

TEMISKAMING & NORTHERN ONTARIO RAILWAY

Train Service

Through trains daily between Toronto and South Porcupine, operating through pullman sleepers to and from South Porcupine making connections at Iroquois Falls for Cochrane. Cafe parlor car service between North Bay and Englehart.

Daily service between North Bay and Cochrane operating through C.P.R. sleeper from Englehart to South Porcupine.

Local service on Charlton Branch connecting at Englehart with main train.

Local service between Englehart and Latchford, and between South Porcupine and Timmins.

For full particulars see current time table or refer to any T. & N. O. Agent.

A. J. PARR, G. F. & P. A. North Bay

R & O / *Navigation Open*

between Hamilton, Toronto, & y of Q. in Montreal and Intermediate Points

Steamer "BELLEVILLE"

Leaves Toronto 6.00 p.m. every Tuesday.

Low rates in effect including meals and berth.

Tourist steamers "Toronto" and "Kingston" commence running June 1st daily except Sunday. After June 24th daily.

For rates, illustrated folders, etc., write H. Foster Chaffee, A.G.P.A., Toronto.

Canadian Pacific

Homeseekers Excursions

Manitoba
Saskatchewan
and
Alberta

May 14, 28
June 11, 25
July 3, 23
August 6, 20
September 3, 17

TICKETS GOOD FOR 60 DAYS
FIRST CLASS EXCURSION RATES TO PACIFIC COAST POINTS IN EFFECT MAY 15, 16 AND 17TH. GOOD RETURN UNTIL JULY 15TH, 1912.

Tickets, reservations and full information on application to W. S. Metzler, Town Ticket Agent, Ferguson Block, North Bay, or D. J. McKeown, Depot Ticket Agent, North Bay.

"What will you women do with the vote when you get it?" asked the man sarcastically. "Well," replied the bright woman, "we'll try polls to use it."—Detroit Free Press.

REAL DIAMONDS MADE BY NEW PROCESS

Germany Leads in Production of Artificial Gems of Small Size

Methods of making real diamonds by chemical crystallization of carbon multiply, but by none of them is it possible to make a gem of any size. The methods are, in fact, little more than ways of making diamond dust. One of those announced in a recent consular report by Henry W. Diederich, writing from Antwerp, Belgium, uses ordinary illuminating gas and mercury. Says this official, as quoted in Daily Consular and Trade Reports, Washington:

"No secret was made of the new process by its inventor. He claimed to have observed that lighting gas decomposed on exposure to mercury vapor, and when allowed to work on metallic amalgams of mercury the carbon in the gas was liberated in a non-crystallized form and in crystals, or diamonds. As the diamonds thus obtained were extremely small, he placed diamond dust in a tube in which gas was dissolved, to act as so-called 'mother crystals.' The newly formed crystals adhere to this dust, and the result is a larger, but still very small, stone. The amalgam used is sodium. It is placed in a glass tube containing a small quantity of diamond dust, and lighting gas is passed through the tube for four weeks. The brilliants which are thus manufactured appear to possess all the attributes of the genuine diamond, but they are diminutive in size, so small, in fact, as to have little or no commercial value."

The same method makes it possible to add to the size of tiny crystals already formed, so that it furnishes a way to "grow" diamonds from extremely small nuclei. The growth, so far, has been very slight, but it looks as if there might be a possibility here of the production of artificial diamonds of commercial size. Says a writer in Cosmos (Paris, February 1):

"Mr. W. Von Bolton has found that compounds of carbon, such as illuminating gas, decompose in the presence of mercury vapor and release a part of their carbon either in the black amorphous form (non-crystalline) or as microscopic diamonds. The same chemist has attempted, by the following process, to 'feed' small natural diamonds.

"He takes very fine diamond dust which to the naked eye displays no brilliant point and under a magnifying power of sixty-eight diameters shows only a few crystals. He places this powder on a very thin layer of sodium silicate in a test-tube containing an amalgam of sodium intended to supply the necessary mercury vapor; and while maintaining the whole at a temperature of one hundred degrees he introduces a slow current of illuminating gas. At the end of a month, a very small quantity of black carbon has been deposited, but the primitive layer of dust presents several brilliant points to the unaided eye. After cleaning with acids, the author makes a new examination under the microscope, with an enlargement of sixty-eight diameters, and proves with certainty that the dull diamond dust has been changed into brilliant crystals. These crystals resemble natural diamonds in burning oxygen without leaving any solid residue."—Translation made for the Literary Digest.

HIS CHINESE CLIENT.

The late Dennis Spencer, of Napa, Cal., was noted as a lawmaker, orator and lawyer.

One day there entered his office in Napa a bright-looking, well-dressed Chinaman. He took a chair and proceeded straight to the point:

"You Mr. Spencer, the big lawyer?"

"Yes."

"How much you charge to defend a Chinaman?"

"For what crime?"

"Murder."

"Five hundred dollars."

The Chinaman said he would call again.

A few days later he returned to Spencer's office, gravely placed \$500 in coin on the desk before the astonished attorney, and said:

"All life, I kill 'im."

Spencer defended and acquitted him.

"How many kinds of flowers are there in the world?" "Really, I have no idea. Some day I'll get hold of my wife's spring hat and count 'em up."—Louisville Courier.

ENGLISH SETTLERS COMING IN DROVES

Best Class of British Immigrants, With Money, are Looked for Canadian west.

London, May 15.—The best of the English people—men of the old yeoman stock whose families have lived on the soil for centuries—are leaving England for the freedom of the dominions overseas.

Not for many years has there been such a great number of emigrants. The men who are leaving England every week in their thousands are of the finest type in the country.

A Canadian emigration official said to your representative: "They're the sort I would have thought you would be just crazy to keep in your country."

All over the western part of England and tenant farmers are relinquishing their holdings as the increase of taxation makes it impossible for them to carry on.

Auctioneers in the villages within a wide radius of Taunton and Minehead have been busy selling the household effects and farms of those who are about to emigrate.

The great steamship lines have recognized the growing movement of the population from the west of England. The Allan Line will start a new service from Plymouth to Canada on April 19. Last year the Cunard Line established a new service from Southampton to cope with increased emigration.

Every steamer until June is filled with third-class passengers, principally farmers, farm laborers, and domestic servants, although there is a great exodus of small tradesmen and mechanics, such as carpenters, masons and bricklayers.

These also are selling up in order to go to Western Canada. This spring people are leaving from the districts of Taunton, Milverton, Tiverton and Honiton. The local newspapers have recognized the great exodus, and they publish columns weekly discussing employment chances and giving advice to emigrants.

Eighty people from Bridgwater alone are sailing for Canada this week.

Typical Cases.

It is a significant fact that there is a great improvement in the class of people leaving England this year. They are altogether better off, and

have a finer physique than those of preceding years.

Here are a few typical cases of families going to Canada:

Married couple with two children. The man, strong and healthy, thirty-five years old, has been a farmer in Derbyshire. His explanation is: "I am 'fed up' with the Old Country and Lloyd Georgeism."

Doctor and son. Both are going out to farm and to practice as well. The son is a surgeon. Explanation: "Can't stand the Insurance Act."

Married couple with ten children (Oxfordshire). The husband was a dairyman and farmer, and has a capital of £400. Is leaving England because he "can't make both ends meet."

Man and wife and four children (Somerset). He is a saddler. His employer is now out of the business. There is no work for him here, so he has saved up his passage money. "It's the children I am thinking of," he says, "there is no future for the next generation here."

"The Best People Leaving."

Three hundred emigrants leave for the ready-made Canadian Pacific farms today in the Empress of Ireland.

"The best people seem to be leaving," said a representative of the Victorian Emigration Department.

Among those for whom we have booked passages are:

Farmer settlers (capital of £100 to £1,000).

Farm workers.

Artisans.

Workers in the building and iron trades.

Domestic servants.

Cabinet-makers.

"A striking feature of this year is the number of business men who are emigrating; they say that they find competition too keen. Two middlemen in the coal business came up and booked their passages.

"This year we could have taken to Victoria as many people as we could find ships for. It is not too much to say that if there were berths for them we could have shipped 20,000 emigrants."

RAILWAY EMPLOYEES WILL OPEN MANY STORES

In an Attempt to Reduce Present High Cost of Living Throughout Canada

The Railway Brotherhood organizations of Toronto are making a practical attempt to reduce the cost of living.

For many months this question has been a live one among the railway men, and has resulted in the forming of a company with a capital of \$40,000. The business of the company primarily is to open retail grocery and provision stores at every terminal point in Ontario. The promoters say that the railway organizations from coast to coast have discussed the matter and are enthusiastic in favor of the scheme. The intention is not only to open distributing agencies, but manufactures, as they have recognized that the periodical raises of wages are useless, unless an attempt is made to protect themselves as consumers as well.

Toronto is the starting point and already a small butcher's store has been opened in King street west, while a grocery store next door is being utilized under contract temporarily, to supply groceries to the company's customers. The company have an option on the store, and are shortly to take it over.

The circular, which is being widely sent to centres of organized labor, says:

"The National Railway Association, Limited, is in business with the one object of reducing the cost of living for all in the ranks of organized labor.

"Its members are all railway employees and the directors are all prominent members of some railway brotherhood, but co-operation from every other branch of organized labor will be appreciated.

"Officially endorsed by the leading Toronto branches of the Railway Brotherhoods.

"The association is prepared to extend to all members of railroad brotherhoods and also to the members of any other regular union organization, the benefits of its profit-sharing dividend plan; 50 per cent. of profits to customers, (members of railway brotherhoods and other union men) and 50 per cent. to increase the business and pay dividends."

The shares are \$5 each. The amount of capital authorized it is stated is almost subscribed by members of the railway organizations already.

The directors are: L. W. Weiss, engineer, president; J. W. Barlow, yard foreman, vice-president; T. Hueston, engineer; J. Forrest, master car builder; C. Stuart, conductor; C. Odell, roadmaster; J. Davies, fireman. Mr. Thompson of the Order of Railway Conductors is secretary and manager, and E. W. Kidd assistant manager.

It is the intention to open stores in Toronto, Smith's Falls, Belleville, Havelock, Sarnia, Carleton Place, Fort William, and so on, said Mr. Thompson, but of course we must start slowly at first.

"It is the custom of a carefully planned scheme to lessen the cost of the necessities of life, by the railway men."

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GRAND TRUNK RAILWAY SYSTEM

The Ideal Route To Porcupine and Cobalt is via

Grand Trunk Railway System

The Only line with through Car Service from Toronto.

Leave New York	6.00 p.m.	9.00 p.m.		
arrive Toronto	10.08 a.m.	11.58 a.m.		
Leave Buffalo	8.20 p.m.	12.50 p.m.	3.25 p.m.	6.25 p.m.
arrive Toronto	11.58 a.m.	4.48 p.m.	8.17 p.m.	9.58 p.m.
Leave Chicago	3.02 p.m.	11.28 p.m.		
arrive Toronto	7.40 a.m.	3.43 p.m.		
Leave Detroit	11.10 a.m.	2.45 p.m.	10.30 p.m.	
arrive Toronto	8.17 p.m.	10.08 p.m.	7.40 a.m.	
Leave Montreal	9.00 a.m.	7.30 p.m.	10.30 p.m.	
arrive Toronto	4.30 p.m.	6.00 a.m.	7.30 a.m.	

"Cobalt Special" leaves Toronto 8.30 p.m. daily, arriving Cobalt 9.41 a.m. and Porcupine 9.34 p.m.,

Day Trains carry modern vestibule coaches and Parlor, Library, Buffet, Cafe or Dining Cars.

Night Trains carry up-to-date Electric Lighted Pullman Sleeping Cars.

Full particulars from any Grand Trunk agent or address A. E. Duff, District Passenger Agent, Toronto.

GRAND TRUNK RAILWAY SYSTEM