

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

This is true Liberty, when Free-Born Men, having to advise the Public, may speak free.—MURFIDES.

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, MARCH 23, 1886.

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ALMANAC FOR MARCH, 1886.

MOON'S CHANGES.

New Moon 5th day, 5h, 51.8m. p. m. W.
First Quarter 13th day, 9h, 4.7 a. m. E.
Full Moon 20th day, 12h, 14.2m. a. m. S.
Last Quarter 27th day, 6h, 31.7m. a. m. S.

D	DAY OF WEEK	Sun	Sun	Moon	High	Days
M		rise	sets	rise	water	length
1	Monday	4 43	5 41	4 10	8 15	10 58
2	Tuesday	42	43	4 49	8 59	11 1
3	Wednesday	40	44	5 24	9 37	11 4
4	Thursday	38	44	5 56	10 14	11 8
5	Friday	36	47	6 25	10 46	11 11
6	Saturday	34	49	6 52	11 18	11 14
7	Sunday	32	50	7 19	11 50	11 18
8	Monday	30	51	7 46	morn	21
9	Tuesday	29	53	8 15	0 25	24
10	Wednesday	27	54	8 45	0 58	27
11	Thursday	25	56	9 22	1 38	31
12	Friday	22	57	10 4	2 24	35
13	Saturday	21	59	10 51	3 20	38
14	Sunday	19	60	11 47	4 37	41
15	Monday	17	1	12 51	5 6	44
16	Tuesday	15	2	1 59	7 43	47
17	Wednesday	13	3	3 13	8 35	50
18	Thursday	11	5	4 28	9 25	54
19	Friday	9	6	5 43	10 12	57
20	Saturday	7	7	6 58	10 56	60
21	Sunday	5	8	8 11	11 32	63
22	Monday	2	9	9 20	12 0	7
23	Tuesday	0	10	10 28	0 48	10
24	Wednesday	58	12	11 30	1 30	14
25	Thursday	56	13	morn	2 17	17
26	Friday	54	14	0 28	3 5	20
27	Saturday	52	15	1 20	4 9	23
28	Sunday	50	16	2 7	5 24	26
29	Monday	49	18	2 48	6 32	29
30	Tuesday	48	21	3 25	7 38	33
31	Wednesday	6	46	4 22	8 27	36

L. ARTHUR & CO.,

GENERAL

Commission Merchants,

121 ATLANTIC AVENUE,
BOSTON, MASS.

Eggs and Produce a Specialty.

July 15—dly wky

CAUTION.

EACH PLUG OF THE

MYRTLE NAVY

IS MARKED

T & B.

IN BRONZE LETTERS.

None Other Genuine.

Oct. 20.

—FOR—

BOSTON.

SPRING ARRANGEMENT.

THE PALACE STEAMERS

OF THE

INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Tuesday and Thursday, at 8.00 a. m. Fare from Charlottetown to Boston, \$6.50, 2nd class; \$9.50, 1st class.

For tickets and other information apply to G. A. SHARP, F. W. HALE, P. E. I. Ry., P. E. L. Steam Nav. Co. or to your nearest Ticket Agent.

Feb 8, 1886—eod wky

REMOVAL.

MACMILLAN'S COAL OFFICE has been removed to foot of PRINCE STREET. A Large Assortment of

HARD AND SOFT

COAL

Kept Constantly on Hand.

R. McMILLAN.

Dec. 24—3m eod wky

SUBSCRIBE FOR THE WEEKLY EXAMINER. The latest local and foreign news can always be found therein.

STANDARD GOODS

—AT—

LOWEST PRICES!

PERKINS & STERNS'

LARGE STOCK OF SEASONABLE GOODS:

400 Pieces Grey Cottons, 55 Pieces Hessias,
220 Pieces White Cottons, 48 Pieces Table Linen,
150 Pieces Print Cottons, 140 Dozen Towels.

White and Colored Knitting Cotton.

Large Stock of Colored Dress Goods.

Black French Merinoes, Black Cashmere, Black Cords, Black Nuns' Veiling, Black Costume Cloth, &c.

Brussels, Tapestry and Wool Carpets.

OILCLOTHS & LINOLEUMS.

Cocoa, China and Twine Matting.

Largest Stock of ROOM PAPER on P. E. Island.

PERKINS & STERNS.

Ch'town, Feb. 23, '86.

JOHN MACLEOD & CO.

MERCHANT TAILOR.

WE are offering the balance of our winter goods at lower prices than have ever been offered the public.

A lot of Men's and Youth's Overcoats from \$5 to \$8, worth from \$8 to \$14

Overcoats made to order, from \$12 to \$18, worth from \$18, to \$24.

Men's Heavy Shirts, Underwear, Fur Caps, Gloves, &c at the same rates.

Worst and Tweed Suits at very low prices.

Island Tweed Suits from \$10 to \$12.

JOHN MACLEOD & CO.

Ch'town, Feb. 9, 1886—tf eod wky

EVERYONE CAN

call and examine the largest stock of Household Furniture, &c., &c., ever shown in Charlottetown, and also discover that they can

SAVE MONEY

and get Good, Reliable Home-made Goods of undisputed value, fine finish and good honest workmanship

BY BUYING

Staple Furniture, Bedding, Mattresses, Fancy Goods (for Xmas), Picture Frames and Moulding, Mantle-mirrors and Mirror-plates, Bagatelle Boards, Handsome Oil Paintings, Framed Chromos, and One Thousand and One other articles,

FROM

THE P. E. ISLAND FURNITURE WAREHOUSES,

MARK WRIGHT & CO.

Ch'town, Dec. 3, '85—eod wky

BOOK-BINDING, PAPER-RULING

—AND—

BLANK-BOOK MAKING,

OVER BOREHAM'S BOOT & SHOE STORE

ALL kinds of BOOK BINDING executed at Lowest Prices and with Quick Despatch. Ruling, Numbering and Perforating for the Trade promptly attended to. BLANK BOOKS A SPECIALTY.

A Share of Patronage Solicited.

JAMES D. TAYLOR,
QUEEN SQUARE.

Ch'town, Feb. 23, '86.

ADAMSON'S
BOTANIC
COUGH
BALSAM

SAFE.
PROMPT. 25 Cts.

A WONDERFUL REMEDY

Adamson's Botanic Cough Balsam. It is as pleasant as honey. Coughs, Colds, and Asthma, which lead to Consumption, have been speedily cured by the use of ADAMSON'S BALSAM after all other medicines have failed. Sufferers from either recent or chronic coughs or bronchial affections, can resort to this great remedy, confident of obtaining speedy relief. Do not delay, get it at once.

FOR SALE BY ALL DRUGGISTS,
Bottled at St. Stevens, N. B., by the proprietors,
F. W. KINSMAN & CO., Druggists,
343 4TH AVE., N. Y.

Herring. Herring.

200 Bbls. No. 1 FAT HERRING.
200 Half-barrels do
50 Quarters do
50 Quinial CODFISH, cheap for cash or trade.

DAVID SMALL.

COTTON DUCK—COTTON DUCK

Notice to Shipowners & Builders.

THE Subscriber now offers to the trade, Yarmouth Cotton Duck, at manufacturer's prices. Has on hand a supply of light and heavy ducks.

DAVID SMALL, Agent,
Hyndman's Buildings, Corner Water and Queen Street.
Ch'town, Feb. 16—2i wky 2 mos

TENDERS.

CITY OF CHARLOTTETOWN, P. E. I.

SEALED TENDERS will be received at the Mayor's Office, Charlottetown, Prince Edward Island, until noon of WEDNESDAY, the 31st day of March next, for the placing and maintaining of

Sixty Frost-Proof Hydrants,

having a pressure of not less than sixty pounds to the square inch, for fire and civic purposes, according to plans and specifications to be seen at the City Clerk's office. The Council do not bind themselves to accept the lowest or any tender.

By order,

A. H. MACPHERSON,
City Clerk.

Feb. 23—3w eod

Fish Sale.

50 quintals CHOICE CODFISH,
20 do do HAKE,
50 barrels LARRADOR HERRING,
10 cases CANNED SALMON,
10 do do LOBSTERS,
10 do do MACKEREL.

FOR SALE BY

HORACE HASZARD,

Ch'town, March 6—1m eod

WE HAVE SOLD

NEARLY ALL OUR

Stem-Winding Rockford Watches,

which are giving good satisfaction, and as the Company, in the interest of the public, say they will not send any watches by mail, we can safely do so by express.

In the meantime we have several Key-Winding Rockford Watches on hand, accurately timed, and purchasers of any of these can have the privilege of exchanging for a Stem-Winder, when they arrive.

In stock, a nice assortment of Waltham & Elgin Watches, in heavy silver or gold-filled cases.

E. W. TAYLOR
CAMERON BLOCK.

Charlottetown, March 5, '86.

Why Pay Higher When

WOODILL'S

2oz. Tins Retail 7 Cents

GERMAN

4oz. Tins Retail 12 Cents

BAKING

3oz. Tins Retail 22 Cents

POWDER

Quality Equal to Any.

March 1, 1886.

The Cunarders.

Until Sunday of last week the Cunard line, although the oldest of the trans-Atlantic lines, could boast that it had never lost either a vessel or a passenger. The sinking of the Oregon, however, within a few miles of port, makes one-half of this boast no longer possible. The history of the Cunard line is an interesting one. Its first vessel ran from Liverpool to Boston forty-six years ago. Previous to that, in 1838, the wooden paddle-wheel steamer Great Western had made several trips between Bristol and New York, and the British Government was so impressed with the fact that it issued circulars inviting tenders for a steam mail service between England and the United States. Samuel Cunard, then a merchant in Halifax, came across one of these circulars. He went to England, and with George Burns, a large ship owner, and his partner David McIver, raised £27,000, and then arranged with the Government to run a line of fortnightly steamers between Liverpool, Halifax and Boston, with a subsidy of £81,000 a year. The first four vessels were the wooden paddle-wheelers Britannia, Acadia, Caledonia and Columbia. Their average speed was eight and a half knots an hour, and the Britannia started on the first trip on Friday, July 4, 1840. The passage occupied fourteen days and eight hours. Four years later, in February, the same vessel was ice-bound in Boston harbor, and the merchants, at their own expense, cut a passage for her through the ice seven miles long and one hundred feet wide. The business of the line increasing, the Hibernia was added in 1843 and the Cambria in 1845.

In 1847 the company made a new contract with the Government, with a subsidy of £173,000 a year, to establish another mail service between Liverpool and New York. The route was opened in 1848 by the America, and the Niagara, Canada, Europa, Asia, Africa and Arabia were afterwards added. For ten years, until the establishment of the Collins line in 1850, the Cunard Company had a monopoly of the Atlantic trade, and in 1852 they began to build iron screw steamers. The first of these, the Australian, Sydney, Andes and Alps, were the first steam vessels fitted with accommodation for emigrants. Passengers, however, still preferred the paddle-wheelers and the last of these, the Scotia, was built as late as 1862. Her fastest trip from New York to Liverpool was eight days, twenty-two hours. The company's contract for carrying the mails expired Dec. 31, 1867, and owing to the competition of other lines, the subsidy allowed was only £80,000, which was reduced to £70,000 later on a seven years' contract. The latter expired Dec. 31, 1876, and a new system of payment came into force, under which the Cunarders have ever since carried the English mails from Liverpool to New York. An immense fleet of iron and steel steamers has since been built or bought by the company, the latest additions being described as the "greyhounds of the Atlantic." The Oregon had enormous steaming power, and her fastest trip was made from New York to Liverpool in six days, nine hours and forty-nine minutes. She held the record for the best round trip, her speed throughout being 21.6 statute miles per hour, and her best day's time 454 miles. She burned more than 300 tons of coal in each twenty-four hours.

The original shareholders in the company were gradually bought out by the founders, until all the stock became vested exclusively in the Cunard, Burns and MacIver families. In 1865 Sir Samuel Cunard died, and his son, Sir Edward, inherited his shares. Upon the death of the latter in 1869 the Cunard interest went to his brother, William. When George Burns retired from business, twenty-four years ago, his interest fell to his eldest son John, the present manager, who with his brother James owns the stock once held by their father. In 1878, a limited joint stock company was formed, with a capital of £2,000,000, of which £1,200,000 was issued and taken by the families of Cunard, Burns, and MacIver as part payment for the property transferred by them to the new company.

Pocket Money for Wives.

Marion Harland says: "If I were asked, 'What is the most prolific and general source of heart-burnings, contention, harsh judgment, and secret unhappiness among respectable married people who keep up affection?' my answer would not hit for an instant. It has been ready for thirty years. It is the crying need of a right mutual understanding with respect to the ownership of the family income." If cases like the following, told in the Evening Record, are of frequent occurrence, Marion Harland is probably right:—

The New York Woman's Club 'Sorosis' has been discussing the question whether or not a wife ought to receive regular pay for her services as house-keeper. Women who have to implore their husbands regularly for money for current house expenses will be interested in the outcome of the debate. A country lady tells the following story, which seems to prove that the meanest man has been found at last:—

"One day I was shopping in our village store. A nervous, hesitant little woman who was buying a few things with her husband at her elbow ready to pay for them, so that she might not even touch his money, turned shyly to her liege lord and said:—

"There's one thing I must have that I didn't put down on the list, I forgot it.

"Forgot it. Umph!" growled the man; 'what is it?'

"A paper of pins."

"Another paper of pins! Well, I swan! Where's the paper I bought for you last summer?"

This story is absolutely true.

The Great Jubilee of the Former Serfs of Russia.

BY F. J. POPOFF, PH.D.

On the third day of March (Feb. 19, O. S.) the former serfs of Russia celebrated a great jubilee of their own—the twenty-fifth anniversary of their liberation. As if in compliance with the first sentence of the famous imperial manifesto of 1861, written by the well-known Philaret of Moscow, "Cross yourselves, all ye Orthodox people, and pray to God that he would bless the great work of liberation," the Russian peasants since then have of their own will obtained from work, dedicating the day of their liberation to thanksgiving and prayer. Thus the 19th of February (O. S.) became "the 4th of July" of the Russian peasantry. At length the Holy Synod, a few years ago, found it advisable to sanction the people's day of prayer, declaring it to be a regular holiday. On that day, in all the churches of Russia, after a Requiem in memory of the late Czar-Liberator, a solemn Te Deum is sung, when the peasants, perhaps once for all, know and feel why they are called to "Praise the Lord."

Up to the seventeenth century Russia knew no serfdom, her least peasant having been as free as the mightiest of Boyards. Though most of the lands belonged either to the Government or to Boyards and convents, yet the people cultivating those lands were perfectly free to go whenever and wherever they pleased. But Czar Boris Godunoff, of Tartar descent, was of the opinion that the itinerant peasantry were incompatible with the interests of the state; for he found a great difficulty in collecting taxes and levying recruits for the army. Therefore he made up his mind to attach permanently the peasants to the land. Certainly, the state interests would have been better served if the Czar had distributed forever the Government lands among the farmers. But, being under the influence of and obligation to his electors, Boyards and Monks, Boris attached the peasants to all lands on which they were found at the time of the manifesto being issued (about 1600). Thus the free farmers of Russia were turned into the state serfs, the Boyard's serfs, and the convent serfs. At first, however, the serfs were only the involuntary renters of land, but in the course of time they were transformed into veritable slaves, as if they were of race, nation, and religion different from those of their masters. Peter the Great, for instance, found it necessary to issue a ukase forbidding to sell the members of the same serf family to different masters. However, the great Czar himself was considerably under the baneful influence of serfdom; his letters to his mother he used to sign not as "your loving son, Peter," but as "your slave Petrooshka (bad Peter)." Like his predecessors and successors, he used to give villages with their population in serfdom to Generals, civil officers and courtiers. Like the Negroes in this country, the serfs in Russia have been sold from the auction block, and treated in general as chattels. Masters could and did send their serfs to Siberia or into the army for no cause, exchanged them for cattle and dogs and things, gambled in them, made and unmade families among them according to their own caprice. Thus two centuries and a half passed.

Czar Alexander II. realized that serfdom was incompatible either with the interests of the state or with those of justice, morality and humanity, and so he tore asunder the chains forged by another Czar, 260 years ago. His manifesto of Feb. 19th, 1861, by which he freed twenty-four million serfs from private masters, and as many from the state, will forever remain his unwithered wreath of glory.

The Panama Canal.

The newspaper correspondent who accompanied M. de Lesseps on his recent tour of inspection of the Panama Canal, tells much that has not hitherto appeared in the official reports. He saw, for example, five cemeteries near the Culebra full of dead workmen, the newest one, opened only two years ago, containing 3,057 graves. This tells the ghastly tale of the frightful mortality that prevails among the laborers. As for the work itself, according to the company's own showing, 600,000,000 francs have been already expended, and only one-tenth of the excavation is accomplished. More exact estimates are as follows: The work was commenced five years ago, 15,000,000 cubic metres have been excavated (along the easiest part of the route), and 600,000,000 francs have been expended. There remain 135,000,000 cubic metres to be extracted. At the same rate it will take forty years more to finish the work, and even conceding that a large part of the expenditure has been for preliminaries and plant, the total cost will far more than exceed the further sum of 600,000,000 francs for which M. de Lesseps is now asking. Some of the greatest obstacles are yet to be met, notably the Chagres river, the rising of which must be controlled. M. de Lesseps himself professes to be confident that the canal will be finished in 1889, but he wants money. His own friends are talking of twenty years, while experts with nothing at stake assert that it may be done in forty years or it may not be done at all.

The last words of John B. Gough are worthy of constant remembrance by every man, young and old. In his intense way, after picturing the downward road to ruin, he said, "Young man, keep your record clean." As he uttered these words his head fell forward, and he dropped to the floor, and did not speak again.

The meanest man in Louisville gets up early and cuts the dry goods advertisements out of the morning paper, leaving nothing but the ordinary reading matter for his devoted wife.