

### Emphatic Discounts on Hair Brushes

We find we are largely overstocked in hair brushes and for a few days will give a big discount. See our window. A mixed bristle, solid back brush worth 35c for 25c. Other brushes solid back, full bristle 50c for 36c-75c for 54c-85c for 60c-1.00 for 86c-1.25 for 60c. 20 p. c. off all others. Some are real Ebony, others Foxwood. All real bargains.

**J.G. Jamieson**  
DRUGGIST.

### Thermometers

Everyone should have a good thermometer in the home, you will find it very handy, it will help you keep the house at a right temperature. Prices from 15c up. We have a special outside one that is a dandy. See our line.

**G. H. Taylor**  
Jeweler

### ROCKWOOD CHOCOLATES

Are Without a Peer

They are the work of Candy Makers, whose aim is to produce Chocolates as near perfection as possible. Every ingredient used in the manufacture of ROCKWOOD'S is guaranteed to be pure and of highest quality. Try a box and you will understand why ROCKWOOD'S are becoming popular.

### Opera House The Paul Gilmore Co.

In The New York and London Success. Two Nights—January 11-12

### THE THIRD DEGREE

By Chas. Klein—Author of "The Lion and the Mouse"

Prices—35, 50, 75, \$1.00. Seats on Sale Tuesday morning 10th inst. at usual places.

1-6661

### Stylish Winter Overcoats

We want to show you all the splendid overcoat values we are showing right now. Some new materials that we've only recently received from the manufacturers that are really classy.

The patterns and colors are in keeping with the demands of fashion critics in the great metropolitan fashion centres—and we know that you would like them.

You can get samples if you want them.

**M. ROSS, Tailor**  
Great George St.

### THE CHARLOTTETOWN GUARDIAN

TUESDAY, JANUARY 10, 1911

LET US SPEAK WITH BATED BREATH.

The esteemed Pioneer has become eloquent over "the modern mystery" of the movements of the steamship Minto, which in three short weeks had found three different routes for herself to and from the mainland and without notice abandoned each of them in succession. Starting in on the Summerside-Tormentine route she shifted to the Charlottetown-Pictou route, thence to the Georgetown-Pictou route and thence back to the Charlottetown-Pictou route, all within the round of one revolving moon. And all are waiting expectantly for the next in the series of her kaleidoscopic changes. Here is what The Pioneer has to say of one of these fittings.

"Why did the Minto go to Georgetown? The cliffs along the shore echo 'why.' There is one man in all the earth that knows that man is the captain of the Minto. And as the Sphinx holds the secrets of the desert sands so will Captain Finlayson hold his secret. It is not for mortals to know why the Minto is here today and there tomorrow. That's the captain's business. He is above the power of governmental departments, beyond the control of local agents, not subject to the dictation of parliamentary representatives.

"He is a power, self-contained, self-sufficient, self-perpetuating. He can neither be deposed nor disposed of. He is there and that's all that's to it, and he will go where he pleases, stay where he pleases and leave when he pleases. There is one human comfort left, namely, that, like the ocean, this control stops with the shore. He can't take, or at least hasn't yet taken, any one or anything on board by force."

These things are almost incredible to people outside of Prince Edward Island who read or hear of them. They think there must be some mistake or exaggeration in the account, but they may rest assured that a staunch Liberal journal like The Pioneer, knowing all the facts, would not willingly misrepresent the matter. But even the versatile captain of the Minto has not yet exhausted all the winter routes. There is yet another route and another mode of conveyance which may yet be adopted, and to which we have been compelled to resort winter after winter. That is the Traverse-Tormentine route equipped with ice-boats which the "straw-passengers" drag across the ice, varying each two dollars for the precious privilege.

### MOVEMENTS OF POPULATION.

Statisticians figure out that there were last year in Canada 168,000 births—new arrivals on the shores of being from nowhere in particular; 105,000 deaths—departures for unknown destinations beyond this bourne of time and space; and also the arrival of 365,000 immigrants, 1,000 a day on an average, from other countries of this mundane sphere. If these figures are correct and there were no other deductions to be made, the population of the Dominion should have increased by 428,000 during the year 1910.

But there are, unfortunately, other deductions to be made. There are those who, remove from the Dominion to other lands. How many of them there are we do not know. The statistical department takes note of the immigrants who come, and of the children born and the people who die but makes no effort to ascertain how many go away to other countries. Canadians are scattered all over the globe, many thousands of them in the United States. Today we are welcoming many thousands of so-called American immigrants to Canada, not a few of them returning Canadians. But thousands—at least 50,000 a year—are still crossing the border the other way.

If we knew how many native born Canadians remove, and how many of our first year in business has just closed and we are delighted with the showing made. We have to thank all our friends in town and country for the very generous way they have helped us. In 1911 we will hope for your continued favors and will do all in our power to furnish a first class drug service. The MacKinnon Drug Co., Cor. Gt. Geo. and Kent Sts. drt.

### Greeting

We wish all our customers a full measure of health and strength during the coming year and would say that we know of no better or surer way to attain these twin blessings than to eat

**"CAMERON'S" Home-Made Bread**  
(Name on every loaf)  
Cameron's Home-Made Bakery.

The Guardian is charged by The Pioneer with dealing too gently with this matter "in an editorial which breathed of awed mystery and resignation." But what would our western contemporary have? The Guardian has for many years past put up the best fight it could for the Tunnel and one permanent, all-rail highway to the mainland. We have labored in season and out of season to this end, to get one straight, certain route instead of four circuitous and uncertain ones, to get quick and cheap communication instead of slow and costly communication, but what has been the result? This, the one great need of our Island Province has been treated by the powers that be as a matter too trivial for account.

Almost the first thing the pioneer settler in the backwoods concerns himself with is to get a road for both winter and summer use to connect him with the outside world. The dumb domestic animals make for themselves direct paths to their pastures and watering places. Even the wild creatures of the forest, where they are at all numerous, have their pathways to the drinking pool. But the intelligent and patriotic human kind resident on Prince Edward Island have no winter highway to the mainland. They have three or four possible ways, open at times, but any or all of them liable to be closed without notice by real or imaginary stress of weather, or at the caprice of some one clothed with a little brief authority.

Presumably these things are to go on forever. The Government is busy with other things. And for years past what have the representatives we have sent to Ottawa done to improve matters? What honest effort has been made to get the Tunnel? And on the other hand what effort has been made to side-track and kill that project? True, we have got a new steamer, but whether it will do better work than the Stanley which was taken away remains yet to be demonstrated. And we have had another route proposed—Brule, to wit—while we are cursed with far too many routes already. Let us be philosophical. Kismet! It is written that these things are to be. Also the three short-haul routes is foredoomed, and double express rates predestinated. It follows that in the eyes of our rulers we are not to be treated as the people of other Provinces are treated. Let us therefore bow the knee in humble submission and speak only with the bated breath and whispering humbleness.

our immigrant settlers return to their former homes, or pass through to the States, it would be easy to say what the present population of Canada is approximately. As it is no man knows, and we must await the actual count of the census to find it out.

### Constipation Vanishes Forever

Prompt Relief—Permanent Cure

**CARTER'S LITTLE LIVER PILLS** never fail. Purely vegetable—act surely but gently on the liver. Stop after dinner—dissolve—cure indigestion—improve the complexion—brighten the eyes. Small Pill, Small Dose, Small Price. Genuine—see box Signature

**Beathood**

### MORNING COMFORTS

Nothing so pleasant on a cold winter morning as a pair of Warm Felt Slippers or House Shoes to wear around just after rising. It would be of interest to you to see the many pretty samples and regular lines which we have on hand and the prices are from 30c a pair up to \$2.00. In overshoes and rubbers we are leaders as we carry only the best makes at the same price as those of inferior quality. Also all the popular shades and lengths in Ladies' Gaiters

**Goff Bros**

### THE NIGHT SERVICE TO SYDNEY.

Commencing yesterday the night train service between Halifax, New Glasgow and Sydney, in which many Prince Edward Island people are interested, enters upon a new arrangement. The Sydney people would have liked that the summer arrangement, giving a train through every night, should be continued, but this would not pay expenses. The railway management desires to meet the wishes of the eastern patrons of the road as far as practicable, have scheduled a service on each alternate night, Sundays excepted.

We believe this service will be accepted and appreciated as a compromise, and the Board of Management is to be commended for making a trial of it. There is just one point in regard to which we are in doubt. The new time card provides for a night train with sleeper, running as a special from New Glasgow to Sydney, on Mondays, Wednesdays and Fridays. It would seem that Tuesdays, Thursdays and Saturdays might in several respects be preferable. Such an arrangement would, we think serve the patrons of the route better than the proposed arrangement as it would clean up the week's traffic within the week. But in any case they will be pleased to have the night train service to and from Sydney continued on any alternate days rather than have it wholly discontinued.

An Ottawa special to The Patriot states that before the next election the government will increase the membership of the Senate. This is altogether probable in regard to the representation of the rapidly growing west. But the despatch goes on to say: "It is stated that the increase will be large. . . . The greatest increases will be in the Prairie Provinces, British Columbia and New Brunswick." There must be some mistake here. The representation of New Brunswick, like that of Prince Edward Island, Nova Scotia, Quebec and Ontario is fixed by the British North America Act which the Government or Parliament of Canada have no power to change. But the Government, which has no power to increase the representation of either of the older Provinces in the Senate, may, by wrongfully neglecting or refusing to fill up vacancies as they occur, deprive a Province of a part

### TO CURE A COLD IN ONE DAY.

Take LAXATIVE BROMO Quinine tablets. Druggists refund money if it fails to cure. E. W. GROVE'S GROVE'S signature is on each box. 25c.



### His Best Investment

because it costs least money to retain property under certain conditions with the highest percentage, enables him to attend to his business with an easy mind, and because a policy for

**Fire Insurance** proves that he has a level head. Every man wants to protect his home or business from the worst happens. Let this office provide you with a policy in the most reliable Fire Ins. Co. on earth.

**D. B. Stewart, Ch'town**  
dttst

### P. E. I. RAILWAY

Commencing December 27th, 1910, trains of this railway will run as follows:—  
Trains outward:—  
Road down Stations Read up  
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6:52 1:17 11:15 Lv. St. John's Ar. 10:10 11:30 1:55 4:35  
7:12 1:37 11:35 Lv. St. John's Ar. 11:10 12:30 2:55 5:35  
7:32 1:57 11:55 Lv. St. John's Ar. 12:10 1:30 3:55 6:35  
7:52 2:17 12:15 Lv. St. John's Ar. 1:10 2:30 4