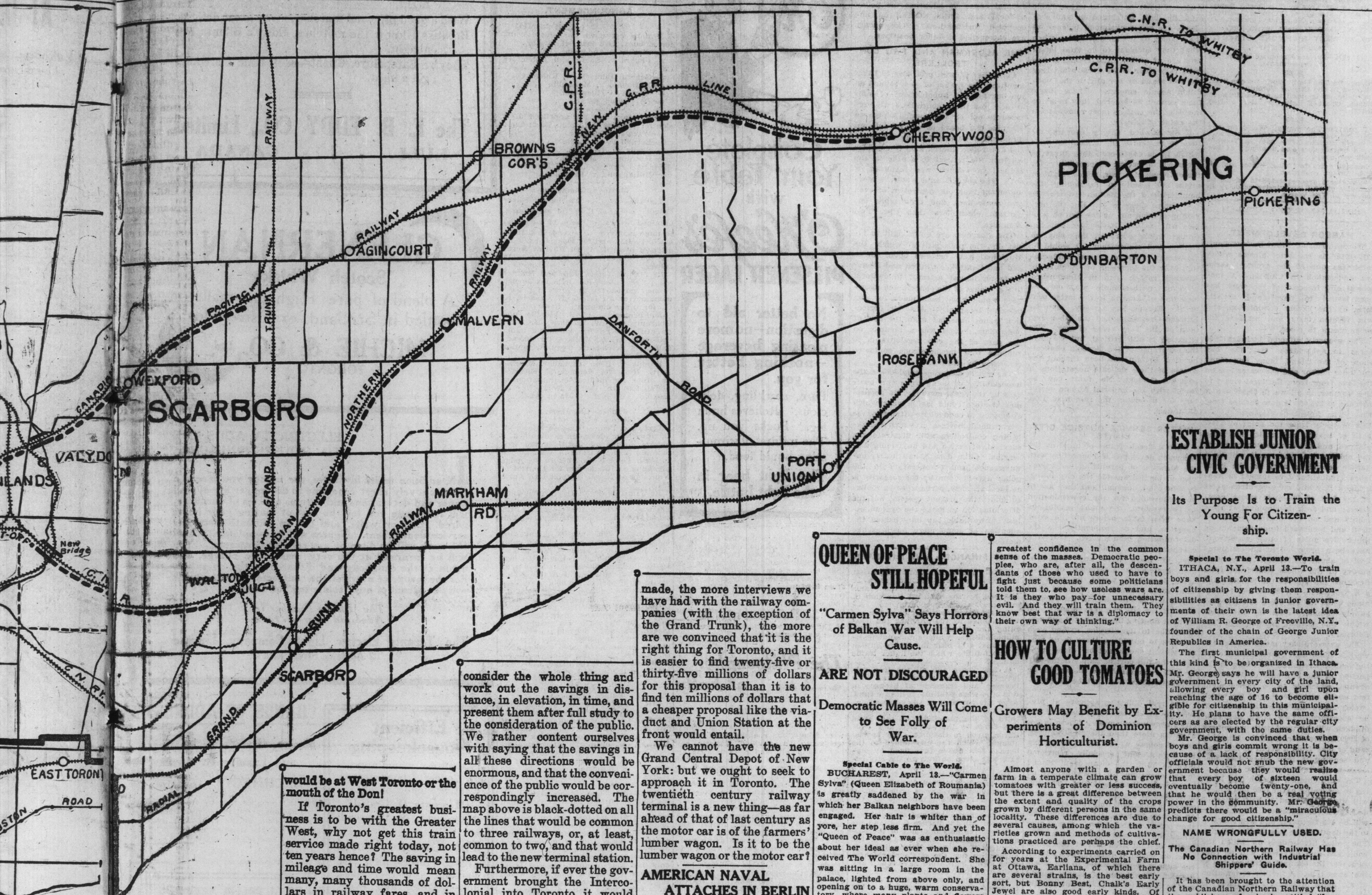


TOWN TO A TEN MILLION DOLLAR TERMINAL STATION



It ought to be remembered that the Canadian Pacific is now building, and will soon have ready, its new lake front line. It reaches just east of Agincourt to the lake level; then the new cut-off line from the main line. This joint grade from Leaside Junction to Cherrywood, and from Leaside to Scarborough Junction, is away ahead of the present eastern grades of the Grand Trunk or the Canadian Pacific now laid out.

The Canadian Northern are making all arrangements to its own main line, the Grand Trunk line into North Toronto. In fact, all the three transcontinental passenger train services, and they promise to be the greatest trade in and out of Toronto by a saving of the half hour on every train, and by a saving of the 140-foot drop and climb! A transcontinental train leaving the new terminal up town would be at Weston in the case of the Grand Trunk and the Canadian Pacific, and at Duncan in the case of the Canadian Northern before similar trains leaving the old Union Station at the front

consider the whole thing and work out the savings in distance, in elevation, in time, and present them after full study to the consideration of the public. We rather content ourselves with saying that the savings in all these directions would be enormous, and that the convenience of the public would be correspondingly increased. The map above is black-dotted on all the lines that would be common to three railways, or, at least, common to two, and that would lead to the new terminal station.

Furthermore, if ever the government brought the Intercolonial into Toronto it would secure an entrance by means of this new proposition.

All the radials would centre in the direction of the new up-town union terminal station, and would have connection with the downtown section by means of the Teranlay street tubes; and the Teranlay street tubes once built would be the easy and convenient means for transferring the business from downtown to uptown, while the change was in process.

The World knows that this proposition will meet with a good deal of criticism, but it wants every citizen to consider it carefully, to think it out, and once the criticism has crystallized the scheme can then be properly valued.

We submit the scheme to the railway companies, to the city, to the city council, to the board of trade, to the Dominion Government, and to the provincial authorities for that matter, with a view to making Toronto the best possible railway terminal in Canada, and at the same time making Toronto the best possible lake harbor, and realizing to the full the proposals in the matter of harbor improvements now in process of development by the new harbor commission. In a word, it believes it is railways up town, local freight terminals down town; railway passengers up town, steamboats down town, with the city tube to connect both.

It has taken The World some weeks to work out in the rough some idea of this scheme, but the more time we have spent on it, the more enquiry we have

made, the more interviews we have had with the railway companies (with the exception of the Grand Trunk), the more are we convinced that it is the right thing for Toronto, and it is easier to find twenty-five or thirty-five millions of dollars for this proposal than it is to find ten millions of dollars that a cheaper proposal like the viaduct and Union Station at the front would entail.

We cannot have the new Grand Central Depot of New York: but we ought to seek to approach it in Toronto. The twentieth century railway terminal is a new thing—as far ahead of that of last century as the motor car is of the farmers' lumber wagon. Is it to be the lumber wagon or the motor car?

AMERICAN NAVAL ATTACHES IN BERLIN

Have Been in Germany For Twenty-Eight Years, Kaiser Is Informed.

Special Cable to The World. BERLIN, April 13.—(Copyright)—United States Naval Attaché Niblack has presented to the Kaiser a complete list of American naval attaches in Berlin for twenty-eight years. Niblack was able to point out to the Kaiser that the United States was the first power to appoint a special naval attaché for Berlin, when Germany only mustered thirteen ships. The Kaiser was greatly interested in Niblack's list and accompanying notes and he handed them to an aide de camp, saying, "Keep that for me; I shall want it again."

German experts say that the United States is the only power which sees far enough ahead to send special attaches in places where naval and other developments are likely to take place. Germany is next smartest, while England usually delays until the developments are well forward.

The Kaiser's jubilee celebrations next June are producing the usual crop of society frauds, offering all kinds of privileges to Americans willing to pay huge prices.

EQUAL FRANCHISE LEAGUE.

The regular monthly meeting will be held in the Margaret Eaton Studio, North street, at 3.30 p.m. today.

Some proposed changes in the constitution, in view of the annual meeting and election of officers in May, will be discussed.

Dr. Hastings will deliver an address at the last meeting on "Woman's Work in Public Health." Members are invited to bring friends.

QUEEN OF PEACE STILL HOPEFUL

"Carmen Sylva" Says Horrors of Balkan War Will Help Cause.

ARE NOT DISCOURAGED

Democratic Masses Will Come to See Folly of War.

Special Cable to The World. BUCHAREST, April 13.—"Carmen Sylva" (Queen Elizabeth of Roumania) is greatly saddened by the war in which her Balkan neighbors have been engaged. Her hair is whiter than of yore, her step less firm. And yet the "Queen of Peace" was as enthusiastic about her ideal as ever when she received The World correspondent. She was sitting in a large room in the palace, lighted from above only, and opening on to a huge, warm conservatory, where many plants and flowers secured the air.

"It has been terrible, as all wars must be," she said, "but its very horrors will make more converts to the cause. The papers and magazines ought to spread the terrible details far and wide. None who reads them will want to see the war spectre in his own country. I know that we anti-lingos have had a bad time of it this winter, but we are not discouraged."

"Ever since the war broke out I have heard and read that war is necessary. Why? Is smallpox necessary to humanity? Is the plague, or starvation, or dirt or any other form of physical suffering? As soon as the benefits of doctors and hygiene were known and used we got rid of all these ills, or at least we put them down so much that they now trouble us far less. And I cannot see that it was needed, any more than other epidemics are needed. It only means that there are still terrible flaws in our political mechanism, just as there are in our best sanitary arrangements."

"If European diplomacy were up to its reputation, these political difficulties would have been solved without war. But diplomacy needs as much reformation as do people's ideas about war and peace."

The Folly of War.

"Who can read any of the books that have now come out about the war, by those who took part in it, without being struck by the terrible selfishness of the writers. They only reflect the feelings of the other actors in that terrible drama. Those who had food were ready to kill a starving man who came up to share it. It is every man for himself and push the others into the ditch, run him thru the body, rather than diminish your own chance of getting a bit of meat and a night's rest. And this very instinct of self-preservation ought to show the war lovers that war is a mistake. These men don't want to die. They know how good it is to live. It is only when they are lashed into the war fury that they leave their homes and go out to kill their brother man."

"Let nations have their armies and navies so long as they don't spend on them to the detriment of social work and reform. But let them have them in order to keep the peace. They will be needed for some time, but not for long. Just as prevention is better than cure in medicine, so armaments are better than wars. But the time will come when even armaments will be unnecessary."

"We peace lovers need not be dismayed. We must point the lessons this war has taught, and our cause will gain much thereby. I have the

greatest confidence in the common sense of the masses. Democratic peoples, who are, after all, the descendants of those who used to have to fight just because some politicians told them to, see how useless wars are. It is they who pay for unnecessary evil. And they will train them. They know best that war is a diplomacy to their own way of thinking."

HOW TO CULTURE GOOD TOMATOES

Growers May Benefit by Experiments of Dominion Horticulturist.

Almost anyone with a garden or farm in a temperate climate can grow tomatoes with greater or less success, but there is a great difference between the extent and quality of the crops grown by different persons in the same locality. These differences are due to several causes, among which the varieties grown and methods of cultivation practiced are perhaps the chief.

According to experiments carried on for years at the Experimental Farm at Ottawa, Earlsboro, of which there are several strains, is the best early sort, but Bonny Best, Chalk's Early Jewel are also good early kinds. Of later varieties Matchless Trophy, Livingston's Globe and Plentiful rank high.

It is the early fruit that makes the profit. In growing plants what should be aimed at is the production of a stocky, sturdy plant, which will have some fruit set upon it when set in the field. After planting the chief work is cultivation, which should be done both ways in the plantation.

In order to protect tomato plants from diseases, of which there are several, they should be repeatedly sprayed, even when quite young, with Bordeaux mixture. These and many other points, which cover practically the whole field of tomato culture in the green house as well as in the garden and field, are fully treated in pamphlet No. 10 of the Central Experimental Farm, prepared by the Dominion Horticulturist, W. T. Macoun. This work is for free distribution to all who apply for it to the publication branch of the department of agriculture, Ottawa.

EDMONTON CHEERS UP.

EDMONTON, Alta., April 13.—At least six new business blocks of warehouses are nearing completion and ready for occupation shortly. Warm weather is stimulating activity generally. Seeding conditions are reported ideal.

ESTABLISH JUNIOR CIVIC GOVERNMENT

Its Purpose Is to Train the Young For Citizenship.

Special to The Toronto World. ITHACA, N.Y., April 13.—To train boys and girls for the responsibilities of citizenship by giving them responsibilities as citizens in junior governments of their own is the latest idea of William R. George of Freeville, N.Y., founder of the chain of George Junior Republics in America.

The first municipal government of this kind is to be organized in Ithaca. Mr. George says he will have a junior government in every city of the land, allowing every boy and girl upon reaching the age of 16 to become eligible for citizenship in this municipality. He plans to have the same officers as are elected by the regular city government, with the same duties.

Mr. George is convinced that when boys and girls commit wrong it is because of a lack of responsibility. City officials would not snub the new government because they would realize that every boy of sixteen would eventually become a citizen, and that he would then be a real voting power in the community. Mr. George predicts there would be a "miraculous change for good citizenship."

NAME WRONGFULLY USED.

The Canadian Northern Railway Has No Connection with Industrial Shippers' Guide.

It has been brought to the attention of the Canadian Northern Railway that the publishers of a book entitled "Industrial Shippers' Guide," are using the name of this railway in soliciting advertising, and that they also claim that when finished the book will be distributed by the Canadian Northern Railway.

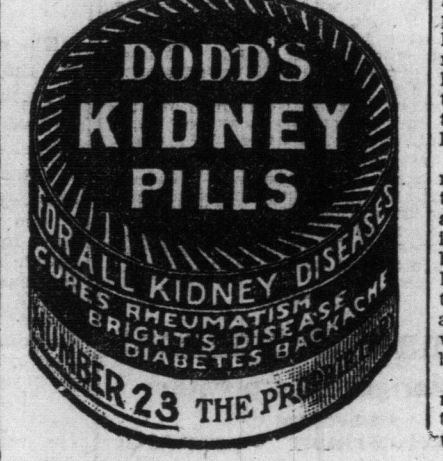
The Canadian Northern Railway desires to make it perfectly clear to all concerned that if the name of the railway is being used it is done without authority, and contrary to their wishes. The company has no intention of distributing the Industrial Shippers' Guide, and has no connection therewith, and desires to have this matter understood.

BUSINESS SHOW.

Opens in Massey Hall, April 24, lasting until April 30. Management telephone, Main 1947.

Gunard Line to England.

A. F. Webster & Co., general agents in this city for Cunard Line, report having booked the following Toronto people, who sail Saturday by the Franconia for Liverpool: W. H. Irving and wife, Fred Crompton, J. B. Hayes, Mrs. H. C. Osborne, Miss Osborne, Miss Bicknell, Boris Hambourg, Mrs. A. F. Maclean, Alex. Maclean, Mrs. C. Maclean and Miss C. Gilmour, George Hovkirk, Mrs. Forsyth, Philip Irons, wife and child.



Neuralgic Condition of the Nerves

In this age of nervous disorders neuralgia is fearfully common. The first thought is of neuralgia in the head or splitting headache, but neuralgia may affect any part of the body in which there are sensitive nerves. The teeth are often blamed and extracted in terror, when the cause of the trouble is in the impoverished condition of the blood and the starved nervous system.

While neuralgic pains are usually sharp and shooting, and consequently difficult to locate, the seat of trouble is usually sore and tender under pressure.

Neuralgia is a pain, and as such is the symptom of a disease—nervous exhaustion. The nerves must be re-stored before cure can possibly be effected.

In many cases neuralgia is easily curable by the use of Dr. Chase's Nerve Food. The patient is thin and bloodless and needs tonic treatment to form new, rich blood.

The application of cloths rung with hot water will afford relief from the suffering, and the regular use of Dr. Chase's Nerve Food for a few weeks will completely overcome the neuralgic condition.

Powerful drugs are to be avoided, because of their injurious effect in further weakening the nervous system. The Nerve Food cures by building up the feeble wasted nerve cells, and for this reason is of lasting benefit.

Dr. Chase's Nerve Food

50 cents a box, 6 for \$2.50, at all dealers, or Edmansson, Bates & Co., Limited, Toronto.