

BABY'S FUTURE

Something for Mothers to Think About

Lives of Suffering and Sorrow Averted

And Happiness and Prosperity Assured by

Cuticura Soap, Ointment and Pills When All Else Fails.

Every child born into the world with an inherited or early developed tendency to distressing, disfiguring humors of the skin, scalp and blood, becomes an object of the most tender solicitude, not only because of its suffering, but because of the dreadful fear that the disfiguration is to be lifelong and mar its future happiness and prosperity. Hence, it becomes the duty of mothers of such afflicted children to acquaint themselves with the best, the purest and most effective treatment available, viz., The Cuticura Treatment. Warm baths with Cuticura Soap, to cleanse the skin and scalp of crusts and scales, gentle applications of Cuticura Ointment, to allay itching, irritation and inflammation, and soothe and heal, and mild doses of Cuticura Resolvent, to cool the blood in the severer cases, are all that can be desired for the speedy relief and permanent cure of skin troubles in infants and children, and the comfort of worn-out parents. Millions of women use Cuticura Soap, washed by Cuticura Ointment, for preserving, purifying and beautifying the skin, scalp, hair and hands, for annoying irritations and weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves.

Cuticura Resolvent, used in the form of Chocolate Cuticura Pills, Cuticura Ointment and Cuticura Soap, is sold throughout the world. Agents: London, W. Christie & Co.; Paris, J. Ross de la Paillasse; Australia, R. Town & Co.; Sydney, Boston, 117 Columbia Ave., Foster Drug & Chemical Co., Sole Proprietors.

Special for "How to Cure Baby Humors."

Xmas Snaps in New Goods

As we intend making a change in our business in the near future, we will give special discounts on our entire stock of holiday Gifts. Call and see if there is anything you need.

L. W. COOK JEWELER.

AMERICANS ENFORCE AN ANNOYING LAW AGAINST CANADIANS

Passengers Arriving from the Provinces Must Now Take an Oath in Regard to Their Personal Baggage—Steamship Men Say New Rule Will Kill Tourist Business, and Want Law Rescinded.

Boston, Dec. 14.—It is understood that the Boston representatives of the steamship companies operating between the maritime provinces and this city, will hold a meeting tomorrow for the purpose of considering a plan to have the treasury department at Washington rescind or modify an order obliging passengers from the provinces to make the same declarations regarding their personal effects as apply to those coming from abroad on ocean steamships.

The new departure, which went into effect upon the arrival of the steamship Boston, of the Dominion Atlantic line, from Yarmouth (N. S.), will cause such a delay, it is claimed, especially in the height of the summer tourist season, that a strong protest will undoubtedly be made by the companies.

Unless the ruling is abrogated or in some way modified, the effect upon the passenger business of the companies can-

not fail to be very serious, in the opinion of the agents.

HOW THE RULE WORKS.

(Boston Globe, Dec. 14.) The steamer Boston, Capt. Stanwood, which arrived at Long wharf yesterday from Yarmouth (N. S.) was the first arrival since the new order was promulgated. The steamer was delayed two hours and she did not make her berth until noon.

The 67 passengers on board were anxious to leave for their homes, as most of them resided in the city or suburbs, but they were obliged to wait while each individual made declaration as to whether there was dutiable goods in his baggage, their valuation, etc. The examination delayed the passengers about four times as long as the former methods employed where the inspectors looked over the baggage of each passenger. This is also done under the new arrangement.

A GRAIN TRADE CRISIS.

A Western Trade Paper's Opinion of the Working of the Grain Act.

(Winnipeg Commercial, Nov. 28)

Another crisis has been reached in the grain trade of Manitoba and the west. The difficulty is the direct outcome of the unwarranted legislative interference with commercial conditions. The present demoralized situation in the western grain trade is not a surprise to those at all familiar with the conditions under which the trade is conducted. Indeed it is the inevitable which has happened. The Commercial long ago pointed out exactly what would be the result of an attempt to enforce the unreasonable restrictions which were then proposed, and which have since been put into effect. It will be simply impossible to handle the grain crop of Western Canada in anything like reasonable time, if the enforcement of recent legislation in regard to the distribution of cars is continued in effect. The law is unfair to the grain shippers, unfair to the railway companies and unfair to the large majority of farmers, who are compelled by force of circumstances to ship their grain through or sell to the elevators. It is utterly unreasonable to expect any railway company to promptly supply cars for handling the crop while laboring under the disadvantages imposed by this legislation. It is unreasonable to expect dealers to continue buying grain when they have been deprived of the means of shipping the stuff by legislative interference with natural trade conditions. Under the existing legislation the

elevator owner is in the same position as each individual farmer. The elevator owner may require a full train of cars, but he must wait till possibly 100 farmers who have orders in are each served with one car before he can get a car.

It can be readily shown how this regulation is accountable for the car shortage. Under the old system a train load of cars would be sent out of Winnipeg say over one of the branch lines in the morning, and these cars would be distributed to the elevators along the line. By the time the locomotive had reached the end of the line these cars would be loaded with wheat. The engine could return almost immediately and pick up the loaded cars. Under the present system the cars would be distributed to individual farmers. Instead of having the cars loaded in a few minutes, as they could be if given to the elevators, the farmer is allowed 24 hours to load, after he is notified that the car is at his disposal. The railway company must notify the farmer that the car is ready for him, which is in itself an unreasonable obligation, and one which must cause great delays, as many of the farmers reside some distance from the shipping point. Then after this notification the farmer can wait 24 hours, and then perhaps decide that he will not load the car at all. The next applicant on the list is then entitled to the car, and the same routine of notification and waiting for the loading is repeated. To expect the railway companies to handle the grain trade of the west on this basis at all expeditiously is altogether unreasonable. The result is that railway traffic has been greatly delayed, and the entire trade of the country has been made to suffer.

As regards the elevators, it seems unfair that the shipper who is prepared to handle expeditiously 5,000 or 10,000 or

more bushels of wheat per day from each elevator, should be placed on the same basis as each individual farmer who decides to load a car and take an average say, two days to do this. Taking into consideration the time lost in notifying the farmers, and the subsequent delays in loading, the average time occupied in loading cars in this way will probably be about two days.

The law works a hardship to the majority of farmers, who are naturally compelled to use the elevators. Many reside some distance from the railway station to be in a position to load a car, or they have not sufficient of one grade to make a car lot. As the elevator is practically put out of business by the restrictive legislation, the farmers who are depending on the elevator are obliged to suffer inconvenience and loss.

It may sound very nice in theory, to say that the farmers who wish to load their grain direct should be given cars. But it is a condition and not a theory we have to face. The effect of trying to enforce this theory by legislation has been to compel 75 per cent. of the farmers, who wish to use the elevators, to wait, while 25 per cent. ship their grain by the slow process of direct loading. Meanwhile trade is demoralized and the commercial interests are compelled to suffer. Occasionally legislation may be necessary to correct abuses in trade, but as a rule the less legislative interference we have with normal trade conditions the better. In the case under discussion legislative interference has only resulted in bringing about a very serious situation.

The grain handling system of Western Canada is undoubtedly not equalled anywhere else in the world. It is a system which is admirably adapted to the requirements of the country, and which provides for the rapid handling of a vast quantity of grain during the short period between the harvesting of the crop and the close of navigation. Legislation which will cripple this system and retard its natural development cannot but be regarded as unwise.

This is one of the Leading Odors this season.

(ASK FOR SAMPLE)

It's not a question of profit this season—we've shown the people we can make the display—from now out we're simply going to cash up regardless of cost.

A. W. Reddin, Phm. B., THE SQUARE DRUGGIST, Sunnyside.

Fit-Reform

READY-MADE TAILORED CLOTHES

"Quality" Clothes

The perfection of every detail in buying, making and retailing, has made "Fit-Reform" Clothes what they are to-day—the representative ready-to-wear clothes of Canada. The men who design the patterns, are employed for their nice discrimination. The men who oversee the making are rigorous censors. The tailors who actually build the clothes, are on their mettle to do better and better work every day.

"Fit-Reform" has won a reputation as the finest ready-to-wear clothes in Canada among men who appreciate its niceties of tailoring—its perfection of fit.

Men who demand styles and fabrics that are exclusive, have more reasons than ever to look to "Fit-Reform" Clothes for them. Suits and Overcoats, \$12. to \$30. Trousers, \$3, \$4, \$5 and \$6.



Fit-Reform Wardrobe PROWSE BROS.

Sole Agents for CHARLOTTETOWN.



We are showing many others boxed and bulk.

A. W. Reddin, Phm. B., THE SQUARE DRUGGIST, Sunnyside.

Have You Seen Weeks' Lovely

Silk Waists!

The Latest NEW YORK STYLES imported expressly for the Xmas trade. Nothing daintier or nicer for a Xmas present to a lady friend.

\$4.75 to \$10.25



Gent's Gloves Silk Lined Mocha

\$1.65 per pair. A Nice Gift For a Man.

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