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FRIDAY, FEBRUARY 21, 1913

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Lady Marjorie's Love

I don't know that I was going to say so. For a moment she hesitated as to whether she should or should not stiffen, remembered that there was another question that she wanted to ask him yet, and decided to put it off for the present. "Have you any sisters, Mr. Barrington?" "If she was looking at him and saw his bright expression change and cloud. "No, Lady Marjorie, I have no sisters, I am sorry to say—nor, for that matter, any brothers either. Take me altogether, I suppose I'm rather a solitary fellow, in that way. She might have asked another question, she would have asked another but for an interruption. The wheels of the Countess's returning carriage were suddenly audible outside, and then her ladyship's clear imperious voice issuing directions to some one. Marjorie sprang up with some slight delay, and found that it was her own time to get ready for dinner; it by no means suited her that Fenella should find her talking to Mr. Chadburn's agent. She went up the great staircase with Jack at her side, leaving Barrington smiling queerly as he looked after her. The conversation had terminated somewhat abruptly, and he doubtless understood the reason, but he looked very well satisfied nevertheless. "When a fellow sets out to climb a hill," he said half aloud, "there's but one method of reaching the top that of a step at a time. Very good—I will keep that in memory. It was a somewhat enigmatical remark, but no doubt he understood it. He nodded his head with a satisfied air and went off to the oak parlor whistling cheerfully. CHAPTER X Gerard Barrington, gaily and easily making himself popular with every one connected with Castle Marling, had been at the Castle for some time, with the important exception of Lady Marjorie at the one extreme and the perfectly unimportant one of Brent, the incompetent and dismissed, at the other, had not failed in making a highly favorable impression upon Mrs. Tring, the housekeeper. No dignified and imposing dam was she, but a rosy, plump and comfortable creature, who had come to the Castle when she was a girl, married in it, lived in it, and she declared, hoped to die in it, to die in it because one of the special charges which it appeared that Mr. Chadburn had given to his agent was one to the effect that all the members of the household were to abide to remain at their posts and consider themselves in his service if they chose to do so when the Countess should quit the Castle. And it happened that nearly all had instantly accepted the proposal, and none more readily than the housekeeper. Lady Marjorie did not approve of this decision; she treated Mrs. Tring with a chilly little air of disappointment and disapproval when it was made known to her, as a woman who had by no means behaved as might have been expected of her. For her, who had been all her life in the service of the Wynnes to come a servant of Mr. Chadburn. She had really thought better of Tring than that, she said scornfully to the Countess, and snubbed the cheerful and kindly housekeeper for a week afterwards. Not that Mrs. Tring appeared to resent this treatment on the part of her young mistress, for she was as fond of her as an affectionate woman could be. At one period of her career in the time of the late Countess, she had been head nurse to the treasured little heiress of Castle Marling, and her child then was her child still, all the scorn and snubs notwithstanding, and the trouble and ruin which had fallen upon the girl had well nigh broken the housekeeper's heart. Marjorie's flouts had consequently no power to anger Mrs. Tring. "But it may have been because she missed her talks with her child" in her own snug sitting room or upstairs in Lady Marjorie's little nest of a boudoir that the housekeeper took such a fancy to Mr. Chadburn's agent, and often found her way into the oak parlor when Mr. Barrington was there. Mrs. Tring was of a lively and sociable turn, and here, at least, her society and conversation were plainly appreciated. Barrington would talk to her by the hour sometimes with every indication of pleasure and interest which was flattering to her natural womanly vanity, for the agent was young and pleasant, and sufficiently handsome, and as the housekeeper had informed her subordinates, "was a gentleman every inch of him, if ever she saw one yet." So the pair were very friendly and confidential indeed, and nearly every day Mrs. Tring was in the oak parlor to talk in her cheerful arrulous way of the Castle past and the Castle present, but principally, as was but natural, about her young lady. Had

Marjorie but heard the amount of information about herself that was poured out for Barrington's benefit by the innocent Mrs. Tring, her wrath would have been extreme. And, although one subject—even though the subject be a pretty girl—is apt to grow monotonous in time, it must be said that the agent showed no signs of getting tired of it. "Beg pardon, sir," said Mrs. Tring, tapping at the door of the oak parlor and entering, "but I was told you had come in, and I thought I would ask you what time you would take your dinner to-night." "Oh, is it you, Mrs. Tring?" Barrington bending to examine some papers that lay on the table, glanced around. "Dinner? Oh, I don't care—whenever you like—whenever it's convenient. I have not to go out again, so the time does not matter. Uncommonly hot, isn't it?" "That it is indeed, sir," Mrs. Tring, rosy and smiling, took the chair which he handed her. "You must have found it so, I should say, sir, if you have been out in the sun for long." "Ever since I went out this morning," Barrington returned good humoredly. "I had to go to Cross Beograd and when I got there, the stilling, so I had to go after him. The sun's like a furnace. By Jove, I can feel it on my head, I yet." "Do you indeed, sir?" asked the housekeeper sympathetically. "But there—it's what we must expect, of course, with August in. I hope it won't be too much for my lady. But it's a long drive to Stillchester, and it's an uncommonly hot one to-day. Is the Countess after more shopping to-night?" "Oh, I didn't mean the Countess, sir," Mrs. Tring gave a little expressive jerk of her chin, which was on its way to being a double one. It was a favorite remark of the housekeeper when she had not one word to say against her ladyship, and true to her colors, she never said one, but she loved her no more than did the rest of the Castle retinue. "It's more than a bit of sun that it would take to upset the Countess," she said, "but my lady, she'd get a headache when she went poor child." "Oh, Lady Marjorie," Barrington said comprehendingly. "Yes, sir. As heavy her eyes were as could be, and I know well enough that she's always a headache when she looks so. She wanted to stay at home but the Countess she would have her go. All that moaning and fretting only made her look ill and did not make things a bit better, I heard her say. That's all true, of course, but Lady Marjorie she's got a tender heart, poor dear, and she feels things." "Moping fretting?" Barrington repeated, frowning. "I suppose she was very fond of her father?" he said hesitating. "That she was, sir—wonderful fond and my lord of her. It seemed to pretty near break her heart when she lost him. He was all she'd got as you may say." Her ladyship, she's kind always, won't say contrary, never having a word to say against her, I am sure—but still a stepmother isn't what you would call a father, Mr. Barrington. (To be Continued.)

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In connection with the above the Grand Trunk Railway System will issue round trip excursion tickets to points in Manitoba, Saskatchewan and Alberta, each Tuesday, March 4 to October 28th inclusive, via Chicago and St. Paul. The return fare to Winnipeg is \$35.00 and Edmonton \$43.00. Proportionate low rates to other points in Manitoba, Saskatchewan and Alberta. Tickets good for 60 days. The Grand Trunk Pacific Railway is the shortest and quickest route between Winnipeg—Saskatoon—Edmonton, with smooth roadbed, electric lighted sleeping cars and superb dining car service, through the newest, most picturesque, and most scenic

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RAILWAY TIME TABLE GRAND TRUNK RAILWAY CO.

Main Line—Going East 1.46 a.m., New York Express—Daily for Hamilton, Niagara Falls, New York. 5.15 a.m., Lehigh Express—Daily for Hamilton, St. Catharines, Niagara Falls. 6.50 a.m., Toronto Express—Daily except Sunday for Hamilton, Toronto, Belleville, Kingston, Montreal, Portland, Quebec, Boston. 9.30 a.m., Express—Daily except Sunday for Hamilton, Toronto, Niagara Falls, and intermediate points. 10.28 a.m., Ontario, Montreal—Daily except Sunday, for Hamilton and Toronto. Connects at Toronto with express for Barrie, Orillia, North Bay, also for Port Hope, Peterboro, and points East. 1.40 p.m., Atlantic Express—Daily for Hamilton, Niagara Falls, Buffalo and points east, also Toronto. 4.35 p.m., Express—Daily except Sunday, for Hamilton, St. Catharines, Niagara Falls, Toronto and intermediate stations. Connects at Toronto for Lindsay and Peterborough. 8 p.m., Toronto Express—Daily for Hamilton, Toronto, Montreal, Niagara Falls, Buffalo and New York. Connects at Toronto with Cobalt Special for North Bay, Temagami, Cobalt, New Liskeard and Englehart. 8.19 p.m., Eastern Flyer—Daily for Hamilton, Toronto, Brantford, Ottawa, Montreal, Portland and Boston. Main Line—Going West 2.27 a.m., Chicago Express—Daily for Woodstock, Sarnia, Port Huron, Detroit and points in Western States. St. Paul, Winnipeg, etc. 9.05 a.m., Express—Daily, except Sunday, for Woodstock, Lindsay, Strathroy, Watford, Petrolia, Sarnia, Port Huron, Glencoe, Chatham, Windsor, Detroit and in mediate station. 9.4 a.m., Lehigh Express—Daily for London, Petrolia, Sarnia, Port Huron, Chatham, Windsor, Detroit. Solid vestibule train to Chicago, connecting with all trains west, north-west and south-west. 10.00 a.m., Chicago Express—Daily for London, Sarnia, Port Huron, Detroit and Chicago. 3.01 p.m., Express—Daily except Sunday for Petrolia, Sarnia, Port Huron, Chatham, Windsor, Detroit. 4.35 p.m., Pacific Express—Daily for Paris, Woodstock, London, Petrolia (except Sunday), Sarnia, Port Huron, Chicago and Western points. 6.35 p.m., International Limited—Daily for Woodstock, Ingersoll, London, Glencoe, Chatham, Windsor, Detroit, Sarnia, Port Huron, Chicago.

T. H. & B. RAILWAY. (Effective Nov. 1, 1912). DEPARTURES EAST. 7.40 a.m.—Daily for Hamilton and intermediate stations, Toronto, Bala, Parry Sound and Muskoka points Welland, Niagara Falls and Buffalo. 9.05 a.m.—Except Sunday for Hamilton, Toronto, Welland; connects at Buffalo with Empire State Express, except Sunday, for Rochester, Syracuse, Albany and New York. 11.35 a.m.—Except Sunday, for Hamilton, Toronto, and North Bay, Buffalo, Welland. 2.20 p.m.—Except Sunday, for Hamilton, Toronto, Welland, Buffalo and New York, Peterborough and Toronto. 6.45 p.m.—Except Sunday, for Hamilton and intermediate stations, Toronto, Peterborough, Ottawa, Montreal, Parry Sound, Sudbury, Port Arthur, Winnipeg, Buffalo and New York. DEPARTURES WEST. 9.40 a.m.—Except Sunday for Scotland, Watford, St. Thomas, Detroit, Chicago and the West. 11.35 a.m.—Except Sunday, for Watford and intermediate points. 3.57 p.m.—Except Sunday, for Watford and intermediate points, St. Thomas, Detroit, Chicago, Toledo, Bay City, Cincinnati. 7.25 p.m.—Except Sunday, for Watford, St. Thomas and intermediate points. 9.15 p.m.—Daily, for Watford, St. Thomas, Windsor and Detroit.

ARCHITECTS LLOYD D. BARBER ARCHITECT Temple Building BRANTFORD

GRAND VALLEY RAILWAY. Cars leave for Paris at 7.05 a.m. and every hour thereafter till 10.05 p.m. On Sunday the first car leaves at 8.05 a.m. and then every hour. Cars leave for Galt at 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., and 9.05 p.m., Sunday included.

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Each TUESDAY, MARCH 4 TO OCTOBER 28 (inclusive). Via Chicago and St. Paul. Winnipeg and return, \$35. Edmonton and return, \$43. Tickets good for 60 days. Proportionate low rates to other points in Manitoba, Saskatchewan and Alberta. The Grand Trunk Pacific Railway is the shortest and quickest route between Winnipeg—Saskatoon—Edmonton. Time Tables, Land Pamphlets and other descriptive literature relative to the Grand Trunk Pacific Railway may be obtained from nearest Grand Trunk Agent. Thos. J. Nelson, R. Wright, C.P.A., Phone 86. Depot Agt.

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(New C.P.R. Pacific Steamship) Empress of Asia will sail from Liverpool June 14th, particulars of trip will be announced later. WINTER TOURS TO California Mexico, Florida and the Sunny South AT LOW RATES. Get particulars from Canadian Pacific Agents or write M. G. MURPHY, D.P.A., C.P.R., Toronto. W. Lahey, agent, 118 Dalhousie St.

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