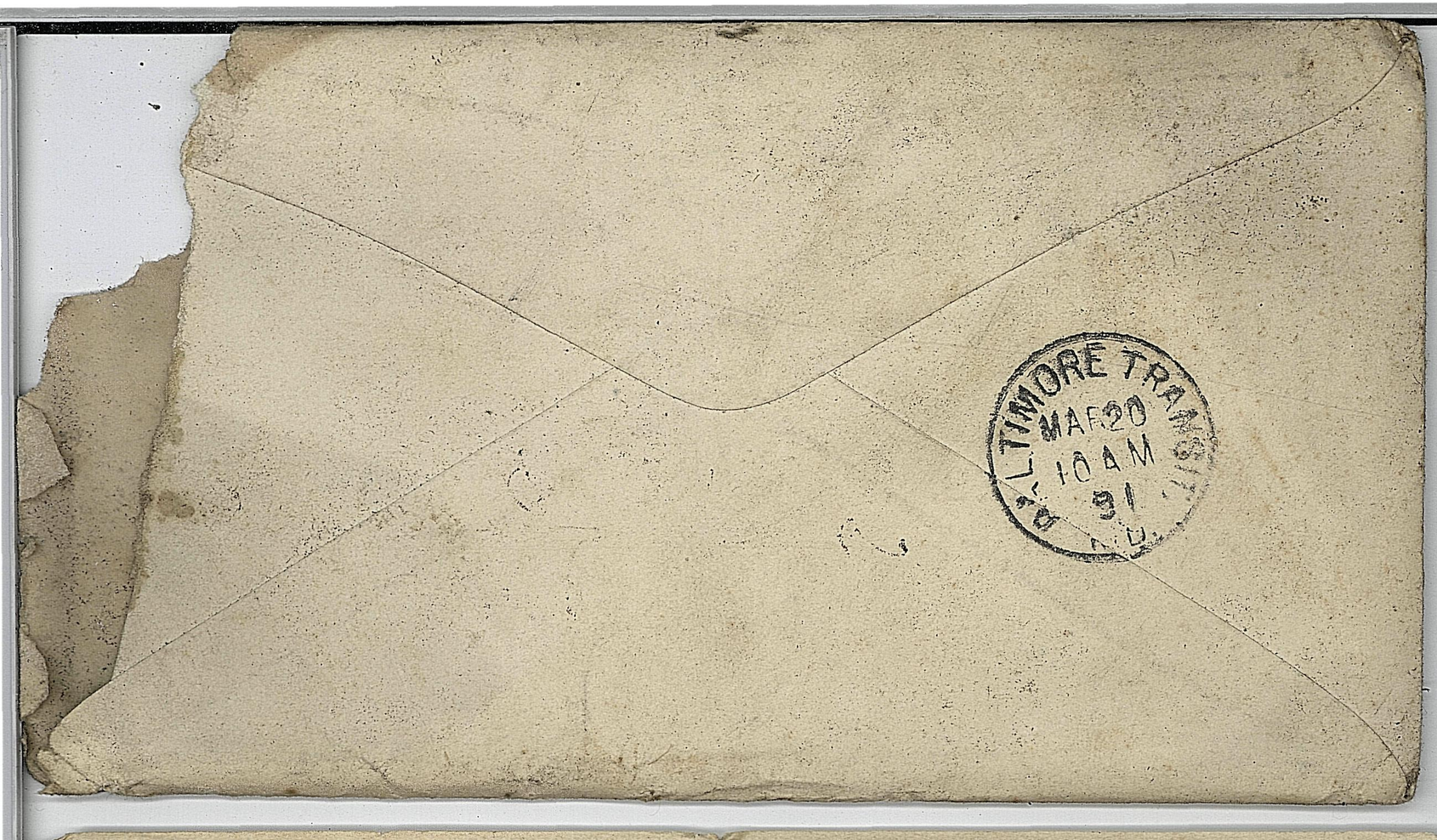


Training Sulky.

This cut illustrates a vehicle that is indispensable to all horsemen, whether he be a breeder, owner, trainer or driver. A good training sulky should be in the hands of all horsemen, because it is well adapted for training purposes, for breaking colts, is stronger, and will wear much longer on rough tracks or roads than the regular light track sulkies; besides, they cost less than one-half. Our Training Sulky is made similar to a track sulky; it seats the driver the same, but is much more comfortable, the arms resting on bolster, with center bearing, thus relieving jars from wheels. It hitches similar to a track sulky, weighs 75 pounds, and we guarantee it to do the work of a 90 or 100-pound road cart. We feel sure that trainers and breeders will appreciate our Training Sulky. It is made strictly of good material, is durable and safe, rides much easier than a regular sulky, and is well adapted for the use of kicking straps. The following is what the renowned E. F. Geers says:

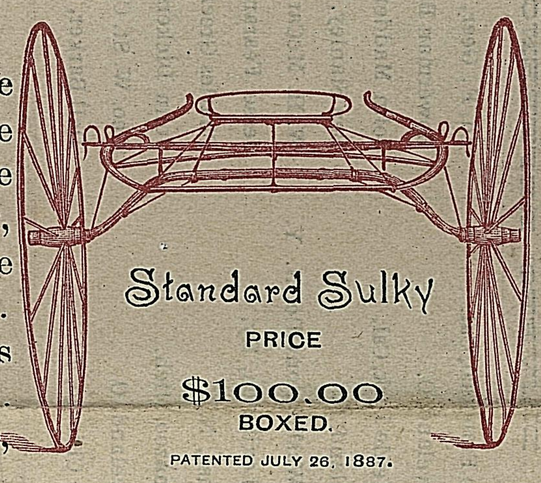
COLUMBIA, TENN.

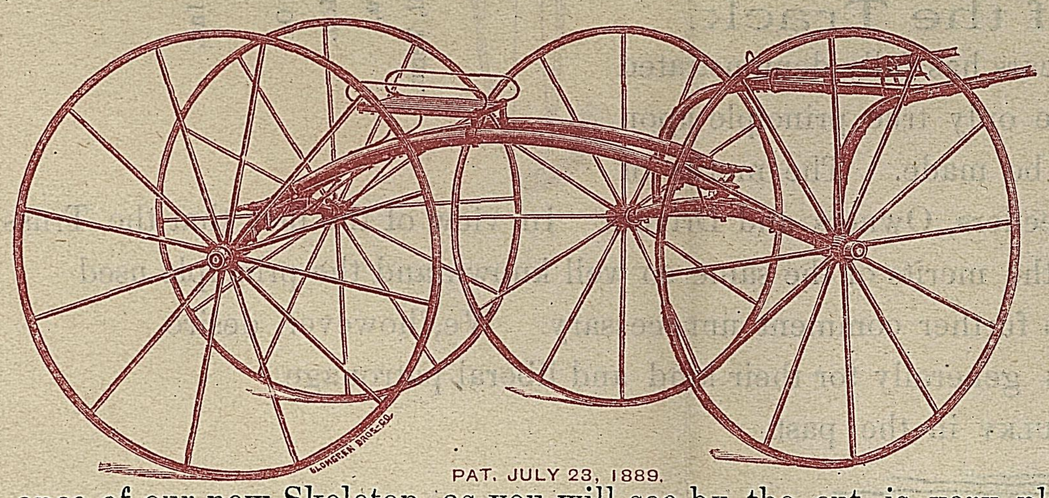
GENTS:—I have used your Training Sulky for some time, and consider it the best I ever hooked to, where a man has a big stable of horses of all kinds. It will fit any horse, from the smallest to the largest. I can ride it fifty or sixty miles a day with perfect ease and comfort.

E. F. GEERS.

Standard Sulky.

In calling your attention to our Standard Sulky, we do so believing it fully worthy of your notice and patronage. This Sulky has actually the highest and stiffest bent axle on the market. Our device (patented) for holding the bent portion of the axle to its place has given universal satisfaction. We use strictly first-class material in its construction, finish it just as fine and neat as the Truss Axle Sulky, and sell it with the same guarantee. We build it in weights from 48 to 58 pounds, and all those who are using them claim that they are the best and stiffest sulky made, Truss Axle Sulky excepted. Following are the names of a few who are using them. Backhouse & Snider, Ashland, O.; Jacobs Bros., Hubbard, O.; L. R. C. Howard, McConnellsville, O.; A. A. Baxter, Camden, Mich.; J. E. Hayner, Newburg, O.; C. Young & Bro., Selma, Ala.; T. H. Webb, Cleveland, O.; Wm. Cope, Lincoln, Ill.



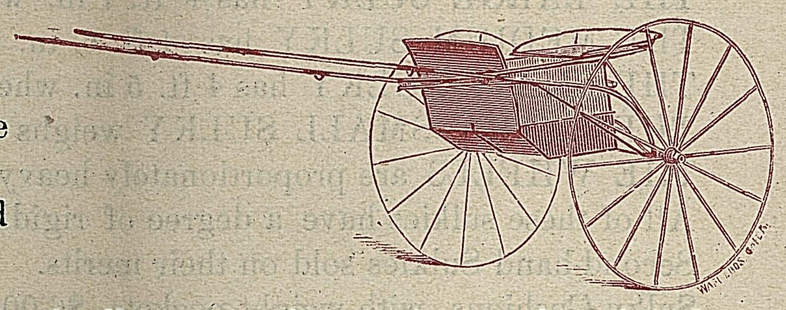


Our Reachless Skeleton.

Our improved mode of constructing a Skeleton Wagon has proved a grand success, has met with general favor, and has the endorsement of all who have used them. The sales for the introductory year have far exceeded our expectations, which is only another proof that such an improvement was wanted, or in fact necessary. The receipt of many favorable and congratulatory letters upon our success, and the success of our improvements, fully indicate that the old plan of constructing the Skeleton Wagon is, and was, a failure. The appearance of our new Skeleton, as you will see by the cut, is very pleasing to the eye, both for neatness and lightness, and by doing away with the reaches we are enabled to build it much lighter, yet absolutely as strong as on the old plan. By using high arched bars, instead of straight ones, as other builders do, a short turn can be made without fear or accident. We buildthis Skeleton strictly first-class in every respect, in weights from 65 pounds up.

Price with Shafts, $135.00, boxed. Regular Pole, $25.00, extra. Truss Pole, $35.00, extra.

ROAD CARTS.



We will build road carts to order in the future, in one and two man sizes, made strictly good, of choice material. Price, $40.00, boxed.

We still have a few very fine Road Wagons in stock, which will be sold at a reduced price to make room for our great stock Sulkies and other Track Vehicles.

P. S.—Write your name and postoffice address plainly. In shipping sulkies, or parts of sulkies to us for repairs or otherwise, do not fail to put your name and address upon shipping tag, which will avoid delays and trouble.

S. TOOMEY & CO., CANAL DOVER, O., U. S. A.