

WOODS' FAIR

Special Sale of Ladies' Skirts

Ladies' Black Silk Skirts, heavy taffeta, full gored, over-stitched seams, graduated flounce, with four rows of shirring and small frill on bottom. These are exceptional value at \$5.00 each. See them.

Ladies' Fine Sateen Skirts
Special at \$2.00

With shirred flounce, trimmed with deep pleating and 3 narrow frills. Sale price, each \$2.00

Special at \$1.50

Ladies' Black Sateen, made full gored, 16-inch flounce, trimmed with 3 narrow frills, strapped; sizes from 38 to 42. Sale price, each \$1.50

Ladies' Sateen Skirts, 89c

Our 89c Special is made of fine sateen, deep flounce, trimmed with 3 narrow frills; sizes 38, 39 and 40. While they last, sale price will be 89c

J. M. THOMSON.

Advertiser Correspondence

Sunday Street Cars.

To the Editor of The Advertiser:

Are we to be compelled to have them? From a moral and religious point of view, no question involving such far-reaching issues has, perhaps, ever yet been pressed upon the attention of the citizens of London. It is a question which at once awakens sentiments of the deepest apprehension in the minds of truly Christian people. A very large proportion of our fellow-citizens are of this class, and are found in all the different churches. Though different in name, they are a solid unit in the general Christian faith. The majority take no prominent part in civic matters, nor is their voice heard beyond the home circle. Are they then to be overlooked? They could be reckoned up by thousands, and in virtue of their very character as Christian people are entitled to primary consideration. They are our best citizens, and are of one heart and one soul in deprecating the Sunday street car service.

Who are they, then, that are pressing for Sunday cars? If we look carefully for the origin of the call for them, we shall have no difficulty in fixing it at the correct point. There is a vast proportion of the population of our larger cities and towns, amounting to, probably, 70 per cent, who rarely—and most of them never—attend any kind of church services. They suffer from distressing ennui. They long for some entertainment, some excitement, something rousing. Sunday is to them a real "weariness," as it has ever been to those who banish from their minds the troublesome thought of the great hereafter and all its tremendous issues. This is the source—the fons et origo—of the demand for Sunday cars. Is this the class that should dominate the interests and utterly overrule the religious sentiments of the Christian majority of the city of London? As a Christian man, and on behalf of that estimable majority, I protest vehemently against such an outrage. We will not have the Sunday street car traffic, if by any fair and lawful means we can avert the evil.

In taking this strong ground, I place myself under the obligation to give some reasons. I will condense some of these and make them as brief as possible:

1. The Sabbath day was divinely given to be a day of rest, a day for the recuperation of energy run down by the previous six days' work. It was appointed specifically to be a day of cessation from all work. The Hebrew word, of which our English word is a sibilant rendering, means "cessation"—Shabbath. There would be no cessation from work, no rest for the men employed; they would be kept at work the whole seven days of the week. But the disadvantages would not end there. Untold numbers of persons—men, women, and children—belonging to other trades and occupations, would be deprived of the day of rest. Open shops for the sale of tobacco and refreshments of all kinds, would be indispensable; but the business that would be helped and made to flourish above all others would be that of the liquor sellers the dealers in strong drink.

2. There is no necessity for Sunday cars as far as concerns church-going. Wherever they have been put into operation they have never yet been found to be conducive to attendance at church. It is the general experience of all the churches in cities where Sunday cars are run that the effect is most certainly to diminish church-going. The object of those who are agitating for them is to go to Springfield or anywhere else as far away from church and church services as they can get. The young people—young men and young women, who are our hope for the future—are chiefly those who are drawn away from church by Sunday cars.

3. Entertainments, attractions and amusements of various kinds will in due course be provided, especially bands of music, to be followed with dancing and theatricals, besides many other forms of merriment of an objectionable and pernicious character. Then ensue late hours, dissipation, unfitness for the next day's business, and many other ills, as the outcome of Sabbath desecration.

4. In all the cities of this fair Dominion and of the United States where the Sunday street car traffic has become an established institution, the moral tone of the whole community has been lowered and deteriorated. The moral sense has become blunted to a noticeable degree. Open stores and general trading have been encouraged, drinking saloons have made their largest profits on Sunday, and a greatly increased police force has been necessitated to keep pace with the certain consequences of a general laxity of morals. When once the safeguards of a quiet Sabbath day are broken down, and innocent bands of music, open museums, street cars and entertainments are permitted, the far-reaching

ing consequences that ensue are truly unlimited and incalculable.

5. The human organism—the body—is so constituted that in addition to a nightly sleep, precisely one-seventh of our time must be set apart for quiet rest and thorough cessation from the ordinary activities of life. This is a physiological law, a scientific fact. The violation of this law is seen in early senility, mental deterioration, failure of the bodily energies, and very often premature death, at the very age when mind and body ought to be at their ripest and best stage.

6. The Lord's Day—the Sabbath—is a divine appointment of supreme value. When man was justly and rightly condemned to a life of toil, one day in seven was given back to him for quiet rest and for the special purpose of affording him an interval of withdrawal from life's rush and turmoil, for devout thought, for penitential retrospect, for growth in the knowledge of those sweetly solemn mysteries divinely revealed to us in Holy Scriptures and impressively presented to us actually and livingly in the person and saving work of the Lord Jesus Christ. The secularization of the Sabbath Day sweeps all this away with a destructive sweep like that of a tropical cyclone, leaving wreck and desolation in its path. We must beware of small beginnings. An Alpine avalanche is the final catastrophe of accumulated flakes of fine and feathery snow. The first step in a young man's career often determines his final issues as to whether his life will be honorable or will end in ruinous failure. The adoption of the Sunday street car service may be the first downward step in the civic life of London. The welfare of our young men and fair young women, and of the whole community, now and for all time to come, depends very considerably on the action the city is about to take on the momentous question before us. The quiet Sunday life which has hitherto distinguished this city from others is in jeopardy. It is, however, a cause for joyous encouragement that the better elements of the community are in the overwhelming majority. If they have the courage to put forth their strength in the interests of public morality, good order and the claims of an enlightened religious sentiment, a great victory may be accomplished, and London will carry off the palm for exemplary citizenship.

REV. J. W. BEAUMONT, D.D.

The Warton Case.

To the Editor of The Advertiser:

The verdict in the Warton unlawful assembly and shooting cases should meet with general approval, at least, by all who desire to see law and order upheld, and should be published as a warning from one end of Canada to the other, for certainly they have given mob rule and gang interference a lasting check.

There are many places and communities in this country about the size of Warton where a state of things bordering on the condition of affairs there are allowed to exist. Inoffensive people, even women and children, are hounded on the streets of small towns and villages, and being constantly annoyed and insulted by much the same class of loafers who brought the Warton fatality on themselves, and if more of such raiders were made to "bite the dust," the country would be well rid of them.

Persons who will not attend to their own business and let other people alone, must be taught the necessity of doing so, even though occasional doses of cold lead have to be administered to them.

This reminds the writer of a tragic incident which occurred in Washington, D. C., a few months ago.

A Southern visitor was staying at one of the fashionable boarding apartments facing the fine capitol buildings, when one evening a rumor was gossiped around that he had offered an insult to some woman. The false report spread, and soon a crowd gathered in front of the house which had a balcony extending out from the second floor. The vile yelling mob demanded that the visitor be handed over to them to be dealt with according to their lofty ideas of morality.

They were proceeding to break open the doors when the visitor in question stepped out on the balcony with a loaded six-shooter in each hand, and in quiet but clear tones informed the mongrel mob that the rumors they had heard were false, and warning them to leave. Their derisive yells, and renewed attempts at violence brought swiftly on them the quadruple tragedy which immediately followed, for the "mobs" behind the guns" opened fire on the gang, shooting down four of them in their tracks, when all the other cowardly ruffians stampeded with fright and ran away.

The visitor quietly left the building, taking the next train for New York, and was not further molested.

LEX ET JUSTITIA.

Sunday Cars.

To the Editor of The Advertiser:

I have been quite interested in the letters you published recently, on Sunday street cars. H. H. Wallace, apparently, fears the desecration of the first day of the week. There are some cars that desecrate any day, and so far I agree. But may not the Seventh Day Adventists and others as reasonably object to the cars running on their Sabbath day?

Your correspondent asks for a list of the clergymen, laymen, etc., signing the petition. It seems to me such people would not sign, or would be very inconsistent if they did. Only one other class can have as much interest in not signing, and that is the street car employees. People do not as a rule petition against their own interests if they know it. As to the question, "Where do working men spend the Saturday afternoon?" most likely they potter round the house and fix things, of which there is always something to be done. I am not prepared to say that a day and a half is sufficient for recreation. The trend of the times seems to point to two days out of seven before very long. R. R. K. Emery also takes up the subject from a religious aspect, and I rather like that idea of seven holy days. But neither of your correspondents seem to have got to the root of the matter, and since we realize Sunday street cars must come sooner or later, let us put the question this way: Is there any need at the present time for street cars to run on Sunday? I think so, and will endeavor to make plain my reason for so thinking. Some ten years or so has elapsed since our more or less rapid transit system was first installed. The public at that time were accustomed to walking, but ten years of the trolley has educated the people into riding, so that a factor that did not exist at the beginning, does exist now. Today if we have but three blocks to go we ride. The result is we have spindle shanks that refuse to carry us but short distances, and the long walk to church, or elsewhere, brings on that limp feeling, and while thinking, "I don't say it, I wish the cars were running." There are probably plenty of other reasons, both for and against, and all as convincing ten years ago as now. It seems to me we might as well own up; it catches all cities sooner or later. The trolley habit is here. There is but one remedy, and that is a continuous street car service. Very truly yours,

ERNEST H. RUSSELL.

10 Teresa street, Sept. 20, 1907.

WIFE BURNS HUSBAND

Jealous of His Success, Frenchwoman Kills Spouse.

Paris, Sept. 23.—A tragic and dramatic story was unfolded, at Andre assizes, when Mme. Bassage, a young woman, was charged with the murder of her husband, Dr. Bassage.

For ten years of their wedded life the couple had lived humbly and happily together, but when they moved to another part of the district, and prosperity began to shine upon her husband, Mme. Bassage's attitude completely changed, and she became neurotically jealous of him.

On July 23 last, while he was in bed, she came to the bedside and burned him slightly with a flatiron.

A violent scene followed, and finally the doctor seized a revolver, whereupon Mme. Bassage rushed out of the house, and returned with a quantity of sulphuric acid, which she threw at her husband, burning him severely.

In an agony of torture the victim jumped out of bed and ran down to the kitchen in search of water.

Mme. Bassage then discharged her revolver at him, and he fled to his room. His wife waited for him, revolver in hand, and when he passed to his dressing room she fired again, and her husband fell dead.

He was greatly esteemed, and no justification was said to exist to justify his wife's suspicions of infidelity.

AWFUL PERIL
OF UNITED STATESOfficer Scents a War Cloud
With Army and Navy Helpless.

Washington, D. C., Sept. 19.—The United States army is in bad shape. The navy is even worse. War clouds are hovering thick and fast. The possession of the Philippines is bad, the Panama Canal an embarrassment, and the Monroe doctrine positively a peril. So declares Capt. William V. Judson, the corps of engineers of the United States army.

Capt. Judson is one of the officers who were sent to Manchuria to report on the observations of the operations of the Russian and Japanese armies. The scenes of carnage which he witnessed appear to have had a depressing influence upon him.

He has just made a report to the war department. It is more than a report. It is a lugubrious commentary on the awful hopelessness of anything.

Foresees Shameful War. Capt. Judson declares that only by adopting certain measures for the improvement of the American navy, which he outlines, can the United States be saved from a "shameful and disastrous war."

Incidentally the captain (corps of engineers) takes a fall out of military attaches. He declares they are "less dangerous only than war correspondents," and favors the policy of satiating public curiosity about a nation's wars by handing out typewritten statements from "some official channel."

Speaking further of military attaches, he says: "Many of them will be ill disposed for one reason or another. Some will try to make records in getting out information, and some even may try covertly to furnish information to the press."

If Russia Had Only Known. Then Capt. Judson of the engineers explains that Russia would not have had to fight Japan if the Czar had kept his fleet at home instead of sending it three-quarters of the way around the world to be "shot up" by the Mikado's gunners.

He then incorporates in his report the following observations on the unwisdom of a nation scattering its naval forces.

"This is, to be sure, a naval question, but strategy is much the same on the land and on the sea and one is forced to wonder why we maintain several battleships on the Asiatic station, subject to destruction in case of sudden war."

Gloomy Hints at War. It is apparent that Capt. Judson believes that Germany and Japan have designs upon the United States. He has a chapter on this topic, and, although he does not mention either nation by name, he indicates them both, beyond reasonable doubt.

Capt. Judson's scheme for avoiding national humiliation at the hands of an enemy is the organization of a big army reserve. He has naval officers by the ears by slighting references to the utility of the navy. For instance, he says, "Despite the great importance we justly attribute to the navy, in the end it must be admitted that its principal features are to decoration or attack the lines of communication of armies where the same lead across the seas. In the last resort, to prevent the final catastrophe of war, it is after all the army that is required."

The Fall Fairs. Secretaries of agricultural exhibitions are invited to send to The Advertiser, at an early date, any additions or corrections that may be required to complete the following list:

Alvinston	Oct. 2, 3
Alliston	Oct. 2, 3
Amherburg	Oct. 1, 2
Atwood	Oct. 1, 2
Alisa Craig	Sept. 23, 24
Beecon	Sept. 26, 27
Belmont	Sept. 27
Bridgen	Oct. 1, 2
Bothwell's Corner	Sept. 26, 27
Burford	Oct. 1, 2
Blyth	Sept. 23, 24
Brussels	Oct. 3, 4
Comber	Sept. 30, Oct. 1
Dorchester	Oct. 2
Delaware	Oct. 16
Dresden	Oct. 8, 9
Drumbo	Sept. 24, 25
Dundalk	Oct. 3, 4
Durham	Sept. 24, 25
Erin	Oct. 16, 17
Essex	Sept. 24, 25
Fergus	Oct. 3, 4
Galt	Oct. 1, 2
Glenora	Sept. 24, 25
Goderich	Sept. 25, 27
Harrow	Oct. 8, 9
Highgate	Oct. 11, 12
Kirkton	Sept. 26, 27
Lidderdale	Sept. 27
Ingessoll	Sept. 24, 25
Kirkton	Oct. 3, 4
Lambeth	Oct. 3
Leamington	Oct. 2, 3, 4
Listowell	Sept. 24, 25
Meaford	Sept. 26, 27
Moravian Indian, Bothwell	Oct. 9, 10
Milton	Oct. 10, 11
Metcalfe	Sept. 24, 25
Mildmay	Sept. 23, 24
Mount Brydges	Oct. 4
Muncey	Oct. 2, 3
Otterville	Oct. 4, 5
Paisley	Sept. 24, 25
Port Elgin	Sept. 26, 27
Ridgeway	Sept. 24, 25
Sarnia	Sept. 23, 24, 25
Simcoe	Sept. 24, 25, 26
St. Marys	Sept. 25, 26
Theford	Sept. 24
Tara	Oct. 1, 2
Teeswater	Oct. 3, 4
Wesleyville	Oct. 1, 2
Tilburg	Oct. 1, 2
Tiverton	Oct. 1, 2
Thorndale	Oct. 1, 2
Underwood	Oct. 8
Wallaceburg	Oct. 3, 4
Wallaceton	Sept. 25, 26
Warton	Sept. 26, 27
Wyoming	Sept. 27, 28
Bayfield	Oct. 1, 2
McGillivray Township	Oct. 4

SHAKE THIS WELL
IN A BOTTLEHow to Find Out If Kidneys
Are Affected and What
to Do.

A well-known authority states that there are more cases of kidney trouble here now than ever before, while recent reports show that more people succumb each year to some form of kidney disease than any other cause.

When there is sickness, examine the urine. Rheumatism is only a symptom of kidney trouble. It is nothing more or less than excessive uric acid in the blood, which is sluggish, inactive kidneys have failed to sift out, leaving it to decompose and settle about the joints and muscles, causing intense suffering; frequently resulting in deformity; often reaching the heart when death ensues.

Pains across the back, frequent, painful and suppressed urination and other symptoms of weak bladder are not the only signs of kidney trouble; many cases of stomach disease, headache, pain in the heart, inactive liver, etc., are but symptoms; the cause of which can be traced to feeble, clogged kidneys.

The physicians for the insurance companies always carefully examine and report on the condition of the urine. It is a certain sign of sickness or health of the human body.

A test of the urine should be made by every man and woman at least once each year. A simple test is to void a small quantity of urine in a bottle or glass and let it stand overnight.

Next morning, if there is a reddish brick-dust sediment, or white, fleecy substance present, either consult some reputable physician or take a good vegetable treatment. The following prescription is recommended highly in these cases, and if desirable the sufferer can mix it at home. Any good prescription pharmacy has the ingredients, which are harmless and inexpensive: Compound Kargon, one ounce; Fluid Extract Dandelion, one-half ounce; Compound Syrup Sarsaparilla, three ounces. Shake well and use in teaspoonful doses after each meal and at bedtime. Where any of the symptoms enumerated above are present, good results are sure to follow immediately the use of this simple prescription.

Weather
Probs:
Fine and
warmer.

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Why We Sell Knit-to-Fit Underwear

Few Underwear Garments give the comfort and freedom to the wearer as do KNIT-TO-FIT. They do not stretch or roll up, but are made to fit the form. KNIT-TO-FIT SUITS for ladies are very popular, and are indorsed by leading physicians because of their elasticity, fit and freedom from bands at the waist. A perfect fitting suit from the neck to the ankles which give perfect freedom of action. Try one set and you will permanently join the growing army of wearers of Knit-to-Fit Underwear.

Knit-to-Fit Combination Suits

In white balbriggan, ankle length, low neck and short sleeves; or high neck and long sleeves. At per suit.....\$3.00

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In fine white wool (unshrinkable), two styles, short sleeves and knee length, or long sleeves and ankle length. At per suit.....\$3

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Heavy Wool Combination Suits in white or natural shade, long sleeves and ankle lengths. At per suit.....\$3.50

Knit-to-Fit Vests

In fine white wool, in light and medium weights, high neck and long sleeves. At per vest.....\$1.75 and \$2.00

Knit-to-Fit

Knit-to-Fit Tights
In fine black wool, hand finished. Price, each.....\$2.25

In heavy wool VESTS and TIGHTS, natural shade (unshrinkable); vests come in long sleeves; tights in ankle length. Price, each.....\$2.00

Big Assortment of Ladies' and Gentlemen's
Umbrellas, Special at 85c

You will appreciate the opportunity of securing, at so low a price, an umbrella which has a covering of strong, durable TWILL AUSTRIA and built with tube rods and patent opener. A large choice of handles for the ladies in fancy trimmed horn, celluloid, Congo wood crooks, boxwood, imitation ivory, buck, nickel, pearl, and German silver mountings. For gentlemen, handles in natural wood crooks, Congo wood, furze wood and boxwood crooks. Splendid for school use. Your choice of ladies' and gentlemen's styles which would be excellent value at \$1.00, for only, each.....85c
ON SALE, JUST TO LEFT OF MAIN ENTRANCE.

HEATHERBLOOM TAFFETA for lining and skirting. Ask to see this much talked of lining which is the best substitute for silk, 36 inches wide, colors in stock yard, myrtle, olive, brown, sky, tan, navy, reseda, white, cream and black. Price 50c yard

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The Pure Food
Movement

is very strong in Canada today. In no article of diet is purity so important as in flour, for flour is the basis of more than half your food. It is your duty, therefore, to see to it that the flour you use is pure.

"FIVE ROSES" FLOUR is made by a process which insures absolute purity, in so far as it can be secured by the most scientific milling methods. From the time the wheat enters the mill until the flour reaches the cook it is untouched by human hands. The grain itself is thoroughly cleansed before grinding, whilst the flour is sifted, time after time, through the finest silk cloth, in order to remove the smallest impurities.

These processes render "FIVE ROSES" an easy and satisfactory flour to use, and insure better results on baking day than can be obtained with any ordinary brands.

Ask your grocer for it.

Lake of The Woods Milling Co.,

MONTREAL.

Limited.

Local Office, Canadian Bank of Commerce Chambers, London, Ont.

WITNESSED WILD SCENES

Spectator of the Vancouver Riots
Gives Graphic Recital.

Toronto, Sept. 19.—"It was an awful riot. The Chinamen lost no time in getting away, while the Japanese defended their property and showed fight," stated Mr. John T. Newton, of Vancouver, this morning, when interviewed in connection with the rioting in that city several days ago.

"A week ago Saturday and Sunday a meeting of the labor unions was held and paraded through the streets to the city hall. When they arrived at the city hall about half of the crowd secured an entrance and the rest were left in the streets. A crowd of rowdies, young men from 16 to 18 years of age, raided the Chinamen on Shanghai and Canton streets, fighting with the Chinamen and hurling stones through windows on their way. The Chinamen did not show any fighting spirit and got out of the way as soon as possible.

"The crowd then turned on the Japs, attempting to do the same as they had done to the Chinamen. The Japs showed fight, drew out revolvers, knives and bottles, and went after the white men when they attacked them, injuring several, but not seriously.

"On Sunday night another riot was started, it is thought by the same crowd, on the Japs, but the Japs defended their property and prepared to fight the white men. When the rioting was going on in the Japanese section, a small riot occurred on the wharves, with the result that several Japs were thrown into the water.

"In one instance a Chinaman, working in the front section of his store on Canton street, had several front teeth knocked out by a stone hurled through the window.

"The police were practically helpless, being shooed around by the crowd, and could do nothing. Several arrests were made, but the prisoners were released.

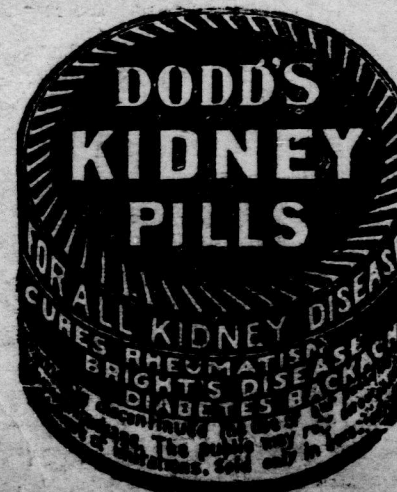
"On Monday every Chinaman went out

on strike, even every servant in private houses and restaurants. They struck to let the people know that they could do without them. Everybody was after coals, and general restaurant business was disabled for several days."

In speaking of the general feeling of the people in Vancouver, Mr. Newton stated: "There is a strong feeling against the Japs. The Chinamen stick out for the wages, while the Japs will work at anything for anything. The Japs are going into the mines and taking positions from the white men."

"If the Government lets the Asiatics come into the country it will hurt labor. They live on practically nothing, and live in any house or shack."

The total production of automobiles in the United States during 1905 was 22,830 vehicles, valued at \$26,646,064, against 3,723, with a valuation of \$4,748,011, in 1900, an increase of 461 per cent. Of the 21,692 vehicles turned out by automobile factories 18,699 were propelled by gasoline, 1,563 by steam and 1,425 by electricity.



Professor Friedrich Mueller, the eminent German philologist, has succeeded in deciphering some of the manuscripts brought home from Chinese Turkestan by Dr. Leccocq. The main interest lies in the fact that they are fragments of books of the New Testament and that their copiers had access to versions which are now totally unknown and they differ considerably from all authoritative ancient versions recognized by the Greek and Catholic churches. Dr. Leccocq found these fragments near Turfan, buried in the sand.

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