FOR ALL WHO RIDE A WHEEL

Deadheads Worked the Show in Chicago,

MANY BICYCLES WERE SOLD

Buffalo Will Make a Big Effort to Get the Show Next Year.

Many New Pointers of Interest to Cyclists—Registration of Every Man Who Goes on the Racing Track is Now Being Advocated—An Allowance Schedule for Exchanging Old Wheels for Up-to-Date Mounts—Zimmerman's Prizes to Go on Exhibition—Punctures.

Chicago, Feb. 5.—Paid admission to the Cycle Show did not exceed 40,000. People who were crowded and jammed in almost every step of the four miles of aisles regarded this statement with a small degree of credulity, until a solution came from the management.

"We were worked to death by the exhibitors' passes," Manager A. E. Patteson said to The Record. "There was no let-up to their persistency in getting their friends into the show."

It is claimed the exhibitors never before had such a supply of wives, uncles, cousins and aunts, and that the doorkeepers would have broken all records if they had been able to recall all the faces in the family album. Aside from the exhibitors' passes, which were generally handed over to many who wanted to make an easy thing out of the show, it is said there was a general demand for complimentary tickets.

"So what could the Bicycle Board do?" the promoters ask. "And then, too, the weather was just a little bit against us," Mr. Patterson went on. "But the crowd gained in size as we moved on to the close, and altogether it was a successful show."

COMPARED WITH LAST YEAR.

The average daily attendance exceeded that of last year, and the average daily receipts were larger. In spite of the fact that expenses were enormous, there will be money left when the indebtedness is paid. All those who rented space have been more prompt in paying for it, and there are fewer debts left unpaid by the exhibitors than there were on their departure last year."

Manufacturers are satisfied, too. Their sales during the last two days of the show indicated that cycling had long passed the age of extreme youth and was almost in its prime. Visitors came to examine, ask questions and to talk with one another, but they stayed to buy. Mr. Patteson says the majority of the manufacturers are in favor of holding the next show in Chicago. On the supposition that but one show will be held next year, Buffalo will send a big delegation to New York to petition the National Board of Cycle Manufacturers to procure the exhibition if possible.

During the show the annual election of officers and directors of the Board will occur. The present directors are: R. Lindsay Coleman, chairman; R. Phillip Gormully, George H. Day, W. J. Bruff, C. W. Dickerson, A. L. Garford, Joseph McKee, William A. Redding, C. F. Smith, A. G. Spalding, E. C. Stearns, William F. Wilson and Joseph L. Yost.

ILLINOIS DELEGATES GO TO-DAY.

Illinois delegates to the national assembly of the League of American Wheelmen will leave for Albany Saturday and Sunday. "We'll get Connolly, probably; if not, then we'll have Morrison, and we'll have Gerlach, too, sure," they are saying to people who discuss league politics with them. "There'll be a smash in the East, the hottest kind of a one," they keep on saying, "and that is where we'll show our hand. Let New York be angry because Potter is not a unanimous choice; then let Massachusetts be sore because Elliot is not re-elected by acclamation; let Pennsylvania be hurt because other localities are receiving the attention, and we'll profit by it. A smashup will be our salvation, and we'll hang over the dashboard for joy. In case Mr. Gerlach receives the appointment of the chairmanship of the Racing Board he will accept, providing a salary goes along with the office. This sentiment arouses a little fire in the West. A. G. Batchelder of New York, who is another possibility for the same position, speaks a word for John D. Gideon, the present chairman, and asks: "Why shouldn't Gideon be given the office if there's a salary? He has done the work for two years and received no remuneration whatever."

H. M. Gardiner of the North Shore Wheelmen has sent his resignation as a national delegate to Consul Patee of the Illinois division, and has suggested that Norman H. Van Sicklen should be chosen as a substitute. Mr. Gardiner will be prevented from attending by business duties.

A WATER TRICYCLE.

It Has Been Tried and is Said to Be All Claimed For It.

For some time past O. P. Mason of Bellaire, O., has been working on a tricycle to use on the water, to take the place of the old-time pleasure boats. His invention shows that he had the interest of the pleasure seekers, as well as the sporting class of people at heart.

A test proves the machine a grand success, and the wonderful speed of eighteen to twenty miles an hour can be made up stream without exhausting the rider to any extent. This is equal to about twenty-one or twenty-two miles down stream or on smooth water. The tricycle is so constructed that if desired three people can ride at the same time with comfort, and it will require but little more exertion on the part of the one who does the propelling. Those who are posted on bicycles and who witnessed the trial say that it is surely a great invention, and one that will meet with great favor among the pleasure-seeking people who spend their summers at the many resorts throughout the United States. The tricycle is constructed of three balls, thirty inches in diameter and made of aluminum. The frame is diamond shaped, and the tread and gear the same as used on all bicycles, everything working on ball bearings. The tricycle complete weighs sixty-five pounds, and is very easily handled. The two rear balls have four-inch paddles about every five inches apart around both sides of the balls, and draws four inches of water. Mr. Mason is in receipt of several very flattering offers from prominent manufacturers, but as yet has not determined what he will do, but some talk of erecting a factory to manufacture the tricycle.

PATTERNS FOR 1897.

After the Chicago Fair We Know What the Wheels are Like.

At the recent big cycle show in Chicago there was a striking absence of what the trade term freaks. The most casual observer could not fail to be impressed with the fact that a fixity of pattern has been reached. Some declare that the 1897 bicycle is in its frame lines a final type. The new features shown are those of details in construction. The much-discussed chainless bicycle is conspicuously wanting. There is just one machine with bevel gears. This is shown by a Massachusetts maker. The triangular frames seen at the exhibit last year are not in the parade now.

The diamond frame wheels for men in 1897, taken as a whole, show a marked tendency toward the adoption of flush joints instead of a continued use of the external connection by means of fittings. The use of tubing flattened on one side, or D shaped, as it is known, for the rear forks, is also extensive. In a number of cases not only the rear forks below, but also the back stays or rear braces, are made of this style tubing. One eastern maker shows a machine having front forks of this pattern, besides both the rear forks and back stays. Two western makers show variations in tubing that are new and for which a claim of additional strength is made. In one case the tubing is fluted or corrugated, and in the other instance it has been drawn to a hexagon contour. Beyond the features mentioned there is nothing new in the way of tubing frames.

Four styles of wheels with wooden frames are present. Two are of solid pieces of wood, one hickory, the other oak inlaid, or, more properly speaking, laminated in longitudinal direction, with an imported hard wood. Another machine is laminated with the pieces joined cross-sectionally. The fourth is a bamboo wheel, new in its details but not in its main idea. The policy of dropping the bottom bracket or crank hanger below the level of the rear hub is being quite generally followed. This changes the angle of the main strut or seat post tube so as to bring it nearer to the perpendicular. It is argued also that it increases the stability by bringing the centre of gravity nearer to the ground.

The greatest attention seems to have been given to the subject of bearings and gearing. Makers who a year ago held aloof from the first movement toward larger balls for bearings are now found using them. Three points are the most popular, although a slight tendency is manifest toward the two point. The points of contract in the former are invariably one with the cone and two with the cup. Ball retainers are employed almost without exception. The tendency of the balls to slide instead of rolling has received general attention, and has been largely checked by various ingenious methods of turning out the cups and cones. The thought that has been bestowed upon this subject of bearings is indicated by an exhibit at one stand of a wheel bearing a huge hub turned from glass, so that the action of the balls when the wheel is in motion can be plainly seen.

In chains there is evidence of a movement toward a finer working out of the question of contact, and a couple of new designs which appear promising are shown. In handle bars they is little that is new. The wooden handle bar, like the chainless wheel, has failed to gain the prominence predicted for it. In tires several entirely original ideas are exploited. The variety of saddles is confusing, and it will be a person of unique shape who fails this year to secure a comfortable perch upon his or her wheel. Gear cases make a show of growing popularity, and two new varieties of American make are exhibited. The number of brakes exhibited indicates a coming popularity. The show contained a number of multicycles from tandems to septuple machines. The motor cycle, was, however, missing.

THE LATEST INNER TUBE.

This Englishman's Invention is a Valuable One if it Works All Right.

E. A. Reeves of London, Eng., is the inventor of a most ingenious, and what promises to be a very useful arrangement for the inner tube of pneumatic tires. Instead of the usual endless tube which is common to all or most detachable tires, a piece of tubing about half thedimeter and twice the length is employed. This tube is coiled twice around the wheel in a direction opposite to that of its rotation, and each of the two ends tapers to a point, where it is sealed. These ends overlap one another to the extent of the tapering, and so fill up the space. A valve of the ordinary kind is fitted near one end of the inner tube, and the first coil occupies a position in the hollow of the rim. This part of the tube is thinner and of smaller diameter than the other half, which is coiled outside it, and is situated immediately beneath the tread of the tire. An outer cover of ordinary character and attachment is used. The great feature of this tire is that it is self-inflating; in other words, by the operation of riding and the pressure exerted upon it, there is drawn in through the valve a sufficient amount of air to keep the tire up to a normal state of inflation, even though there may be slight punctures in it which permit the air to escape. The automatic inflating is performed as follows: If the tire is empty or has little air in it, the weight of the rider and machine compresses the tube, more especially the bore of the thinner part lying in the rim, to the end of which the valve is attached. This part is flattened under the pressure, and, as the wheel goes round, the pressure travels along it, leaving behind a vacuum into which the air flows through the valve. This operation goes on until the tire is fully inflated, being renewed at every revolution of the wheel. The ingress of air follows the flattening of the tire, making the inflation of the tire an automatic process.

LICENSE THE RACERS.

Registration of Every Man Who Goes on the Track Being Advocated.

Bearings has a scheme for improving the control of racing by issuing licenses and registering every man who goes on the track. It says:

The proposition of Bearings to license every racing man in the United States is meeting with approval, and without doubt the powers that be will pay some heed to the suggestion. We do not mean that the Racing Board should follow in the footsteps of the N. C. U. of England and subject the racing men to a severe examination before granting them permission to race. Our plan would compel every racing man, except a novice, to show his ticket before he would be allowed to start in a race. The plan is novel and by adopting it the question of how to support officials would be solved. If the 2,000 (estimated) racing men in this country were to pay $3 each for a yearly license, besides their membership fees, $6,000 could be raised. This sum, in addition to the moneys received from sanction fees and other sources, would yield at least $7,000 with which to pay the salary of the chairman of the Racing Board and the salary and expenses of the officials on the circuit.

In licensing the riders there is another and even greater benefit to be derived. The Racing Board would have a record of every racing man, his address, his club, his age— enough data to trace any man wanted for any violation of the racing rules. Ex-Chairman Raymond's color scheme could then be carried out, for each man would have to register his colors and the printed list sent to the race meet promoters so that they could place them in the programs. With the data that the Racing Board could furnish the promoters would be enabled to send the entry blanks to every man in the country, if they so desired; in fact it would make the Racing Board a sort of clearing house.

AN ALLOWANCE SCHEDULE

Shows What Dealers Will Pay for Your Last Year's Wheel.

At a recent meeting of the Associated Cycle Dealers of Baltimore, action was taken on the adoption of a trade scale. There are hundreds of riders who exchange their mounts each year, and the action taken by this association will, no doubt, be of interest to every cycle dealers' association throughout the country. To facilitate matters machines were arranged in four classes: Class 1, consisting of machines which are not sold at less than $100; class 2, consisting of machines sold at from $80 to $95, inclusive; class 3, consisting of machines sold at $55 to $75, inclusive; class 4, consisting of machines sold at $50 or less. Allowance prices were adopted as follows:

	1896.	1895	1894.	1893.
Class 1	.....$55	$35	$25	$15
Class 2	 45	25	18	12
Class 3	 35	22	15	12
Class 4	 25	15	10	..

PHILADELPHIA WANTS IT,

The Quaker City Making a Big Effort to Secure the L. A. W. Meet.

The present indications are that Philadelphia will get the next national meet of the League of American Wheelmen. In the vote taken by the L. A. W. Philadelphia is the choice of the majority of the state divisions and the Quaker City will in all probability secure the big event. It is the general opinion among cyclers that the meet is not to go west this year, and if Philadelphia does not secure it some one of the other large eastern cities will be decided upon. Columbus is the only city in the West that has made any effort to get the next meet in the west.

NEW YORK'S BIG SHOW.

Zimmerman's Prizes Will be Exhibited in a Conspicuous Place.

All the arrangements have been completed for the annual cycle show which will be held in New York city from February 6th to 13th at Grand Central Palace. The number of exhibits will eclipse anything ever seen in that city, or in the world, for that matter. The demand for spaces has been greater than ever before and the show ought to attract more people than were present at the old shows held at the Madison Square Garden. The prizes won by A. A. Zimmerman, in the many years he was on the track, will be exhibited for the first time in a conspicuous place on the auditorium floor.

ABOUT GOOD WHEELS.

Marked Improvement Made in Details and Prices Not Lower.

Samples of the '97 wheels are now in the hands of most of the agents and dealers in this city, and while there is no radical change in the pattern, marked improvements have been made in the details. For example, one of the best known wheels in this country has now the bearings on the outside of the sprocket, which, it is claimed, gives greater leverage power to the chain and considerably narrows the tread.

Another maker has introduced a triple front fork to add to the rigidity of the wheel. The fork has a double tube, thrust one in the other like a sword in its scabbard, the end carried up to the handle bar. By this it is claimed that six points of leverage are secured instead of four. Racing men who have tried machines with this fork say they are seconds faster on the track, because with them they can hold the corners at full speed. The wheel with this fork does not jump and shiver, because it is stiff, and the same results are obtained in road riding. It is said to be not only proof against vertical shock, but also against lateral strain. Ruts and curves will not "phase" it, but it holds its course, like a locomotive on the track.

Judging by the list of prices published for '97 wheels, that predicted slump has not arrived. As a matter of fact the tendency seems in the other direction, and we may see the cost of first class wheels higher than ever before.

"There are many things which directly and indirectly keep up the high price," says a well known cyclist. "It must be remembered that the prices of rubber and steel has advanced, that high prices must be paid for participation in patents and that skilled mechanics demand higher wages. The vital points of a bicycle so essential to the easy running of the machine, and which are for the most part among the things not seen, require greater care than ever before. It is in this direction that so many new riders are led astray. They do not understand the difference between a cheap bearing, wherein everything is bad, and the exquisitely turned and hardened bearing of the high class machine. It is always to the rider's best interest to get a well built and reliable wheel.

"A high but not unreasonable price is demanded, but the cyclist should remember that his or her life often depends upon the reliability of the wheel they ride."

Punctures.

The Queen City B.C. have a number of special features for their monster carnival at the Great National Rink next Tuesday night.

A bicycle-making firm in England is now giving to every buyer insurance policies against death, disablement or loss of machine either by theft or fire.

George H. Orr was the unanimous choice for the C.W.A. presidency of Queen City Bicycle Club members at their special meeting held on Tuesday night.

Charles Murphy, the bicycle racer, will ride again this year. Murphy has now been racing since 1886 without a break, the longest record of any rider in this country.

If Canada decides to send racing representatives to the World's Championships at Glasgow next summer, the Brantford cycles will be willing to subscribe the expenses of Ralph Axton to be one of them.

Members of the Chicago Cycle Board of Trade have decided to refuse to grant any sanctions for the holding of bicycle shows. Numerous petitions for sanctions for the holding of shows had been applied for by Chicago cycling clubs, but one and all will be refused. The dealers fear that if any sanctions are granted the board will be flooded with applications, and shows will be the fad of the hour.

William Martin, the American professional rider, who is in Australia, has served a suspension from the race tracks of several months for violation of the Australian Union rules. He is now arranging match races with some of the noted foreigners in that country.

The town of Greenwich, in Pennsylvania, has a wheelwoman named Ridgeway, who persists in riding on the village sidewalk, despite the ordinance forbidding such conduct. She was arrested, fined and promptly appealed the case. She has been summoned a score of times since, but paid no attention to the notices.

The latest water cycle, and there appears to be no end of them, has a paddle wheel behind after the manner of the old stern wheelers, formerly so common on inland rivers. The craft is a production of a Michigan inventor, who says that it can be propelled at the rate of ten miles an hour without over-exertion.

A novel law suit against the city of Cincinnati has been instituted by a cyclist. The wheelman claims that a fall which he sustained from his wheel was caused by a careless and too liberal sprinkling of the streets by the contractor employed by the city, and he consequently demands damages for the injuries which he received. The contractor is named as a co-defendant with the city.

"For one of his size," remarks a cyclist, "Jimmie Michael is carrying a heavy responsibility. At 20 years, 100 lbs. weight, he is a married man, involved in legal troubles with his former manager, summoned for trial before the National Cyclists Union of England, and threatened with suspension through the L. A. W. if he fails to race at Jacksonville. Yet he carries his load like an Atlas and rests easily under the weight of it."

Regarding Bald's challenge to race any man in the world, a report comes from Boston that Tommy Butler is ready to meet the Bison. The race is to be for the championship of America and $1000. It is to be in mile heats, best two out of three, paced or unpaced, and may take place at Jacksonville. Butler thinks that the experience which he gained while racing in Europe last fall will be of special benefit to him in a contest with Bald.

E. Ed. Spooner of Chicago has a novel idea for racing men, which might be worth testing. He advocates the licensing of professional riders, and registering them, with numbers and distinctive colors, similar to the plan recently adopted by the A.A.U. for governing athletes. Thus he would have Bald No. 1, a number which he would retain in his races during the season; Cooper would be No. 2, and so on. Spooner argues that it would be possible to carry this system up to four figures, which would cover all the professional riders of any prominence in the country. Race meet promoters could be furnished with a list of the men and their numbers, and could make up their program according to the entries they received.

Game Protection.

Editor World: "It is also recommended that game shall not be exposed for sale."

The above clause in Game Warden Tinsley's annual report deserves special attention just now from all honest sportsmen, who realize that there is room for improvement in the Ontario game laws which would further the ends of legislation for game protection, and really protect.

How does the law, as it now stands, serve the interests of game protection?

Whereas, not many years ago our feeding grounds were visited annually by large numbers and varieties of water fowl, principally ducks, and affording excellent sport, the continual grab game and unsportsmanlike tactics of the market shooters (who, unfortunately, are numerous) are resulting alike in gradually driving the ducks from their feeding grounds, so that it is now impossible for the legitimate, or casual, shooter to make a bag.

Is it fair, then, for the comparatively small quantity of ducks, etc., that are sold every year by the pot-hunters, that legitimate shooting should be spoiled by a law which makes it necessary for this class of people to use all kinds of despicable means to shoot everything in sight, or for any one man to slaughter a larger number of birds than another, for the money there is in it?

'Tis true the decrease in our supply of game birds from former years can be traced indirectly to other causes. The advent of the breach loader, the cheapness of guns and ammunition, the disappearance in some localities of the rice beds, the growth of population in the more immediate vicinity of shooting grounds, and encroachments on the area of marsh lands, all have their individual effect on our game supply.

Notwithstanding all this, our feeding grounds are still ample, and (leaving the pot-hunter out) there would be enough for all, if the indiscriminate slaughter and depletion of our present small supply could not be traced directly to the price on every bird.

If the amateur shooter wishes to have a day's shooting, he has to adopt the disreputable tactics of the market shooter, rendered necessary by the petty jealousy and selfishness of these "lords of the preserve." These interesting individuals are out all night, shooting before sunrise, and by moonlight when possible, and end up by anchoring their decoys any distance from 100 yards from their "hide," thereby having an advantage over the man who places his decoys within range, cutting him off completely. This suggests retaliation, and last fall the writer saw several flocks of decoys anchored fully a quarter of a mile from the respective "hides." This method of shooting entails a great deal of hard work and is entirely unnecessary as far as duck shooting is concerned, but as it adds to the receipts of our mercenary friends, is very popular. In this race for the dollar everything, from a 22-calibre rifle to a four-bore gun (discharging 3 ounces of shot) is used, and the ducks get the worst of it, resulting in the present state of affairs, that duck shooting is becoming more and more of a tradition every year.

Game Warden Tinsley has proven himself to be the right man in the right place, and I trust that he will not rest satisfied with the good work already done till he has secured the endorsation of the Legislature to his excellent recommendation re the sale of game. He further states that partridge, quail, etc., have multiplied on account of their exclusion from the market for a period. This is a closing argument, and would suggest similar legislation on behalf of the water fowl that are still with us. A measure of this kind would not only be in the interests of protection, but would also serve the ends of humanity and healthy sport, and, for these reasons, should recommend itself and receive encouragement from all true sportsmen.

Anti-Pot-Hunter.

A CLEAR COMPLEXION

THE OUTWARD SIGN OF INWARD HEALTH.

Lovely Faces

Beautiful Necks, White Arms and Hands.

DR. CAMPBELL'S

Safe Arsenic Complexion Wafers and

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Medicated Arsenic Complexion Soap

Will Give You All These.

If you are annoyed with Pimples, Blackheads, Freckles, Blotches, Moth, Flesh Worms, Eczema, or any blemish on the skin, call or send for a box of **Dr. Campbell's Wafers** and a cake of **Fould's Medicated Arsenic Soap**, the only genuine beautifiers in the world. Wafers by mail, $1.00; 6 Large Boxes, $5. Soap, 50c. Address all orders to H. B. Fould, Sole Proprietor, 144 Yonge St., Toronto, Ont. Lyman Bros. Co., Wholesale Agents, 71 Front-St. East, Toronto, Canada.

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The Perfect Number denotes the Seven Components of PEACH BLOOM SKIN FOOD. Positively the Best Preparation for the Skin. It instantly relieves and permanently cures all skin troubles. It prevents the appearance of age, creates and preserves a good complexion, and is absolutely the only reliable Skin Tonic on the market. Price 50 cents at Drug Stores, or sent free on receipt of price.

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First Truss, bought in Hamilton	$2 50
Second Truss, bought in Toronto	5 00
Third Truss, bought in Toronto	7 00
Fourth, from a Specialist	10 00
Six others at different times	68 00
Total cost of failures	$92 50
Last, best and only one that was satisfactory, made for me by Authors & Cox, cost	7.00

This Truss completely cured me in less than twelve months.

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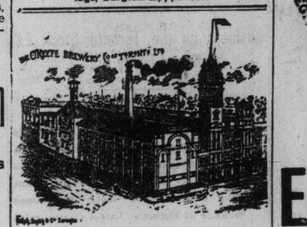

An Historical Competition

A Large List of Valuable Prizes Offered For Correct Anwers to the Questions Asked.

Will You Be One of the Successful Winners?—The Inducement Is Great and the Outlay Small.

1. In what year was Victoria made Queen of England?
2. In what year did the Battle of Waterloo take place?
3. In what year did the Battle of Queenston Heights occur?
4. In what year did Quebec City surrender to the English—which ended French rule in Canada?
5. In what year was the British North America Act passed?

The Ladies Journal will give free to the first person sending a correct answer to all the above questions, the first prize (the bicycle) in the list below. The sender of the second set of correct answers, another bicycle equal to the first, and so on till all these first prizes are given away.

THE FIRST PRIZES.

Number One to Eight.—A handsome upto-date high grade bicycle, by a well-known maker, (lady's or gentleman's wheel as may be preferred).

Two to Seven.—Each Ten Dollars in Gold.

Eight to Fifteen.—Each Seven Dollars in Gold.

Sixteen to Forty-Nine.—Each Five Dollars in Gold.

Fifty and Fifty-One.—Each another bicycle same as No. 1, same choice.

Fifty-Two to One Hundred.—Each Two Dollars and a half in Gold.

After these prizes will follow the middle list. To the sender of the middle set of correct answers to the whole competition, counting all the correct sets of answers from first to last, will be given Number One of these.

MIDDLE LIST OF PRIZES.

Number One.—A thoroughly up-to-date Bicycle, same as Nos. 1, 50 and 51 in first list.

Two to Twenty-Five.—Each a set of one dozen best heavy plated Tea or Dinner Knives.

Twenty-Six to Forty.—Each Ten Dollars in Gold.

Forty-one to Fifty-Nine.—Each a Lady's Handsome Gold Watch.

Sixty and Sixty-One.—Each a Bicycle same as described for Nos. 1, 50 and 51 in first list.

Sixty-Two to One Hundred.—Each a half dozen silver plated Forks.

Then will follow the consolation prizes, when to the sender of the last set of correct answers will be given No. one (the bicycle), and so on counting from the last received up to one hundred, when each sender of correct answers up to one hundred inclusive will be given the prizes as per this list of

LAST OR CONSOLATION PRIZES.

Number One.—A Bicycle, same as No. 1 in first list.

Two to Seventeen.—Each a handsome silver plated Tea Set of 4 pieces.

Eighteen to Thirty.—Each a handsome Gem Ring.

Thirty-One to Thirty-Five.—Each Ten Dollars in Gold.

Thirty-Six to Fifty.—Each Three Dollars in Cash.

Fifty-One to Sixty-One.—Each Five Dollars in Cash.

Sixty-Two to Eighty-Two.—A fine Gold Gem Ring.

Eighty-Three to Ninety.—Each Seven Dollars in Cash.

Ninety-One to One Hundred.—Each a fine Gold Watch.

Each person competing must send one dollar for one year's subscription to THE LADIES' JOURNAL, which is an old established and widely circulated monthly publication. It consists of thirty-six large pages, with all the latest fashions well illustrated, serial and short stories department, our boys and girls, household and domestic, in short something to interest every member of the family. It is well worth the small subscription price even if you do not get a prize; but all the prizes offered above will be given. No charges of any kind will be exacted from prize winners.

Any person can compete any number of times, but a dollar must be sent with each set of answers and The Journal will be sent for a year to any desired address.

All five questions must be answered correctly to secure any prize.

The competition will remain open from now till the last day of April next.

Ten days will be allowed after date of closing for letters to reach The Journal Office from distant points, but must not bear later postmark than 30th April, '97. The decision of the publishers of The Ladies' Journal must be considered final.

Full names and addresses of winners of prizes will be given in the April number of The Journal. No winner's name will be published, however, if a request is made not to do so.

Address and make all orders payable to The Ladies' Journal, Toronto, Canada.

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ARE reliable.
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BEST BURNING OIL IN THE WORLD.

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English Periodical Pills

Sure remedy for irregular menstruation, a perfect monthly regulator, giving reliable and sure results, invaluable in ailments peculiar to women. $1 and $3 a box, post-paid to any address.

Mrs. Cowling, 49 King-street W., Toronto, Ontario, and by druggists. 36

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The only ware that is hoopless and unleakable—that is seamless and jointless, including bottom.

THERE IS NOTHING TO TAKE ITS PLACE.

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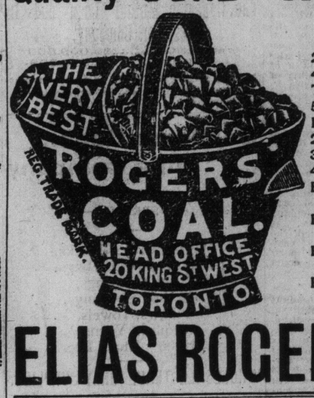
Esplanade St., near Berkeley street.
Esplanade, foot of West Market street.
Bathurst St., nearly opposite Front street.
Pape and G.T.R. Crossing.



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Three Months for Too Much Hurrying.

Peterboro', Ont., Feb. 5.—Fred Lackie, a young fellow just past his minority, was found guilty of bigamy before P.M. Dumble here to-day, and sentenced to three months' imprisonment.