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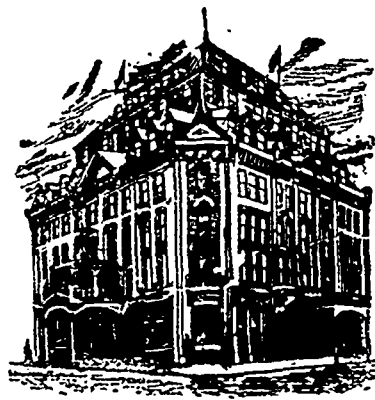
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Paper Famine.

Under this heading the Toronto Globe of Thursday last reviews the paper situation in Canada and elsewhere, in a way which should cause heavy users in the west to look closely after their stocks. The Globe says: "Cable advices state that there is a great scarcity of white paper in Great Britain, and hint at the possibility of a paper famine as a result of the increased demand for newspapers consequent upon the commencement of hostilities in South Africa. Dispatches from the principal paper mill centres in the United States are to the effect that there is a considerable shortage in the paper supply of the republic, and the Canadian manufacturers report that they are unable to fill home orders now without paying attention to demands from outside the country. It will be seen from this that the scarcity in white paper is widespread, and that the situation may become serious. Manufacturers at present, however, anticipate nothing more than a general stiffening in prices, but each Canadian mill-owner and large dealer has sent out a circular withdrawing prices for the present, and for the first time in some years orders are being rejected or half filled.

"The causes in the scarcity of paper in England are said to be threefold the great increase in the circulation of newspapers, the lessening of the supply of wood pulp from Norway and Sweden, consequent on the drouth in those countries, which has stopped waterpowers, and the absence of shipments from this side of the water. In the United States the advance in the price of paper is laid to the increase in the

price of coal and transportation rates, but the demand there has evidently grown, for American manufacturers have been vainly seeking shipments from the Canadian mills. Formerly this country imported a considerable quantity of paper, but the increased demand both in England and the United States has left to the Canadian manufacturers the entire home trade, and it is taxing the facilities of the mills to supply it. The largest paper manufacturer in the country is stated to have said the other day that he could sell wood pulp at a greater profit in the United States now than he could the manufactured article here.

"Owing to the fact that the contracts for the supply of white paper to newspapers have in most cases several months to run there has been no advance as yet in news paper, but other lines have all gone up. The brown wrapping paper is now quoted at 2 3-4c in large trade lots, and manila has advanced to 3 1-4c. Book paper has gone up half a cent a pound, and paper bags have advanced heavily. The manufacturers are frequently receiving letters from American firms asking for quotations on paper, but the representatives in this city of the various mills say that all they can reply to these letters is that they cannot take any orders at present. The representatives here have been practically instructed not to look for business.

"From the United States shipments of paper to England have ceased, and English dealers here, it is said, already made inquiries in Canada. It was stated by a member of one firm yesterday that possibly at a later date Canadian manufacturers would be in a position to secure some of this English trade."

B. C. Interior Trade.

As no answer has been made to the often repeated query, why can Toronto hold the Kootenay trade away from Victoria and Vancouver, the Commercial representative yesterday put the query direct to wholesalers. The reply was the same in every instance Toronto shippers get certain advantages that Vancouver shippers do not get in the way of classification of freight. Goods from Vancouver are sent always correctly classified, being closely inspected by a C. P. R. official at Vancouver. If a carload is being made up and two-thirds of the carload is comprised of sugar, canned goods and such heavy freight upon which the lowest rate is charged, and the carload can be completed with first-class freight, such as tea, sago, tapioca, etc., this must be classified differently, and the full first-class rate of \$1.50 per hundred is charged. In Toronto (so the Vancouver jobbers say) freight leaving that point for the Kootenays, first-class and fifth class, are placed in the same car and the carload made up as fifth-class freight. Thus the Toronto jobber gets a carload rate for fifth-class freight on a car of mixed freight and is actually enabled to cut out Vancouver and Victoria in articles that can be sold, (all things being equal) at much greater advantage than from eastern Canada, such as California goods, English goods, tea, sago, tapioca, Oriental goods, etc. A number of jobbers all agreed that the reason Vancouver could not compete with Toronto in Kootenay was that either the inspector who classified the freight was too strict in Vancouver or the Toronto inspector was not strict enough.