

ENT

commission would be of the existing province. (If the were secured, the rapidly as consumers to meet the new system, having all grain shipped would be special to valuation, the arrive at, as near al business worth the present time arriving at this, would have to be on.

valde since date

business handled, or (Many nothing more than e, less cost of re- them in a manner s of the system.) requirements of this would enter ers, as far as special and rapid handling

building, foundation,

ance and cost of

exact estimate of or could be secured little cost, and an se upon this basis. s refuse to sell at arrived at, the com- rd to the erection rapidly as could This new system in respect to style hinery, method of

be the duty of the they were securing existing elevators, ie of the cost of elevators suitable to would be created. ted indicating the tary to the different the province. The system would also a correct valuation In arranging the could be made with to special binning. s and Weights

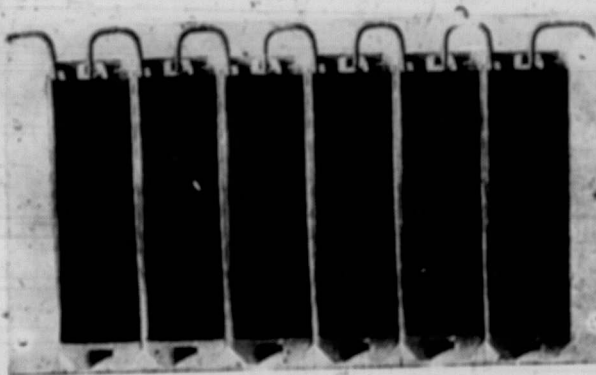
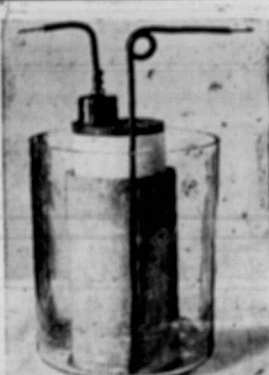
arge of each elevator al samples of all the elevator. This king a sample from after it was cleaned, a receptacle made serving such samples. had been delivered, receptacle would be that possibly could lot delivered. A had been delivered owner of it could, he elevator operator the sample secured, ce of the commission would room in Winnipeg, samples could be with information shipping point from and the commission entrusted with the

ers would visit this t the samples that purchase from the t who had the hand, e satisfactory to th- ed. This purchaser domestic or foreign e guarantee of the e grain back in the ator, represented by seen, would be de- about being in any other grain. This preservation of the could form the basis t.

shipped, would be tor, as at the present affixed. If, however, ample, the purchaser on page 30

Electric Light and Power from Primary Cells

The Dream of Scientists now made a reality through the remarkable invention of Dr. H. W. Darby



ELECTRICAL energy can be produced anywhere by setting up an apparatus consisting of a series of cells and necessary fittings. The cells are innumerable. A farmer can set up the outfit in his house and fill the jars with water and solution as directed, and over wires running through house and barns not only secure lighting, but furnish power for cream separators or other light machinery by simply pressing a button.

The storekeeper, at comparatively small cost, can install an outfit that will not only give him lighting, but will run electric fans, coffee mills, advertising devices, or other machinery.

A very important feature of the device is the low voltage used, securing a most brilliant light at low cost, and also avoiding all danger of fire or harm to human life. The voltage is so low that the current cannot be felt when passing through the body.

Railway trains can be lighted more brilliantly than at present at less expense and with no danger of fire.

Electric automobiles and launches become economically available and, in fact, it is impossible to foretell how many uses may be found for this new power.

Send for printed matter giving results of tests, or better still, call and see the apparatus in actual operation.

The public are invited to call and see the demonstration of the Darby Primary Cell Lighting Plant now being held at 449 Main Street, Winnipeg.

This is one of the important inventions of the age, and the opportunity of seeing it at this stage should be appreciated.

AGENTS are wanted throughout Western Canada.

We are not building on names, but on merits. Some of the strongest and most prominent men in Winnipeg are identifying themselves with the company, but it is felt to be particularly desirable that stock should be located at as many local points as possible, and with this end in view, applications for small blocks of stock are especially invited from points outside of Winnipeg.

This is essentially a stockholders' company. The investors and promoting interests represent less than 30 per cent of the capitalization.

This is an opportunity and only needs investigation to be appreciated. The profits in view are very large. There are enough orders already received for outfit to ensure a handsome dividend the first year.

Twenty thousand dollars of the \$200,000 capital has been placed on the market at par, \$100 per share, payable on terms as shown in application below.

Any information cheerfully furnished.

Make cheques payable at par.

G. J. LOVELL

FINANCIAL AGENT

449 Main St. :: Winnipeg, Man.

PHONE MAIN 7966

APPLICATION FOR STOCK

Fill up and send with cheque.

NORTHWESTERN BATTERY COMPANY, LTD.

HEAD OFFICE - WINNIPEG, MAN.
Incorporated under Manitoba Joint Stock Companies Act, 1909
CAPITAL \$200,000, IN 2,000 SHARES OF \$100 EACH

I, hereby apply for shares of the capital stock of the above company, on the terms and conditions set forth below, and herewith hand you dollars, being a deposit of ten per cent. of the stock hereby applied for.

I request you to allot me the above number of shares and I agree to pay the balance thereon as follows: 20 per cent. in 30 days, 20 per cent. in 60 days, and the balance thereof, if required, on calls of not more than 10 per cent. each, notice of such calls to be given at least 30 days in advance.

IN WITNESS WHEREOF I have hereunto set my hand and seal, at this day of A.D. 1909.

WITNESS

Stay Inside While You Are Outside

YOU BE THE JUDGE OF IT



"Say I that is just what I needed last time I was out in the storm and got home frozen up. I will enclose a dollar and send for one this very minute."

In order to assist you in getting acquainted with the DYSTHE FACE PROTECTOR, WITHOUT FIRST SENDING THE MONEY, you can deposit \$1.00 with your nearest bank or post office, have the Banker or Postmaster sign the order for it and you send it in to me, as per blank below.
If after the trial you would rather have your dollar than the protector, return the protector and get your money where you left it.
Never have you been made such a broad minded proposition as the one on the Dysthe Face Protector in this issue. Read it!

Order for a 10 days FREE trial of one Dysthe Face Protector

Mr. P.O. Prov. Date

Above has this day deposited with me \$1.00 on a 10 days free trial of one Dysthe Face Protector, and he understood that I hold the money for 10 days after the date of mailing the Protector at Winnipeg.
If above show postal receipt for return of the protector in that time, he is to receive his money back in full from me. If not, I am to pay it to M. Dysthe, of Winnipeg, Man.

Martinius Dysthe Banker or Postmaster

MARTINIUS DYSTHE, 351 Beyerley Street, WINNIPEG

Western Cattle Trade

Continued from page 7

these to grass-fattened stock produced in the three provinces. These tables further indicate that within a few years comparatively few lean, or rather half-fed, cattle will be shipped from western Canada for immediate killing.

RAILWAY TRANSPORTATION

"The best of beef may be raised and finished in our western provinces, but unless it can be marketed in good condition, and at reasonable cost, its production is not likely to be continued. The home demand will of course grow, as population increases and towns and cities multiply, but farming is certain to remain the chief industry and beef production will undoubtedly always exceed local requirements. Outside markets will therefore be necessary and the means of reaching them must be duly considered.

"The transportation facilities furnished to western cattle shippers have, for long, been declared altogether inadequate. It is charged that the supply of stock cars is irregular, uncertain and inefficient, their construction faulty, their equipment defective, that engines are overloaded and the speed of trains thereby greatly lessened and that as a consequence of these conditions cattle in transit undergo much needless suffering and their owners serious financial loss. While there is doubtless good ground for these complaints much of the trouble unquestionably arises from the fact that until within the last year or two, export shipments have been confined to a period, little, if any, exceeding three months during which one railway company has had, in addition to meeting the demands of ordinary live stock traffic, to do its best to move from 50,000 to 80,000 head of cattle over an average distance of 2,000 miles. The cattle shipping season in each year also overlaps the great eastward grain movement during which every effort must be made to get the crop to the terminal elevators before the close of navigation. In spite of these extenuating circumstances, however, there is both need and room for improvement, and although the adoption of winter feeding which will change and extend the shipping period and the advent of railway competition will doubtless greatly better existing conditions, the reasonable demands of the present day trade must be given reasonable consideration.

"At the National Live Stock convention held here last year, the western cattlemen present declared that without prompt and radical reforms in transportation methods their export trade could not, under the altered conditions of beef production, be any longer profitably carried on. As a result of the statements made by these gentlemen, the convention passed unanimously a resolution that the matter should be referred to the Railway Commission for action and it is very gratifying to know that, on the request of the western stock growers, that Board is, with characteristic promptitude, now actively engaged in remedying as far as possible the faulty conditions which have caused so much dissatisfaction and given rise to so many complaints.

SHIPPING HINTS

"In shipping cattle practical experience is of immense value and if the shipper himself is lacking in this qualification, he should endeavor to secure the services of a reliable and trustworthy man, especially if he intends doing business on an extensive scale. By following this course he will save himself much time, worry and money. This is particularly true in the case of shipments to distant and above all to foreign markets. Unless one knows the ropes, he is certain to find himself often at a loss, and so driven into the hands of commission men and others who, whatever they may do for their regular customers, seldom show much compassion or consideration for the chance wayfarer, who is trying to do business on his own account. Loading must be carefully watched—overcrowding in a single car of a train load may mean a heavy loss. Cars should be clean and well bedded or sanded to prevent slipping; they should be in good, sound condition, and each should be closely examined inside to ensure that there are no projections such as splinters, bolts or nails likely to injure the stock.

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