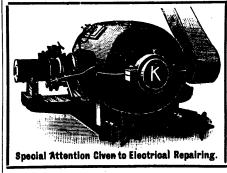
THE CANADIAN MANUFACTURER.

January 17, 1902.

show a total of \$14,022,746. This makes an aggregate of \$54,873,235, of which only \$8,620,121 came from Alaska. British Columbia supplied \$2,224,538, and Washington and Oregon, whose supply included foreign gold coin, \$300,991. The bulk of the gold assayed at Seattle, \$43,707,584, came from the Canadian Yukon, and it is expected that a large part of this output will in future be diverted to Canadian coast cities. The gold assayed at Seattle represented 20,342 deposits, averaging more than \$2,700 each.

Although the retail outfitting business is virtually at an end, a large amount of trade will be diverted to Canada, as the miners are induced to bring their gold to our coast cities. The miner now purchases his supplies locally, and the outside trade, almost exclusively wholesale, is tending to shift from the American to the Canadian cities. It would be largely Canadian if a practical route could be found without crossing American territory. But the miner returning with his gold is always a generous spender, and the men of the Yukon should be induced by all reasonable means to patronize Canadian merchants. Although business with Dawson is closed for the season, the western assay offices are receiving frequent shipments of gold from Ontario, British Columbia, and other parts of the Dominion. The trade of the Coast has been a very rapid development, and now that the assay offices have been established, a larger portion of it will come to our own cities.—The Globe.

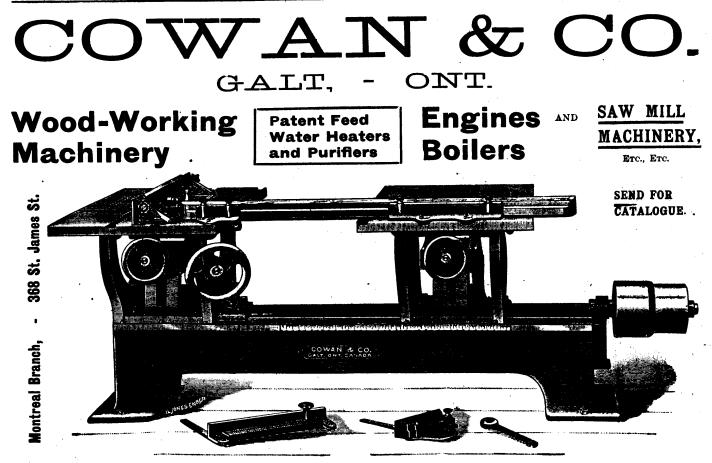




SHIPBUILDING IN CANADA.—Mr. John Bertram, president of the Bertram Engine Works Co., Toronto, who have already built some of the finest steamers on our inland waters, under date of January 7, addressed the following open letter to the Minister of Customs at Ottawa :—

Dear Sir,—I have the honor to acknowledge the receipt of your favor of the 21 ult., in which you say that no permission was given by your department during the season of 1901 for American tugs to tow rafts in Canadian waters, contrary to the provisions of the coasting regulations.





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