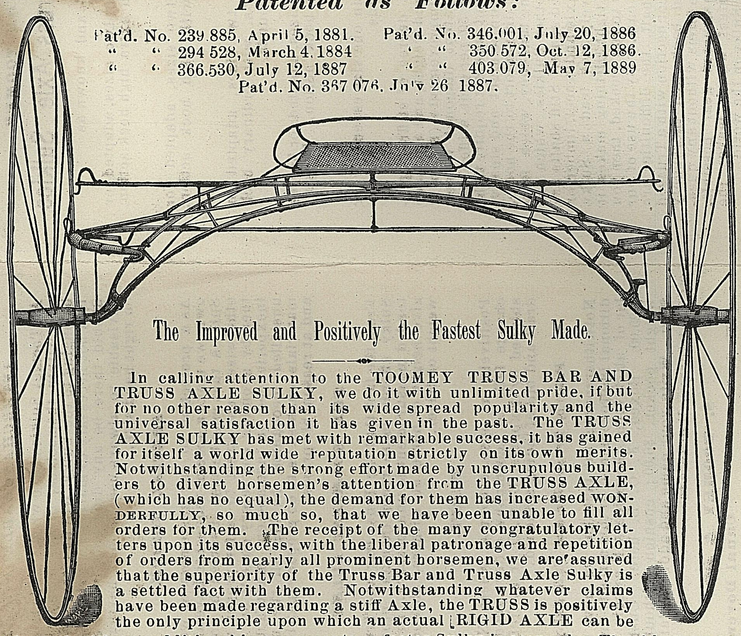
ESTABLISHED 1854.

S. TOOMEY & CO.'S

Truss : Bar : and : Truss : Axle : Sulky.

Patented as Follows:

Pat'd. No. 239 885, April 5, 1881. Pat'd. No. 346.001, July 20, 1886
" " 294 528, March 4. 1884 " " 350 572, Oct. 12, 1886.
" " 366.530, July 12, 1887 " " 403.079, May 7, 1889
Pat'd. No. 367 076, July 26 1887.



The Improved and Positively the Fastest Sulky Made.

In calling attention to the TOOMEY TRUSS BAR AND TRUSS AXLE SULKY, we do it with unlimited pride, if but for no other reason than its wide spread popularity and the universal satisfaction it has given in the past. The TRUSS AXLE SULKY has met with remarkable success, it has gained for itself a world wide reputation strictly on its own merits. Notwithstanding the strong effort made by unscrupulous builders to divert horsemen's attention from the TRUSS AXLE, (which has no equal), the demand for them has increased WONDERFULLY, so much so, that we have been unable to fill all orders for them. The receipt of the many congratulatory letters upon its success, with the liberal patronage and repetition of orders from nearly all prominent horsemen, we are assured that the superiority of the Truss Bar and Truss Axle Sulky is a settled fact with them. Notwithstanding whatever claims have been made regarding a stiff Axle, the TRUSS is positively the only principle upon which an actual RIGID AXLE can be made, and with our additional improvements, a faster Sulky is assured. Thanking our many patrons and friends for past favors, and hope to merit your future orders, with our compliments,

Remain, Very Truly,
S. TOOMEY & CO., Canal Dover, Ohio.

Canal Dover, Ohio, Jan. 1, 1891.

TO OUR PATRONS.

For the benefit of our customers in ordering Sulkies, we offer the following remarks: We have at all times tried to keep pace with the progress of the Trotting Horse, by making Sulkies that would meet its peculiarities and requirements. In this effort we have been successful; but the difficulties every day increase; for all intelligent drivers know that competition in trotting interests have reached such a high point, that the vehicle is acknowledged to be a great factor in the success or failure of the horse; and must not only be scientifically constructed, but must be particularly adapted to the size, gait and other peculiarities of the animal. To meet these wants, we are now building

NINE DIFFERENT SIZES OF SULKIES

of different weights; different widths and lengths of shaft; different heights of wheels and axles; different lengths of stirrups, &c. With this variety we feel sure that we are able to fit the requirements of any horse and suit the convenience and taste of the driver.

These nine lines are kept in stock, so that your orders so far as fitting the horse and driver are concerned, can be promptly filled. But we are compelled on account of carrying so many, to make the painting more uniform, as we would be compelled to carry a stock of one hundred and fifty at all times, if we were to finish them in so many different shades.

We Have Therefore Adopted Carmine Red

as our standard color; finishing in both light and dark. But we will also keep a few in dark green and chocolate. We will fill the orders for these odd colors if we have them in the size and other requirements, in stock; and in case we have not, we will always send in light or dark red as preferred; but our first aim will be to fit the horse and driver, regardless of color. We will finish up in any color, however, if time enough is given.

Let us suggest a word as to the weight of Sulkies. We are fully convinced that some horsemen are misled as to the best weight for the highest rate of speed. It is by no means the extra light Sulkies that always pull the easiest; but it is always the

LIGHTEST STIFF SULKY

that the horse can propel with the most ease, and with which he can make the most speed. When the Sulky is too high it necessarily becomes limber; and this adds friction, and fricton is what we most want to avoid.

Our experience shows that from 47 to 55 pounds, according to size of horse is the best weight for speed. Nothing less should be used except for colts or very small horses. We urge this not only for the benefit of our customers, but for our own; as we are much interested in having our Sulky get first to the wire, as is the owner of the horse and the driver.

We are now better prepared than ever before to fit all classes and sizes of horses; as our

EXTRA HIGH TRUSS AXLE

is a new departure that permits us to set the axle as high as we please, and still maintain its stiffness. But still it would be unwise to order an extra high Sulky for a small or low gaited horse, as they will not fit so well; neither are they so strong in the spindles or wheels.

And now as to a matter of business. We positively can have no open accounts. Where New York Exchange fails to accompany order goods will be shipped by express C. O. D.; or by freight with draft and bill of lading attached. A moment's thought will show that this is the only way we can do justice to our ourselves and customers, and treat all alike.

Our trade is not only scattered all over the United States, but extends into foreign countries; and during the season orders come in so hurriedly and so promiscuously, that we can in no other way protect ourselves and our patrons. In view of this, we pay the return charges on all remittances on new work.

Thanking you all for past favors, and desiring a continuance of your patronage, we are Respectfully, Yours,

S. TOOMEY & CO.

[OVER]