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WM. STODDART, Contractor on C. P. R., writes from Dalton Station, Biscotosing P.O., April 20th, 1885.—"I am now through with the 16 h. p. Champion Saw Mill. The engine and machinery are in as good condition as when received. The mill has given entire satisfaction, and since getting into better timber has gone far beyond my expectations, sawing on an average 15,000 feet of bridge timber, 6 x 8, 6 x 12, 9 x 12, every 10 hours.

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PISCATAQUIS TIMBER.

A writer in the *Industrial Journal*, of Bangor, Me., in mentioning the fact that Piscataquis county, in that state, furnishes the greatest number of ship knees produced in Maine, is reminded of the following: "Regarding the present timber growth of Piscataquis I heard a good yarn the other day. It seems that away back in the dim and legendary good old times that we hear so much about, there was in Maine a land agent named McIntire, who must have come of the famous 'bold McIntyres,' for he was a man who used his authority for all it was worth, and in this particular instance for more. In his time there were certain denizens of Nictou, now Medway, who were accustomed to helping themselves liberally to the timber about Quakisk lake, which is on the west branch of the Penobscot above Grand Falls. This timber then belonged to the state, as it stood on land that had not yet been conveyed to any purchaser, and McIntire resolved to put a stop to the Nictou people's enterprising operations. There was a great growth of meadow hay in the section, on which the trespassers depended for the sustenance of their cattle, and the land agent, perceiving this, ordered some of his henchmen to set fire to the dry grass. They did and quite a conflagration ensued. In fact McIntire builded better than he knew, for instead of simply burning up the hay the fire attacked the fine old pines and hardwood trees and swept across the country nearly to Moosehead lake destroying millions upon millions of the best timber Maine ever saw. But that fire was not all loss, for from its ashes, over the stumps of the old pines, has sprung up since a growth of sapling pine, white birch and poplar—three trees which are the source of much of the manufacturing life and commercial prosperity of Piscataquis and the Penobscot. The famous spool wood district, with its factories, is included in this rejuvenated forest section, and there are obtained second growth pine logs from which so many millions

of box boards are sawed and the poplar, of which so much has been used for paper pulp. The spool stock has been sent from Bangor to points as far distant as Paisley, Scotland; the pulp wood to Providence and Maryland, and the box boards all over New England and middle states, while thousands of sacks of finished spools are sent to Connecticut and elsewhere."

ALASKA TIMBER.

Alaska forests contain enough timber to supply the world. The forests of pine, spruce, fir and hemlock cover every island of the Archipelago and a goodly portion of the mainland.

The trees are straight and tall and grow close together. The only saw mill at present in operation is at Douglass island, and so far there has not been a cord of timber cut for shipment. The trees, as a rule, do not always cut up into good sized boards. For fuel, however, the wood is excellent, and much of it is available for building purposes. There is little decorative wood, although the yellow pine is richly colored work. Alaska spruce is an excellent variety, and often measures five feet in diameter.

It is considered the best spruce in the world, and the supply is very abundant. In the interior of the country timber is of much heavier growth than on the coast and on the islands. Regarding the hemlock, there is a large supply, and the bark compares favorably with that of all the eastern tree used in tanning establishments.

No one has yet attempted to compute the value of the Alaska forests. It may be they will not be necessary for years to come, but whenever wood grows scarce elsewhere, or when ever civilization fastens itself upon Alaska, the timber of the region will be found ready at hand and existing in rich profusion. Calculating only approximately the value of our possessions to day, the forests must be considered. Practically inexhaustible, they add most materially to the wealth of territory.—*San Francisco Chronicle*,

FOREST FIRES.

CAMDEN, N. J., July 24.—The Jersey forest fires are now assuming most alarming proportions, and unless a heavy rain soon quenches the flames, they will have accomplished the destruction of a number of towns and small settlements among the pines of Camden, Burlington and Atlantic counties. They have never before burned so fiercely, and not since 1838 has the country been so dry and favorable for spreading the flames. Yesterday the towns of Alco, Jackson, Sloantown, Waterford, Peatletown, Winslow, Weekstown, Hammonton, Alacon and a number of other small places in Camden and Burlington counties near the Camden and Atlantic railroad, were surrounded with brush and wood fire, and all the inhabitants were out fighting the flames. Huge tracts of cedar timber and several dwellings have already been burned over, and many of those people fighting the flames had narrow escapes. A great cloud of smoke hangs over the burning district, and the country is lighted for miles around at night by the fires. The people are entirely worked out with watching and fighting the flames, and are praying for rain.

CAPTURING A MOOSE.

Some time ago, says the *Renfrew Mercury*, the men at Russell's depot on the Kippewa discovered three large moose in the lake just about nightfall. Calvin Russell, jr., and one of the depot men secured a boat and gave chase. After a little time they succeeded in getting a rope around the neck of one of the animals, a large and old one, and the commenced an exciting tussle for three hours. The moose swam on across the lake or river, drawing the boat after him. As soon as he made the shore he rushed for the bush, but was brought to a halt after he had dragged the boat some little distance. He then took to the water again, and crowded to the other shore, where he went through the same performance.

Altogether, he crossed three times before he was sufficiently tired to be secured. This was done by means of ropes around his legs, and assistance from some others of the men. The animal is now getting along very well in captivity at the depot, where he will be tamed, preparatory to bringing him down to Renfrew this fall or early in the winter.

EFFECTS OF SMOKE ON IRON.

The western approach of the Callowhill straddle, in Philadelphia, is in a shaky condition. The bridge is an iron one, and its western end spans the tracks of the Pennsylvania Railroad Company at a point where locomotives are continually passing, and it is said that the sulphurous acid from the smoke stacks of the engines has been the cause of the trouble. A great deal of the iron work above the tracks must used is being gradually eaten away, and the ground beneath is thickly strown with thick iron scales that have dropped from the bridge work, which has not been protected by proper painting. Several iron posts have been weakened and are bent in such a way as to indicate a slight movement of the bridge to the south. It is estimated that \$12,000 or \$14,000 will be required to restore the bridge to a good condition. The river span, which is not reached by locomotive smoke, is not affected, and is in excellent condition.

ORANGVILLE, July 25.—John Phillips, an old employe of the T., G. and B. road, while attending to the brakes near Black Creek bridge yesterday morning, was struck on the head by the timbers of the bridge and knocked to the ground, his injuries proving fatal shortly afterwards. Deceased was 40 years of age, and his relatives live near Orangville junction.

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