up. As the Engthe water bottle sickly gleam of sweet face of the hed up into hisstarted back-it oung wife.

through heavy Eastern horizon, arch-parties, who wounded. Seeing turned re-assurbut the German shook his headwistfully to the s nerveless hand. and lifting the id them over the man's breast. A arded him. Came y was dead.

listake

t family portrait): ace your grandpa Soldier? That grandma!"—Chi-

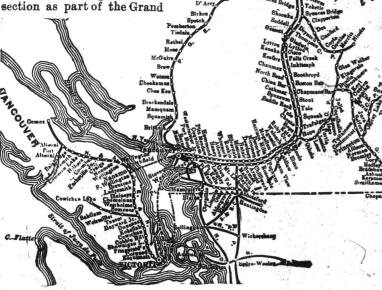
very hard up?" a poor-looking before him on a

"Oh, yes, yer e and eight chilnow how hard it dull times." gistrate, "I am p two dogs." spect us to eat e to say. Come and let's get it

IARD Old Age.

the injurious and the better to Postum can lad to lend their t of others. carly childhood.

ee drinker, had leart for a numlained of that d sick stomach." the system are f coffee, because ug caffeine.)



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Three Transcontinental Lines

In North America, Canada for some

time, has been the only country having

a one-company track from tide-water to tide-water. Now there are three-a

something considerably in advance of

The C. P. R. in the Canadian West,

now has more double track than any

other line in Canada, and, at Winnipeg

and Transcona, that company has larger

railroad yards than any other individual

It may not be known to some that.

with the last month of December, 1915, a new order of things came into being

with the railway business of Canada. With that month, what is known as

the Pacific Division of the Canadian

Northern Railway was opened to the public. This was done in time for the

Xmas holidays, so that one could start

at the Atlantic ocean and proceed over

the C. N. R. to the Pacific ocean. Thus Canada now has three all-one-company

transcontinental routes, if

we consider the government

railway company in the world.

any other country.

Trunk system. No other country can ber of the stations on its road are lay claim to having three independent given the same names as those of the all-one-company transcontinental rail- G. T. P. It would appear as though roads. The U.S. sometimes claim better counsels in this respect have preto have transcontinental railways, but vailed than in the past, when one rail-they are not such in the true sense. way would start up a town, if but a That country has no one system run- short distance from that of an opposining tide-water to tide-water; in fact tion railway station, and try and beat there are only two systems running on their own rails between Chicago and the Pacific ocean, all the others between these two points being what may be termed link-ups-sections of different lines being linked up for carrying purposes. The new division of the C. N. R. just opened is 625 miles in length with five sections — Tollerton to Lucerne 128 miles, Lucerne to Blue River 110, Blue River to Kamloops 142, Kamloops to Boston Bar 125, and Boston Bar to Vancouver 118 miles. The new division starts at Tollerton, 136 miles west of Edmonton. At Edmonton the C. N. R. runs north of the G. T. P., crosses the latter near Junkins, and continues on the south side until about Tollerton, which place is a short distance south of Edson on the Grand Trunk. A little west of Tollerton the C. N. R. swings north over the other road, the C. N. station on the north side of the G. T. being known as Sundance. From Sundance to Henry House the road continues on the north side, and then it again crosses to the south side and parallels the other road to Morey, from which point it strikes in a southwest direction, through the mountains in British Columbia, to Kamloops on the C. P. R., which line it parallels on the north and west to Lytton, where it crosses the sections of Canada. From Edmonton C. P. and runs east and south of the latter to Vancouver.

it to a finish. In connection with these two railways running through the mountains it may be stated, in some instances, only a small stream separates them, the mountain ridges on each side forcing them thus together. Mount Robson/is the last place named in a dual capacity by the two northern transcontinental lines. From this station, the G. T. P. strikes northwest and continues on to Prince Rupert, while the C. N. R. runs for a time almost due south and then west to Vancouver. The G. T. P. is also heading for Vancouver, which it will reach over a tributary known as the Pacific Great Eastern, 120 miles of which, from Vancouver, is now in operation. It would appear as though the G. T. P. and C.N.R. hated to keep away from each other in British Columbia, for, at Ashcroft, they come pretty close together on the southbound lines. Through permission of Stovel Co. we, in this issue, give the route of these lines from their recently issued new commercial travellers' pocket map of Western Canada, from which the reader can get a better idea as to how close the lines run to each other from Edmonton West. This new division of the C. N. R. is through one of the most enchanting to the Yellowhead Pass the line runs close to the G. T. P., on the opposite A commendable thing in connection side of a beautiful stream for many

peak in the Canadian Rockies; thence through the low Cranberry Lake Pass, is spanned by a heavy steel bridge. across the Canoe River and up Camp Creek to Albreda river, which it follows from its source to its junction with the North Thompson river, and follows along the valley of the latter to its junction with the South Thompson. From this point to Savona it follows the north shore of Kamloops Lake, and from the Lake the line keeps to the valley of the Thompson river until a short distance beyond Ashcroft, after which it crosses and re-crosses the river the trip.

The Western Home Monthly

Canada Has in Railways What No Other Country Has

a few miles of Mt. Robson, the highest to its junction with the Fraser river at Lytton, at which point the stream

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The line from Yellowhead Pass to Kamloops is practically through a new country, unknown to the ordinary in-dividual. In 1909 the C. N. R. en-gineers passed over it, and up to that time it had been traversed by only a few timber cruisers or prospectors, although as far back as 1862 a trip was made by Viscount Milton and Dr. Cheadle, from Edmonton to Kamloopstwo months being consumed in making



The Western Home Monthly

making a visit ountry and took nerchants of the newhat unusual askel him conthat it was

with it that I rry home with re some for the mily liked it so ued coffee and

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luble powdero of hot water. ıgar, makes a ly. 30c and 50c

delicious and up. Postum. old by Grocers.

with this new line is that a large num- miles. It goes through the Pass within

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This picture, which is lithographed on rich sepia, depicts the critical first period of the Battle of Langemarck. After the line had been partially suffocated by poisonous gases, the Canadians broke all traditions by reforming and launching a counter-attack on the Germans, forming a square and fighting them from all sides in such an effective manner that the Germans were thrown back and the Canadians were complimented by the Germans, who said, had it not been for the "Canadian Rats" they would have broken through to Calais. Incidentally they recaptured guns taken from the French.

The size of this picture is $15 \ge 23$, and it is very suitable for framing

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