

"THE GODDESS"

UNIQUE SERIAL STORY

BY GOUVERNEUR MORRIS

"I know you'll be happy," she said. After Celestia, many others, some crying with excitement, came forward to kiss Molly, and wish her well. And then the manager made Molly take his arm, and he led her the length of the room, looking proud and manly, and out of the door. As for Celestia, she seemed to have disappeared under a wave of girls, and Tommy turned on his heel and moved toward the door with the intention of waiting for her outside the building where she had told him to wait. He had his hand on the doorknob, and had started to pull the heavy zinc-swathed door open, when from the outskirts of the crowd a very young, sick-looking girl said suddenly in a loud, piercing voice:

"I smell smoke! I smell smoke!" There was a dead silence. And then another voice spoke.

"It's coming through the floor. Look at it! Look at it!"

Tommy, a sudden great dread in his heart, hurried toward Celestia. He had traversed half the length of the room when the girl who had spoken first screamed at the top of her lungs, "Fire! Fire!"

CHAPTER VII.

Tommy had not gone mad. From the great roll of shirting material he tore enough broad strips to reach to the sidewalk, knotting them together made a double bow line (which is almost as easy to sit in as a chair), made Celestia sit in it, swung her out of the window and lowered her to safety. His own escape was not as easy, for every moment the fire gained upon him, and he was unconsciously scorched while making the upper end of his line fast. A moment after he reached the sidewalk the line burned through and fell.

Tommy was so dazed that when a reporter asked him what his name was, he told him, and all his friends had the pleasure of reading about the rescue in the afternoon papers.

Barclay and Stilliter were very much disturbed, and Mary Blackstone was so furious with jealousy that she succeeded in making Fitch, who was with her when she read the paper, furious and jealous too.

Celestia's address, owing to the notoriety of the Octagon fire, was now common knowledge and without any exact plan Mary determined to visit her—as a preliminary to disillusioning Tommy.

Six months of persistent love making could not have advanced Tommy's cause as far as had one lighted cigar butt thrown into a pile of greasy rags. She, the messenger from heaven, had been saved from a hideous death, not by any direct intervention of heaven, but by the ready wit and strong hands of a young man who did not believe in her, or her cause, but merely loved her.

The Octagon fire did not really shake Celestia's faith in herself, her origin, or her destiny, but it set her to ask questions. What line must she draw between herself as a human being and herself as a Celestial?

Already Tommy had helped her with her work, if only by the fact of having her life so that she could work. If he could be always near her, wouldn't he be always helping? And she couldn't answer any of these questions satisfactorily. There were two voices in her mind. One kept

saying, "Let yourself go—love him—it's all right," while the other kept saying, "Of course you are human right to be as other humans are. You must not let one man displace from your heart that love of the whole world which it contains."

"Celestia," Tommy said to her one day (his hands still in bandages from the burning of his hair) "if only to be logical and consistent, you ought to marry me."

Celestia said smiling: "What did you mean the other day when you said, merely to look at me, merely to breathe the same air I breathed; merely to hear the sound of my voice was happiness for you?"

"Oh, Celestia," he said hopelessly. "There is no answer to questions like that. Those are the things that a man just has to say to the girl he loves."

"But marriage," she said more gravely, "is a whole life's work in itself. And already I have a whole life's work cut out for me."

"Celestia," said Tommy, "You are so wonderful I believe you could do two whole life's works at once. I do. And I—well, maybe I could manage on my own account; but it wouldn't be worth it. I would be doing things I just couldn't help doing—loving you and trying to make you happy."

"Tommy," said Celestia, "If now, when we are not even engaged—"

"I am."

"You even engaged to be married? You exert yourself in every way to keep me from going about among the people and telling them how the world may be made a better state, try in fact to keep me all to yourself, how would it be if we were married? I have got to go the way I have been sent to go, and you, with the law on your side, and all the traditions of a man's rights in marriage would try to prevent me."

"That I will promise anything. Will you marry me?"

"I don't know, Tommy, dear," she added. "But sometimes I think I'd like."

Freddie interrupted them to say that some one wanted to speak with Mr. Barclay.

Tommy returned from the telephone looking still more dejected. "I expected to stay all afternoon," he said, "and help you with your mail; but it seems that my father wants to see me very urgently and I suppose I have got to go."

"I want you so, Tommy," said Celestia cheerfully.

Tommy made one last appeal to Celestia, going now close to her and speaking swiftly in a low tone.

She heard him out gravely and at the end of his impassioned pleading shook her head still more gravely.

"When I know what is right for me to do," she said, "then I'll tell you. And what I tell you will be final. There are some debts that people have no right to pay. Perhaps my debt, which I owe you, is such a debt. I don't know. But I know this, that if you want to go on seeing me, you mustn't make love to me any more. It makes it so much harder for me to think clearly. Some morning I shall wake up knowing what I ought to do, and if I wake up knowing that I ought not to marry you, then, of course, I won't."

SEE CHAPTER SIX NEXT WEEK

Chapter Seven of The Goddess may be seen at the Brant Theatre last half of next week, beginning Thursday, Dec. 9th.

Tears gathered in her eyes and she added, "Even though it broke my heart. Now, go."

"If you'll be good, Tommy," in spite of their recent differences of opinion and Barclay's long series of disappointments in Tommy, they met with perfect friendliness. Barclay opened the conversation with a laughing reference to the Octagon fire.

"I used to look for your name in the sporting page of my newspaper," he said, "but now I have to turn to the accounts of Socialist meetings and of fires."

"I am very interested to see Celestia," said Barclay, "and to hear her speak. A friend of mine heard her address to the Shirtmakers' Union after the fire and came away talking like a lunatic. How does she impress you?"

"She has a beautiful voice," Tommy said. "She seems to speak to one person at a time until everyone has been spoken to. The most interesting part is her power of convincing people. Men whom I have known to have had opposite theories seem to come right around to her way of thinking."

"No," suggested Barclay. "No. She doesn't seem to alter my beliefs at all."

"She claims to have been sent direct from heaven. Do you believe that?"

"The mass of the people who have heard her don't even question it. I will stake my soul, sir," he said, "that she believes it."

"But you don't and you don't believe in her crusade. What is her idea—the usual thing? To destroy all existing conditions, lump the money, divide up, and begin all over again?"

"No," said Tommy, laughing. "That's what you think my idea is. Celestia isn't for destroying large fortunes (indeed, some of them might become even more swollen if her doctrines became law). She believes that there is enough wealth in this country to make all the inhabitants clean and comfortable if we could do away with the waste of money; if in other words, the United States were run to make money instead of to spend it. Plausible, isn't it? And absurd."

"Why, absurd? I have no quarrel with her theory."

"Of course not. You'd be one who would have to profit by it willy nilly."

"There is more in this young woman than I had imagined. You say she has a following?"

"That grows by leaps and bounds." "Where do you come in?"

"I'm very fond of her," said Tommy simply.

"If at your age," said Barclay, "I had found myself in love with a girl in her station I'd love to have had pity on her."

"You haven't understood. I wish to marry her."

"I understood perfectly. But your friends are not going to recognize her as their equal. You can never feel upon terms of real equality with her associates."

"We should have each other." Barclay laughed harshly.

"Have you any idea how long the love of the average young couple is sufficient to itself? Hate, jealousy, greed—those are enduring passions, but love has almost as much constitution as an orchid."

"You have no right to try to prove that at the expense of some one you think you love, or at the expense of some one who for many years has been enduringly fond of you."

"Oh! it's no use arguing," said Tommy, rising. "I must marry her—if she will have me. Even if I thought it wrong and unfair, I am no longer a free agent."

Barclay shook his head. "How will you support her?" "Why—I'll work for her," said Tommy as he left the room after shaking hands with Barclay, with whom he was still on friendly terms.

Barclay thought Tommy would very soon tire of earning a living, and his word went forth to the effect that he would not look with approval on any institution which should offer salaried employment to Tommy Barclay.

But Tommy did not at once look for employment. He went at once to look for Celestia.

Meanwhile, no less important a person than Mary Blackstone had looked for Celestia and found her. Descending from a twelve thousand dollar car of foreign make, she had rung the front door bell of the Douglass house and been admitted by Freddie the Ferret, whose chief pleasure in life it had become to be ever as near Celestia as possible to do chores for her and to run errands.

(To be continued.)

State of Ohio, City of Toledo, Lucas County, ss. I, F. J. CHENEY & CO., Toledo, O. Solely by all Druggists, 25c. Take this Family Pill for constipation. Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State of Ohio, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATHARTIC CURE.

Sworn to before me and subscribed to my presence, this 6th day of December, A. D. 1888.

A. W. GLEASON, Notary Public. Hall's Cathartic Cure is taken internally and acts directly upon the blood and mucous membranes of the system. Send for testimonials, free.

Children Cry FOR FLETCHER'S CASTORIA

LIQUOR BEING RESTRICTED IN NORWAY, ALSO

Total Prohibition Not Adopted But Control of Sale Will Be Strict.

Christiania, Norway, Dec. 2.—A bill restricting and regulating the sale of liquor has been prepared by a government committee, and as it has the support of two thirds of the members of the newly elected Norwegian parliament, it will soon be enacted into law.

Total prohibition has been rejected by the committee as impossible to enforce, and detrimental to real temperance. But it is felt that the sale of strong liquors should be entirely controlled. Beer containing less than three per cent. of alcohol is regarded not only as a harmless but a beneficial drink. Light wines will also be favored. The strong drinks will be dealt with according to their relation with the grosser forms of drinking.

The teetotalers, however, are not satisfied with the bill as drawn, and are trying to bring pressure on parliament for state wide prohibition. Many members of parliament, to win the votes of the teetotalers, pledged themselves to extreme measures while personally favoring a moderate restriction. These men may be forced to vote for absolute prohibition because of their pledges, with the result that the proposed bill may be amended to a somewhat severer form.

A UNITED NATION.

The Spectator.—With that curious touch of common consciousness which sometimes emerges, it is clear that the nation has come to the conclusion that it will give an honest trial to the voluntary system, and that all compulsion must, as they certainly will, put their shoulders to the wheel. But if in spite of that the system fails, then with equal good faith the anti-compulsionists will agree to the adoption of compulsion. The nation, then, and the Army stand to win in either

event. Nothing can now prevent the nation getting the men it needs. That is our message to the German Government. Their Zeppelins and their invasion of Serbia have made it certain that the drafts for our overseas army shall never fail. We tender to them our heartfelt thanks.

NEW C. P. R. TRAINS PROVE POPULAR.

"The Rideau" and "The York" Between Toronto and Ottawa.

The new day trains, "The Rideau" and "The York," between Toronto and Ottawa via the Lake Ontario Shore Line, give the public an opportunity to spend half a day in Toronto or Ottawa, going by the limited mid-day trains, returning by the midnight train, necessitating only one night on the road. The route is via "The Lake Ontario Shore Line," passing through Whitby, Oshawa, Bowmanville, Port Hope, Cobourg, Trenton, Belleville, etc. "The Rideau" leaves Toronto Union Station at 1:45 p. m. daily except Sunday, arriving Ottawa, Central Station, 10:00 p. m. "The York" leaves Ottawa Central Station at 1:15 p. m. daily except Sunday, arriving Toronto Union Station at 9:30 p. m.

McCANN BROS., 210 West St. Particulars on application to Canadian Pacific Agents, or write Mr. G. Murphy, District Passenger Agent, Toronto or W. Lahey, Brantford.

Among the officers of the 112th there was none more popular. Lieut. Revol was especially liked by his men who followed him with the utmost confidence in several notable engagements. As a business man, the loss of Lieut. Revol will be much regretted. Still a young man, but 38 years of age, he had attained considerable prominence in the business world, especially in England, France and Canada.

For the past 15 years Canada has been his home, and he filled with honor and success many important positions of responsibility. He was Consul of the Commerce Exterior de la France; Ex-President de la Chambre de Commerce Française; Vice-President de l'Alliance Française and associate manager with Mr. H. W. Austin, of Perrin Fierres and Cie, the well known manufacturers of Perrin's gloves. Dadiam Hosiery and other popular trade-marked goods.

LOCAL TIME TABLES

Grand Trunk Railway

MAIN LINE EAST

Departures
6:50 a.m.—For Dundas, Hamilton and

6:50 a.m.—For Toronto and Montreal.
7:38 a.m.—For Hamilton, Niagara Falls and East.
9:30 a.m.—For Hamilton, Niagara Falls and intermediate stations.
10:20 a.m.—For Hamilton, Toronto and East.
1:07 p.m.—Hamilton, Toronto, Niagara Falls and East.
1:50 a.m.—For Hamilton, Toronto, Niagara Falls and intermediate stations.
6:00 p.m.—For Hamilton, Toronto, Niagara Falls and East.
8:32 p.m.—For Hamilton, Toronto and East.
1:55 a.m.—For Hamilton, Toronto, Niagara Falls and East.

MAINS LINE WEST
Departures
3:36 a.m.—For Detroit, Port Huron and Chicago.

COURIER LOCAL AGENTS

The Daily Courier can be purchased from the following:

CENTRAL
STEDMAN'S BOOK STORE, 100 Colborne Street.
ASHTON, GEORGE, 82 Dalhousie Street.
JOLLY, D. J., Dalhousie Street.
NICKEL'S NEWS STORE, 72 Colborne St.
STEWART'S BOOK STORE, 72 Market St.
SIMON, W. 811 Market St.
WICKS' NEWS STORE, cor. Dalhousie and Queen Streets.
HAITMAN & CO., 250 Colborne St.

EAST WARD
SHEARD, A., 433 Colborne St.
ATLIPPE, H. E., 330 Colborne St.
BICKELL, GEORGE, corner Arthur and Murray Sts.
FREDRIKSEN, A. A., 109 Elgin St.
HIGGINBOTHAM & CAMERON, 373 Colborne St.
LUNDY, J. B., 270 Darling St.
MILBURN, J. W., 44 Mary St.

NORTH WARD
KLINKHAMMER, LEO J., 136 Albion St.
LISTER, A. A., 73 William St.
MARRAS, GEO., 57 Duke St.
MCGREGOR, J. C., corner Pearl and Richmond Sts.
TOWNSON, G. E., 109 William St.

WEST BRANT
MORRISON, F. E., 119 Oxford St.
WAINWRIGHT, H., 121 Oxford St.
MCCANN BROS., 210 West St.
MCLENDEN, C., corner Grand and St. George Sts.
By Special Wire to the Courier.

BRANTFORD & TILSONBURG LINE
Leave Brantford 10:05 a.m.—For Tilsonburg, Port Dover and St. Thomas.
Leave Brantford 5:20 p.m.—For Tilsonburg, Port Dover and St. Thomas.

G.T.R. ARRIVALS
Main Line
From West—Arrive Brantford, 1:56 a.m., 7:05 a.m., 7:28 a.m., 9:30 a.m., 10:20 a.m., 1:57 p.m., 4:00 p.m., 6:00 p.m., 8:32 p.m.
From East—Arrive Brantford, 8:36 a.m., 9:05 a.m., 9:37 a.m., 9:55 a.m., 3:32 p.m., 6:42 p.m., 7:32 p.m., 8:10 p.m.

Buffalo & Goderich
From East—Arrive Brantford, 9:53 a.m., 8:05 p.m.
From West—Arrive Brantford, 10:00 a.m., 5:42 p.m.

W. G. & B.
From North—Arrive Brantford, 9:05 a.m., 12:30 p.m., 4:20 p.m., 8:32 p.m.
Brantford & Tilsonburg
T. H. & B. Railway
For Hamilton, etc.—7:32 a.m., 11:32 a.m., 2:27 p.m., and 6:47 p.m.
For Waterloo—9:46 a.m., 11:32 a.m., 4:19 p.m., and 9:22 p.m.

Brantford & Hamilton Electric Railway
Leave Brantford—6:30 a.m., 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p.m., 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p.m., 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45, 12:45 p.m.

Brantford Municipal Railway
For Paris—For minutes after the hour.
For Galt—7:05 a.m., 9:05 a.m., 11:05 a.m., 1:05 p.m., 3:05 p.m., 5:05 p.m., 7:05 p.m., 9:05 p.m.
Last car leaves Galt for Brantford 10:45 p.m.

New Steel in B.C.

THE completion of the Kettle Valley Railway, a subsidiary of the Canadian Pacific, opens a new territory in British Columbia, and gives another connection between the prairies and the mining districts of Southern British Columbia with the Pacific Coast. It was at Ladner Creek where steel just steel and the last spike was driven with proper ceremonies.

The whole work of grading the route from Hope to the Coquihalla Summit was done under a contract let to McArthur Bros. From Hope up to Ladner Creek the superintendent of tracklaying was the genial Mr. W. J. Newman, familiarly known as "Doc," and a better finished piece of roadbed for a newly constructed line, it would be difficult to find. From Coquihalla Summit down to Ladner Creek, Mr. Michael Dunlop was in charge of the tracklaying, and the remaining two miles or so of track between Boston Bar Creek and Ladner Creek were also by his gang.

The first siding on the way up from Hope, just north of the Coquihalla River Canyon, is named Othello. From its proximity to the canyon the scenic beauty of which it is difficult to describe, and the good trout

of about 2,000 feet above sea level and the air most exhilarating. The country has a very rocky, mountainous aspect at the next siding, which is called Lago, to keep up the Shakespearean tradition. Near Romeo there is a charming view looking up towards a bald, rocky mountain from Slide Creek bridge, which is another large steel structure.

The siding known as Coquihalla Summit is opposite two delightful lakes. From this point the track falls both ways, the average gradient going west being about 2.3 per cent., whilst that going easterly being much lighter, about 1 per cent. The elevation of Coquihalla Summit is about 2,300 feet above sea level. The lakes are full of trout and are most interesting from a geological point of view on account of the many crater holes in the formation, caused, it is supposed, from gaseous emanations in ages past. Juliet, the next siding, is eternally separated from Romeo by the summit. At Brodie, once called Mons Junction, and prior to that known as the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt going north, and to Princeton and other points going southerly. When the through service becomes effective it is expected that trains to the Okanagan from Vancouver will be routed over the Hope cut-off via Hope, to Brodie, and thence to Princeton and Penticton, thus doing away with the Loop, the Hope cut-off joins the Kettle Valley Railway line to Merritt