

Canada Has in Railways What No Other Country Has



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 any other country.

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 railway company in the world.

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 section as part of the Grand

a few miles of Mt. Robson, the highest peak in the Canadian Rockies; thence through the low Cranberry Lake Pass, across the Canoe River and up Camp Creek to Albrede 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

to its junction with the Fraser river at Lytton, at which point the stream is spanned by a heavy steel bridge.

The line from Yellowhead Pass to Kamloops is practically through a new country, unknown to the ordinary individual. In 1909 the C. N. R. engineers 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 Kamloops—two months being consumed in making the trip.

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"The Canadians at Langemarck Recapturing the Lost Guns"

can be obtained by our readers in return for only one year's subscription to The Western Home Monthly

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 x 23, and it is very suitable for framing

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Yours truly,

Trunk system. No other country can lay claim to having three independent all-one-company transcontinental railroads. The U. S. sometimes claim to have transcontinental railways, but they are not such in the true sense. That country has no one system running tide-water to tide-water; in fact 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 C. P. and runs east and south of the latter to Vancouver.

A commendable thing in connection with this new line is that a large num-

ber of the stations on its road are given the same names as those of the G. T. P. It would appear as though better counsels in this respect have prevailed than in the past, when one railway would start up a town, if but a short distance from that of an opposition railway station, and try and beat 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 sections of Canada. From Edmonton to the Yellowhead Pass the line runs close to the G. T. P., on the opposite side of a beautiful stream for many miles. It goes through the Pass within