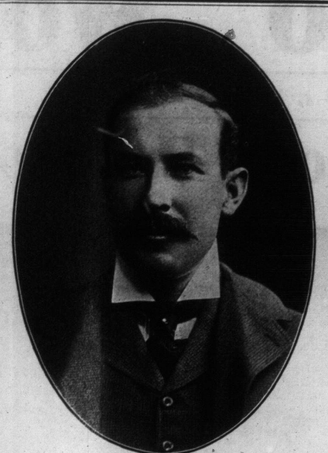
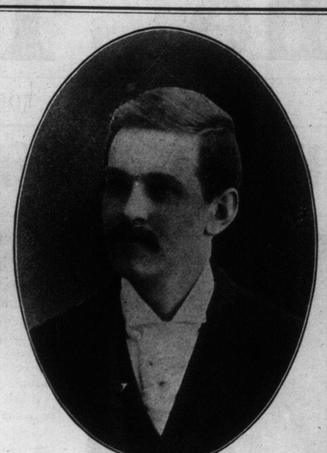
Ald. S. McBride, President.

Chas. A. Burns, Vice-pres.


D. A. Lochrie, Sec'y.

J. H. Lock, Treas.


Frank Rogers, Chm. Ex. Com.

OFFICERS OF THE TORONTO DRIVING CLUB, ONE OF THE LIVELIEST AMATEUR HORSEMEN'S ORGANIZATIONS ON THIS CONTINENT.

The Toronto Driving Club.

WITH the single exception of the Blue Grass region of Kentucky, Ontario probably may justly boast of owning the finest road horses in the world. And Toronto possesses the cream of the drivers owned in this fair province. This love of a good driver is responsible for two conditions in Toronto. One is the large number of handsome horses seen on the streets; and the other is the infrequency with which is heard the "honk" of the automobile. Among the agencies which have had an influence in encouraging driving in this city are the Toronto Driving Club, the Toronto Exhibition, the annual Horse Show and the spirit of horsemanship inculcated by the meetings of the Ontario Jockey Club—the latter, indirectly perhaps, but certainly lending encouragement to the fame and the enjoyment of owning a good horse, whether it be a runner or a trotter. The Toronto Driving Club is the youngest of these associations, but it is a very lusty youngster. Last season there were eight matinees held under the auspices of the club, and members made a capital showing in the Open-Air Horse Parade in Queen's Park on Dominion Day. All the officers and directors of the club freely volunteered their services and the parade was a flattering success. The membership is composed of the leading owners of well-bred roadsters in Toronto and vicinity, and every member is an enthusiast. Last summer the club ran an excursion to Buffalo on the day of the opening of the Grand Circuit meeting at Kenilworth Park and over 200 members and their friends were present to witness the triumph of the Canadian horse Gallagher in the $5000 Empire Stake. Gallagher sold at $10 in a $200 pool and the Canadian contingent was practically alone in playing him, the American talent placing their hopes and money on John M. The arrival of the Canadians at the track was heralded by the band, which, very neighborly, struck up "The Maple Leaf Forever," and the great throng heartily received the visitors.

The first matinee was held on June 8, and the last on Nov. 25—in a snowstorm—and the season closed with a banquet at the King Edward Hotel on Dec. 21, at which there were promises made for a speedway. These promises have been kept, for the city has set aside for the use of the club a fine half-mile stretch along the east bank of the Don, from Queen-street to the Gerrard-street bridge. This strip includes a roadway and is 135 feet wide. The clay stretch along the river bank will be covered with loam and the speeding horses will go north from Queen-street, returning slowly by the roadway, that is, if present plans are carried out. No work has been done in the way of preparing the speedway because of an uncertainty as to the success of an application now before the railway commission for the use of this particular strip of property for railroad purposes. Should this matter be decided against the railroad work will be proceeded with immediately and Toronto will have a fine speedway, accessible to the public and very prettily situated.

The Toronto Driving Club is composed of business men—men with a stake in the community—who find driving a congenial and healthful pastime. It is the misfortune of the general public that there is yet no open speedway available for the bi-monthly matinees of the club. In Buffalo the park commissioners set aside for the Driving Club a half-mile in Humboldt Parkway for a speedway and the frequent matinees attract thousands of spectators, while crowds find delightful entertainment every fine afternoon watching the amateur "brushes" in which the gentlemen indulge. The officers of the Toronto club are enthusiastic horsemen. Ald. Samuel McBride is president; Charles A. Burns is vice-president; D. A. Lochrie, secretary; J. H. Lock, treasurer, and Frank Rogers chairman of the executive committee.

The club is prosperous, financially, and is desirous of increasing its membership in and out of Toronto. It has a considerable number of non-resident members in Western Ontario towns and cities and it offers strong inducements to lovers of the horse to unite with it. There is a nominal fee of $5 per year and the members find peculiar zest and enjoyment in the meetings of the season. The first matinee will be held on Wednesday next on the Exhibition grounds. Some 40 horses have been entered in the various events, and a fine afternoon's sport is promised. Subsequently, matinees will be held on every alternate Wednesday.

Harry Barron. F. Tremble. C. Caldwell. W. Dickson. W. Walker. E. T. Evans.

G. J. Bennett. W. J. Thomson. C. T. Mead J. R. Code. E. C. Davies. J. A. Humphrey. H. W. Anthes.

OFFICERS OF THE CAER-HOWELL BOWLING CLUB OF THE CANADIAN BOWLING ASSOCIATION.

Caer Howell Bowling Club

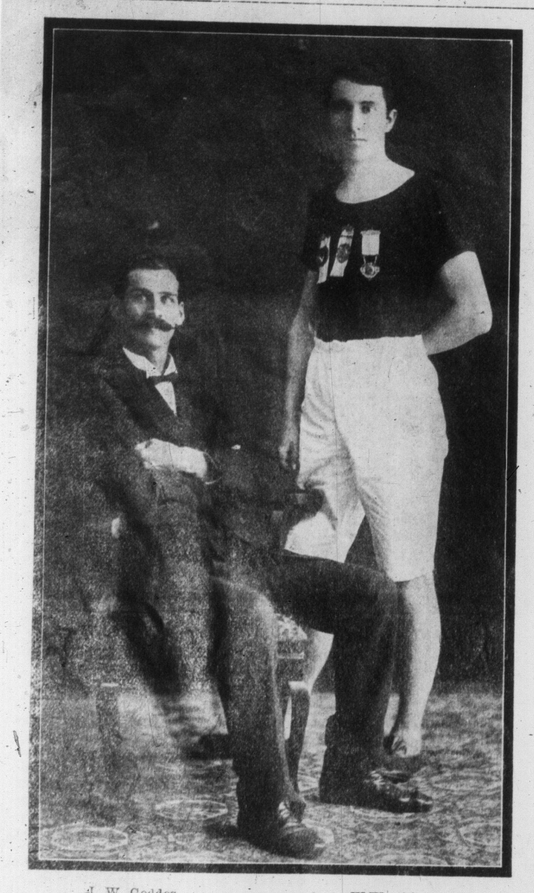
FOREMOST among the amateur sportsmen of Toronto for nearly seventy years has been the Caer-Howell Bowling Club, or as it was originally called, "The Caer-Howell Bowling Green Club of 1837." From an interesting historical sketch by Honorary-Secretary J. R. Code, printed in The Canadian Lawn Bowlers' Hand Book of 1903, are gleaned the following facts concerning the organization:

"The name (of the club) appears to have followed the old family property of the original owner, Chief Justice Powell of Upper Canada, a gentleman of Welsh descent. The title bestowed by the late chief justice is derived from Ap-Howell, in allusion to the mystic Hoel, to whom all Ap-Hoels trace their origin; hence Caer-Howell means Howell's Place, Howell's Castle or Castle Howell, caer (pronounced kar) being Welsh for castle. The old minutes refer to James Saxon as the founder of the club. Whether the club was founded in 1837, or at an earlier date, does not appear, but there is good reason to believe that it existed prior to that year. The old record is now in the possession of H. U. Layton, present proprietor of the grounds. Mr. Saxon appears to have been a very active member for some years, and was president in 1837 and 1838. The vice-president at that time was William Stennett, and Capt. G. Mathias, a retired officer of the imperial service, was secretary. James Saxon was head of the firm of Saxon & McKnight, wholesale dry goods, Yonge-street, and Mr. Stennett was a jeweler on King-street west. The latter was secretary of the St. George's Society in 1836-7, and father of the Rev. Walter Stennett, principal of Upper Canada College, 1857-61. The names of Toronto families of note appear among the original members, such as J. W. Brent, J. Buchanan, A. Buchanan, George Denholme, G. Duggan, Dr. Duggan, John Ewart, A. McDonell, John Maitland, C. S. Murray, J. C. Morrison, M. McKnight, H. Rowsell, Donald Ross, W. Ross, Walter Rose, G. Strachan, J. Watson, G. B. Willard, W. Copeland, Peter Patterson, sr., J. Somerville, Thomas Young, Captain Grundy, Henry Sherwood, M. Hutton, Andrew Tod, James Cameron, B. Turquand, James S. Smith, R. McClure, R. G. Anderson and A. Ogilvie. Not a few of these gentlemen were history-makers and contributed their share to the upbuilding of the country and the city in which they made their home.

Membership was confined to thirty. The annual subscription was one pound. Absent members were fined "one York shilling," and the fines were "spent at the end of the season in a dinner and wines." Zest was given to the sport by playing for a York shilling a game. Interest in the Caer-Howell Lawn Bowling Club lapsed after 1850, but it was revived some fifteen years ago and is now a very lively and prosperous organization.

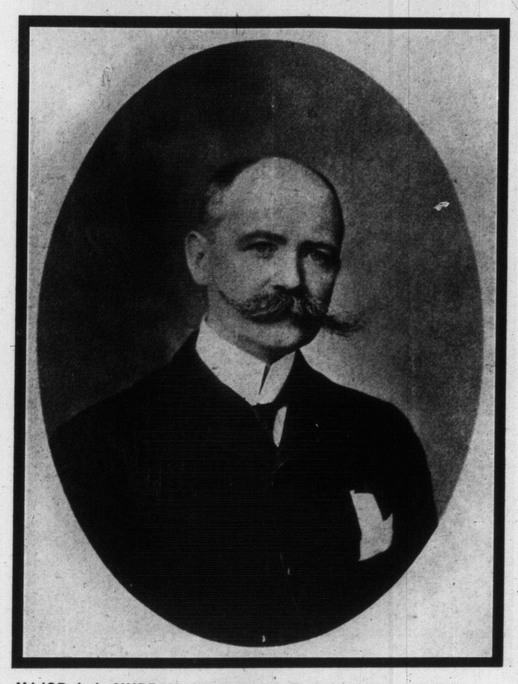
Grooming a Horse.

The curry comb is a source of pleasure to the horse, or an instrument of torture, accordingly as it is handled. It may be made to gently flatter the skin of the horse, removing impurities and opening the pores, or in a less skilful hand it may scrape and irritate the surface, bruise prominent points, and leave the tortured animal so sore that it will for ever shrink from the touch of one in any hands. Every person who has care of a horse should learn to acquire a deft, rapid, light touch which does thoro work, but so skilfully that the horse enjoys it, as a man in a barber's chair enjoys a clean shave from a skilful workman, while he dreads a scraping from a bungler. Unlike most men when under a barber's hands, a horse greatly likes to be talked to during the operation, and equally unlike, never talks back. But kind, pleasant words to the horse, and an occasional caressing pat with one hand while the other wields the curry comb, puts the horse at its ease and establishes pleasant relations with its master.


J. W. Geddes. W. Worthington.

THE VARSITY GEDDES GOLD MEDAL FOR ALL-ROUND ATHLETICS WAS WON BY MR. WORTHINGTON A THIRD SUCCESSIVE TIME THIS YEAR AND HE IS NOW THE PROUD POSSESSOR OF THE BEAUTIFUL TROPHY.

Our Gallery of Prominent Canadians.


MAJOR J. A. MURRAY, PRESIDENT OF THE TORONTO CARPET MANUFACTURING CO., LTD., AND VICE-PRESIDENT OF THE W. A. MURRAY CO., LTD.

The White Peril of the Northwest

Philadelphia Bulletin.

IT has been recently asserted that the official figures kept on the other side of the Dominion line show that in the past four years 130,000 Americans have entered the Northwestern provinces of Canada, chiefly for the purpose of taking up free homesteads in that fine and huge wheat growing region. The same authority estimates that fifty thousand more will have emigrated from the United States by the end of the present fiscal year. This may be all true without causing uneasiness on the part of intelligent citizens. Canada is growing very slowly and has been having great difficulty to induce European immigrants to come to till her soil or perform her labor. If sturdy, progressive Americans shall continue to pour over her border at the rate of nearly four hundred thousand in a decade, she is likely, within the next generation, to find that her grain-raising regions are largely owned by a thrifty population of independent tendencies, whose ideas and ideals are essentially American, whose leaders will take an increasing part in Dominion politics as their domains are developed, and whose presence her rulers must take account of in future disputes with the United States.

Some of these emigrants were either themselves born abroad and brought to this country in childhood, or their parents were foreign, often German or Scandinavian. Yet it has been the general testimony that they have been quick to understand and to support American principles of government without the incubus of monarchy. Free as the Canadian regime undoubtedly is in most respects, it still has a king, tho a distant one, at its head, and the people who live under it are still "His Majesty's subjects." This is an appellation which will probably arouse no very strong emotion unless it is that of amusement on the part of those who leave the Stars and Stripes for places where excellent gifts of land are eagerly handed to them in Canada's desire for more settlers. But whether they can trace their ancestry in this nation for several generations or not, they have become accustomed to regard themselves as free citizens of a republic which placed equality of political privilege among its first tenets, which owed neither allegiance nor obedience to any other power, and which marked out its policy as it chose. It is only in accordance with human nature that these men and their sons should remain Americans; and if the exodus continues to increase, the movement for annexation, which has long been dormant, may again awake and make itself felt.

Gasoline Electric Form of Motor Car

AN interesting method of traction is described in The Electrical World and Engineer. It consists of a car equipped with a gas engine driving a generator which supplies current to four car motors, a storage battery being also used for supplying power during periods of acceleration. The car is 34 feet long over end sills, and is divided into two compartments, an engine room and baggage room. The width over side sills is 9 feet 8 inches. The trucks are the heaviest street railway trucks with 33-inch wheel. The motive power is derived from a four-cylinder gasolene engine, which, under factory tests, developed 70 horsepower at 325 revolutions per minute with a consumption of one pint of gasolene per horsepower hour. The cylinder jacket water is kept in constant circulation by means of a rotary pump belted to a pulley on the engine shaft. The cooling of the jacket water is effected by circulation thru 800 feet of three-quarter-inch automobile radiator pipe, and thence thru a supply tank of 190 gallons capacity. The radiation of heat is rendered more effective by a blast from two 42-inch fans revolving in a horizontal plane at the rate of 300 revolutions per minute directly under the radiator and exhausting the air thru ventilators in the upper deck.

The engine is direct-connected to a 50-kw., 250-volt, direct-current generator, which supplies current to four motors mounted upon the trucks. To provide for the heavy load which is thrown upon the generator for an instant, due to accelerating the car in starting, a battery of 120 "chloride" storage cells is installed. The 120 cells connected in series give a difference of potential of 249.6 volts at the terminals of the battery. The cells are placed in well-ventilated lockers painted internally with asphaltum paint. The gases arising from the battery are drawn from the lockers and exhausted thru the ventilators by the previously mentioned fans.

The leads from the battery are carried to a switchboard of special design, and there connected in multiple with the generator leads to the main controller leads. In this method of connection it is evident that when a heavy pull comes upon the generator and its voltage drops below that of the battery, the load is divided between them, and vice versa, when the load does not require the total output of the generator the excess current is utilized in charging the battery. Circuit-breakers capable of adjustment for a series of amperages are connected in the battery and generator leads to the switchboard, to obviate the necessity of replacing blown-out fuses.

In addition to the traction load, the generator supplies current for a 4-horsepower motor-compressor connected with the air-brake system, current for lighting purposes and for a small storage battery used in the gas engine ignition. The car is equipped with an automatic air-brake system, and also a hand-brake rigging. The gasolene supply is carried underneath the car in a heavy galvanized iron tank of 125 gallons capacity. The supply of gasolene to the engine is fed by a small reciprocating pump. The supply is always greater than that required by the engine, and the excess gravitates back to the reservoir thru an overflow pipe.

The mechanical and electrical equipment of this car occupies 33 per cent. of the floor space of the car, and aggregates a weight of about five tons. The car was designed for efficient interurban service, and is at present in daily operation, making four trips a day between La Grange and Middleboro, Ind. The St. Joseph Valley Traction Company has expressed itself as being very highly pleased with the equipment. On the trial run, which was made over the Chicago Terminal Railroad Company's right of way, between Chicago and Harvey, Ill., a speed of 26 miles per hour was obtained with ease.

ART IN HOME LIGHTING.

No more inviting field of effort is presented to the artist than that of designing decorative electrical lighting fixtures for the home. Decorative artists all over the world are constantly bringing out new and beautiful ideas, or experts are adapting existing works to the exigencies of electrical lighting, with results truly beautiful.

We have been making a systematic effort to encourage the demand for electric art fixtures by regularly importing the more important designs as they appear.

The illustration shows a signed "Iris" by Flora, the celebrated French sculptor. The rose is a living light, and the effect is wonderfully pretty—such a piece imparts an air of elegance to any room, and this one is especially attractive. The price for such a work seems absurdly modest—it is only $40.

Our showrooms are open to visitors at all times, and a cordial invitation is extended to anyone interested to visit and examine these beautiful works.

Toronto Electric Light Co.
LIMITED,
Showrooms, 14 Adelaide St. East,
TORONTO.

BRIGHTEN UP YOUR HOME
GO OVER THE FURNITURE AND WOODWORK WITH
LIQUID VENEER

and you will be delighted with the result. Everything will glisten like new, as this wonderful preparation will clean and renew all surfaces, removing stains, scratches, dirt, dulness and leaving a bright finish.

It is easy to apply—only a piece of cheese cloth is necessary. There will be no drying to wait for. Large bottle, enough to renovate the ordinary home, 50 cents, at all progressive grocers, druggists and furniture dealers. If your dealer does not sell it we will supply you.

A free sample for your dealer's name and address.

BUFFALO SPECIALTY MANUFACTURING CO.
Dept. O., Buffalo, N.Y.

From $50.00 to $50,000.00 in 7 Years
EACH DOLLAR OF ORIGINAL CAPITAL HAS BECOME ONE THOUSAND DOLLARS

You are invited to invest in a company which has already accomplished the above marvelous record. Your chances are just as good.

JOHNSTON'S LIMITED
HEAD OFFICE, TORONTO

Capital $200,000 in Shares of $1 each. $50,000 7 Per Cent. Cumulative Preference. $150,000 Common.

We now offer the entire $50,000 preferred stock for public subscription at par, $1 per share

A Bonus of 1 Share of Common with each Share of Preferred will be given until June 10th, 1905, after which date the Bonus will be reduced or withdrawn

"One good investment is worth a life-time of labor."

"When you see a good opportunity to invest do it quickly. The fellow who waits either loses the chance altogether or pays a premium to the chap who thinks and acts quickly."—RUSSELL SAGE.

SOMETHING TO THINK ABOUT.

$1 invested in Air-Brake stock a few years ago is today worth $240.
$1 invested in Bell Telephone stock when it was lowest is now worth over $1,000.
$1 invested in Calumet and Hecla stock is now worth $1,540.
Edison Electric Light Stock, once offered for $100, sold in less than a year for $4,000.
Bell Telephone Stock has earned an average of $8,000 every year on each $400 invested; that is, $100 invested 25 years ago has earned over $200,000.
$1 invested in JOHNSTON'S, LIMITED, will beat the whole line.

At the beginning of May, 1898, I went into business without experience and with a CAPITAL of $50.00. At the end of one month I was making money, and have kept on doing so ever since. In the past seven years, besides a good living, I have made about $50,000.—(Johnston.)

THE BUSINESS.

TALKING MACHINES, RECORDS, and ACCESSORIES, MUSICAL INSTRUMENTS of every description. Besides handling all reliable talking machines, the Company controls the WESTERN HEMISPHERE for the best high-grade Melophone in the world, and is now in a position to make wholesale sales to houses in both United States and Canada.

PROFITS.

The profits on machines sold for cash run from 100 per cent. to 110 per cent., and when sold on the easy payment plan from 100 per cent. to 150 per cent. This is, of course, an unusual profit, but on records which are sold for cash only the profit averages over 100 per cent. From the above you can form some idea of the great money-making possibilities of this business.

$4,000 IN ONE WEEK.

What our business policy has done for us you can infer from the fact that last Christmas week our business in the Talking Machine department amounted to almost $4,000. Think of it; $4,000 in one week in a business so young as this, and where the profits are double what they are in other lines.

3,448 Customers.

That's how many we already have on our books. They all need records, and they know that they can get better value from us than from any other concern in Canada.

CAPITAL NEEDED.

Mr. Johnston says: "My Talking Machine business is running away from me. For some time I have not been able to get goods fast enough to supply the demand. The sales of machines being made mainly on the easy-payment plan, large capital is indispensable. I am now obliged to choose between curtailing the business or increasing the capital."

7 PER CENT. GUARANTEED

The stock being offered to the public is preferred, bearing a guarantee of 7 PER CENT. Mr. Johnston is taking only common stock for his interest in the business. The business will have to earn more than 7 per cent. or there will be no money in it for Johnston.

We are convinced that the dividends on the Common Stock will be much in excess of 10 per cent. Should it only pay 10 per cent. this will mean 17 per cent. on the investment to those who purchase preferred stock. The advantage the company will have over the present business by being able with increased capital to buy in large quantities for cash will amount to not less than 25 per cent. profit on the actual capital invested without any profits in the business.

Remember, only until June 10, 1905, can you secure one share of common with one of preferred.

TAKE THE SAGE'S ADVICE—ACT QUICK.

OUR REFERENCES:

Any newspaper printed in Canada from Halifax to Victoria; Dun or Bradstreet's Commercial Agencies; The Canadian or The Dominion Express Co.; The Bank of Nova Scotia, Head Office; The Ottawa Bank, King Edward Branch; The Ontario Bank, Yonge and Richmond Streets; The Imperial Bank, Yonge and Queen Streets; The Montreal Bank, Yonge and Queen Streets; R. S. Williams and Sons Co., Limited; Methodist Book Room (Rev. Dr. Briggs).

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