

London Advertiser.

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London, Tuesday, September 1

The Soldiers of the King.

The report of the Royal Commission on the South African war just issued is not pleasant reading for officialdom in England, and we can well believe that it created some consternation. It condemns the state of unpreparedness with which Britain entered upon the war with the Boers; it declares that nothing has been done to collect and utilize the experiences of that war, and regrets that no steps have been taken to put the war department into a better shape to meet any similar emergency that might arise in the future.

It seems a wonderful thing—almost incredible—that out of an expenditure of thirty-four and a half millions of pounds sterling, which was voted for the army at the last session of Parliament, there could not be found enough money to provide for the training of a single army corps outside of Britain. Even the idea of keeping a small army of 25,000 in training in South Africa had to be abandoned on account of the expense. And yet the teaching of all history is plain, that it is the accumulation of practical facts, the study of these facts in a practical manner, and the training of the rank and file, as well as the officers, on the lines indicated by the knowledge acquired, that alone can bring forth the best results in warlike operations. It is to be hoped the strictures of the commission will not be wasted.

Canadians, of course, turn with considerable interest to the views expressed in regard to the colonial contingents. These, on the whole, are favorable. The opinion of an important witness is quoted, with approbation of his statement regarding the Canadians and Australians, that "their methods were more akin to those of the Boers; they were distinguished by individual resourcefulness and ability to look after themselves, intelligent scouting and dispatch reading. They require training and discipline." The suggestion is made, however, that the colonial soldiers were perhaps "not so useful as the regulars in driving home a serious attack," probably meaning that the average British soldiers could be thrown into an unthinking mass into any position of attack, while the colonial was of a more independent type. Even with this explanation, however, we should think that the way a Canadian regiment helped to drive home a serious attack at Paardeburg ought to have been considered quite satisfactory work of that nature.

An Age of Luxury.

A writer in the September number of World's Work, dealing with the extravagance of the rich, estimates that the golf club houses and links in the United States represent an investment of \$20,000,000; that last year \$10,000,000 worth of sporting goods were sold; that more than \$50,000,000 is invested in pleasure yachts, to maintain which \$6,000,000 a year is spent; that houses worth \$500,000 apiece are now built in New York for sale to chance customers; that the importation of gems and diamonds into the country amounts to \$25,000,000 a year, and has increased 66 per cent in ten years; that 25 millionaires own steam yachts worth in the aggregate \$10,000,000, and spend \$100,000 a year apiece upon them; that the automobiles in the single State of New York number nearly 7,000 and cost upward of \$20,000,000—all of which shows that vast sums are being invested and spent for luxurious pleasures. At the same time wages are higher and "the common people" in the United States, using that term in its best sense, are better off and have more money for pleasure than ever before. The writer in World's Work argues that the growth of luxury "has not in the slightest degree impaired the economic power of the nation." This hardly squares with the theory of many economists who hold that all luxury is waste, and that the common stock is decreased by the amount of money that is spent in making or purchasing non-useful objects. This view is contradicted by others, who point out that money spent in this way, by giving employment to labor and going back into circulation, is usefully employed. One of the ablest English economists of the present day, Prof. Hobson, declares that the contention that luxury is waste is "a dead dogma," and he proceeds to argue that the periodical commercial crises are due not to over-production, but to the under-consumption of the rich—their inability to consume their incomes. A great deal of confusion of thought clusters around the word "luxury." It has never been clearly defined. A holiday is a luxury for some people, but if they come back improved in health and better fitted for work, the money spent is surely not wasted. Neither is money thrown away on such luxuries as works of art, which are elevating and refining. A steam yacht is a wise investment if it brings health and contentment to its owner, and as amusement is a necessary element in human existence, expenditures on legitimate pleasures are more or less reproductive. It is almost impossible to draw the line. The real evil of the ostentatious luxury of the rich is the evil of example. It sets up an unnatural standard of living. It excites envy or hatred among

those who have not been favored by fortune, and leads many to live beyond their incomes in a vain effort to "keep up appearances." The bad effects are not so much economic as moral.

British Shipping.

According to the world's shipping tables, as compiled by Lloyds, the British mercantile marine continues to hold its supremacy. The figures also show that steam is fast driving the sailing ship out of existence. In practically every line of the ocean carrying trade the steamer is supplanting the sailer. A few years ago the sail monopolized the long voyage trade, but this has been overcome by steam. This year steam has made inroads on the Labrador and Mediterranean fish trade. Three steamers are now chartered to proceed to the Labrador and load. The world's shipping, as given by the Register, consists of 29,943 steamers and sailing vessels, representing a tonnage of 33,643,131 tons, an increase over last year of 265 vessels and 294,365 tons. The increase is wholly in steamers. There were fewer sailing vessels built in 1902 than in any previous year in the history of the industry and a gross decrease of 290 vessels and 118,000 tons is reported. Of the 23,643,131 tons of shipping, nearly one-half is owned by Great Britain and her colonies. A year ago British shipping amounted to close on fifteen and one-half million tons, this year it exceeds sixteen million, of which upwards of fourteen million is composed of steamers, leaving less than two million of sailing ships. The rest of the nations combined have more than twice as much sailing tonnage as the British, but their steam tonnage falls a million short of the latter. Calculating, however, on the basis that steamers are three times more effective than sailing vessels, it will be easily seen that the British keep well to the front. The large amount of tonnage offered has had the effect of reducing freights, so that the margin of profit is very small indeed for owners of vessels.

King Edward is now performing his glad-hand act at Vienna.

Britain's unpreparedness for the Boer war is the best evidence that she was not meditating war until it was forced upon her.

A gloom overshadows the city of Hamilton. The price of whisky has been raised, the size of beer glasses reduced, and the free lunch abolished.

The present session of the Dominion Parliament is the longest on record. But it is a long time since any session has been so important.

Last year \$52,887 worth of settlers' effects came into Canada from the United States. People who profess alarm at the growth of our imports should go into particulars.

One swallow does not make a summer, and one bye-election defeat does not unmake Chamberlain's policy. It may require more than one general election before the issue is determined one way or the other.

It was only a short time ago that scientists and agriculturists were crying that deforestation was the cause of drought. After the experience of last year and this, what can be said for that theory?

Mr. Tarte, in his speech at Berthier, dealt wholly with what might happen if Sir Wilfrid Laurier were out of the way. There is a pretty big "if" in the path of Mr. Tarte's calculations, not to say his ambitions. Sir Wilfrid has shown no abatement of his force and fitness during the present session. The emphasis laid on the Premier's state of health by Mr. Tarte was, to say the least, indecent.

The Crew's Lament.

[Chicago News.]
An old crew sat on a hickory limb, moaning because his eyes were dim;
The noisy heard,
And straightaway made a corpse of him.

Elijah's Mistake.

[Chicago Tribune.]
"Elijah," said the master of the premises, the next day after his return from a week's vacation in the country, "where is that pet opossum I brought out to the barn last night?"
"Fer de land's sake, Mistah Wal-kah," exclaimed the dusky coachman, his jaw dropping, "was dat a pet 'possum?"

A Natural Deduction.

[Petroleum Topic.]
The Conservatives who denounced the bringing of the Intercolonial Railway to Montreal now want it brought to Georgian Bay. If they are rational now, they were irrational then.

Dukes Galore.

[Chicago Record-Herald.]
Two more American heiresses, Miss May Goelet and Miss Gladys Deacon, are expected to become the wives of English dukes in the near future.

Held No Grudge.

[Chicago Tribune.]
Walking about one day in the land of shadows, Charles Dickens unexpectedly encountered Mr. Pecksniff.
"My dear fellow," said Mr. Dickens, "I hope you entertain no ill will toward me on account of the unenviable notoriety I seem to have given you."

"Sir," loftily replied Mr. Pecksniff, "you owe me no apology. The name of Pecksniff will be remembered long after the name of Dickens is forgotten."

Mulock's Management.

[Hamilton Times.]
The London Free Press devotes about a column to abuse of Sir William Mulock in an attempt to belittle his work in the postoffice department. The organ's creed is so devoid of reason and so manifestly the outcome of spleen that it defies its author's purpose. Sir William's management of the postoffice speaks for itself.

Western Style.

[Kansas City Journal.]
The Eufaula Journal, speaking of a rival paper, says: "If the brains of the editor were of dynamite, they would be insufficient to blow his hat over his eyes."

Yankee Doodle.

[Hamilton Herald.]
Yankee Doodle went to sea,
In the good yacht *Reliance*.
He set the pace and won the race,
And bids the world defiance.
—Indianapolis Sun.
A German built old Yankee's boat,
For love of Yankee's bodie;
She had a Scandinavian crew,
A haw Scotch sailing the too—
Hurrah for Yankee Doodle!

How the Hamilton Carnival Wound Up.

[Ottawa Journal.]
The linotype is undoubtedly the great mechanical humorist of the century. A western scribbler in attempting to be funny at the expense of poor old Hamilton's carnival succeeded, with the aid of the linotype, beyond his wildest expectations, as follows:
"The last day of the carnival was a wat se cmfu tsdrti oghnabiddu ful time."
It probably was.

Truth About "The Usual Crime."

[Chicago Record-Herald.]

In 1902 the number of lynchings for criminal assault in the United States was nineteen, and for attempts to commit it eleven. Assume that the victims of these lynchings were all Southern negroes legally hanged for such crimes in the South in that year. The total 38, probably represents fairly the total number of assaults on white women committed by negroes in the South, as it is seldom that the black criminal there escapes death. The negro population from Delaware to Texas is about 8,000,000. Therefore in round numbers one negro out of 200,000 is chargeable with the crime.

In Cook County, in the grand jury year just ended, 63 persons of all races were indicted for criminal assault or attempted assault. That is, roughly, one to 30,000 of Cook County's population. In other words, the Southern negro makes a showing almost seven times better than that of the population of Chicago.

Apology Accepted.

[Philadelphia Press.]
"Mr. Gruff," began the caller, "I don't want to disturb you." "Very considerate of you to come in here just to tell me that," said the busy merchant. "I appreciate it, sir. Good day!"

VACATION VISITORS.

Eddie Kearns, Woodstock, is visiting his aunt in this city.

Miss Hattie Shepherd, of London, is spending a few days in Union and London, accompanied by her sister, Mrs. J. H. McKay.

Mrs. Ingram, of London, is the guest of her son, Howard Ingram, of the Bank of Commerce, St. Louis.

Miss Florence Mitchell, of London, and Miss George Dawson, of Butte, Montana, are visiting Mrs. A. J. Clarke, Wilmette street.

Miss Isabel Hutchinson, nurse in training at Victoria Hospital, daughter of Mr. M. Hutchinson, is the guest of Mr. Robert McGillivray, her uncle, near Thorndale.

Stratford Beacon: Miss Jessie Jackson, daughter of Rev. George Jackson, has returned from a visit to Union and London, accompanied by her brother, of the London Free Press staff, who will spend a few days with his parents.

T. L. Newton and family, of London, are spending a few days in town with friends and relatives. J. Simpson shares in the vacation.

John A. O. Hunt, who occupied the Holmworth Cottage, Hill Crest, for the past month, removes his home to London on Saturday. Charles E. Keene, of Shadyview Cottage; John

St. Vitus's

Dance, or chorea, is one of the most pitiable afflictions humanity is called on to endure. That this disease can be cured, however, is proven by the fact that it has been cured by the use of Dr. Pierce's Favorite Prescription.

It has a powerful effect upon the nerves exercised by this remarkable medicine is witnessed by thousands who have found healing and strength in its use. It not only cures women's diseases, but it promotes the health of the whole body. It is a nerve-giving, strengthening, sleep-inducing medicine. It makes weak women strong and sick women well.

"Favorite Prescription" contains no alcohol and is entirely free from opium, cocaine, and all other narcotics. It causes no disagreeable effects with the weakest or most delicate constitution.

"When our daughter Lizzie had St. Vitus's dance, I happened to get one of your small books and read it. I was very much interested in the things I found that Dr. Pierce's Favorite Prescription cured patients suffering from that trouble. I went out and got a bottle. She was not bad at that time and could hardly talk when I read about your medicine in that small book. I said to myself, with the help of God and that medicine we can cure our daughter. We did so. Four bottles of 'Favorite Prescription' cured her and I did not have to take her to the doctor any more. She is well, thank God, and he 'Favorite Prescription' for it."

Dr. Pierce's Pleasant Pellets cure St. Vitus's.

Weather conditions changed rapidly for the worse after 8 o'clock. The wind fell away to scarcely 4 miles, and light fog set in. Unless these conditions change there is little prospect of a race.

Just after 9 o'clock *Reliance* started out of the Horseshoe in tow with mainsail and club topsail set. Shan-



Start Right To-day

and you will find the world very much brighter to-morrow. A good complexion—the bloom of perfect health—bright eyes, clear brain—these are within the reach of all who take care of their digestive organs. Take a teaspoonful of

Abbey's Effervescent Salt

in a glass of water every morning and you will find that blotches and eruptions will give place to clear skin. Throw away the powder puff and rouge-pot—they are counterfeits of nature. Abbey's will cure constipation, the enemy of a clear complexion.

At all Druggists 25c. and 50c.

McPherson and W. H. Wheeler, of Bungalow Cottage, Erie East, have received the yacht *Reliance*, which has been visiting their daughter, Mrs. James Annan, of Maple Villa Cottage, have also returned to London.

THE RACE AGAIN DECLARED OFF

(Continued from Page 1)

The committee had signalled that the race was off.

The regatta committee of the New York Yacht Club announced tonight that the yacht *Reliance* was again tomorrow.

New York, Sept. 1.—As an event in the international races have become a prologomenon of an agony all wish to see ended. What interest remained after the first race between *Reliance* and *Shamrock III* has gradually disappeared with each succeeding attempt to race. The decided superiority of *Reliance* over *Shamrock* demonstrated in the two races—that have been sailed has left no doubt in the minds of the world at large as to the better boat, and the consequent preparations were begun.

On both boats, the usual morning preparations were begun. At 9:25 the *Reliance* was ready to start. The sea was calm, the wind was light, and the great swell was much in evidence.

About 8:15 the wind dropped to barely 4 miles' velocity, and it was apparent that unless a decided change took place a race was impossible.

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KINGSMILL'S New Fall Dress Goods

HOT from the centre of fashion are the various Fabrics shown today in Our Dress Goods Department. Exquisite in design, perfect in combination of color. The production of a Master Artist. Coupled with a durability of texture that cannot fail to give satisfaction. No taste that cannot be suited and at prices within the reach of all. Foremost among them we would mention:

QUEEN'S CORD—Entirely new in weave and colorings, 46 inch wide, all Saxony Wool. A charming effect. Can only be had at KINGSMILL'S.

N. B.—All Manufacturing Departments in Full Operation 1st September, at

Kingsmill's

SPECIAL NOTICES.

Notice.—Cushions! Cushions! Feather Beds, Down, from 50 cents up. Goose Feather Pillows, Mattresses, Spring Beds, Brass and Iron Bedsteads, Bed-room Suites, Sideboards, Couches, Chairs and Stoves of all kinds, at Hunt & Sons, Mattress and Feather Pillow Manufacturers, 593 Richmond street north. Telephone 997.

Through Service From St. Thomas. By leaving London at 7:15 p.m. via Michigan Central, New York Central route, you can get in through sleeper at St. Thomas, and arrive in New York 10 a.m. next morning. See Michigan Central agent for particulars. \$2-ba

C. P. R. Harvest Excursions. The Canadian Pacific will run harvest excursions to Manitoba and Northwest points on Sept. 15 and 29. Tickets are good for stopovers at Winnipeg or west thereof. Final return limit two months from date of issue. Rates to Winnipeg and other Manitoba points \$25.00; Regina, \$30.00; Calgary, \$35.00; Red Deer and Strathcona, \$40.00. Tourist berths shown at 50c. Information at city ticket office, 161 Dundas street, corner of Richmond. \$2-ba

Excursions to Toronto Exhibition. This year the Grand Trunk's arrangement gives Londoners five special excursion days to Toronto, viz., Sept. 1, 3, 5, 8 and 10. Round trip rate, \$2.50, other days, Aug. 29 to Sept. 1, inclusive, rate \$3.00. All tickets valid for return until Sept. 15. Fast trains, frequent service. Official programmes and information at ticket offices, corner Richmond and Dundas streets, and at station. \$2-bu

Fast Trains, Frequent Service to Toronto via Grand Trunk. Visitors to Dominion Industrial Exhibition, Toronto, have the advantage of seven fast trains to Toronto and seven trains returning. You can leave at 3:32 a.m. daily, 6:30 a.m. daily except Sunday, 8:10 a.m. daily except Sunday, 10:25 a.m. daily, 2:29 p.m. daily except Sunday, 4:35 p.m. daily and 6:40 p.m. daily. Returning, trains leave Toronto at 7:40 a.m., 8 a.m. daily, 8:30 a.m., 4:30 p.m. daily, 5:30 p.m. daily except Sunday, and 11:20 p.m. Excellent and convenient service for sale trip from Toronto to Muskoka Lakes, Lake of Bays or Georgian Bay. For tickets and all information call at Grand Trunk city office, corner Richmond and Dundas streets, or depot ticket office. \$2-bu

Grand Trunk "Eastern Flyer" Leaving London at 6:40 p.m. daily, is noted as being one of the finest trains in America, up-to-date in every particular, fast time, luxurious equipment. This train carries wide vestibule coaches and café parlor car to Toronto, and through Pullman car to Montreal. For tickets, reservations, etc., call at city ticket office, or depot ticket office. \$2-bu

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