

THE DAILY EXAMINER.

NOVEMBER 25, 1882.

Editorial Notes.

—Though it brought many of the Shareholders to ruin, the City of Glasgow Bank paid every one of its creditors 100 cents in the \$1.00, or rather 20s in the £1. This is creditable.

—For the first four months of the fiscal year, the receipts by Customs, Excise and the Railway, in this Island were as follows:—

	1881.	1882.
Customs,	\$79,101 48	\$64,038.73
Excise,	12,066.63	10,779.95
Railway,	60,682.28	63,360.93

The volume of P. E. Island imports is either smaller this year than last or else we are buying more freely from our own people in other parts of Canada. In either case the indication is satisfactory. It is also gratifying to note that the business of the Railway is improving year by year.

—The Winter Arrangement of trains will be in force on Wednesday, the 29th inst. A train for the West will, after that date, leave Charlottetown every morning at a quarter past eight o'clock, arriving at Summerside at a quarter to twelve, and at Tignish at five minutes past six. A train will leave Tignish every morning at half-past six, arriving at Summerside at twenty minutes past eleven, and at Charlottetown at a quarter past four. A train will leave Charlottetown for Summerside every day at half-past three, arriving at seven p. m., and a train will leave Summerside for Charlottetown every morning at a quarter to eight, arriving at a quarter past eleven. A train will leave Charlottetown for Souris and Georgetown every afternoon at three o'clock, arriving at Georgetown at half-past six, and at Souris at half-past seven. A train will leave Souris every morning at seven, will connect at Mount Stewart with a train which leaves Georgetown every morning at eight, arriving at Charlottetown at half-past eleven. Till the navigation closes a special passenger train will leave Charlottetown for Summerside every morning at twenty minutes past six, and return to Charlottetown on the arrival of the steamer each evening.

—Thurlow Weed, whose death at the advanced age of eighty years, was announced a few days ago, before the Civil war, one of the leading journalists of the United States. He began his life's work as a printer's apprentice, and twenty years afterwards became an editor. Then he became a member of the Legislature of New York. In 1830, he became editor of the Albany Evening Journal, the leading organ of the party; and after that he never held office, but devoted all his energies to the labor of putting others in and out of office. Although he made his friend Seward a Governor, a Senator and a prominent candidate for the Presidency, he refused all political preferment himself, and continued to edit the Evening Journal until 1862, after which he spent some time in Europe for the benefit of his health. On his return in 1867 he edited the New York Commercial Advertiser; but failing health soon compelled him to retire. Since then he has taken no active part in journalism, but has been looked upon as a sort of political oracle worthy of being consulted upon great occasions.

—Mr. Davin tells the following story—so characteristic of the great Conservative Leader, Sir John A. Macdonald: "In due course the party arrived at Quebec. The visit to the Anglican Cathedral brought on some new and original ideas on the subject of the church decoration from Mr. R. by; the visit to the cathedral, the St. Louis Hotel and Mount Hermon Cemetery also contributing to the general amusement and interest. And the first chapter of what is really a novel in three chapters concludes with this scene, which we believe is historical, and took place this summer. On reaching the St. Louis Hotel they saw Sir John Macdonald, with his thoughtful face and dark curls, which still fight hard against the bleaching touch of time. He was surrounded by a lot of cabmen all crying, 'I'll take you, sir, I've a fine horse, Sir John.' Then our friends had the opportunity of witnessing one of those acts, which more than his great ability has endeared Sir John Macdonald to a large portion of the Canadian people. Sir John asked whether Jim McCulloch was there. Jim was not there. But a little boy said Jim was on the stand, and he would fetch him. Many years ago when the Parliament met in Quebec, Jim always drove Sir John. Jim now came, old and ragged, driving the worst cab in Quebec. Sir John shook hands with him, inquired how Biddy and the children were, and then amid cheers in which even the disappointed cabmen joined, drove off to visit the Governor-General and the Princess Louise.

THE WRECK OF WARSHIP PHOENIX.—The Dominion Wrecking and Salvage Company's steamer "Relief," with her attendant scows and appliances, will probably soon begin the work of raising H. M. S. Phoenix, ashore on Prince Edward Island. Mr. F. W. Henshaw, the secretary of the company, says they confidently expect, notwithstanding what has been said to the contrary, to raise the sunken cruiser easily. The operation will be simple. Two pontoons, with a capacity of 2,000 tons, will be placed one on each side of the vessel and then filled with water until they sink to nearly level with the water. Chains made of two and one-half inch iron will then be passed under the ship and made fast to the pontoons, which will then be pumped out rapidly, and rising out of the water, will take the steamer with them. —*Halifax Herald.*

Conflicting Testimony from the Same Source.

"They (the Local Government) say now with some little hesitation that the Government, if it is careful, may be able to do without imposing an Assessment for three or four years—some say only one."—*Patriot April 1, 1882.* Comment on the repeal of "the Assessment Act, 1877.

"The writer (in THE EXAMINER) no doubt believes that he has discovered a hole big enough for Sullivan, Ferguson and their colleagues to creep out of without openly and grossly violating the pledge they made at the last election. They then confidently declared that direct taxation was unnecessary, and pledged themselves if they were returned to power, to carry on the Government without re-enacting the Assessment law. They made no reservation; their promises were without a single condition."—*Patriot Nov. 21, 1882.*

These quotations will give an idea of what an utterly unscrupulous opponent we have in the Patriot. Here we have the Patriot, just previous to the last election, declaring that the Government hesitated and were careful to say that they may not be able to do without imposing the Assessment Act for more than three or four years, or even more than one. Here again just after the elections, we have the self-same Patriot with the self-same editor in charge, declaring that the Government THEN CONFIDENTLY DECLARED that direct taxation was unnecessary, and pledged themselves to carry on the Government without re-enacting the Assessment law. Most persons will agree with us that the Patriot is not to be trusted; and those who do not, must confess that, on the Patriot's own testimony, the Government would, if they found it to be necessary, be quite consistent in re-enacting an Assessment Act at the end of one year.

Mr. Hackett, M. P.

Has the Patriot any certain proof that Mr. Hackett has sold him self to the Canada Pacific Railway Company?

Has the Patriot sufficient evidence that Mr. Hackett "negotiated and consummated" an agreement with the Canada Pacific Railway Company" previous to the last general election?

Does the Patriot know certainly that Mr. Hackett has received an office in Ottawa?

And if he has, will the Patriot kindly explain what legislation—now that the company have obtained their Charter, and the bargain has been completed—is likely to be introduced which will conflict with the Parliamentary duty of Mr. Hackett to his country and his constituents?

A gentleman from Tignish—who says he knows—tells us that the report concerning Mr. Hackett is a mere fanciful rumor; and that before he left Tignish, Mr. Hackett had secured no position whatever.

Plants in Living or Sleeping Rooms.

The following from the pen of the late James Vick, is sufficiently clear to set at rest the fears of all those who are afraid that growing plants, in a sleeping room, are unwholesome:—

"Growing plants, vegetation in general, is the means nature employs to purify the atmosphere; the gases, which are the products of respiration, and of the decomposition of organic matter, either vegetable or animal, are assimilated by the growing plant, or converted into its tissues. In the wondrous laboratory of nature these processes are constantly in operation, so that all organic substance, in their turn, together with all the effete products of animal life, serve the purpose of sustaining vegetation. The process of this assimilation of matter or food in plants is a direct result of the action of sunlight, though, there is reason to believe, the process is not wholly interrupted during the night, but that the peculiar action, induced in the plant by the direct sunlight, is continued with a diminishing force in the hours of ordinary darkness; probably but little new matter is received into the plant in the night, but the process of assimilation is in completion. The facts and experiments on which these deductions are made, could be given in detail, but those curious in this matter we would refer to the writings of vegetable physiologists.

So far, then, as growing plants are concerned, we have a clear case, and can say positively that they are not only not injurious, but actually beneficial. There is, however, another view to take of the subject, and that is in regard to blooming plants. The perfume of some flowers is not only disagreeable to some persons, but, when they are exposed to them for some length of time, affects them with headache, nausea and febrile symptoms, more or less aggravated. Especially is this the case with those peculiarly heavy odors given off by some varieties of hyacinths, tuberoses, jasmynes, orange blossoms, and some other kinds. Of these there is no question, and all such plants should be avoided by those sensitive to them; and, probably, it would be well for any one not to have such plants in a sleeping room. But the caution is scarcely necessary, for it is seldom that any great amount of bloom is attained in house-plants in the winter. Again, the ventilation that is necessary, and that in every well regulated room is given, secures from all harm, in ordinary practice, from the odors of flowers.

A bouquet left standing in the same water for several days, as is sometimes allowed, may become quite offensive, but, the case of decaying vegetable matter is far different from living plants. A light burning in a room, or a small animal, like a cat, or a dog, occupying it, will vitiate and destroy the atmosphere to a very sensible extent, but who objects to their presence on this account? The last care in ventilation comes in all. In this connection we may well refer to an extract from a note we published last year from the editor of one of our daily journals. He says: "I think plants could be used as a sort of ventilator. The value of plants in a health point of view is not yet appreciated as it will be. A room where plants do well

makes a good living-room. The three sources of ill-health in in-door life, in Winter in particular, are: first, super-heated air; second, too dry air; and, third, an air loaded with carbonic acid. Regulate the first two conditions so plants live and thrive, and they will rapidly absorb the acid. Under our plant stand, my wife has a long tray of water, which keeps the air moist by evaporation, absorbs the carbonic acid, and our plants are the wonder of my patients, and the health of our rooms. I can thus point many a lesson in hygiene." In conclusion then, only discriminating against those plants, the odor of which we know to be disagreeable or injurious to us, we can safely say that plants in living or sleeping rooms, are beneficial in purifying the atmosphere, and that a room with more or less of thrifty, growing plants, has not only an air of refinement, but literally a purer air than without them."

Struck by a Railroad Train and Still Lives.

Yesterday afternoon, Edward Mulligan, a well-to-do farmer, arrived at County Line by the afternoon train from Summerside. He lives a mile and a-half from County Line Station; but did not go to his home immediately on arrival of the train. On the contrary, he partook of the hospitality of some of the villagers, and also partook of their ardent to a limited degree. Shortly before dusk, he left for home and selected as his route the railway track. He did not proceed a-half mile from the station before Morphens, assisted by Bacchus, attacked him. He fell their victim, and laid quietly alongside the rails. At 6.45 the Summerside regular train, in charge of Conductor Thompson, came steaming along. The driver noticed a dark object on the track, but not in time to stop the train before the pilot of the engine came in contact with it. The train was, however, stopped as soon as possible, and Conductor Thompson, on going back, discovered to his horror, the apparently dead body of a man. It was placed in the baggage car, taken to County Line Station, and given in charge of Dr. Wall. On examination it was found that the pilot struck Mulligan on the shoulder, broke the blade in three or four places, broke several of his ribs, and inflicted several scalp-wounds in his head. He remained insensible for some time after the accident, but this morning, under the skillful treatment of Dr. Wall, he showed signs of recovery.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions or statements of our correspondents.

Street Crossing Wanted.

To the Editor of the Examiner.
SIR,—All who do business in the neighborhood, must continually feel the great want which passers-by often experience, of a proper crossing somewhere between Water and Dorchester streets. Any one who wishes to cross Queen Street, at Dorchester Street, must, in bad weather, first go either down to Water Street, or up to Dorchester Street. To business men in the neighborhood it cannot but be a great inconvenience; to other men a loss of time, to say the least of it, and to the public generally a source of much just complaint. When we see the numerous crossings further up the street, where no more business is done, we must say it is unfair to the locality in question, and we feel sure it will only need to be brought to the notice of our energetic and pains-taking Street Committee to secure what will be a great benefit to the public at large. This will be more apparent when we remember that at every other corner of Queen Street, and in some cases, we believe, between cross streets, there is a foot-path.
CITIZEN.

APPLES AND ONIONS.

BY AUCTION on MONDAY, November 27th, at 11 o'clock, at the Subscriber's Sale Room: 1 Car Load 1300 barrels Winter Keeping Apples, in Bishop Pippins, Baldwins, Greenings, Spitzenbergs, Northern Spys, Ribston Pippins, and other varieties. Also, a few bbls Onions, direct from owner's orchard, Cornwallis, N. S.
A. McNEILL, Auctioneer.
Nov. 25, 1882.

HORSES WANTED.

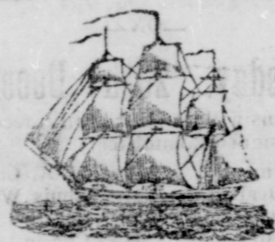
THE undersigned wish to inform the public at large that there are some gentlemen, from the United States, stopping at the North American Hotel, who wish to buy

Light and Heavy Horses,

From 1000 to 1,400 lbs. Each.

MILLER, DEARBORN & CO.

Nov. 24, 1882—41 pd.



For Liverpool, Direct.

BRIG "ALPHETA,"

Now lying at Peak's No 2 Wharf, will be ready to RECEIVE CARGO

On Monday, the 27th inst., AND

Sail for Liverpool, G. B., about 1st December.

Shippers of Canned Meats and Starch will please engage room at once. Apply to this office.
PEAKE BROS. & CO.
Nov. 25—4f

GREAT SALE

—OF—

MEN'S AND BOYS' CLOTHING

—AT—

J. B. MACDONALD'S.

- MEN'S WARM REEFERS, \$3.00.
- MEN'S HEAVY REEFERS, \$4.00.
- MEN'S HEAVY REEFERS, \$5.00.
- MEN'S VERY HEAVY REEFERS, \$6.00.
- MEN'S EXTRA WARM, (Good Quality) 7\$, 8\$, 9\$, 10\$.
- MEN'S WARM OVERCOATS, \$1.25.
- MEN'S WARM OVERCOATS, \$5.50.
- MEN'S VERY WARM OVERCOATS, \$6.00.
- MEN'S EXTRA HEAVY OVERCOATS, \$7.50.
- MEN'S AND BOYS' ULSTERS, in Great Variety, very Cheap.

Persons in want of Ready-made Clothing for Winter, will find one of the largest and cheapest Stock in the City at

J. B. MACDONALD'S,

Ch. town., Nov. 22, 1882—wly pat, pres no QUEEN STREET.

DETERMINED TO SELL.

D. A. BRUCE, MERCHANT TAILOR,

Having imported an unusually Large Stock, of excellent value is prepared to make

Suits and Overcoats to Order,

AT PRICES LOWER THAN THEY HAVE EVER BEEN OFFERED FOR ON THIS ISLAND.

THE STOCK CONSISTS OF

Wool Cloth, Beaver Cloth, Worsted Cloth, Scotch Tweed, Canadian Tweed (355 Patterns to select from.)

And all kinds of Cloth usually found in a First-Class Tailoring Establishment.

Perfect Fits and Good Workmanship Guaranteed!

OUR READY-MADE CLOTHING,

Manufactured on the Premises,

IS OFFERED AT BETTER VALUE THAN IMPORTED.

A Large Assortment of FUR and CLOTH CAPS, FELT HATS, Men's and Boys' UNDERCLOTHING, 1600 White and Colored SHIRTS, COLLARS and CUFFS (American), at Clearing-out Prices, and a full line of

GENTS' FURNISHINGS

Intending Buyers will find it to their advantage to call and examine our Goods and Prices.

D. A. BRUCE, 72 QUEEN STREET.

LONDON HOUSE.

Now Opening ex S. S. Victoria, Waldensian and Cedar Grove

- Ladies' Beaver and Plush Hats,
- Ladies' Silk Scarfs,
- Ladies' Jersey Gloves.

- Ladies' Alexandra Jackets,
- Children's Woolen Pelisses,
- Promenade scarfs and Squares.

- Beehive Wools, Cocoon Wools,
- Ice Wools, Berlin Wools,
- Moire and Broche Sash Ribbons.

- Gentlemen's Lambs' Wool Underclothing,
- Gentlemen's Merino Underclothing,
- Gentlemen's Kid Mitts and Gloves.

GEO. DAVIES & CO.

Charlottetown, Oct. 5, 1882.

C. B. WARREN

Has now on hand a Large and Well-Selected Stock of

HOME MADE AND IMPORTED

BOOTS AND SHOES.

Our MEN'S and BOYS' BOOTS are HAND-SIDED, SIDE-LINED, Good Stock and First-Class Work.

In WOMEN'S, MISSES' and CHILDREN'S, a Large Variety, Nice Fitting, Well Made, and Warranted equal to any in the Market.

A Choice Lot of Felt Boots and Slippers, Overshoes, Rubbers and Moccasins.

The Whole Lot to be Cleared Out as soon as Possible.

Cheap for Cash at Stamper's Corner.

Ch. town., Nov. 7, 1882—wly C. B. WARREN.

FAREWELL!

MONDAY, NOV'R 27.

PROFESSOR EASTY

Y. M. C. A. HALL.

TEN NEW SELECTIONS. 10

PRICES AS USUAL.

RESERVED SEATS at Book and Drug Stores and at the Door.
Nov. 25, '82.

Dominion of Canada.

Province of Prince Edward Island.

IN THE SUPREME COURT.

In the matter of An Act of the Parliament of Canada, passed in the forty-fifth year of Her present Majesty's Reign, Chapter 23, intitled, "An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies, and Trading Corporations, and of the President, Directors, and Company of the Bank of Prince Edward Island, an Insolvent Banking Company.

NOTICE is hereby given that, on Wednesday, the twenty-ninth day of November, instant, A. D. 1882, Mr. Justice Peters will sanction generally the bringing by the Liquidators of above named Company of any suit or legal proceeding in any Court of Competent Jurisdiction in this Province, necessary, in their opinion, for the enforcement and collection of debts and liabilities to the said Company, unless cause to the contrary be shown before the said Judge, at the Judges Chambers, in the Law Courts Building, in Charlottetown, in said Province, on that day, at the hour of twelve o'clock, noon, by any of the creditors, contributors, shareholders or members of the said above mentioned Banking Company.

Dated this twenty-fifth day of November, A. D. 1882.

D. BODGSON, Prothonotary.

R. R. FITZGERALD, Solicitor.
Nov. 25—111 29th

For the Benefit of all Concerned

BY AUCTION on TUESDAY, November 28th, at 12 o'clock, noon, at MY AUCTION ROOM, QUEEN STREET,

162 Barrels Flour,

Ex Schooner "Lizzie" from Montreal, landed in a damaged condition, condemned and ordered to be sold for the benefit of all concerned.

A. McNEILL, Auctioneer.
Ch. town., Nov. 24, 1882—3i

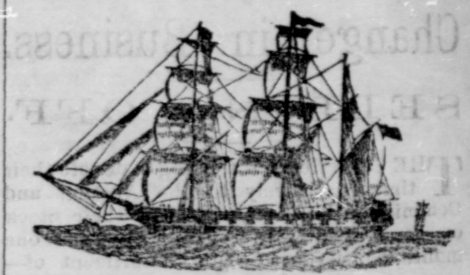
For the Benefit of all Concerned

BY AUCTION, TUESDAY, November 28th, at 12-30 o'clock, p. m., at L. C. Owen's Warehouse, King Street,

86 Barrels Flour,

Ex schooner "LIZZIE," from Montreal, landed in a damaged condition, condemned and ordered to be sold for the benefit of all concerned.

A. McNEILL, Auctioneer.
Nov. 24, 1882—3i



OPEN FOR CHARTER. NEW YORK, DIRECT.

The Clipper Brig "Zinga,"

NEWLY METALLED, and Classed A1 at Lloyd's, now discharging cargo at Peak's No. 1 Wharf, and will be ready to load cargo of

Potatoes or Other Products of the Island,

On Monday, 27th inst.

Apply to the owners,

PEAKE BROS. & CO.

Ch. town., Nov. 24, 1882—4f

To Whom it May Concern.

THE following Books and Tickets in the Grand Masonic Charitable Enterprise have been CANCELLED (not having been paid for) viz:—

- Book No. 230, Tickets from 2520 to 2530, inclusive.
- Book No. 193, Tickets from 2113 to 2124, inclusive.
- Book No. 193, Tickets from 20.3 to 2013, inclusive.
- Book No. 233, Tickets from 2443 to 2453, inclusive.
- Book No. 235, Tickets from 2465 to 2475, inclusive.
- Book No. 197, Tickets from 2167 to 2167, inclusive.
- Book No. 227, Tickets from 2487 to 2497, inclusive.

New Tickets in place of those and a few others still on hand, must be sold to close at end of month.
W. H. HART, Treasurer.
Nov. 24—41 86.