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NEW SERIES

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ALMANAC FOR FEBRUARY, 1885.

Table with columns for Day of Week, Sun, Mon, Tues, Wed, Thurs, Fri, Sat, Sun, and Days in month. Includes moon phases and sunrise/sunset times.

### THE RAILWAY TIME TABLE.

Table with columns for Direction (GOING WEST, FROM WEST, GOING EAST, FROM EAST) and various stations with arrival and departure times.

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## ADAM BEDE.

CHAPTER XXV.

(Continued.)

'Well, I could do wit, if so be ye want to get rid o' it,' said the disinterested cousin, walking quickly away with the bundle, lest Chad's Bess should change her mind.

But the bonny-checked lass was blest with an elasticity of spirits that secured her from any rankling grief; and by the time the grand climax of the donkey race came on, her disappointment was entirely lost in the delightful excitement of attempting to stimulate the last donkey by hisses, while the boys applied the argument of sticks. But the strength of the donkey mind lies in adopting a course inversely as the arguments urged, which, well considered, requires as great a mental force as the direct sequence; and the present donkey proved the first rate order of his intelligence by coming to a dead stand-still just when the blows were thickest. Great was the shouting of the crowd, radiant the grinning of Bill Downes, the stone-sawyer, and the fortunate rider of this superior beast, which stood calm and stiff-legged in the midst of its triumph.

Arthur himself had provided the prizes for the men, and Bill was made happy with a splendid pocket-knife, supplied with blades and gimlets enough to make a man at home on a desert island. He had hardly returned from the marquee with the prize, when it began to be understood that Wiry Ben proposed to amuse the company, before the gentry went to dinner, with an impromptu and gratuitous performance—namely, a hurrippe, the main idea of which was doublets borrowed; but this was to be developed by the dancer in so peculiar and complex a manner that no one could deny him the praise of originality.

Wiry Ben's pride in his dancing—an accomplishment productive of great effect at the yearly Wake—had needed only slightly elevating by an extra quantity of good ale, to convince him that the gentry would be very much struck with his performance of the hornpipe; and he had been decidedly encouraged in this idea by Joshua Rann, who observed that it was nothing but right to do something to please the young Squire, in return for what he had done for them. You will be the less surprised at this opinion in so grave a personage when you learn that Ben had requested Mr. Rann to accompany him on the fiddle, and Joshua felt quite sure that though there might not be much in the dancing, the music would make up for it. Adam Bede who was present in one of the large marquees, where the plan was being discussed, told Ben he had better not make a fool of himself—a remark which at once fixed Ben's determination; he was not going to let any thing alone because Adam Bede turned up his nose at it.

'What's this, what's this?' said old Mr. Donnthorne. 'Is it something you've arranged Arthur?' Here the clerk coming with his fiddle, and a smart fellow with a nosegay in his buttonhole.

'No,' said Arthur; 'I know nothing about it. By Jove he's going to dance. It's one of the carpenters—I forgot his name at this moment.'

'It's Ben Orange—Wiry Ben they call him,' said Mr. Irwine; 'rather a loose fish I think. Anne, my dear, I see that fiddle-scraping is too much for you; you're getting tired. Let me take you in now, that you may rest till dinner.'

Miss Anne arose assenting, and the good brother took her away, while Joshua's preliminary scrapings burst into the 'White Cockade,' from which he intended to pass to a variety of tunes, by a series of transitions which his good ear really taught him to execute with some skill. It would have been an exasperating fact to him, if he had known it, and the general attention was too thoroughly absorbed by Ben's dancing for any one to give much heed to the music.

Have you ever seen a real English rustic perform a solo dance? Perhaps you have only seen a ballet rustic, smiling like a merry countryman in crockery, with graceful turns of the haunch and insinuating movements of the head. This is as much like the real thing as the 'Bird Waltz' is like the song of the birds. Wiry Ben never smiled; he looked as serious as if he had been an experimental philosopher ascertaining in his own person the amount of skating and the varieties of angularity that could be given to the human limbs.

To make amends for the abundant laughter in the striped marquee, Arthur clasped his hands continually and cried 'Bravo!' But Ben had one admirer whose eyes followed his movements with a fervid gravity that equalled his own. It was Martin Poyser, who was seated on a bench, with Tommy between his legs.

'What dost think o' that?' he said to his wife. 'He goes as pat to the music as if he was made o' clock-work. I used to be a pretty good un at dancing myself when I was lighter, but I could never ha' hit it; just to the hair like that.'

'It's little matter what his limbs are, to my thinking,' replied Mrs. Poyser. He's empty enough i' the upper story, or he'd never come jigging an' stamping i' that way, like a mad grass hopper, for the gentry to look at him. They're fit to die wi' laughing, I can see.'

'Well, well, so much the better, it amuses 'em,' said Mr. Poyser, who did not easily take an irritable view of things. 'But they're going away now, t' have their dinner, I reckon. We'll move about a bit, shall we? and see what Adam Bede's doing. He's got to look after the drinking and things; I doubt he hasn't had much fun.'

(To be continued.)

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## PARLIAMENTARY ECHOES.

### Winter Crossing from P. E. Island.

MR. MACDONALD'S MOTION AND SPEECH.

MR. McDONALD (King's) moved for copies of all correspondence with the Government or any member thereof, relating to the placing of piers and procuring of steam-tugs at Capes Traverse and Tormentine, to facilitate the winter crossing of mails and passengers to and from Prince Edward Island. He said: The placing of piers at the points indicated is a very important matter for the people of Prince Edward Island. A vote was taken last year for the purpose of building a pier at Cape Tormentine and at Cape Traverse. The pier at Cape Traverse has been completed or is nearly completed; the pier at Cape Tormentine has not, as far as I know, yet been located. This is very much to be regretted, as anything that will facilitate the winter crossing at this very important place is of very great consequence, not only to the people of Prince Edward Island, but to the people of the adjoining Maritime Provinces. The importance of this service has been repeatedly pressed upon the attention, not only of this Government, but of former Governments, and it has been almost annually brought before the notice of the House. Yet I regret to say that there has not been as much accomplished as we would wish to see. I trust that the late accident that occurred in crossing the Straits of Northumberland, on the 23rd of this month, may be the means of hastening the necessary work that should be performed to improve the crossing at that point. It was thought a year ago that the branch line from Sackville to Cape Tormentine would ere this have been completed, and that the piers at Cape Tormentine would at least have been under way. We regret to find that the branch line has not been completed. I am sorry that this work is not in the hands of the Federal Government, as I believe that the people of Prince Edward Island very much prefer that it should be. It is not desirable that a short gap of thirty or forty miles should intervene between the Intercolonial Railway and the crossing from Prince Edward Island. I am glad to say that the Government has set about providing boat houses to improve the accommodation at the Capes, and although this work has been a little late in being carried out still it is said to be of great service. The good ship Northern Light, at the eastern extremity of the Island, between Pictou and Georgetown, has been doing very good work, and there is no doubt that a large amount of money has been expended in putting her in as thorough a state of repair as was possible; but we still know very well that a vessel, however well built, when she comes to be used in breaking through the ice, must have her strength very much impaired. I think it has been also shown by the experience gained in running that boat, that her model could be improved upon so that greater service would be rendered by her. It has been shown very conclusively, I think, from what I can learn, that while she may be very well adapted for going through rough ice in the winter, she is not adapted for going through field ice, and I think the time has arrived when the Government should take steps to procure a new boat, with the improvements suggested by the experience which has been gained in the number of years the Northern Light has been running. There is also this to be said, with reference to the service at the Capes. I think we want that whole service reconstructed. I believe that, while the men performing that service are doing very good work, the whole service wants to be reorganized; that it requires to be put under the control of a good and efficient officer, who will see his men enrolled at the commencement of the season, and have them always within call at a moment's notice. At present, they are gathered from the surrounding country as they are required, and they are not under that control and command that men in that situation should be. There is no doubt also that they are insufficiently paid. That may, properly speaking, not be the fault of the Government, as I suppose, are paid by the contracting parties. But it is a fact that these men are very poorly paid, since they get only \$3.25 the round trip, which may take one day, two days, and, I dare say, sometimes it takes four or five days, and possibly over a week, on certain occasions. This should not be. These men perform one of the hardest services, perhaps, that is performed for the Government in the mail service, in any part of the country. They are an active, energetic and hardy class of men, who have to undergo great perils, and certainly, if they were not good men, we would have to deplore many more accidents than have heretofore occurred. I hope the Government will see fit to put this service, as I said before, under the charge of an intelligent officer, who will get the necessary number of men to perform it. They should be regularly enrolled and paid monthly wages, besides getting a certain amount for each round trip. I think the service would be further improved if another boat was fitted out—a relief boat you may call it—which would accompany the mail boats on their trip. This boat could be equipped in such a manner that she could provide a shelter for the men in case of emergency, such as an accident, or their being out over night. She might be equipped with a portable sort of heating apparatus, and all the other necessities to ensure their comparative safety, in case the boats were compelled to remain out over night, as I regret to say to say has been the case. If the piers were constructed at the Capes, the iceboat service was put under new management, another steamer was provided to assist the Northern Light, and the branch lines from Sackville to Cape Tormentine were in the hands of the Government, I am sure we would have little to complain of. But until that or something equivalent is accomplished, I feel certain that the people of Prince Edward Island will hold this Government

responsible, and will demand that the terms of Confederation be carried out, which guaranteed us sufficient and continuous steam communication, both winter and summer.

MR. WOOD'S SPEECH.

M. Wood (Westmoreland)—I would draw attention to the fact that the railway to Cape Tormentine has not yet been completed; but I desire to say, for the information of those hon. gentlemen from that part of the country who feel an interest in this work, that the company have made very considerable progress in its construction. The road is now nearly all graded, with the exception of three miles at the lower end, and those three miles would have been finished had the pier, for which an appropriation had been made last Session, been located during the summer. Besides this, the track-laying is finished for about half the distance, and considerable ballasting has been done on that section of the road. The work, so far as has been carried on by the private means of the company, slightly aided by the Local Government of New Brunswick. It has, however, been done in the most substantial manner, and I have good authority for saying that the engineer of the Government of New Brunswick, who has had an opportunity of inspecting the road, has pronounced it the best road that has been built by a company in that Province. During the last session I made application to the Government on behalf of the company, for a subsidy to aid in the construction of that work, but so far I have made that application without success. I intend to make application again this Session, and I trust, from the interest which these gentlemen display in this work, I shall have their assistance and co-operation in securing the subsidy. I think, if I do have their assistance, 'hat surely the kind-hearted Minister, who is now acting in the place of the Minister of Railways, will comply with the request. If we succeed in getting this, the company will be able during the coming season, to complete and equip their road and make it in every respect a first-class road; and I have no doubt that when those hon. gentlemen return to this House next session they will be able to ride by railway from Cape Tormentine to the Intercolonial quite as comfortably as if that road were owned by the Government.

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Ch'town, Feb. 18, 1885—ly eod wkly