiliar to the majority of the American delegates, but nevertheless some of them succeeded in adapting themselves to circumstances, and struggled through the

night. Bunting was of course conspicuous, the flags of the Empire and the Republic being displayed symmetrically throughout the hall. The Gilman-Macdonald orchestra was present. After partaking of the usual refreshments the guests kept the floor until the grey streaks in the eastern heavens betokened the dawn.

The Committee of Arrangement was as follows: T. C. Walls, chairman; Robt. Ironsides, secretary-treasurer; C. Thudor, W. Curtis, T. Pringle, G. Haby, J. Connel, F. Birmingham, F. Steele, M. Connel, J. C. Dean, J. P. Hall and D. G. Barnes.

JUBILEE CARS.

The splendid equipment which is being made by the Toronto Railway Company was out on the street last night. It is a beauty, and a dozen more like it will be put in commission on Monday. The Street Railway Company have made thorough arrangements for the Jubilee Birthday service, and will have many extra cars on all of the principal routes. To-day there will be altogether 102 cars (including trailers) on the King-street route to the Woodbine, and there will be the same service on Monday. On the Scarborough Railway there will be three cars. The other routes will have two or three cars.

Four splendid cars were sent out to the Mimico road yesterday. Two of them are new, and the others have been recently re-modelled in such a way that they can be either open or closed cars, according to the wish of the weather.

Carlton and College cars will run direct into High Park on Sunday and Monday.

The Globe and the C. P. R.

The Globe says that Sir William Van Horne and Mr. Shaughnessy are hard at work with a sub-committee of Ministers arranging the terms upon which the C.P.R. will have to be arranged on a much larger scale before the members of Parliament from Manitoba, the Territories and British Columbia will consent to any extension or strengthening of the Canadian Pacific's hold on