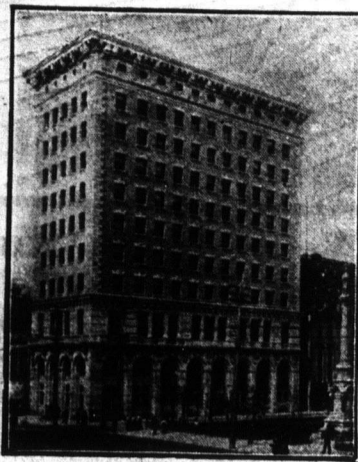


UNION BANK OF CANADA

Established 1865



Head Office - Winnipeg

Paid-up Capital \$5,000,000
Reserve and Undivided Profits 3,175,000
Total Assets, over 63,000,000

HON. PRESIDENT - HON. J. SHARPLES
PRESIDENT - JOHN GALT

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H. B. SHAW Assistant General Manager.
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and Chief Inspector.
London, England, Branch No. 51 Threadneedle
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Head Office, Winnipeg.

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Interest Allowed on Deposits.

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British Columbia—Enderby, Hazelton, Nanaimo, New Hazelton, Prince Rupert, Telkwa, Vancouver, Vernon, Victoria.

This Bank, having over 260 branches in Canada, extending from Halifax to Prince Rupert, offers excellent facilities for the transaction of every description of banking business. It has correspondents in all cities of importance throughout Canada, the United States, the Continent of Europe, and the British Colonies. Collections made in all parts of the Dominion, and returns promptly remitted at lowest rates of exchange.

Winnipeg Branch, D. M. NEEVE, Manager. F. J. BOULTON, Asst.-Manager

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is Mrs. Edwards, when she gets going in the kitchen. She pops that home-made Irish soup of hers on the stove to boil, and then sets to work. Out come all the little bits of cold meat and cold potatoes. Into the stewpan they go. Over them she pours the boiling soup. And in half an hour or so she's turned out a tasty, appetising stew, piping hot and ready to serve; the two-or-three-helpings kind, you know; or you soon will, if you lay in a supply of Edwards' Soup.

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Edwards' Desiccated Soups are made in three varieties—Brown, Tomato, White. The Brown variety is a thick, nourishing soup prepared from beef and fresh vegetables. The other two are purely vegetable soups. Lots of dainty new dishes in our new Cook Book. Write for a copy post free.

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The Loading Platform

The present generation of Western farmers will never know the difficulties and vexations experienced by their predecessors in the earlier years, when no one could get a carload of grain shipped in bulk except by loading it through an elevator. The system forced the majority of farmers to sell their grain to the elevator owners at arbitrary prices, and oftentimes to submit to heavy dockage and other annoyances, causing continual dissatisfaction. Now, however, the distribution of cars as fixed by the Grain Act, and the use of the loading platform, provide facilities which enable the farmer to secure satisfactory treatment in the disposal of his grain, and the highest market prices at time of sale. Every farmer, therefore, should more and more endeavor to use the loading platform in shipping his grain to the terminal elevators. It is the safeguard of the farmers' freedom in disposing of his grain to the best advantage for himself. If farmers refrain from using the loading platform freely, it might result in its being done away with, because railway companies and elevator owners are strongly opposed to it. It is easy to understand why elevator people desire the loading platform abolished. The railway people on their part say it delays the loading of cars and helps to cause car shortage; this we know to be nonsense, because frequently after cars are loaded, whether with grain, coal, lumber or other merchandise, they are sidetracked for days and even weeks instead of being promptly moved forward to their destination. It is engine shortage and shortage of competent train men which mostly cause grain blockades on the railways, and not lack of cars. Let every farmer, therefore, do all he can to use the loading platform and become an independent shipper. In subsequent advertisements we will state in detail the savings and other advantages of direct loading into cars as compared with loading through elevators.

We handle the farmers' grain strictly on commission; make liberal advances on car bills of lading; supervise the grading at time cars are inspected; secure the highest prices at time of sale, and make prompt returns when sold. Write us for shipping instructions and market information.

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