

**UTILIZE YOUR SURPLUS POWER.  
KEEP YOUR ENGINE AT WORK.**

Purchase a **SAW-MILL, SHINGLE MACHINE, CHOPPING MILL,** or a **CHEESE BOX** and **BASKET OUTFIT.**

**SAW-IRONS**

FROM **\$350** UP.

SUITABLE FOR ANY POWER.

SEND FOR CIRCULARS

Stating Power and Capacity desired.

Over-feed, self-acting, Shingle Mill, in great demand, the favourite machine with Mill men, Threshers and Farmers.

**1250 BUILT**

Many Improvements

FOR

**1886.**

DON'T BE MISLED

EXAMINE THE

**CHAMPION!**

IT IS

**THE BEST.**

THE CELEBRATED

**Fire-Proof Champion!**

THE PIONEER TRACTION ENGINE OF CANADA.

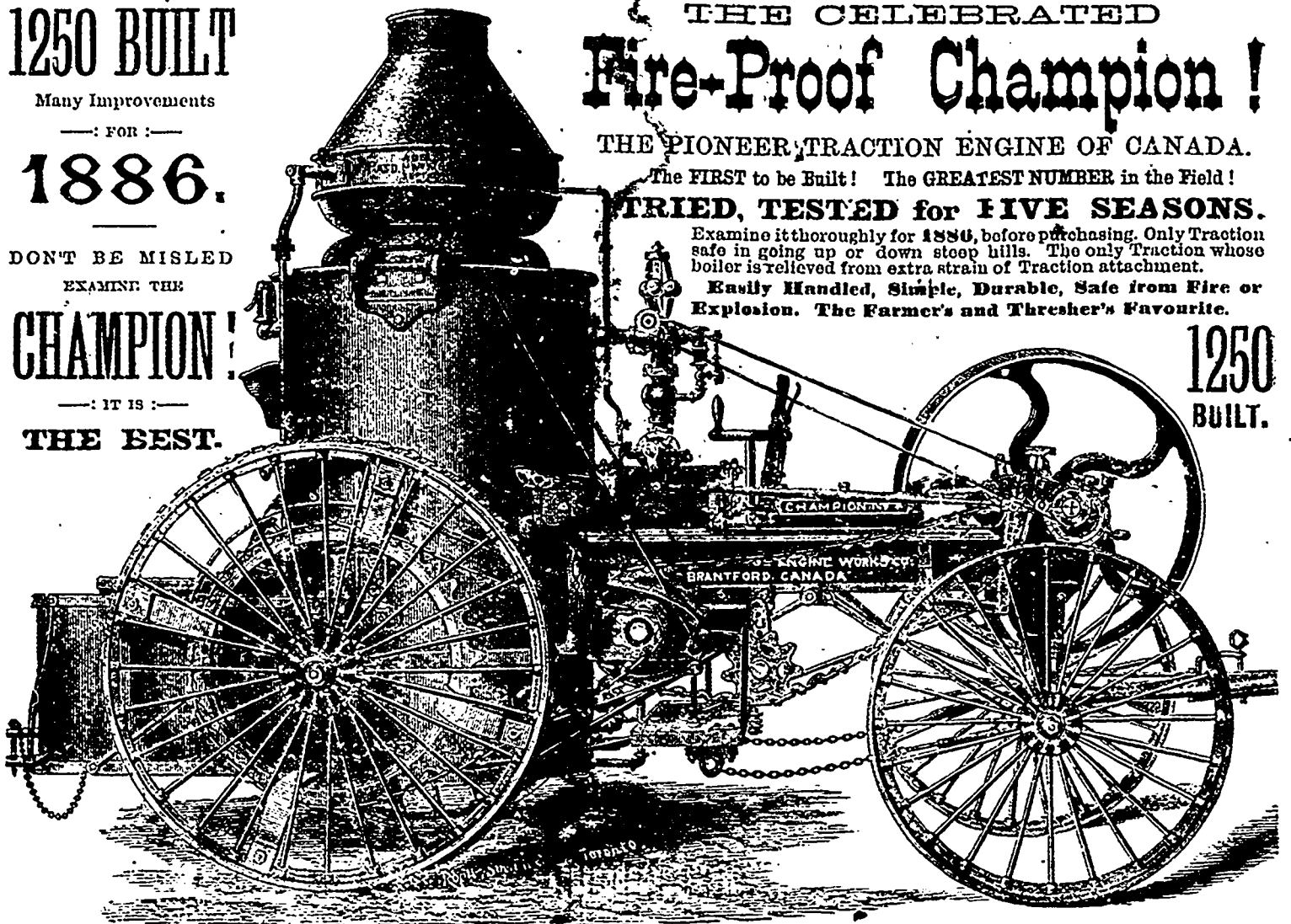
The **FIRST** to be Built! The **GREATEST NUMBER** in the Field!

**TRIED, TESTED** for **FIVE SEASONS.**

Examine it thoroughly for **1886**, before purchasing. Only Traction safe in going up or down steep hills. The only Traction whose boiler is relieved from extra strain of Traction attachment.

**Easily Handled, Simple, Durable, Safe from Fire or Explosion.** The Farmer's and Thresher's Favourite.

**1250  
BUILT.**



**READ THE FOLLOWING:**

Jordan, Dec. 25, 1885.

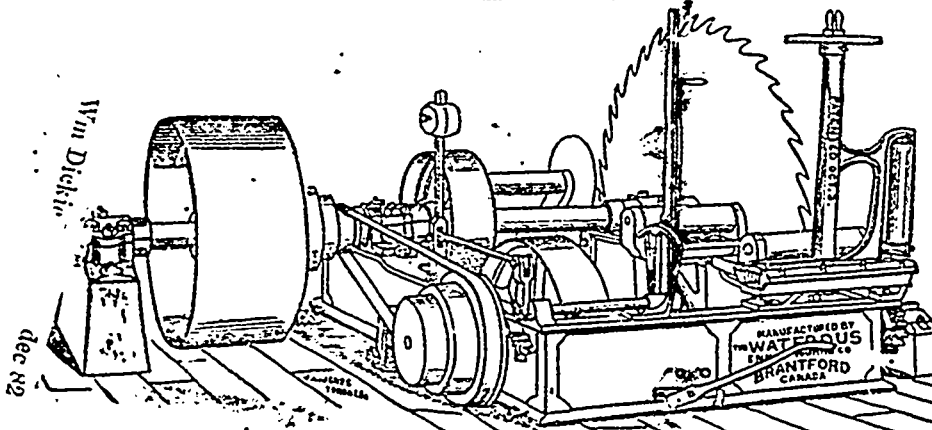
I like the 12 H.-P. Champion Traction Engine, 1157, which I bought last season, very much. I unloaded it at station, filled it with water, and steamed it up home, and have never had the tongue on it since. Although I have run it all the season through the very muddy roads of this fall. I have been up and down the mountain, which is something over 100 feet high, without the slightest trouble. I like the engine very much, and would prefer a Traction to a plain engine. I have two engines, the Traction and 12 H.-P. Champion, No. 248. I have run 248 for six seasons, with not over 6 dollars repairs, and this was for heater-pipes burst by frost, and a new globe valve.

(Sgd.) SAMUEL HONSBERGER.

Gourock, Guelph, 14th December, 1885.

I can say that my 20-inch Standard Chopper gives good satisfaction also my 12 H.-P. Traction Champion gives great satisfaction. I have not had one cent repairs on the Engine, and I have travelled across roads where other engines had to have two teams on to cross over. I took the water tank along, and travelled through mud through which the platform dragged. We crossed hilly roads that a horizontal boiler would not have been safe to cross for danger of bruising the tubes, as for about two miles we had only about 40 or 50 rods of level road. The most of the hills average from 1 to 4 feet of pitch in 12 feet.

Yours truly, SOLOMON STROMK.



This cut represents our No. E medium saw-irons; we build 3 sizes smaller, and 3 sizes larger. SEND FOR CIRCULARS AND IMPROVEMENTS IN 1886.

**WATEROUS ENGINE WORKS COMPANY, BRANTFORD AND WINNIPEG.**