

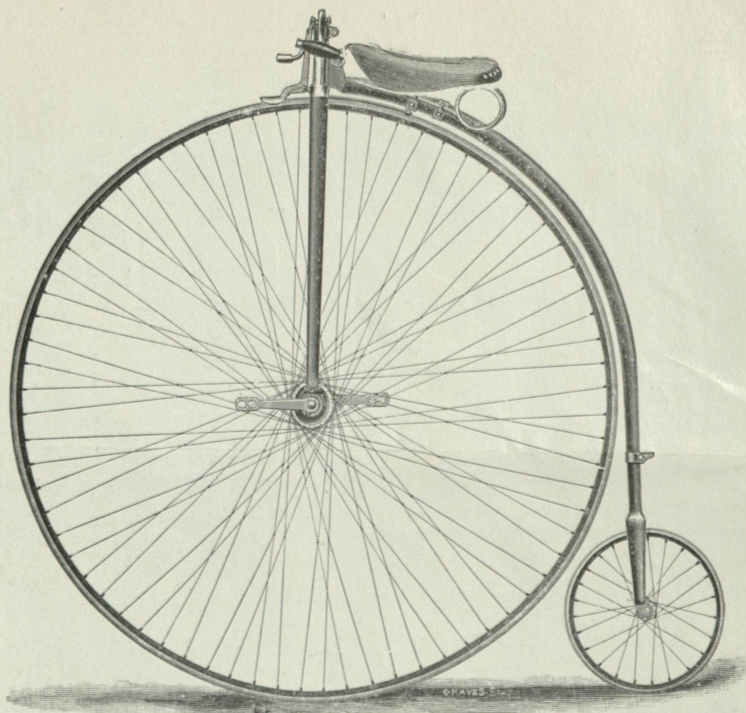
Victor

OVERMAN.
WHEEL CO.

Bicycles
Bicycles

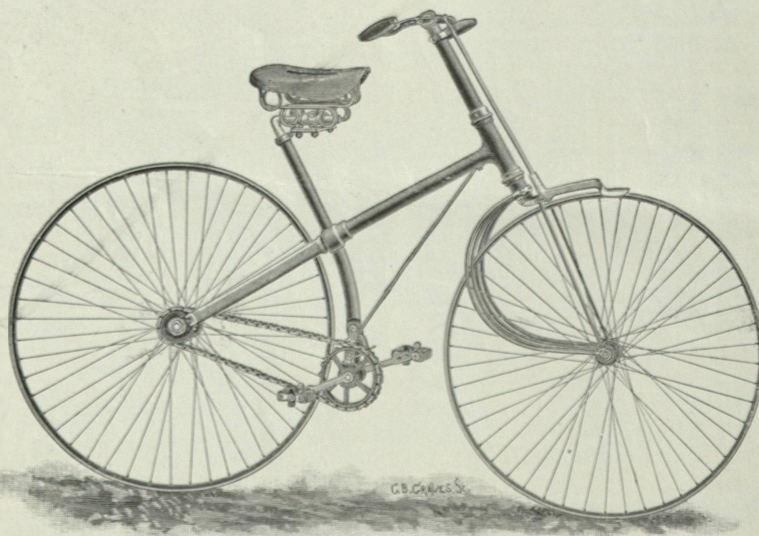
Boston.
U.S.A.

182-188
COLUMBUS
Ave.



VICTOR LIGHT ROADSTER.

(For description see page 7.)

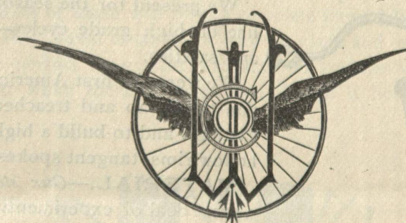


VICTOR SAFETY.

(For description see page 11.)

Overman Wheel Co.

OVERMAN WHEEL COMPANY.



1887

1887

VICTOR CYCLES.

FOR five years we have devoted ourselves entirely to the production of highest grade cycles. During that time we have carefully studied the work done by others and the results as shown in the use of wheels. We have come upon a new era, in which it is an unquestioned fact that for speed on a common highway, the cycle can safely challenge every known means of locomotion. If ten years ago it had been said that a man with machinery weighing less than one-third his own weight could travel three hundred miles in twenty-four hours, the assertion would have been received with the greatest incredulity, but to-day, unless on a specially prepared track (as a railway), nothing can compete with the speed of cycles.

We have started out to make the name "Victor" ring with merit, and we mean that the name shall be a guarantee to the public of the quality of the machine. Our ambition is, to build a machine like the "One Hoss Shay," with the weakest part as strong as the best. In presenting our line of cycles for the season of 1887, we do so with pride in our success, and feeling that we cannot be charged either with blindly copying the blunders of common usage, or of presenting new devices which have not been thoroughly proved by ourselves. We have a board of experts including riders and mechanical engineers, who are devoted to the improvement of our line of machines.

The Victor Cycles for the coming season will combine all that is best in cycle manufacture in Europe with the product of a goodly measure of "Yankee wit." We have had to grapple with a comparatively new industry, in which the opportunity for invention has been almost unlimited. A new demand is made upon the skill of manufacturers, a demand for the greatest possible strength and rigidity, with the least vibration and friction. Cycle building, like ship building, is something more than the putting together of material. The model must first be formed in the mind of a master, and if when completed there is a lack of harmony or perfect adaptation of each part to every other part, a failure will result which, to the casual observer, will be unaccountable. More important than the question of grace, ease of running and delicacy of adjustment, is that of safety to life and limb. High grade cycles, in common with other lines of fine goods,

The Victor seems to be absolutely perfect, and gives complete satisfaction. A morning spin over our city drives is the perfection of enjoyment.

HERVEY W. BOOTH, Chicago, Ills.

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are made to suffer by the cheap imitations which are offered by makers whose chief aim is to market an inferior article by trading upon the reputation of those of known merit. The best can only be made by the use of finest materials and the most costly skilled labor. Accurate methods are necessary to uniform and perfect results. Thumb measure guesses, while steel measure determines.

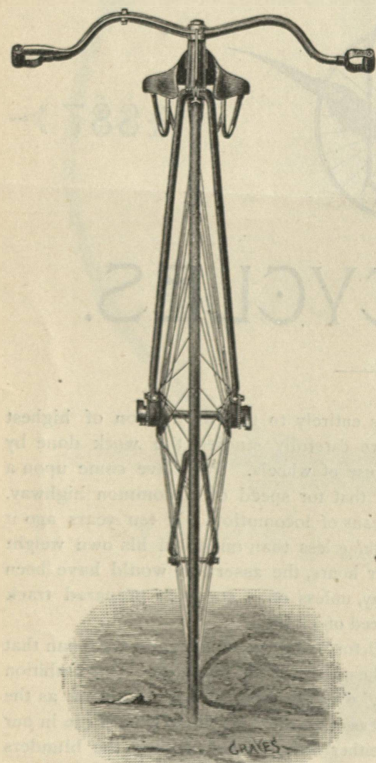


FIG. 4—FRONT VIEW OF VICTOR LIGHT ROADSTER.

We present for the season of '87 a complete line of high grade cycles—bicycles, tricycles, and safeties. We were the first American makers to abandon the cheap and treacherous malleable iron castings, and to build a high grade bicycle with hollow rims, tangent spokes, and all steel. **MATERIAL.**—Our steel is the result of a great deal of experimenting for the purpose of finding out what steel is best adapted to the great strain to be borne in the various parts of a bicycle. It is made without limit as to cost of production, and the entire lot for the output of the coming year was made at one time in order to insure uniformity in quality. This cannot be when makers buy their steel in small, scattering lots, as it is impossible to make different lots of steel precisely alike. **OUR SPOKE WIRE** is made especially for the purpose, and is adapted to stand the tension in the wheel without stretching out of shape, and at the same time to be soft enough to prevent the snapping incidental to a brittle wire. **OUR RUBBER** is the finest Para gum, made by the B. F. Goodrich Company, of Akron, O., under an order to make the finest tire possible without regard to cost. **OUR TUBING** is all made by the Crendenda Company, of Birmingham, Eng., and is the finest quality produced in the world.

So we might continue to enumerate the various articles of material which are used in the Victor Cycles. We have mentioned the names of some of the makers in order to demonstrate that we do not fear investigation as to the kind of stuff we put in our machines. It will be apparent to riders that we could not use the names of these parties and claim that we had paid for the finest material that they could make, if there was any chance that such a claim could be questioned by them. **BEARINGS.**—Two points, above all others, are important in cycle making—rigidity and minimum friction. To both we have given a great deal of attention, and will ask the reader to study the following description, and learn how we have made a bicycle as rigid as a steel bar and with so little friction that the wheels almost seem to run themselves.

The wheel arrived punctually. I have used it a number of times, and can unhesitatingly certify to the great superiority of the Victor over others, as I am familiar with every make, having used them all.

GEO. NASH, Providence, R. I.

(The Famous Trick Rider.)

The enemy which cycle makers have most to contend with is friction. The question of cycle journal bearings has been a wide and troublesome one from the beginning. Two great obstacles were to be overcome: first, friction; second, wear. A bearing may be ever so nicely fitted, but without perfect means for adjustment it will soon wear and become loose. It is now conceded by all that cycle bearings must be balls, so arranged that a single row or circle of them will form a complete journal bearing. The balls and the surfaces on which they travel must be as hard as glass, and above all and most important, there must be perfect means for adjusting the surfaces which come in contact with the balls, so that when there is wear, even though it be as little as the fifteen-

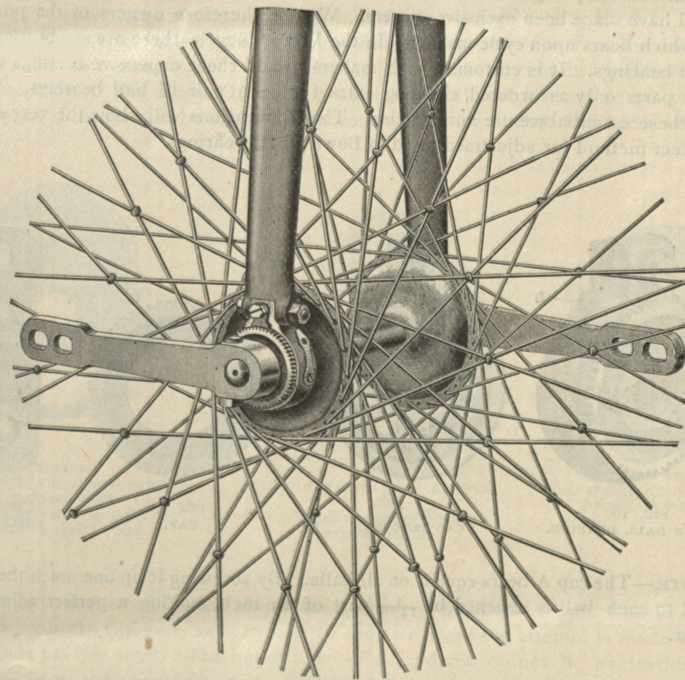


FIG. 2—SHOWING HUB, CRANK, AND ARRANGEMENT OF SPOKES.

hundredth part of an inch, the bearing can be altered to compensate for such wear. In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time very tight and very loose; that is, perfectly free to spin and entirely rigid, allowing no shake in the parts. It can be seen by any one, mechanic or not, that cycle parts must travel in the course intended, and avoid the slightest deviation from that track.

To accomplish these results many devices have been tried, and hundreds of patents taken out in this country and Europe. In 1877 there was patented to William Bown, of England, the invention of Joseph Henry Hughes, which promised to fulfill all the re-

I won't part with the Victor. It is the best wheel I ever mounted. I covered twenty-five miles Sunday week inside of two hours over the country roads of Western Missouri. She is a daisy

HENRY ASHCROFT, Kansas City, Mo.

quirements of a perfectly adjustable ball bearing for cycles, and it is needless to say that the invention was warmly welcomed by all riders, while many makers and inventors attempted to find a method by which they could evade the claims of this patent, and at the same time accomplish practically the same results. After nine years, during which time hundreds of other plans have been tried and much litigation had in the courts with those who have attempted to appropriate the device, the Bown patent to-day is stronger than ever, and is acknowledged by all fair minds to be the only method by which a practical cycle bearing can be made. It is a fact, to-day, that no other bearing is succeeding, and that all modifications of this bearing which have any practicability are paying a royalty for the use of this patent, and their makers are only introducing modifications in order to claim an individual bearing. The principal makers of the world pay tribute to this invention. In 1884 we purchased of Mr. Bown the United States patent for this invention, and have since been exclusive owners. We are therefore owners of the principal patent which bears upon cycle making. In the Victor bicycle there are no bearings except ball bearings. It is customary with makers to add these expensive bearings to the different parts only as ordered, charging extra for each pair of ball bearings. As we believe these essential we use nothing else. The illustrations will show the very simple and perfect method for adjustment used in Bown's ball bearings.

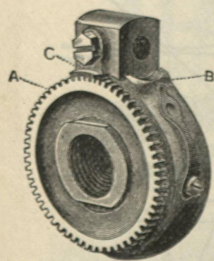


FIG. 16.
BOWN'S BALL BEARING.

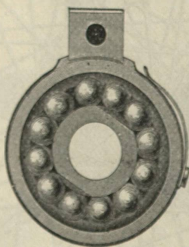


FIG. 9.
CAP REMOVED.

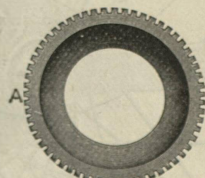


FIG. 8.
CAP.

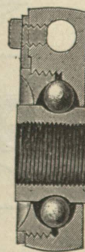


FIG. 7.
SECTION.

NOTE.—The cap A bears equally on all balls. By screwing it up one notch the space allowed to each ball is lessened by $\frac{1}{1000}$ part of an inch, making a perfect adjustment for wear.

BALLS.—The production of steel balls for cycle bearings is of itself an art, each ball having an infinite number of diameters, which must be the same if the ball is round, and it must be round. An idea of the nicety of the calculation necessary in making these balls may be had from the fact that they are gauged to $\frac{1}{1000}$ part of an inch. While a number of makers have been able to produce round balls, we know of but one make of ball in which absolute uniformity of size is obtained. These are known as the Excelsior balls, and are used in all our bearings, which fact will be appreciated by experienced riders. Heretofore in replacing a ball, the bearing has been almost invariably thrown out of true by the introduction of a ball of different size. It is apparent that if one ball is one thousandth of an inch larger than its fellows this one ball will take all the strain until it has either plowed a furrow in the case or is itself crushed. In either case the

The Victor machine has surely "caught on" in Atlanta, and next season you will get substantial proofs of the popularity of your machine.

Very truly yours,

HOMER REED, Atlanta, Ga.

bearing is ruined. Riders are cautioned to use only Excelsior balls in Victor bearings, and to obtain them directly from us or responsible agents, as it would be impossible for riders to detect the minute differences without micrometers. The sizes used are as follows: In pedals, $187\frac{1}{2}$ one-thousandths; in front and back wheels, $312\frac{1}{2}$ one-thousandths.

RIMS.—We were the first American makers to manufacture hollow rims, and have adopted the Warwick Hollow Rim (of which we are sole United States owners), as being a hollow rim which has been found to stand the test of use on American roads. The Warwick rim is made of a single piece of cold rolled sheet steel, so lapped as to give double thickness in the bottom, where the spokes are attached, and where the greatest strain is. There are three methods of making hollow rims: one, to take two pieces of sheet steel and join them by soft solder—the disadvantages of this method are too apparent to need explanation; another way is to take a tube and roll it into the shape of a rim—the disadvantage of this method is that if heavy enough tube is used to give sufficient thickness of metal for strength and stiffness at the points where spokes are attached, the rim will be too heavy, as a tube cannot have walls varying in thickness. In the Warwick rim, by the method of brazing a lapped joint in the bottom we get double the thickness at the point where the strain comes, likewise double the body of metal in

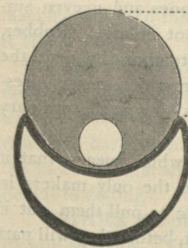


FIG. 15.
WARWICK RIM, COMPRESSED
CUSHIONED TIRE.
Dotted lines show amount of
rubber exposed for use.

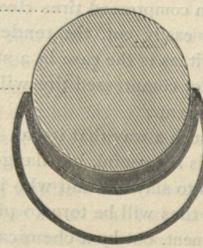


FIG. 13.
ORDINARY RIM AND CEMENTED
TIRE.
Small amount of rubber
exposed for use.

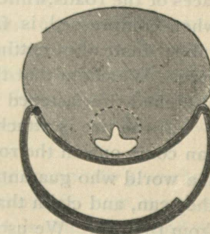


FIG. 12.
COMPRESSED CUSHIONED TIRE
UNDER PRESSURE.

which to form the bed for the nipple-head, thus preventing the nipple from bedding or necking into the rim-hole, as is sure to be the case where the attempt is made to seat a nipple in too thin steel. The importance of a rigid rim cannot be overestimated. If the rim is out the wheel is wrong. The Warwick rim, as made by us, has two distinct features not found elsewhere: first, we use a heavier and stiffer steel; second, the rims are shallower.

As we do not use cement with our compressed tires we do not have to provide storage room in the rim for the wax, and as our method of attaching is positive and does not depend upon the amount of contact between rim and rubber, we are able to make a very shallow rim, which, while most of its advantages accrue to the tire, possesses this advantage for the rim—that being very shallow it has great lateral strength. This result is shown by the fact that during the past two years we have not known of *one Victor bicycle wheel being buckled*. Buckling, or springing out of round on receiving a lateral strain, is the most common of difficulties with bicycle wheels.

The Victor still leads, and Mr. Martin's records, as far as I can learn, are the best records ever made in the State of New Jersey. Victor stock is at a premium.

HAROLD SERRELL, Plainfield, N. J.

TIRES.—No feature in wheel-making bears more directly upon the comfort and safety of rider and machine than the rubber band which encircles the wheel. We are indebted to rubber for our enjoyment of cycling. The requirements of a tire are, first, elasticity; second, durability; third, perfect attachment to the wheel. The elasticity of rubber depends upon displacement. Rubber is as dense as iron when confined, but thoroughly elastic when allowed room for displacement. Tires, as heretofore made, have been one-half outside, unconfined, and therefore elastic, one-half inside, and confined, therefore inelastic—the inner half of the tire serving only for the purpose of attaching the rubber to the rim, thus contributing almost nothing to the elasticity of the tire, so that for this purpose it might as well be made of wood or leather. To overcome this condition we have introduced a new tire which provides for an inner open space into which the rubber can cushion. In this way we utilize the entire body of the rubber, making the rubber inside of the rim just as useful as that outside. In demonstrating the truth of this theory we have found that where rubber is confined in a hole, no amount of pressure will condense the rubber in the slightest degree. The elasticity of our seven-eighths inch tire is equal to a one and one-eighth inch tire made solid and attached in the usual way. Durability of the tire is insured by our compressed method, as we do not stretch the rubber but use a tire larger than the wheel, and compress it into the rim by means of clamping machinery. A tire which is stretched into the rim tears open at every cut, soon becoming ragged and ruined by contact with the stones and uneven surfaces of the roads, while cuts in compressed tires close up and do not enlarge. Rubber, when compressed, is far less easily cut, the tendency being to temporarily dent the rubber instead of cutting into it, as is the case in a stretched rubber which resists pressure. We claim that the Victor compressed tire will wear twice as long as the ordinary stretched tire fastened with cement.

If the tire is attached in such a way that it can be pulled out (which means that it can come out on the road), it is not useful, but dangerous. We are the only makers in the world who guarantee tires to stay in—and who invite the public to pull them out if they can, and claim that their tires will be torn to pieces, bit by bit, before they will part from the rim. We use no cement, but by a chemical process which admits of the tire being easily taken out to replace spokes, we attach the rubber directly to the rim. The Victor compressed tire cannot be appreciated without mounting the wheel. All vibration is lessened. We have abandoned red sulphuret of antimony, as its only use is to adulterate the rubber and give it a red color. We are using the finest Para gum, with barely sulphur enough to vulcanize the rubber, thus making the purest tire possible. It is much more expensive than the antimony tire, but gives far better results in wear. Our tires, then, will be found to be a gray black, or the color of virgin gum. We have named our tire a "compressed tire." It differs from other tires in these respects only: first, it is a pure, gum rubber; second, it is not stretched, as all others are, but is made larger than the rim, and compressed into the rim; third, it is attached without wax, or tire cement, by a chemical process, uniting the rubber directly with the rim. The compressed tire originated with us, and is controlled by us. Our price for compressing tires into the wheels of other bicycles is ten dollars a pair; we therefore consider that the Victor bicycle is worth ten dollars more on this account.

WELDLESS STEEL TUBING is used for all hollow parts, and everything is hollow that will admit of it. This tubing is a marvel of strength and lightness, and is essential to the best work. It is very thin, and finished inside and out to a gauge. There is not a seam nor a joint in it, thus making an ideal frame for cycles. Our spines, forks, handle-bars, and pedal-centers are all made of this tubing.

I have had my Victor nearly two years, and the repairs on the wheel have cost me but fifteen cents since I have had it, and it is plenty good enough for me for the coming season.
H. S. HIGGINS, Capt. Portland Wheel Club, Portland, Me.

THE VICTOR LIGHT ROADSTER BICYCLE.

(See cut on second page of cover. For general description see pages 1-6.)

Among old riders it will not be necessary for us to enlarge upon its merits. Where hills have been climbed, where great road races have been run, where wheels have been tested to their very utmost, the Victor has been found at the front to tell its own story. It has won for itself a name second to none, and we but echo the claims of its riders when we say that it is entitled to stand at the head. Among its many points of superiority those of coasting and hill-climbing have been particularly remarked, and are indicative of the perfection of the "lines" of the machine. If a bicycle coasts well it shows that the parts are well fitted and the bearings true, and the only time to appreciate this is when the power is taken off,—then the machine itself has a chance to talk, and it tells unerringly what the work is. The Victor has gained the reputation of being a coaster *par excellence*, and Victor riders have challenged all comers with success.

No greater strain is put upon a machine than in hill-climbing, and not only is it a test of the durability of the work, but it is also a test of the running quality. A clumsy machine is a hard hill-climber. Ask any Victor rider how his machine coasts and how it climbs hills.

We want to be understood to say that the Victor bicycle contains absolutely no cast metal, and the machine is so guaranteed. The cheap way to make parts is to use a wooden pattern and from it have castings made. The expensive way, and the way which we have adopted for all parts, is to make steel dies for each piece and forge the pieces from steel, thus insuring accurate form, without the tendency to flaws incidental to castings.

SPINES are of inch-and-a-half weldless steel tubing—a large section, to give rigidity and strength. The connection between rear fork and backbone is now made of solid steel forging, bell-shaped, so that the whole dome of the fork is reinforced, and the neck of this forging extends fully two inches into the spine. The rear fork is made straight instead of curving back, in order to carry the step a proper distance from the front wheel. With a curved rear fork the step is brought so near the front wheel that in mounting the wheel is apt to strike the rider's toe and throw him off. Also, there is less rigidity in a curved rear fork. "Curved lines for beauty, straight lines for duty."

FRONT FORKS are of weldless steel tubing, with closed, dust-proof head. The ball-bearing case is attached to the fork, so that the fork rests directly on a shoulder each side of the ball-bearing case.

HUBS.—The front wheel hubs have flanges pinned to the axle and brazed to a shoulder, thus making it absolutely impossible to loosen the axle in the flanges. The small hub is one solid steel forging, making it a very light and strong hub. Felt washers are used on this to make bearings dust-proof. (See Figs. 2 and 18.)

In small matters as well as large the critic of the new Victor will find that vigilance has been shown in consulting the needs of riders. Heretofore dust-shields have rattled, and there has been no means of oiling

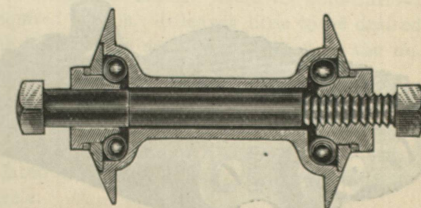


FIG. 18—SECTIONAL VIEW OF REAR HUB.

I have ridden my Victor nearly three thousand miles without taking a header, without any repairs, and not a spoke has loosened during the season.

GEO. L. MINOTT, South Gardner, Mass.

the lower step in the steering head. Our dust-shields are attached rigidly to the swivel-head, and cannot rattle, and the lower step is oiled by throwing the backbone to the extreme right, thus opening up a hole which leads directly to the lower step, which is closed except in this position.

OUR HANDLE-BAR is made of weld-less steel tubing, tapered and curved, giving it a graceful appearance and great rigidity. The tip to which the handle is attached is formed by drawing the tubing down instead of attaching a separate piece, which is liable to break. (See Figs. 3 and 4.)

THE HANDLE is solid, black, vulcanized rubber, which it will be found impossible to break. The spade handle is used, as it is the one most generally demanded.

OUR SPOKES are true tangent, which is one of the reasons why the Victor bicycle climbs hills so easily. In all wheels fifty-four inch and under, we use seventy-two spokes; fifty-six inch and above, eighty spokes. We think it well to have plenty of spokes. Small wheels all have twenty-four spokes. All spokes are tied with steel wires at each crossing and soldered, and attached at the rim by means of long nipples, having fifty-six threads to the inch, and counter-bored, so that the strain on the spoke will not come on the thread but on the full-sized wire. (See Fig. 2.)

THE STEERING HEAD is made with hardened steel cones, polished as smooth as glass, and so fitted that they can be easily oiled. This makes the easiest working and most serviceable head. We do not believe in a ball head for bicycles. It introduces complication and multiplicity of parts and weakens not only the head but the swivel. The motion at this point will not average more than one-fifth of a circle, consequently the balls are worn in spots only and are not constantly trued by complete revolutions as in ball-bearings in other parts of the machine. We furnish with each machine a boxed wrench and screw driver to be used in regulating the tension of Latta's patent locked head.

CRANKS are made with two holes instead of slots. (See Fig. 2.) This is a very expensive construction, as it costs twice as much to broach out two holes as one, and broaching is expensive work. We do this in order to insure uniformity of throw, as by observation we find that where riders use a slotted crank they set the pedals by guess, and almost invariably are found to use one longer than the other. This breaks the rhythm of the pedaling.

With the Victor, riders can have a five inch throw or five and three-fourths inch, always exactly one thing or the other. If they should differ from us in this theory they have only to file out the web between the holes and have the old-fashioned slotted crank. Cranks are keyed with round taper pins.

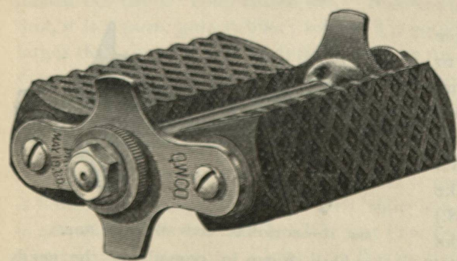


FIG. 19—SQUARE RUBBER PEDAL.

I have seen and ridden a number of machines, but the Victor takes the "bakery" (excuse my exuberance). It runs as fine as a gold watch. I thank you in behalf of the wheelmen for producing so fine a wheel. Success to you. N. R. GOURLEY, Glens Falls, N. Y.

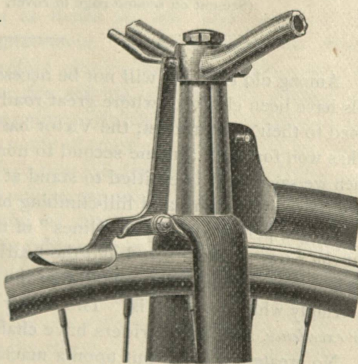


FIG. 3—VICTOR HEAD, SHOWING MANNER OF ATTACHING HANDLE-BAR.

PEDALS.—Our square rubber ball pedals have during the past two years continued to grow in favor, and are more generally used than ever. Their great success is due to the feature of automatic adjustment to the curve of the foot, which is the result of the square rubber used. This prevents slipping the pedal, and makes the square rubber pedal as safe as a rat-trap without its discomforts. All Victor cycles are furnished with these pedals. We were the originators of this class of pedals, and are the only makers who present this device with none of its merits omitted.

THE SADDLE is the connecting link between the rider and the ridden. It is expected to be comfortable, to be in all parts pliable, to absorb by its spring the jar of the wheel, to be easily adjusted to take up the stretch of leather, and, most important of all, to be easily put on and off without tools.

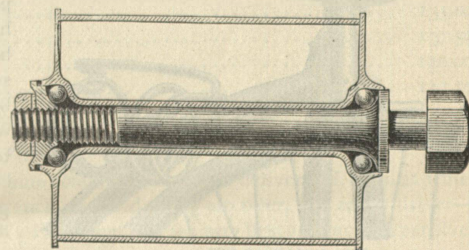


FIG. 20—SECTIONAL VIEW OF PEDAL.

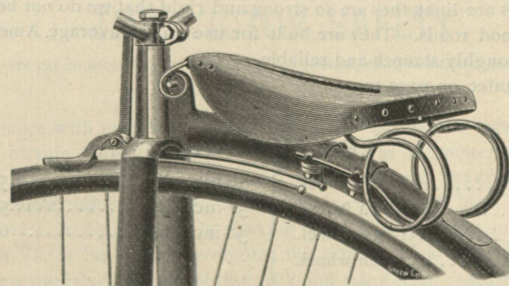


FIG. 6—VICTOR SWING SADDLE.

We provide all this in our Victor swing saddle. The jar of the machine wears itself away in passing through the long coils of the spring, and by its peculiar construction it has a fore-and-aft swing, which cushions the jar that might otherwise cause a header. The leather seat of the saddle is as easily put on and off as one's hat—it can be taken off at every stop, thus keeping the seat dry and effectually locking the machine, as it cannot be ridden without the saddle. Also its construction admits of any required tension. It leaves little to be desired in a saddle. The merit of this saddle is attested by the numerous inferior copies placed upon the market.

THE STEP.—Our experience has taught us that bicycle steps are wanted and not wanted, in a great variety of ways. We therefore put on our machine a light, adjustable step which can be placed wherever the rider wishes; or, better still, left off entirely.

FINISH.—We make two finishes—standard, with spokes, rims, backbone, and fork-sides in Harrington's black enamel, and all other parts nicked on copper. Extra, all nicked on copper, except rims and spokes, which are finished in Harrington's.

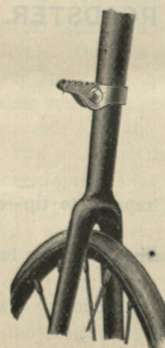


FIG. 17—REAR FORK, SHOWING ADJUSTABLE AND DETACHABLE STEP.

During the past season I have ridden a 54-inch Victor bicycle with perfect satisfaction. I believe it to be the most substantial, as well as easy running machine in the market.

RÖBT. L. AYERS, Wilkesbarre, Pa.

ton's enamel. For this latter finish we charge ten dollars per machine, extra. As forged steel is hardest and stiffest on the outside it is not well to nickel-plate hollow rims and spokes. Since the metal is not thick enough to admit of grinding off to polish for nickel-plating we hold that hollow rims and spokes should never be nickel-plated, not only for this reason, but because it is almost impossible to clean them, which is necessary when they are nickel-plated, in order to prevent rusting.

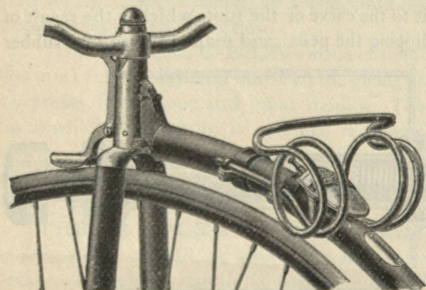


FIG. 5—SADDLE OFF.

For description of Harrington's enamel see page 18.

See Testimonials.

With regard to weights, the fifty-inch Victor Light Roadster, with saddle and pedals on, ready to ride, weighs thirty-eight pounds; other sizes in proportion.

We consider these weights as light as it is safe to make for American roads, and while the machines are light, they are so strong and rigid that we do not bespeak for them light riders and good roads. They are built for use on the average American road and will be found thoroughly staunch and reliable.

See our guarantee on page 17.

LEG MEASURE.

32-inch leg,.....48-inch wheel.	36-inch leg,.....56-inch wheel.
33-inch leg,.....50-inch wheel.	37-inch leg,.....58-inch wheel.
34-inch leg,.....52-inch wheel.	38-inch leg,.....60-inch wheel.
35-inch leg,.....54-inch wheel.	

These are standard figures for measurement. The rule should be to ride as small a bicycle as fits well. The Victor being closely built and having a low saddle, a larger wheel can be used than of some other makes.

SUMMARY OF POINTS IN VICTOR LIGHT ROADSTER.

- ALL FORGED STEEL—Not one ounce of cast metal.
- TIRES—Finest Para gum, compressed in and cushioned.
- BEARINGS—Bown's Æolus Ball, all round, including pedals.
- SADDLE—Victor Swing, detachable leather.
- STEERING-HEAD—Latta's patent locked.
- RIMS—Warwick's hollow, shallow section.
- HANDLE-BARS—Weldless steel tubing, cow-horn shape, and tapered to tip—detachable.
- SPOKES—True tangent, tied and soldered at all crossings, attached with long tube nipples.
- FORKS AND SPINE—Weldless steel tubing of thin gauge and large section.
- STEP—Detachable and adjustable.
- DUST SHIELD—Perfectly tight with means for oiling.
- HANDLES—Solid vulcanite, spade pattern.

I have ridden nearly all the different makes of machines, but have never found anything to equal the Victor, both for ease of running and good material.

W. A. FERRIS, Peekskill, N. Y.

PRICE OF VICTOR LIGHT ROADSTER BICYCLES.

48-inch, all nickel on copper except fork-sides, spines, rims, and spokes,	\$127.50
50-inch,.....	130.00
52-inch,.....	132.50
54-inch,.....	135.00
56-inch,.....	137.50
58-inch,.....	140.00
60-inch,.....	142.50

All have spade handles and ball pedals. *No extras.*

Nickel finish, all nickel except rims and spokes, \$10 additional.

The above prices are for the machine complete, crated and delivered f. o. b. at Chicopee, Mass., with nickeled B. & S. wrench, nickeled spring-top oiler, and screw driver—tool bag; also tools for adjusting head. Each item is of the very best and most expensive.

For Victor Roadster see page 15. See "Interchangeable," page 17.

THE VICTOR SAFETY.

(See cut on second page of cover. For general description see pages 1-6.)

The experience with machines known as safeties during the past three years has proved that a bicycle which is safe in fact as well as in name, and which can be used for night riding and rough roads and by elderly and heavy-weight riders, is a most valuable acquisition to cycling. The difficulty with safety bicycles in the past has been that they were *shaking machines*, shaking both rider and machine to pieces with vibration. The Victor Safety has overcome this difficulty, and combines with the best points of existing models, our new spring fork and many other features peculiar to our own manufacture. With regard to its safety, its construction renders a fall backward or forward impossible; while in the event of a side fall, as the foot is but five inches from the ground, it will be apparent that the rider can save himself with perfect ease. In general lines, except the fork, it is of the "Rover" type.

We very much doubt if any road machine is better calculated for speed than the Victor Safety, while at the same time it will be found to run as easily as the ordinary bicycle. Our new spring fork revolutionizes the safety bicycle. It is the only device ever applied to cycles which gives an abundance of vertical spring to absorb vibration, while preserving perfect rigidity in every other direction. Although very simple in appearance it is the result of a long series of experiments and inventions in search of a device to absorb the vibration of the steering wheel in safeties and tricycles. The four curved springs bear equally the strain and spring, so that no one of them is subjected to undue pressure. The construction at the axle is strong and provides fully for the very little wear at that point. The greatest proportion of wear will be at the top, where the stays are hinged to the fork. Here each joint is a cone bearing so constructed as to be adjustable for wear. The brake spoon being mounted on the rocking beam is kept at a point always the same distance from the wheel. The vertical arm of the spoon is telescoped to provide for the constant change of length occasioned by the spring of the fork.

The Victor Safety has two thirty-inch wheels, with seven-eighths tire to the driving wheel and three-fourths tire to the front wheel. Heretofore safety driving wheels have

I have ridden several different bicycles, and think the Victor is the lightest running and staunchest one I have found.

L. G. SMITH, Wilkesbarre, Pa.

been too weak and unequal to the great strain placed upon them. By the use of our regular bicycle bearings we have insured against the hub being pulled apart and ruined by the side strain of the chain. We believe we have made the first safety in which the power is applied *between* the bearings of the driving wheel. This adds much, not only to the wearing qualities of the machine but also to its steadiness in action. Tires, rims, spokes, bearings, cranks, and pedals are exactly the same as those used in our bicycle. The steering head is entirely new. It runs upon forty-four $\frac{1}{8}$ balls. (See cut.) The tension is automatic, applied by a spring which can be regulated as desired. The machine can be ridden with hands off. In this head balls are used because the motion is almost a complete revolution and the parts are so made that a large number of balls can be used, thus dividing the strain.

A common objection to safeties in the past has been their ungainly appearance. This objection cannot be made to the Victor Safety, as it is certainly a very graceful and attractive machine. It is made in one size only, adapted by adjustment of handle-bar and saddle to riders with leg measure from thirty-two to thirty-eight inches inclusive. Geared to fifty-four inches unless otherwise ordered.

PRICE, crated, f. o. b., Chicopee, Mass., with nicked B. & S. wrench, nicked spring-top oiler and tool bag, \$140.

See our guarantee, page 17. See "Interchangeable," page 17.

THE VICTOR TRICYCLE.

(See cut on third page of cover. For general description see pages 1-6.)

We were the first American makers of high grade tricycles. The model for '87 has been in hand for two years and, we believe, combines the best of the results of experience in tricycle building both in this country and in Europe. We have attempted to build a tricycle above criticism, and we present this machine with confidence that it shows more good points than any other tricycle on the market. It is adapted to all classes of riders. In general form it is a bicycle-steering, central-driving tricycle with differential balance gear.

Chief among its attractions is our new spring fork. The driving wheels are thirty-eight inch and the steering wheel twenty-two inch. A larger front wheel is unnecessary as the only object of the enlarged steering wheel is to overcome the vibration, which end is accomplished by our new spring fork. (See page 11.)

Although our wheels are lighter than those of most of the lightest tricycles, they are much stronger, owing to their fine construction, with hollow rims, hollow tires, true tangent spokes, and forged steel hubs, making the highest grade of wheel known to cycle manufacture.

Other parts we have made heavier than is customary. Experience has shown that the breaking of axles is very common. Our inflexible axle is of solid steel encased in a weldless steel tapered tube.

The brake is applied to the front wheel, chiefly to avoid the constant and uneven strain on the axle caused by locating it upon the drum of the balance gear, which is one of the principal causes of breakages of balance gear and axle.

I am a Victor rider. I bought my wheel last June, and rode it up to December 1 without one cent for repairs, covering about eight hundred miles. I consider it THE WHEEL of to-day.

CHAS. B. KIRK, Muncie, Ind.

The differential balance gear used distributes the power equally to both wheels, whether going forward or backward, or turning in either direction in short or long curves.

The gears are of forged steel and cut by machinery to insure accuracy. They run on steel pins which have bearings at each end. Generally these gears have been made to run on pinions attached at one end only, which has caused serious breakage from the side strain. The balance gear is perfectly inclosed so that dust and dirt are entirely excluded. It is divided in the center in such manner that its two faces form an arch which takes the strain of the driving chain, the strain being always at the top of the arch.

The bearings are hung in double swivels, and will automatically adjust themselves to the axle, insuring a true line of bearings. We make the assertion that it is impossible to get a true line of bearings on an axle when three or more bearings are used. 1.—It is practically impossible to make a perfect adjustment in manufacture. 2.—If by accident the axle is sprung $\frac{1}{16}$ part of an inch the fact cannot be detected by the eye, but the bearing will be thrown out of line and friction will result. Our axle is called "Inflexible" because by a brace attached by swivel to a ball bearing on the center of axle and having its lower end attached to the crank hanger, we prevent all springing when power is applied. This supplementary bearing does not affect the axle journals, and is perfectly adjustable in every direction. Tires, rims, spokes, cranks, pedals, and bearings are exactly the same as in our bicycle. The length of base is forty-one inches, width of base 29 inches. The throw of cranks is adjustable to five and three-fourths or six and one-fourth inches. This machine throughout is built without regard to cost, and while exceedingly light and graceful in appearance, our use in every case of nothing but the best in material and devices renders it sufficiently strong for American roads, which are considerably rougher than those for which most English machines are made. Weight, 70 lbs.

PRICE, crated, f. o. b., Chicopee, Mass., with nicked wrench, nicked spring-top oiler and tool bag, \$160.

See our guarantee, page 17.

CRANKS vs. LEVERS.

The question of a motive power for cycles is as old as the first idea of wheel riding. Inventors after having persistently tried and abandoned every other known motor,—steam, electricity, etc.,—have made every effort to discover the best way of applying leg power.

While nine-tenths of the cycles have always been driven by cranks, in a few cases the attempt has been made to show that power could absolutely be created by the use of levers and that if the power could be applied on one side only of the axle, avoiding the return stroke of a crank, the result would equal a man's lifting himself over a fence by his boot straps.

In their eager pursuit of this one idea, its advocates have lost sight of the fact that the question is of the economical use of the power we have, and that it is as impossible to create power as to overcome the laws of gravitation. For hundreds of years the machinery of the world, practically speaking, has been driven by cranks. In this fact we have the testimony of the highest mechanical genius the world has known.

Engineers agree that the crank is the only economical method of applying power—that it transmits to the driven shaft ninety-nine per cent. of the power applied. In no

I have owned and ridden almost all of the different makes of American wheels, and also several of English manufacture, and I find them to be much inferior to the Victor, which, for rigidity, stability, and durability, none can equal. A. H. COLEMAN, Massillon, Ohio.

class of machinery except cycles is the attempt made to use levers where cranks could be used.

Careful experiments have shown that the use of a lever is misleading, in that, while power can be converted into speed and speed into power, the development of either is at the expense of the other. It is at once evident that with levers we have more friction, more weight, and more complication than with cranks, and that absolutely more power is required, as the springs which are used to return the levers must be forced down at the expenditure of power which should be applied to the propulsion of the machine. Several years ago lever power was tried in England on bicycles and tricycles and extensively introduced, but has been so generally abandoned that there is to-day no machine of importance so driven. The worst feature of the lever action, however, is that the movement of the foot does not become automatic, as is the case in the use of the crank. There is absence of regularity and a consequent loss of momentum. A rotary motion is more natural to the feet, being more like walking, while a lever motion is like treading water while swimming, or like constantly climbing up-stairs. Not only does the mechanical use of the legs require a regular movement, but it is better to use always the same length of crank, never varying the throw.

A special set of muscles can be trained to such work as the use of the lever action, but such development is abnormal and at the expense of other parts of the body.

HARRINGTON'S ENAMEL.

There is "enamel" and "enamel," but the original and best is Harrington's Enamel, which is used on nine-tenths of the high grade machines in Europe. It has stood the test of years and is without a rival. We are sole American owners of this process, and use it on all our products. It is all polished,—no varnish or Japan used. It can be re-finished by rubbing after years of wear.

THE ROYAL SALVO TANDEM.

We import this machine for our trade, as we believe it to be to-day the best tandem manufactured. It is made by Starley Bros., Coventry, England, and combines all points known to be valuable in tandems. Please send for special circular of this machine.

PRICE, \$250.

POINTS AND JOINTS.

One piece of metal is always stronger and stiffer than two pieces. It is an art in cycle making to throw out a piece—to make a machine with the smallest number of pieces.

Joints should be watched both before and after buying. If a joint is not made *adjustable for wear*, it is a trap and will soon rattle and shake.

Light machines are good to a certain point. The question, however, is not entirely one of weight.

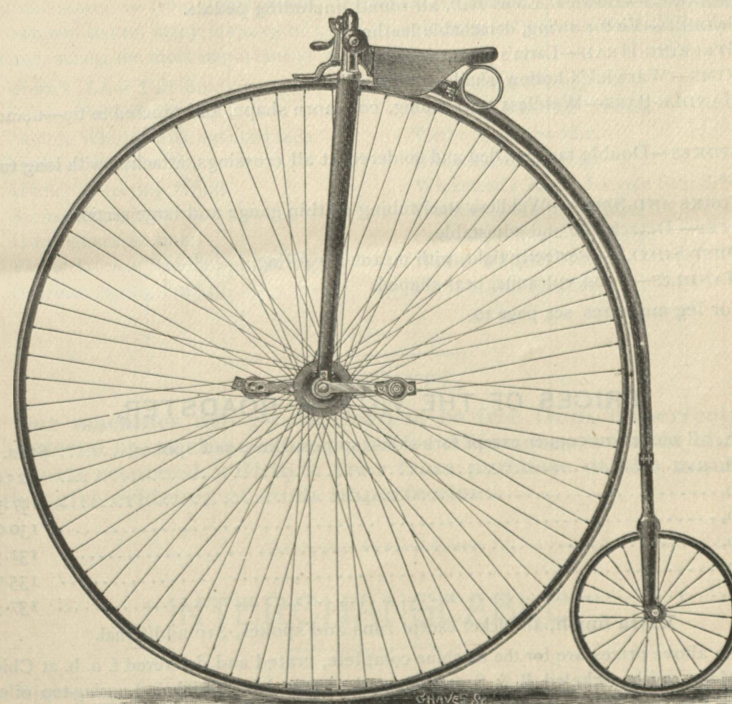
It takes *steel* to make cycles. We are in the wheel business, and we have come to stay. We want to give good value to riders, and thus insure their help to *sell wheels*. We propose to have a helper in every rider of our cycles.

We invite riders to write us for information. It will be cheerfully given.

After having tried several of the leading machines, I settled last spring on the Victor. I rode a 54-inch last season 2,500 miles over rough roads, and without the outlay of a single cent for repairs. I think that the Victor is THE wheel of the period.

E. F. TOMLINSON, Jr., Plainville, Ct.

THE VICTOR ROADSTER.



This machine is designed for riders who do not care to pay the higher price of the Light Roadster. It is second to the Light Roadster only in the matter of some few details which do not affect its running qualities, as the bearings and in fact the materials throughout are the same. See pages 1 to 6. It is in every way a strictly high grade bicycle, and for practical use equal to the best. It has stood the test of a season's use with almost no breakages, and has in every way given the highest satisfaction. Most of the great road races of the year were won on this machine. Please note that all testimonials in the present catalog refer to this bicycle.

As a matter of investment we advise buyers in every case to purchase a strictly high grade machine, even though second-hand, in preference to a new one of inferior make at one-half the price. No wheelman who has ever ridden a high grade machine will be content to ride one of an inferior make claimed to be first class at a low price. A cheap machine is never marketable after the new is worn off and is practically worthless at the end of a season's riding, while a good one will always bring a fair price and be serviceable for years. Bear in mind the fact that the Victor Roadster is made thoroughly interchangeable in all parts (see page 17) and thoroughly adjustable at all joints, so that it will be much more easily and cheaply kept in repair than any of the lower grade wheels of which this is not true.

All who are any judge at all that have seen the Victor, say it is without doubt ahead of all other machines.

WM. M. RICHARDSON, Lebanon, N. H.

SUMMARY OF POINTS IN VICTOR ROADSTER.

TIRES—Finest Para gum, compressed in and cushioned.

BEARINGS—Bown's Æolus Ball, all round, including pedals.

SADDLE—Victor swing, detachable leather.

STEERING-HEAD—Latta's patent locked.

RIMS—Warwick's hollow, shallow section.

HANDLE-BARS—Weldless steel tubing, cow-horn shape, and tapered to tip—detachable.

SPOKES—Double tangent, tied and soldered at all crossings, attached with long tube nipples.

FORKS AND SPINE—Weldless steel tubing of thin gauge and large section.

STEP—Detachable and adjustable.

DUST-SHIELD—Perfectly tight, with means for oiling.

HANDLES—Solid vulcanite, pear shaped.

For leg measures see page 10.

PRICES OF THE VICTOR ROADSTER.

48-inch, all nickel on copper except fork-sides, spines, rims, and spokes,	\$122.50
50-inch,	125.00
52-inch,	127.50
54-inch,	130.00
56-inch,	132.50
58-inch,	135.00
60-inch,	137.50

Extra finish, all nickel except rims and spokes, \$10 additional.

The above prices are for the machine complete, crated and delivered f. o. b. at Chicopee, Mass., with nicked B. & S. wrench and screw driver, nicked spring-top oiler, and tool bag, also tools for adjusting head. Each item is of the very best.

See our guarantee, page 17.

RECORDS.

There are 103 bicycle records which are constantly competed for by the world's riders. Of these 103 records 44 are held by riders of the Victor bicycle. These were made on the Springfield track in the fall of '86, and were stoutly contested for by noted riders of other machines. The Victor was the first American machine to hold world records and to-day holds more world records than any other machine in existence. The principal road-races of the season of '86 were won on Victor bicycles, notably the Boston Club 100-mile race, Massachusetts Club 30-mile race, Dorchester Club 15-mile race, Hartford 20-mile race (11 starters—first 7 men in rode Victors), Springfield 20-mile race (first 6 men in rode Victors). In the great St. Louis Ramblers' Century Run the 100 miles was completed by fifteen riders; nine of these were mounted on Victors, the other six were divided among four different makes. The greatest distance ever known to have been ridden during a single year was done on a Victor bicycle by G. J. Loomis, of Westfield, Mass., who rode 13,498 miles during 1886. At the end of the year his bicycle was in good serviceable shape.

I can only say that I firmly believe the Victor beats them all, and shall always pedal and praise your wheel.

FRED C. ATWATER, Homer, N. Y.

PATENTS.

We are the owners of many United States Patents, and several in England. We warn manufacturers from copying our devices, as we always have patents applied for. We own and control many features of cycle manufacture, both in the United States and England, among the most important of which are:—

Bown's Æolus Ball Bearings.

Square Pedal Rubbers.

Duplex Whistle with mouth-piece.

Hadley's Handle-Bar.

Hadley's Steering Head.

Spring-Top Oilers.

Harrington's Enamel.

Victor Tricycle Saddle and Spring.

Overman Spring Fork.

Compressed Tires.

Bown's Æolus Ball Pedals.

Victor Swing Saddle.

Hill's Saddle Spring.

Wicksteed's Acme Bicycle Stand.

Warwick's Hollow Rims.

Overman's Inflexible Axle.

Hadley's Spade Handle.

Foote's Anti-Header.

GUARANTEE.

Our machines are guaranteed to be free from imperfections in material or workmanship; and we will replace without charge any parts returned within a year from purchase of the machine which give evidence of such imperfections.

"INTERCHANGEABLE."

Riders cannot place too much importance upon having the machine they select **INTERCHANGEABLE**. If the parts are not made interchangeable, it means that when a repair is made each part will *have to be fitted*, and the machine when repaired will be a *patched-up affair*, and the rider's pocket will need to be patched.

The expense of special fitting is always heavy and generally unsatisfactory. Remember the question is not whether you can *fit* the parts of a machine which you propose to ride, it is, *will the parts invariably fit without the slightest alteration?* We guarantee that parts of the *Victor Bicycle will not require to be fitted*. If you break a Victor Bicycle and replace the part it will be *exactly new* at that point, and not a cobbled-up, ill-fitted trap.

If a certain part (say the crank) in ten machines of the same pattern is fitted in ten different ways—as must result by hand work—it is evident that at least nine out of the ten *are wrong*,—i. e., they cannot all be different and all be right.

When made interchangeable, parts, being all made by the *same* dies and cutters and finished to the *same* gauges, *must be alike*.

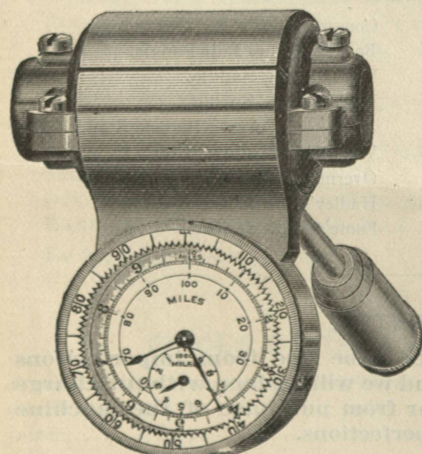
"Things which are equal to the same thing are equal to each other."

I rode a Victor last season, and I must say that I do not ask for a better wheel. I would ride no other machine if one were given to me, if I could get a Victor.

THOS. L. MOORE, Naugatuck, Ct.

CYCLING SUNDRIES.

THE DOWNES CYCLOMETER.



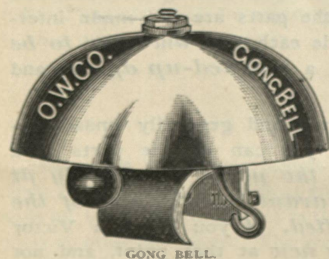
This cyclometer is the result of several years' experimenting. It is simple and accurate, and combines all points known to be valuable in cyclometers, besides some features which have heretofore been unattainable. It is two cyclometers in one, the main dial reading to 1000 miles, and the trip dial, to be used for a single day or run, reading to 100 miles. This cyclometer is actuated by an entirely new device, being positive in action and so made that the entire vibration force that can be brought to bear upon the train is absorbed by a single coiled spring, thus saving the wheels from the wear caused by the constant jarring of the machine. It is water-tight and cannot rust. The axle cyclometer has cone bearings adjustable

for wear. It will be found to be a beautiful instrument, complete in all matters of detail, and the accuracy attained marks a new era in cycle cyclometers.

Nickel plated, for hub, price \$10. In ordering state size and make of machine for which it is wanted.

BELLS.

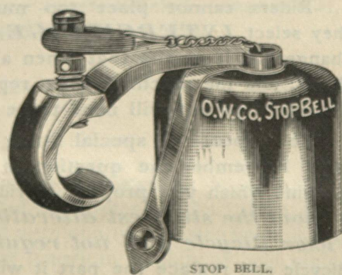
All cast bronze, nickered. Cast metal has a clearer ring than forged metal.



GONG BELL.

Has a loud, clear ring; strong and nothing to get out of order.

Price \$1.25.



STOP BELL.

Silent or rings continuously. The best bell of the kind.

Price \$1.50.

PLUMBAGO.

Dry—to be applied with a brush to the chain, and to be used with an ordinary oiler for other parts of the machine. When a bearing is glossed over with plumbago, it will run a long time without attention. It should be used in bearings with oil. Tricycle chains should have no other lubricant.

Price, per can of one-half pound, 50 cents.

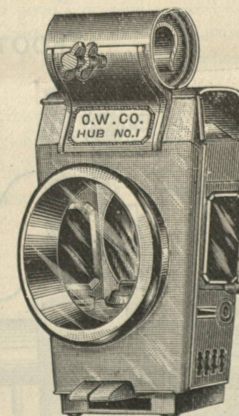
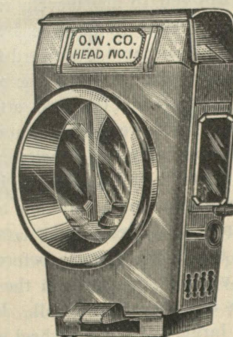
There were ten races at Macon, and eighteen prizes, and the Victor took all but five of them.
HOMER REED, Atlanta, Ga.

BOWN'S ÆOLUS BALL PEDALS.

Every bicyclist who is riding a wheel with common pedals is looking forward to the time when he can have a pair of these beautiful Æolus Pedals. They are used on all the finest machines. We have made them of the best steel forgings, with the pins larger and tapering, thus greatly lessening the tendency to bend and break. Ends of pedals are of one solid piece, avoiding joints and rivets; furnished with our patent square rubbers. All are nickel plated.

Price, complete, \$10 per pair. (See Figs. 19 and 20.)

LAMPS.

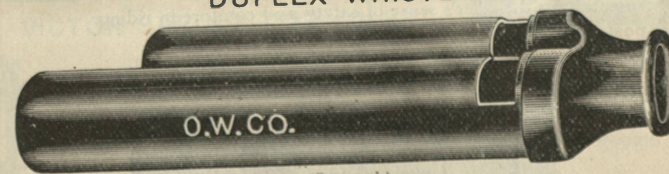


The O. W. Co. lamps lead the market in point of value. All have very deep reflectors—not ruined by a hole in the middle, cut glass front, and screw wick holders. They show a white light ahead, green light to starboard, red light to port, and two red lights astern; are made almost wholly with rivets, and will not melt to pieces as soldered lamps do.

All hub lamps have metal bearings to go on axle, doing away with the screw fenders.

Head Light No. 2, enameled,	Price, \$4 50
Head Light No. 2, nickel plated,	" 6 00
Hub Light No. 2, enameled,	" 5 00
Hub Light No. 2, nickel plated,	" 7 00

DUPLEX WHISTLE.



(Patented.)

This whistle (cut full size, chain not shown) is the generally accepted signal for all cyclists and should be always ready. As made by us it has several important improvements. It blows with half the wind required by others. It has a beaded mouth-piece, which enables riders to hold it in their teeth, etc., etc. Nickel plated, with chain. Highest quality made.

Price, post-paid, 25 cents.

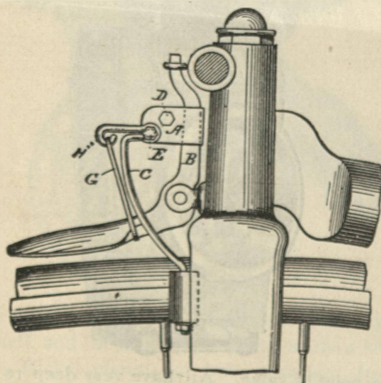
I would say that I have ridden the '86 Victor for six months past, and prefer it to any other wheel I have yet seen.
W. C. TICHENOR, Lebanon, Ohio.

VICTOR SWING SADDLE.

The swing saddle is the latest thing in a combined saddle and spring. Has a fore and aft motion, thus removing a common source of "headers." This saddle has the great advantage of being readily removed, by displacing the leather seat, which is done by unhooking it at the front. When the leather stretches the spring can be placed farther back, thus compensating for the sagging. A larger wheel can be ridden with this saddle, as the rider sits very low over the backbone.

Price, nickel plated, with clips for attaching, \$6. (See Figs. 5 and 6.) Patented in the United States and England.

FOOTE'S ANTI-HEADER.



It can be applied to any bicycle in two minutes. It acts when in position by preventing the forks from moving forward faster than the top of the wheel. When the wheel encounters an obstacle and the forks attempt to swing forward, they are clamped momentarily to the rim and carry the wheel forward and over the obstacle if it is not too large. As it offers no obstruction at any time to the forward motion of the wheel, if the latter is carried to the top of the obstacle before the rider passes a vertical line through the axle it will roll on and he will not fall. If the obstacle is too large, so that the wheel is not carried over, the force of the fall is lightened,

as the center of revolution is transferred from the hubs to the obstacle on the ground, and the sweep followed by the saddle is much longer, thus giving more time to save one's self. It prevents the wheel from revolving backward, thus making the pedal-mount safe and easy, and making possible a still pedal-mount from behind. It is worth its cost as an aid in learning the pedal-mount. It prevents all danger of the wheel rolling back from under the rider when climbing steep hills. It steadies the running of a bicycle by preventing all kicking up of the little wheel. It makes stacking and resting the wheel easy. It can be instantly thrown out of action, if desired, when handling the wheel. It makes a safety bicycle out of the ordinary crank machine. It is *not* claimed that this device will prevent *all* liability to falls, but it *will* prevent nine-tenths of the headers, and add proportionately to the rider's sense of safety and comfort in riding.

Price, post-paid, \$1.50.

POCKET WRENCH.



The Billings and Spencer "Yankee Wrench" is favorably known on two continents and has a reputation for strength and compactness. Opens one inch, and is a solid steel forging.

By mail, 4-inch blued steel, 75 cents; nicked, \$1. Larger sizes in stock.

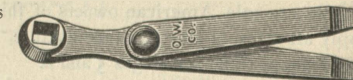
My 56-inch Victor is all O. K. Having ridden 1,600 miles since June 10, I consider it the best wheel ever made.

P. J. ABEL, Colton, Cal.

SCREW DRIVER.

Forged steel, hardened. No tool bag is complete without it.

Price, by mail, 25 cents.



O. W. CO. OILS.

We put up the best lubricating and lighting oils in our patent spouted cans, which will be found a great convenience and economy in using the oil. These oils are the best made, and we guarantee satisfaction. Our agents are authorized to refund the price where there is any ground for complaint.

Lighting Oil,	Price per quart, \$0 60
Lubricating Oil,	Price per pint, 50

For the trade, securely packed in one dozen cases. We cannot ship except in full cases.



HANDY HOOKS.

Handy Hooks have become a great convenience to riders, for holding trousers in place, as a substitute for leggings. They are in great demand in this country and in Europe. Each pair mounted on black card, as shown in the cut.

By mail, 10 cents.



SPOKE WRENCH.

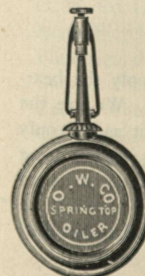
Forged steel, nickel plated. New design, compact, and very effective.

Price, 60 cents.

VICTOR SPRING-TOP OILER.

No cap to lose. Opened and shut instantly. Cap cannot come off. Clean, convenient, handsome. The finest oiler ever offered to the cycle trade.

Brass, nickel plated. By mail, 25 cents. Discount to the trade.



RUBBER CEMENT.

For mending tires, one ounce bottle, 25 cents.



In regard to the 52-inch Victor bicycle purchased of you last spring, I am more than satisfied with it, as it is now in perfect condition, although I ran it 2,100 miles on country roads with an outlay for repairs of but thirty-five cents.

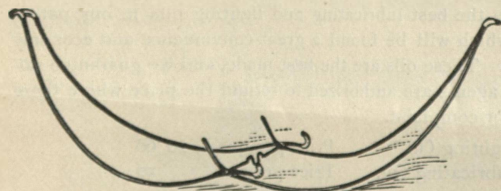
C. B. POTTER, Plainville, Ct.

WARWICK'S HOLLOW RIMS.

We are sole American owners of this very valuable invention, and are prepared to supply all sizes, of our own manufacture. Prices furnished on application. For description of these rims, see pages 5 and 6.

We do not drill Rims where ordered for other wheels than our own.

ACME BICYCLE STAND.



The Acme Bicycle Stand was invented by Charles Wicksteed of England. We purchased the patent, and since then have added this item to our manufacture for the cycling trade. There is no device which so completely provides for handling the bicycle either side up. It is easy to clean one's machine when inverted on an Acme Bicycle Stand. Every rider should own one.

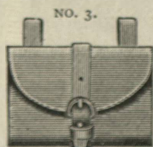
Price, \$2.

TIRE CEMENT.

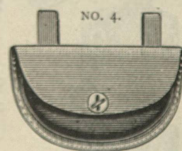
We are makers of Tire Cement, and most of the cement used in the United States is made by us. It is used by large wheel makers and large dealers throughout the land, and we refer to every one who has used it to testify as to its merits.

If cement is good it must be adhesive and cohesive. It cannot be cohesive if when pulled out in fine threads (heated) it shows small particles of dirt in its composition. Please heat a piece of O. W. Co. Cement and draw it to a fine thread and notice its clean appearance. We invite comparison in this and all other respects.

The best is the cheapest. Prices furnished to large makers and dealers.



TOOL BAGS.



Tool Bag No. 3.—A very durable bag. Price, \$1.50.

Tool Bag No. 4.—Neat appearance, with blocked front of one piece leather. Price, \$1.50.

BOWN'S ÆOLUS BALL BEARINGS.

We have purchased this very valuable patent, and are prepared to supply the bearings and pedals in large and small quantities to wheel makers and users. We are the only makers of this bearing in the United States, and confidently present it as the only perfect ball bearing made. It is impossible to make an adjustable bearing without using this patent, as it covers broadly the method of side adjustment. Any attempt at an adjustment from the bottom is worse than nothing, as it throws the true circle of the bearing groove into an ellipse. A ring of balls can only be adjusted by a beveled surface moved laterally.

I like the Victor very much. I never rode so easy running a bicycle. I have been riding three years, and would ride no other machine.

E. M. SANTON, Worcester, Mass.

PRICE LIST.

Victor Light Roadster Bicycle,	- - - - -	See page 11
Victor Roadster Bicycle,	- - - - -	" " 16
Victor Tricycle,	- - - - -	" " 13
Victor Safety,	- - - - -	" " 12
Downes Cyclometer, hub, nickeled,	- - - - -	\$10 00
O. W. Co. Head Lamp, No. 2, black,	- - - - -	4 50
O. W. Co. Head Lamp, No. 2, nickeled,	- - - - -	6 00
O. W. Co. Hub Lamp, No. 2, black,	- - - - -	5 00
O. W. Co. Hub Lamp, No. 2, nickeled,	- - - - -	7 00
Bown's Æolus Ball Pedals, nickeled, with square rubbers,	- - - - -	10 00
Bown's Æolus Steel Balls,	- - - - -	8
Duplex Whistle, with mouth-piece and chain,	- - - - -	25
Spoke Wrench (for direct spokes), steel, nickeled,	- - - - -	60
Nipple Grip, for tangent spokes,	- - - - -	50
B. & S. Wrench, blued,	- - - - -	75
B. & S. Wrench, nickeled,	- - - - -	1 00
Acme Wrench, nickeled,	- - - - -	75
Gong Bell, nickeled,	- - - - -	1 00
Stop Bell, nickeled,	- - - - -	1 00
Serrell Bell, nickeled,	- - - - -	2 50
Hill & Tolman Bell,	- - - - -	3 00
Foote's Anti-Header,	- - - - -	1 50
Victor Swing Saddle and Spring, nickeled,	- - - - -	6 00
Screw Driver, forged steel, hardened,	- - - - -	25
Tool Bag, No. 1, as furnished with Victor Cycles,	- - - - -	1 50
Tool Bag, No. 3,	- - - - -	1 50
Tool Bag, No. 4,	- - - - -	1 50
Handy Hooks (on cards), per pair,	- - - - -	10
Spring-Top Oiler, brass, nickeled,	- - - - -	25
Leather Case for spring-top oiler,	- - - - -	50
Pocket Oiler, with safety cap,	- - - - -	20
Cement for tires, per pound,	- - - - -	1 00
Cement, per stick, 2 ounces,	- - - - -	25
Rubber Cement, for mending tires, 1 ounce bottle,	- - - - -	25
O. W. Co. Lubricating Oil, patent spouted cans, per pint, of dealers only,	- - - - -	50
O. W. Co. Lighting Oil, patent spouted cans, per quart, of dealers only,	- - - - -	60
Acme Bicycle Stand,	- - - - -	2 00
Plumbago, dry, half pound,	- - - - -	50
Cabinet Photo of Victor Light Roadster Bicycle,	- - - - -	15
Cabinet Photo of Victor Tricycle,	- - - - -	15
Cabinet Photo of Victor Safety,	- - - - -	15
Warwick Hollow Rims, prices on application.	- - - - -	

I have ridden the Victor for three seasons, and it has given me much pleasure and perfect satisfaction; and, right here, allow me to say that it has well stood the "rip and tear" of our country roads.
F. E. MOREHEAD, Beaver Falls, Pa.

I have used a Victor for the past two years over all kinds of roads, and so far it has not cost me a single cent for repairs. I can safely say that I think for durability, beauty, speed, and comfort, the Victor takes the lead.
L. W. GROAT, Hudson, N. Y.

"THE PROOF OF THE PUDDING."

"Easy running, easy running," is the burden of the song.

Appreciating your efforts to furnish to the world a model machine, and rejoicing in the success you have had in producing the Victor Bicycle, we feel like adding our testimony in your favor. We are riders of several years' experience. Some of us have owned and ridden three different makes of the most popular machines. We consider the Victor the easiest running machine; the best coaster; the best hill climber; the staunchest and most rigid bicycle; and in fact, the nearest perfection of any bicycle it has been our pleasure to handle. Wishing you great success, we are yours truly,

C. B. BUSHNELL, E. J. GILBERT,
A. P. SEILER, ROY ANTIBUS, Mansfield, Ohio.

The 46-inch Victor which you made for me in October, '85, has, and is yet giving me, better satisfaction than any wheel I ever before owned. As a "coaster" it has no equal, having cleaned out everything brought into competition with it. It has never cost me a cent for repairs, and is as good now as it was on the day I got it. Success to the Victor.

ARTHUR YOUNG, St. Louis, Mo.

I rode a Victor Bicycle all last season, and was very much pleased with it.

WM. HARDING, Hartford, Conn.

In June, 1886, I purchased one of your '86 Victor Bicycles. I had ridden two different makes of the most popular wheels before this mount, yet I think the Victor is by far the best mount I have ever had any acquaintance with, and would most heartily recommend it to any of my friends.

B. J. BALLIETT, Vice-President Richland Ramblers, Mansfield, O.

I like the Victor. It is a thoroughly well made and beautifully running wheel.

ALBERT N. WILLIAMS, Pawtucket, R. I.

After riding my Victor 5,516 miles during 1886, and 202 miles in twenty-four hours, I am fully convinced that it leads all other wheels for ease of riding and rigidity. I did not miss a single day for four months from July 1st to November 1st. I have traveled about 7,000 miles on my Victor already, and feel confident that it can carry me the same distance again. In a word, it is all that can be desired, and is the most popular wheel in our club, numbering sixty active members.

Respectfully,

FRANK L. C. MARTIN, Plainfield, N. J.

In April last I purchased of you one of your '86 Victors. I have ridden this wheel during the past season 7,654 miles, over roads of every description, and I have yet to note a break of any sort, or an indication of weakness in any part. The year 1886 witnessed my longest daily runs and my greatest total mileage, and this fact is, I think, sufficient to demonstrate the unexcelled running qualities of the Victor. Wishing you every success for the coming year, I remain, very truly yours,

A. B. BARKMAN,

Chairman N. Y. State Div. L. A. W.

Last spring I purchased a Victor Bicycle from your agent at this place. I have given it a thorough test over the roughest roads, and have never spared it. I find it to be remarkably easy running, very staunch, and perfectly noiseless. As a coaster and hill climber it is without a rival, and the saddle is the most comfortable of any I have tried. I take great pleasure in recommending the Victor as a thoroughly reliable roadster in every particular, possessing more good points than any wheel I have ever seen.

FRANK F. AUSTIN, Capt. "Outing Cyclists," Kansas City, Mo.

I think the Victor the only first-class machine made in America.

CHAS. G. SAULS, Columbus, Ga.

I feel that I owe you a testimonial inasmuch as the Victor has completely cured me of dyspepsia of the worst type. I had been a sufferer for two years and over. Medicines and doctors failed to help me, and I was advised to buy a bicycle. I did so. I commenced with it September 1st. Have taken no medicine since; have had no headache. I eat three good hearty meals a day; sleep well; have gained in flesh, and am to-day completely cured of my trouble. The Victor is an easy riding, well made machine, and I would not exchange it for any I ever saw; and farther than that, if I could not get another one I would not part with it under any consideration whatever. Whenever I can say a word in favor of the Victor, or do anything for it, I shall consider it a privilege to do so. I ride now anywhere I choose; up hill and down; over bad roads; anywhere; and have seen more of the country in the time I have had the wheel than I ever did before.

JOHN R. CAULKINS, Glens Falls, N. Y.

I received my new wheel from you the 24th of July, and would say in regard to it that it is the best thing in the market. I have had five machines before this one, but count them all as wheelbarrows compared with your wheel. It is the best running wheel that I ever saw.

WARREN H. CHASE, Georgetown, Mass.

Not having been able to meet you personally, I take this means of congratulating you on giving to the cycling world such an excellent wheel as the Victor. During the last seven weeks I have ridden 1,000 miles on my wheel, and it is just as rigid—not having even a loose spoke—as the day I took it out of your agency here, which speaks wonders considering that I weigh 170 pounds, and have ridden over very rough roads at a high rate of speed.

J. A. LEWIS, 219 Cardinal Ave., St. Louis, Mo.

It affords me pleasure to pay for your goods, feeling that I have gotten value received for my money. Purchaser is delighted with the '86 Victor. It is the hand-somest, lightest running, and most rigid machine in town, a magnificent advertisement to my business.

J. H. CUNNINGHAM, Westminster, Md.

Up to last September my bicycles had all been of English make, and I pinned my faith to them, but I am now a convert to home production. I am aware that there are a number of good wheels in the market, to take any one of which a person would not go much astray; but out of the number, I have selected the Victor for my mount, believing it to be the most rigid, the easiest running, the most comfortable, and withal the most satisfactory mount a wheelman can have. I can mount to the top of any rideable hill that I have as yet come across.

HAROLD SERRELL, Plainfield, N. J.

To say that I am much pleased with my 54-inch Victor Bicycle would but faintly express my thorough appreciation of its worth. I first learned to ride in 1880. Since that time I have given four machines of various makes a fair and impartial trial. In conclusion will say that I am perfectly satisfied with the Victor. J. E. HARDER, Clearfield, Pa.

I have ridden a 58-inch Victor for two years over all kinds of roads, and subjected it to severe strains. I have had occasion to use my wrench but twice. I think the Victor is built with such scientific skill that no wrench will be required hereafter. I do not mention this thinking to add to your numerous testimonials, for I think the Victor sells itself without any display of printer's ink. My opinion of your '86 Victor is that it can't be beat for speed, rigidity, and beauty.

FRANK L. RANDOLPH, Plainfield, N. J.

The Victor deserves its name, and merits all the praise bestowed upon it. It is never led either up hill or down, has the easiest and best fitting seat, together with unexcelled steering qualities, and is staunch in places where every other machine is weak.

BERNARD GRUNAUER, Jackson, Mich.

Last May I mounted my Victor for the first time, and during the riding of the past season I spared not at all. To-day it stands without a blemish. For strength and rigidity it is without a parallel. The bearings I consider simply perfect. For easy adjustment and cleaning, they are far ahead of any I have yet seen. Your compressed tire gives comfort to the rider, and, as a source of safety, is almost indispensable. As a coaster I have only one fault to find; it goes too fast. In short, I consider my Victor as near perfection as any bicycle can be made. I have ridden other of the first-class makes, so think I speak with some authority when I say the Victor beats them all.

J. G. RHOADS, Williamsport, Pa.

To all riders of wheels I can cheerfully recommend the Victor. The 54-inch machine I ride runs easier every day. Its ball bearings are perfect; it makes no noise; it climbs hills easily, and coasts magnificently; in fact, with the compressed tires and hollow cow-horn bars, it is perfect, every one who has tried it remarking how easily it runs.

HARRY L. SLACK, Williamsport, Pa.

On June 25th, 1886, I received one of your Victor wheels, and since that time have ridden it about 1,800 miles over all kinds of roads, without a shake or break. To say that I am pleased with it will not express my estimation of the wheel. It has proven itself the strongest and easiest running machine that I have ever seen. For coasting and hill climbing it has no equal, and your compressed hollow, pure rubber tire makes it the safest and most comfortable machine to ride that is now upon the market.

J. E. COLKET, Williamsport, Pa.

I have ridden the Victor Bicycle for two seasons, and can confidently recommend it. It is a wonderfully easy running machine, and is bristling all over with good points. I think it is the best bicycle in the market.

CHAS. W. BIXBY, Wilkesbarre, Pa.

I have used it constantly since the day of purchase, over all kinds of roads. Have won three club prizes with it, and it has not cost one cent for repairs. I consider it the easiest running wheel I ever rode.

GEO. M. WEST, Indianapolis, Ind.

I purchased a 52-inch Victor in May, 1886, and throughout the season rode it constantly over the roads of this vicinity, and took it to the White Mountains upon my summer vacation. I willingly report that the machine gave me the best satisfaction. Had it been anything but a very high grade, it would have given way somewhere under the tests it received; but I have not expended a cent in its repair, and I fully believe it is as sound to-day as when I first mounted it.

J. E. CALHOUN, Hartford, Conn.

Having ridden the Victor Bicycle during the season of '86, I wish to add my sentiments of appreciation to the large number you already have. Although a light wheel, I have not spared it in the least, but have ridden it over all kinds of roads. In fact, I have put it to a much harder test than I did my full roadster of the previous season, and it has stood it nobly, not costing me one cent for repairs, and seems as strong as the day I uncased it. The ease with which it can be driven up hill (I have ridden hills "hands off" on the Victor which required all possible power to surmount on other machines), its superior coasting qualities, its rigidity and strength, and its ease of running, all combine to make the Victor *the wheel* "par excellence."

R. G. STEEL, St. Johns, Mich.

I believe the Victor Bicycle is the fastest machine made.

J. B. PEARSON, Vineland, N. J.

I have been riding one of the '86 pattern Victors for several months past, and it affords me pleasure to testify to the complete satisfaction it has afforded me. I have found it to be the easiest running, most reliable and substantial build of any bicycle I ever mounted. The mechanism is simple, therefore easily kept in running order. The roads of Arkansas would try the "soul" of any bicycle, and the Victor has stood the test. For solid comfort and the utmost satisfaction all around, the Victor is the best.

CALDWELL BRADSHAW, Little Rock, Ark.

I will say that the Victor gave good satisfaction here during the past season. Those of us who rode this wheel not only removed the prejudice which existed in regard to it, but made it quite popular. Those who ride the Victor are its best friends, and when it comes to coasting, even its enemies acknowledge that they must take a "back seat" I rode a 56-inch, and I think it is the best coasting wheel in the city.

E. C. MYERS, M. D., *President Wheeling Cyclers*, Wheeling, West Va.

The Victor Bicycle just suits me. I couldn't ask for a better wheel.

G. M. STARKWEATHER, Pawtucket, R. I.

After an experience of six years with various makes of bicycles, and a more or less intimate acquaintance with the leading machines on the market, I wish to say that in my opinion the Victor is the best machine now made. Staunch, fast, easy running and comfortable, it is the most beautifully made, and most perfectly fitted wheel that I know of; in fact, in every respect it takes the lead.

H. R. BRYAN, Hudson, N. Y.

We, the undersigned, having used and ridden Victor Bicycles during the past season, have no hesitancy in expressing our entire satisfaction with the same. We have put them to hard use on the roughest roads, which they have stood admirably, coming through the season without the necessity of paying one cent for repairs for any of the four. The ease of running of the Victor Bicycle, together with its superior strength and rigidity, makes it the most desirable wheel for all around road use, now on the market.

M. D. HUBBARD, A. S. PALMER,

RALPH SAGE, GEO. WOODRUFF, St. Johns, Mich.

The 60-inch Victor purchased of you last spring has given unqualified satisfaction. Your assurance that, though a light machine, it would carry a hundred and ninety pound rider, did not remove all my doubts; but a season's riding has. I have thumped that machine over some of the worst roads in Kansas; total distance covered, about 2,000 miles; and it is to-day as rigid and true running as when it left the factory; tires and bearings in excellent order. Those tires of yours are immense, and the bearings, perfection. I want nothing better than my present mount. It is easy running, staunch, and light, weighing but 42 pounds.

CHAS. C. CANDY, Ft. Leavenworth, Kansas.

The Victor Bicycle is all that is claimed for it as the easiest running, fastest coasting, and extremely rigid wheel. I rode mine all last summer, and it saw some rough usage too, but to all appearances the wheel is as good as the day it left the shop.

C. A. VANDEUSEN, Jr., Hudson, N. Y.

I would not ride any other wheel on the market. I can conscientiously recommend the Victor to my customers as the *best*.

H. B. IRVIN, Hagerstown, Md.

I received my new mount last May, and have since ridden nearly 2,500 miles over the toughest roads the country affords; but am pleased to say my wheel has never been laid up for repairs. On the contrary, I consider it as good as new. I have tried it on the track and road, and find it the only wheel that can be used to advantage on both.

CHAS. M. CRONINGER, Covington, Ky.

For a short time I had the glory of possessing the second Victor Bicycle in this city, but "our boys" were not slow to recognize a good "bike," and we now have in our club a majority of Victor wheels; and those who ride other makes hope it is only a question of time when they can dispose of their "traps" and ride the only perfect wheel.

EDWARD C. TOIE, Covington, Ky.

Having ridden the Victor Bicycle for the last two years, over all kinds of roads, I can say that I am fully satisfied with it in every particular, especially in its rigidity and ease of running. It comes nearer to being a perfect mount than any other bicycle that I have ever seen or ridden.

THEO. BELTS, Hornellsville, N. Y.

I have ridden the Victor Bicycle since last July, and I have ridden over most all kinds of roads, and it has done the business without any repairs or cost of any kind. I do not want to sell it or exchange it for any other machine. I can particularly recommend the Victor Swing Saddle, which is the best of any I have ever used.

M. H. CARNEY, Jr., Hornellsville, N. Y.

The Victor is the last of three popular wheels that I have owned and ridden during the last five years, and I am free to say that I am more than pleased with it. I was somewhat prejudiced against the Victor, but after carefully examining some that had been in use for two years, and particularly one ridden by a member of the P. Bi. C., a distance of 5,516 miles, over all kinds of roads, during this season, I felt that the Victor was all that the makers claimed for it.

JOHN M. CRANE, New York City.

I have ridden the Victor Bicycle some 4,500 miles on such roads as we have here, and they are not the best I can assure you. I have not broken a single part of it, and to-day it looks just as well, and is just as good as when taken from your store room. I shall always ride the Victor in preference to any other make.

R. W. SLUSSER, Memphis, Tenn.

I purchased a 52-inch Victor in June, '86, and have been using it almost constantly ever since. I have recommended it above all others in every case, and firmly believe that it has no equal.

HARLIE W. BRUSH, Alliance, Ohio.

I do not wish for a better machine than the Victor. This is the second season of mine, and it is as good as new.

HERBERT W. KNIGHT, Glens Falls, N. Y.

The Victor Bicycle which I bought of you last August has proved itself a good wheel. It is strong, rigid, easy running, and easy riding. I have run it 800 miles without repairs, and not even a spoke has loosened. It is the easiest running wheel of equal weight and strength that I have seen.

REV. W. G. PETRIE, Chicago, Ills.

It gives me no little pleasure in stating that I have ridden my Victor fully 3,000 miles since I got it. Over one-third of this was covered on a long tour over roads good, bad, and indifferent. I have never broken anything about the wheel to the amount of five cents, and it is as rigid, and in general appearance like a new wheel. I consider the '86 pattern Victor as near perfection as can be gotten, and certainly ahead of all other makes. The compressed tire is of the greatest value to every-day riders; my total mileage for 1886 is 4,835 miles.

CHAS. J. SCHERER, Memphis, Tenn.

I have owned and ridden four bicycles, but I regard the Victor as the best wheel ever made. Wheelmen here are discarding all other makes in favor of the Victor. Among its many advantages I regard the Victor Swing Saddle as making a safety out of the wheel, owing to the fact that its length allows the rider to sit far back from the center of gravity, thus avoiding headers.

ROBT. RODES, Jr., Nashville, Tenn.

I take pleasure in adding my indorsement of the many excellent qualities of the Victor. I think it especially adapted to the eccentricities of our Southern roads, to which fact the riders of other machines here willingly testify.

FRANK M. FLETCHER, Little Rock, Ark.

I ride a 52-inch Victor, which is the easiest running machine I ever saw.

S. SOMERS SMITH, Millville, N. J.

I have used a Victor wheel since June, 1885, giving it during that time a thorough test, and am abundantly satisfied that it is a first-class wheel in every respect.

A. M. HAGAN, Nashville, Tenn.

I have used a 52-inch Victor Bicycle two years, in the winter for teaching, and in the summer for road use; and can say that it has given entire satisfaction.

CHAS. S. KEITH, Alliance, O.

The Victor Bicycle purchased of your agent last September has proved itself first-class in every respect. It is said by all who have tried it to be the easiest running bicycle in town.

W. THOMPSON, Redwood City, Cal.

Have ridden the Victor Bicycle during the season of '86, and like it much better than any bicycle I ever saw, it being my third wheel. The swing saddle, cushioned tire, square rubber pedals, and the graceful curve of the handle-bars make it as near perfection as it is possible to attain. I shall order a new one for '87 of the same make.

WM. C. HEVENER, Sacramento City, Cal.

I have ridden the '86 Victor over 1,000 miles since I purchased it, and have broken nothing, although it has been subjected to some hard work. It is a first-class roadster in every respect.

F. E. BLINN, Redwood City, Cal.

After riding almost every other wheel in the market, I was induced to try a Victor, and can truly state that they are beyond comparison in durability, symmetry, and easy running qualities.

J. A. LEWIS, Sec'y-Treas., Mo. Div. L. A. W.

The Victor is perfect. Beats everything around here. Rode 22 miles yesterday in 1.55 without any fatigue.

G. C. MCNEIL, Akron, O.

I am one of the lucky ones who waited for your 1886 Victors, and to say the least, it is just worth its weight in gold.

W. BALCOM, Brick Church, N. J.

I am much pleased with the wheel. Good design is everywhere apparent in the Victor, whether the judge be an artist or an engineer.

CHAS. W. KELLEY, Cleveland, O.

I want no better wheel than my new '86 Victor. It comes as near to running alone as anything can.

H. H. LINNELL, East Boston, Mass.

The Victor is good enough for me, and my choice by all odds.

GEO. H. SHORT, 27 Warren street, New York city.

The wheel that I had of you the 3d of July has received universal praise by all the wheelmen here. I won a five mile race on the 5th of July, and have won in several road races, and at the County Fair held here the 30th and 31st of September. They all say that any one can win a race who rides a Victor, and they will ride one next year if they can get anything for their old wheels.

WM. P. JORDAN, Willimantic, Conn.

In my opinion the Victor is the best wheel in the market; for durability and easy running, without a peer.

THOS. H. PORTER, Hagerstown, Md.

After one year's hard riding on the Victor, would say it needs no better recommendation. My brother will buy one next season, on the merits of mine.

FRANK A. LECHLIDER, Hagerstown, Md.

I have ridden the Victor two seasons, and am convinced that it is the easiest running wheel in the market, and the best hill climber ever made. I am well pleased with it in every respect.

GUY ABERCROMBIE, Rushville, Ind.

During the autumn of 1886, I rode a 54-inch Victor in steady business for about two months. I rode above 1,000 miles in the time and found it necessary to adjust it but a half dozen times or so. For staunchness and ease of running it is without a rival. I have not expended a dollar for repairs, which convinces me of its superior durability.

W. L. ARCHER, Battle Creek, Mich.

I am now riding a Victor machine, and consider it *par excellence*.

ALBERT HEARD, Hagerstown, Md.

I have examined your 1886 Victor bicycle, and was greatly pleased with it. I was surprised at its durability on our rough roads, and also at the easy running.

W. A. WINDISCH, Cincinnati, Ohio.

I find, as I expected, the machine is a beautiful mount, a remarkable coaster, and very rigid and staunch on hills. I am perfectly satisfied.

OLIVER M. MITCHELL, 389 Friendship street, Providence, R. I.

It is the most satisfactory machine I ever mounted. It rides so easily over sunken stones, and as a hill climber I have never mounted its equal. Its lines and appearance are extremely graceful. Altogether I may say truly, that I am delighted with it.

ROBERT M. RIDDLE, Lansdowne, Pa.

The 54-inch Victor has won me a number of races.

E. HARRY DURANT,
Atlanta, Ga.

It is the best wheel in the world, and the tire especially is the wonder and admiration of the "boys." It rides like a cradle compared with the ———, ———, ———, or ———.

E. M. DURANT, Atlanta, Ga.

The Victor is a splendid wheel. I am the happy possessor of one, and am delighted with it. Will take pleasure in recommending it to everybody.

VICTOR A. MARTIN, Eufaula, Ala.

Last spring I purchased a 52-inch Victor. I have ridden the wheel continually, and must say it fully equals, and in some points surpasses my most sanguine expectations. To my mind the Victor is staunch, steady, and swift, while, as a hill climber and coaster, it "takes the cake."

FRANK J. WETTER, Massillon, Ohio.

The Victor is coming into universal favor among old riders it seems.

H. E. JONES, Bainbridge, Ohio.

In my estimation, the Victor truly deserves its name, and to show my preference I use the same.

G. B. ROGERS, Little Rock, Ark.

I bought a 52-inch Victor last June, and it has given satisfaction in every respect.

JOHN M. DUNGAN, Little Rock, Ark.

I am very much pleased with my wheel; would not exchange it for any I have tried.

ED. B. REED, Clearfield, Pa.

I can firmly say the Victor is the best wheel that makes a revolution. It is all one can wish for, and I hope never to dispose of it.

D. H. SCHNEELY, Mercersburg, Pa.

I purchased last summer a Victor Bicycle, which I have been very much pleased with. I rode an ——— for three years, but should be very unwilling to go back to that machine after having ridden the Victor. Your machine is certainly one of the easiest, if not the easiest machine I ever rode.

ARTHUR E. MILLER, Meriden, Conn.

During the season of '86 (my fourth as a wheelman) I have ridden a Victor Bicycle. It has proved first-class in every respect, being an easy running, firm jointed machine, carefully and accurately made. If I bought another bicycle it would be a Victor.

ROBT. W. EVANS, Hudson, N. Y.

I am the happy possessor of a 56-inch Victor, and know that it is a thoroughly well made wheel.

B. S. McELHINNY, Fairfield, Ohio.

The Victor is a splendid roadster.

JNO. BOLTON, Canton, Ill.

I shall give my best attention to the Victor cycles because I believe them to be the best, after an experience of six years. Your wheel has been ridden by me longer than any other one make, and I am hard to please.

J. E. HARDER, Clearfield, Pa.

I shall be pleased to do all I can for the Victor this season, as it is the best wheel made for Middletown and vicinity, and look for a good year for the Victor here.

F. L. CAULKINS, Middletown, Conn.

I have been riding one season. My first wheel was a ———, but I disposed of it at a sacrifice, and am now using a *good wheel*, the Victor.

WILL RAY, Beaver Falls, Pa.

I have only ridden since July, '86, but I have traveled a great many miles since that time, and consider the Victor a great hill climber.

GEO. F. KAHLER, Millersville, Pa.

I have ridden your 54-inch Victor Bicycle one season, and it gives me pleasure to state that I consider it a first-class wheel in every respect; easy running, well made, of fine finish, and excelled by none for every day road riding.

WALLACE H. PHELPS, Alliance, Ohio.

I have ridden the Victor two seasons, and it has given me the best of satisfaction.

S. H. DAWSON, Beaver Falls, Pa.

SUGGESTIONS.

Correspondence must be sent to Boston.

We deliver all cycles f. o. b. at Chicopee, Mass., when our responsibility for carriage ceases.

Sundries and parts are shipped from Boston.

No Charge for Cases or Cartage.

Our terms are Net Cash with Order.

When goods are ordered C. O. D., a sufficient amount to cover carriage both ways must be remitted.

We make no deviation from our List Prices.

No goods should be shipped to us without first obtaining instructions from our Boston Office.

All wheels sent for Enamel or Compressed Tires must be clean and absolutely free from cement.

We would suggest the use of American Express money-orders as a safe and convenient form of remittance.

OVERMAN WHEEL CO.

Office, - - - 182-188 Columbus Avenue, Boston, U. S. A.
Factory, - - - Chicopee, Mass.

PRESS OF SPRINGFIELD PRINTING CO.

VICTOR TRICYCLE.

(For description see page 12.)

