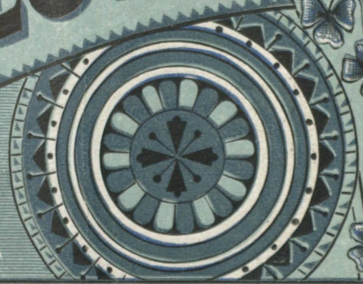


Victor



TRICYCLES

VERMAN
WHEEL CO.
Hartford,
Conn. U.S.A.

20
Overman Wheel Co.
ILLUSTRATED CATALOGUE

OF THE

Overman Wheel Co.

1883.

SPRINGFIELD, MASS.:

PRESS OF SPRINGFIELD PRINTING COMPANY.

1883.

ILLUSTRATED CATALOGUE

THE OVERMAN WHEEL CO.

A. H. Overman, - - - - - President.
 E. V. Preston, - - - - - Vice-President.
 G. P. Davis, - - - - - Treasurer.
 Fred. W. Davis, - - - - - Secretary.

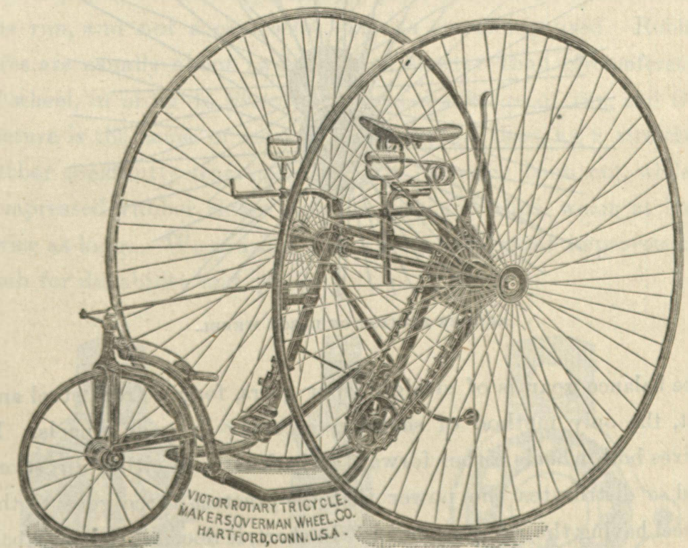
DIRECTORS.

A. H. Overman, - - - Chicopee, Mass.
 Rodney Dennis, - - - Hartford, Conn.
 E. V. Preston, - - - Hartford, Conn.
 John S. Gray, - - - Hartford, Conn.
 James L. Howard, - - Hartford, Conn.
 G. P. Davis, - - - Hartford, Conn.
 Chas. L. Mitchell, - - New Haven, Conn.

Office, - - - HARTFORD, CONN.
 Works, - - - CHICOPEE, MASS.

ANNOUNCEMENT.

In putting the VICTOR ROTARY TRICYCLE on the market, and thus assuming the position of pioneer tricycle makers in America, we have borne in mind the fact, that the great demand for tricycles which has sprung up in the past three years is being supplied by

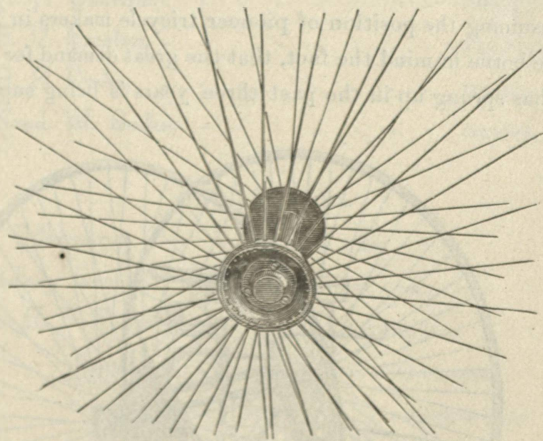


English makers, and that our machine will be compared with over two hundred English machines of greater or less merit. In view of this fact, we have undertaken to make the best tricycle that material and workmanship will produce, and in order thoroughly to appreciate what is being done abroad, we visited Europe three times before making final decision on the various features of

TL 435.083 I44 1883

our model. In general pattern we have followed tricycles of world-wide reputation, such as the Premier, Royal Salvo, and Fleet, but in many instances, have left the beaten paths and introduced new features, with a view to increasing the beauty and usefulness of the machine.

The Victor Rotary is built on thoroughly interchangeable principles, and is, we believe, the first tricycle ever made in which all the parts can be replaced without having to be fitted. It is a front-steering, double-driving machine, with double suspension wheels.



BROKEN SECTION OF LARGE WHEEL.

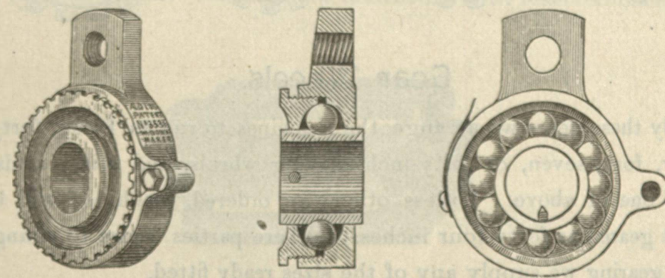
The balance gear is of straight spur gears, forged from steel and cut, the only method of securing accuracy in gear wheels. It drives both wheels either forward or backward, in either direction, and so distributes the power that the greatest force goes to the wheel having the greatest need. In short, it does all that any balance gear can do, is very compact, and less liable to wear and breakage than most of the gears used for this purpose. It occupies space which could be used for nothing else, is out of sight, and protected from weather and dirt.

The frame is entirely of Weldless Steel Tubing made for us in Birmingham, England. This tubing is made only in Birmingham and is the lightest and strongest known. The wheels are the

usual spider pattern, but are so made that the spokes are suspended at each end, giving easier and more complete adjustment, and greater elasticity. The wheel will stand the jar of usage better and will ride more easily. Hubs are flush with face of wheels, preventing their being battered, and allowing the machine to pass through a narrower door-way. Spokes are of very small steel wire, but are of steel of such quality that each spoke will stand a tensile strain of eleven hundred pounds. Sixty of these spokes are used in each driving wheel. Rims are crescent shape.

Tire.

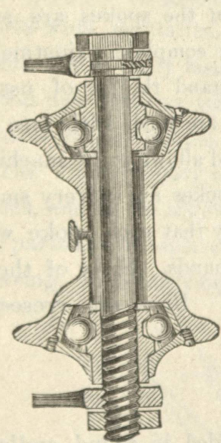
The tire is of pure Para rubber, moulded in round endless moulds, and is a new departure in tires, as it is *compressed* into the rim, and not a *contractile ring* as commonly used. Rubber tires are usually about twelve inches shorter than circumference of wheel, in order to *stretch* them into the flange of rim, and this feature is the cause of most of the wear on tires, as a stretched rubber constantly tears open where it has once been cut, while a compressed rubber closes over the cuts, and thus wears at least twice as long. We consider this a *very important* improvement, both for durability and elasticity.



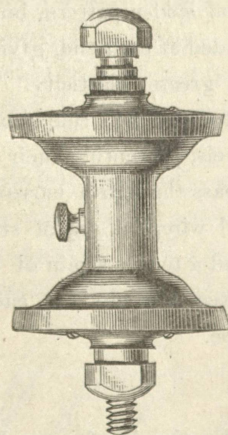
DRIVING WHEEL BEARINGS.

Bearings.

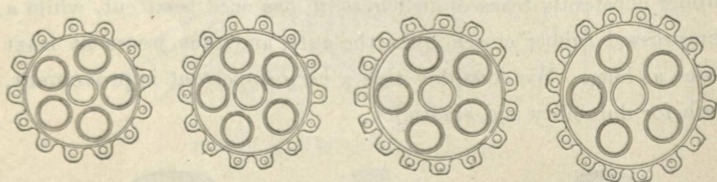
There are numerous forms of ball bearings, but it can be claimed with reason that "Bown's Æolus" ball bearings have the best reputation for ease of running, simplicity, durability, and for nice



SMALL HUB.



adjustment for wear. Most of the fast records in England have been made with machines having *Aeolus* bearings. We furnish these bearings to all wheels, made for us by Wm. Bown of Birmingham, England.



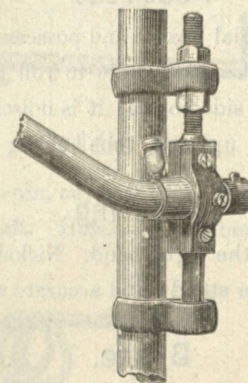
Gear Wheels.

By these gears we arrange the machines to run as forty, forty-four, forty-seven, or fifty-inch driving wheels, and will furnish any one of above. Unless otherwise ordered, machines will be sent geared as forty-four inches. Where parties desire to change the gearing we supply any of the sizes ready fitted.

Chain.

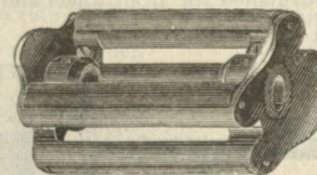
We have produced a very superior chain. The parts are of steel and the pieces are all *hardened* before putting together, then, by special machinery, they are trued up and run till they are

smooth and flexible. This chain will neither stretch nor break. Will run easily from the *start*, and not take months to wear it into shape.



Universal Joint.

Crank bearings are hardened steel bushings fitted in universal joints, and can be placed in any position, insuring a true line of bearings even though the frame should be strained out of true. This is important, as a machine cannot run easily if crank bearings are out of line. Bearings are lubricated with reservoir oilers.



Pedal.

This pedal has many advantages. It is light, looks well, is easily altered for wear, gives a sure footing, and is made of a good quality of soft rubber. The bearings are parallel and easily kept clean. Ball bearings are not desirable for tricycle pedals, as being

so near the ground they constantly get filled with sand and dirt and clog up,—often locking and causing much expense as well as annoyance.

Foot-rest.

The foot-rest is a special design and possesses some advantages. Is hinged to frame, making a handle to roll the machine about; cushioned on the under side so that it is noiseless, and has rubber foot-rest curved slightly upward, thus holding feet in position.

Steering

Is done entirely with the right hand. Nickered rack and pinion, and long tiller. Gives a steady and accurate steering.

Brake.

We use a broad band brake with long handle. It is made to push instead of pull, giving greater purchase.

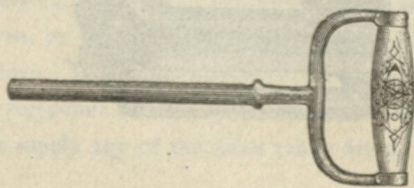
This pattern has been adopted by all leading machines.

Steering Head.

The Steering Head is the Stanley pattern, with adjustable bearings of hardened steel. Bearings detachable and can easily be replaced.

Mud Guards

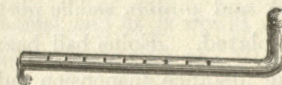
Of sheet steel are furnished for front wheel and chain, protecting the rider from dirt and grease.



Handle.

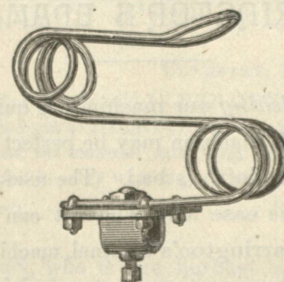
Handles are perfectly adjustable to suit any length arm. No screw-driver necessary. They are nickel plated, with white celluloid grips, which, though costing more than any other grip, makes a beautiful handle and is superior for wearing qualities. Nothing

seems to affect it, and it gives an opportunity to place a monogram on the handle, which is a desirable feature. As shown in cut, the grip is shaped to fit the hand, insuring a firm hold.



Saddle Post.

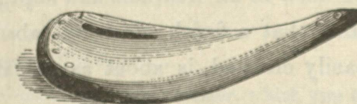
Saddle Post is an L pin, adjustable for height of rider, and also for position fore and aft. Holes are numbered for convenience of changes.



Cradle Spring.

There is but one *perfect* spring, and that is Harrington's Cradle Spring.

It is a luxury to ride on it, never breaks and can be fitted to any weight. We use no other.



Saddle.

The Long Distance Suspension Saddle is the standard seat for bicycles. We furnish it with each machine, believing this to be best for all persons. Have used enameled steel frame and nick-eled rivets.

Price of Tricycle.

The Victor Rotary Tricycle will be finished in Harrington's Enamel, striped in gold. Handles, foot-rest, brake handle, small hub, steering rod, rack and pinion, saddle post, hub caps, and all nuts and bolts nickel plated. Æolus ball bearings to all wheels. Cradle spring and long distance suspension saddle. Price, crated for shipment, with saddle-bag, oiler, and wrenches, \$160.

We cannot deviate from this price, as it is very low considering the character of the work and material.

HARRINGTON'S ENAMEL.

The manner of *finishing* our machines is quite as important as their construction. A machine may be perfect in mechanism and still be a failure if the finish is bad. The usefulness of a tricycle depends largely on the ease with which it can be kept in order. When finished with Harrington's Enamel, machines may be cleaned at convenience, even leaving them untouched for months, without damage.

Harrington's Enamel will not chip off nor crack, is very hard and admits of a beautiful polish; withstands the weather perfectly, can even be buried in the ground without injury. It is not affected by salt water—making a reliable finish for machines at sea-shore. In a machine having as many exposed parts as a tricycle, which is to be used in all weathers and kept in order by the rider, it will be found that a finish which will absolutely prevent rust, and can be easily cleaned, is about as valuable as the machine itself.

Many other methods resemble this in appearance, and some even claim the same virtues, but in no case have they stood the test of wear. Short tests are of no value where the finish is expected to stand for years. Harrington's Enamel is *not an experiment*. It has stood the test of seventeen years, and can justly be called the only reliable finish for metals to be used out of doors. When we

contemplated beginning wheel manufacture, we found in England that Harrington's Enamel had no competition; that it was acknowledged to be superior to all other methods of finish, and that we could not have the best without it. Our tricycles are all finished with this enamel, and as it would cost twenty dollars to have this work done, we claim that the Victor Rotary Tricycle is worth, on this account, just twenty dollars more than a tricycle finished by any other process. We believe that all bicycles and tricycles in this country will sooner or later come to us to be enameled, as hundreds are already doing, and that parties who buy our machines will avoid this extra expense. Except John Harrington of London, we are the sole owners of this process.

(COPY.)

COVENTRY, ENGLAND, Nov. 1, 1882.

This is to certify, That I have sold to THE OVERMAN WHEEL CO., of Hartford, Conn., the sole right to HARRINGTON'S ENAMEL for America, and that I have carefully examined the material and work as done by them, and pronounce it to be perfect, and in every way as good as can be done by me.

(Signed)

JOHN HARRINGTON.

Mr. Henry Sturmey, who is the highest authority on all wheel matters, in the "INDISPENSABLE" for 1882, says of HARRINGTON'S ENAMEL: "It is done in any dark colors, or combination of colors, and has a most effective appearance, whilst it is not only perfectly impervious to wet and rust, but it is also acid-proof even. I have had it in use some eighteen months, and have never before been 'happy' about my machine after a rainy run, but now can leave it for a month without attention, and it will be none the worse."

THE OVERMAN WHEEL COMPANY:—

Dear Sirs,—My 57-inch Yale, light roadster, which you have so beautifully finished in Harrington's Enamel, black, full-polished, has come to hand.

My experience with "finishes" for the past four years has been varied in everything but the result—rust. Burnished steel lost its luster in spite of continuous and frantic efforts to preserve it; nickel spotted and peeled; paint absorbed oil, scraped off on the slightest provocation, and looked lugubriously dingy. I shudder to recall the hours of scouring, greasing, and polishing that are irrecoverably sunk into my 'cyclic past.

But now I am at peace with my wheel and the world. I gaze at the glistening jet over which I have just thrown a bracket of water, and a feeling of ineffable

happiness steals over me. The skies may lower, the rain fall, but never again will the thought of arduous clean-ups deter me from my longed-for spin.

Harrington conveyed one priceless blessing upon wheelmen when he gave them the cradle-spring. His enamel is quite as worthy of appreciation.

Yours truly,

LLEWELLYN H. JOHNSON,

O. W.'s. N. Y. Bi. Club,

Chief Consul L. A. W.

ORANGE, N. J., February 17, 1883.

OVERMAN WHEEL Co., Hartford, Conn.

Gentlemen,—You must be well aware of the blessing you have conferred on bicyclists by introducing Harrington's Enamel, one of the neatest and most durable finishes for a bicycle ever invented; a finish that embodies all that is claimed for it, and must eventually displace paints and nickels.

Having spent a number of hours in the last two years scraping and cleaning my bicycle, I determined to have my new "Sanspareil" roadster enameled full polish, "style D," and you have sent me the finest looking bicycle I have ever seen.

I have tried your enamel in various ways, and find it true to its claim, *i. e.*, you cannot by any fair usage scratch or chip off the smallest particle, while rain and mud have no effect upon it whatever.

To me, Harrington's Enamel has removed the only drawback to bicycling, and made it a pleasure to be able to ride in all weathers, without dreading the job of cleaning and scrubbing my wheel.

Bicyclists have only to use the enamel to appreciate it, and once having a bicycle enameled, you are always sure of their future patronage, as no man who values his time can afford to be without Harrington's Enamel.

Yours truly,

HENRY E. DUCKER,

Pres't S. Bi. Club.

SPRINGFIELD, Mass., March 3, 1883.

Prices.

BICYCLES.	A.	3 coats Enamel, Unpolished,	\$12 00
"	B.	2 " " Striped and Varnished,	12 00
"	C.	2 " " Striped in Gold and Varnished,	15 00
"	D.	3 " " Full Polished,	15 00
TRICYCLES.	A.	3 coats Enamel, Unpolished,	15 00
"	B.	2 " " Striped and Varnished,	18 00
"	C.	2 " " Striped in Gold and Varnished,	20 00
"	D.	3 " " Full polished,	20 00

NOTE. Varnish is used only to protect ornamentation. Spokes are never varnished.

PARTS. DONE IN A, B, C OR D FINISH.

BICYCLES.	Wheels,	\$10 00
"	Rims,	4 00
"	Spokes,	8 00
"	Backbone,	3 00
"	Fork,	3 00
"	Cranks and pedals,	2 50

TRICYCLES.	Wheels,	\$12 00
"	Rims,	5 00
"	Spokes,	10 00
"	Frame,	10 00
"	Crank and pedals,	3 00
"	Small fork,	2 00

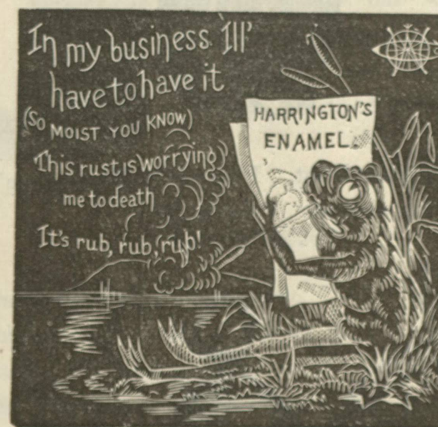
Monograms in colors, \$1.00.

We enamel in all colors but blue.

We can enamel on nickel, but *do not advise it*, as nickel constantly chips off, and being a porous deposit, rusts under the metal; hence, for full nickeled machines, or roughly-made machines, an extra charge must be made to cover actual expense of preparing machine for enamel.

No work genuine unless stamped on frame "Harrington's Enamel."

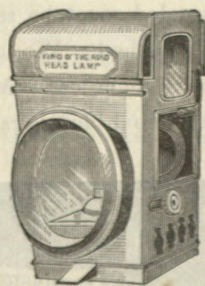
All machines to be enameled must be sent to us at Chicopee, Mass., with owner's name attached. We advise that machines be sent by freight as expense is much less. American Express gives us a special rate of one-half usual bicycle rates both ways.



ACCESSORIES.

Lamps.

The King of the Road Head Lamp is compact and holds a light well. Shows a white light ahead and red lights at side. Has



reflector and cut glass front. Finished in Harrington's Enamel. Has best reputation abroad. Price \$4.00.



Bell.

A new design, nickel plated, rings twice with one pull, has a loud, clear sound. Cannot rattle or shake to pieces.



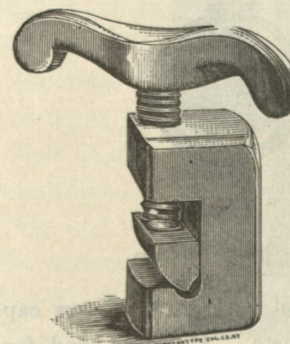
CLUB.



CYCLIST'S.

Saddle Bags

Are made of cowhide and are suitable for carrying all tools necessary for a tricycle. Club bag, \$1.00. Cyclist's bag, \$1.50.

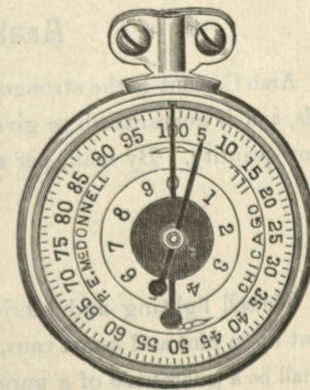


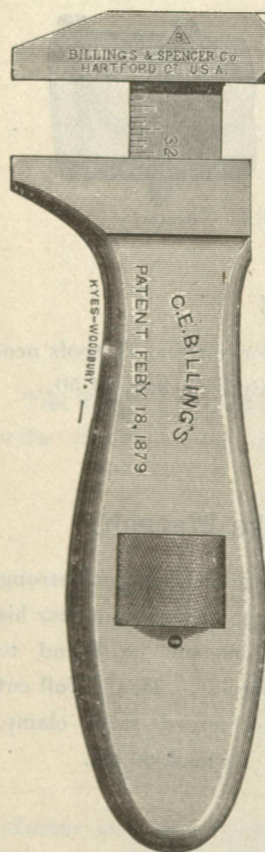
Spoke Wrench.

Every wheelman needs a good strong spoke wrench, one that will not mar his spokes. This one will be found to answer every purpose. Has a full cut steel screw and forged steel clamp. Nickel plated. By mail, 60 cts.

Cyclometer.

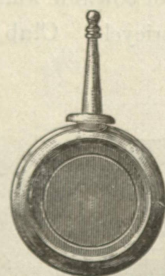
We furnish Spalding's Cyclometer, both wholesale and retail, and believe it to be the most practical as well as the cheapest cyclometer on the market. It is small, accurate, and so arranged that dust and rain do not affect it. Weighs only two and one-half ounces. Requires no oil. By mail, post paid, \$4.00.





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, blued steel, 75 cts.; nicked, \$1.00.



Pocket Oiler.

Best material, with safety screw cap to prevent waste. Dealers, send for price in quantity. By mail, 20 cts.

Arab Cement.

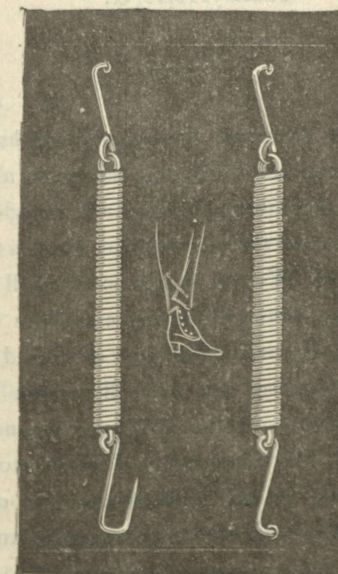
Arab Cement is the strongest known. Made from purest materials, and is guaranteed to give satisfaction. Dealers furnished in any quantity. By mail, per stick,—2 oz., 25 cts.

Oils.

We sell lighting and lubricating oils, of the best quality only, put up in pint and quart cans, and branded O. W. Co., which brand shall be a guarantee of a pure article.

Handy Hooks.

Handy Hooks have become a great convenience to riders for holding trousers in place, as a substitute for leggins. They are in great demand in this country and in Europe. Each pair mounted on black card, as shown in cut. By mail, 12 cts.



REPAIRING.

We have established a repair department, and have furnished it with special machinery and tools, together with all materials required for repairing and making alterations in bicycles and tricycles, and can assure our patrons that our facilities for this work are unsurpassed in this country. We can supply parts to all machines, both English and American, and will furnish estimates on application. Machines can be sent to be repaired and enameled at same time, thus putting them in perfect order. Will furnish rubber tires of finest quality of Para stock for \$2.00 per pound. Will mail two inches of small tire showing quality of stock, for fifteen cents. The following is an approximate list of rubber tire sizes and weights. Three-fourths, seven-eighths and one inch in diameter.

$\frac{3}{4}$	—16 inch,	weighs	$12\frac{1}{4}$	ounces.
$\frac{3}{4}$	—18 "	"	$13\frac{3}{4}$	"
$\frac{3}{4}$	—20 "	"	1	pound.
$\frac{7}{8}$	—48 "	"	$3\frac{1}{4}$	"
$\frac{7}{8}$	—50 "	"	$3\frac{1}{2}$	"
$\frac{7}{8}$	—52 "	"	$3\frac{3}{4}$	"
$\frac{7}{8}$	—54 "	"	4	"
$\frac{7}{8}$	—56 "	"	$4\frac{1}{4}$	"
$\frac{7}{8}$	—58 "	"	$4\frac{1}{2}$	"
1	—46 "	"	4	"
1	—48 "	"	$4\frac{1}{4}$	"
1	—50 "	"	4	" 6 ounces.
1	—52 "	"	4	" 10 "

1—54 inch, weighs $4\frac{3}{4}$ pounds.

1—56 " " $4\frac{1}{8}$ "

1—58 " " 5 "

1—60 " " $5\frac{1}{4}$ "

We do all kinds of nickel, silver and gold plating, etching on steel, monograms and special designs.

Care of Tricycle.

Don't lend it. Many of the breakages are caused by persons riding the machine who know nothing about it. Like other machinery, it needs to be understood and cared for intelligently. Keep all bearings clean and well oiled. With oil the rule is—*a little and often.* All nickeled parts should be well wiped after each ride, using a chamois skin with a very little oil on it.

Parts finished with Harrington's Enamel can be cleaned at convenience, as they will not be hurt by the weather. When wanted to look particularly fresh, clean with wet sponge, and then rub with chamois skin, using a drop of sweet oil—almost none,—and rub it all off with chamois. Never change saddles. The fit will be improved by use. Chain should be kept clean and covered with plumbago. A proper cover or shed should be had for stabling machine. Before starting for a ride see that all nuts are tight, and every part in order. When parts become worn out or broken, send to makers for new parts to replace them, thus saving much expense.

Notable Road Performances on Tricycles.

152 miles,	in 18 hrs. 20 min.,	by C. D. Vesey,	Sept., 1882.
214 "	" 2 days	" "	" 1882.
191 "	" 1 "	" J. Hawkins,	" 1882.
180 "	" 23 hrs. 45 min.,	" T. R. Marriott,	June, 1882.

1007 miles from John O'Groat's to Land's End, in 13 days, 23 hours, 55 minutes, by Alfred Nixon, on a Premier tricycle, an average of nearly 72 miles a day, up hill and down, over all kinds of roads.

Every year there is an annual road ride of fifty miles for the championship of England. In 1882 it was won by M. J. Lowndes, in 3 hours, 47 minutes, 50 seconds. With regard to the possible speed of tricycles, we give the following records, with the general statement that while a bicyclist is making ten miles an hour, a tricyclist, with the same effort, will go eight miles.

Tricycle Records.—Amateur.

	H.	M.	S.		
1		3	16	M. J. Lowndes, . . .	Coventry, July 1, 1882.
2		6	41	" " . . .	" Aug. 7, "
3		10	27 3-5	" " . . .	Crystal Palace, Oct. 14, 1882.
4		13	59	" " . . .	" " "
5		17	31 2-5	C. E. Liles, . . .	" " "
6		25	27	G. L. Hillier, . . .	Leicester, April 19, 1881.
7		29	47	" " . . .	" " "
8		34	30	" " . . .	" " "
9		39	9	" " . . .	" " "
10		42	54	S. Corbett, . . .	" " "
25	1	45	0	M. J. Lowndes, . . .	North Road, Sept. 9, 1882.
50	3	47	50	" " . . .	" " "

Royal Patrons of Tricycling.

The tricycle has, in the past three years, come into such universal use in Europe, that to-day there are over forty thousand in England alone, ridden by both ladies and gentlemen. The English Post Office Department furnishes them for its carriers. Many surgeons use them and prescribe them for their patients. Royalty has adopted the machine quite universally, as is shown by the following partial list of royal patrons:

- H. R. H. Queen Victoria.
- H. R. H. The Prince of Wales.
- H. R. H. The Princess of Wales.
- H. I. M. The Emperor of Austria.
- H. I. H. The Khedive of Egypt.
- H. I. H. The Empress of Russia.
- H. R. H. Princess Mary, Duchess of Teck.
- H. R. H. The King of Spain.

Also, Baron Rothschild.

Rt. Hon. Earl Granville.

Earl Darnley.

Viscount Bury.

Earl Sefton, etc.

If our space permitted, we might insert many letters which have been written on tricycling, but it is hardly necessary, since the great majority have already seen and heard enough of the machine to know that it is a permanent institution, and has reached a degree of perfection which entitles it to a prominent place among the useful comforts of life.

We insert extracts from one letter on

"Tricycling in Relation to Health,"

By Benjamin Ward Richardson, M. D., F. R. S. "There is an idea by those who do not ride the tricycle that the work of it is exceedingly fatiguing. In point of fact, however, nothing is so easy as the work when the art of working is mastered. It is easier than walking; it is easier than riding on horseback on the easiest horse that can be ridden. The peculiarity of the process of riding on the tricycle is that so much can be done, not only without fatigue, but with a sense of lightness and of relief from weariness, bodily and mental, which is positively refreshing. I can ride forty miles on the tricycle, experiencing, I can safely say, less fatigue than from walking ten, or from riding on horseback twenty, although I am a practiced hand in both the last named exercises all my life through, while I am comparatively a novice on the tricycle. The reason of this is not difficult to explain. In walking the legs carry directly all the weight of the body, and as each foot comes down on the ground, there is a certain vibration or shock quite through the body, which, though not acutely perceptible, is, nevertheless, fatiguing. The breathing, also, is carried on at a disadvantage, for the diaphragm or great respiratory muscle is not able to act in walking with that steadiness and, as it may be said, purchase, as it is when the pelvis is fixed, the spinal column firm, and the upper limbs steady. In rid-

ing on horseback the body is seated, but the sitting is not firm. The body rises in the saddle with one forward movement of the animal, and falls with the next movement, so that there is with the best riders a persistent concussion; there is, moreover, some weight borne by the stirrups. All these movements are adverse to saving of labor, and are very fatiguing. In tricycling these difficulties are very greatly lessened, if not removed. The body is lightly seated, and the direct weight of the body upon the lower limbs is taken off, the limbs themselves being left free to do the work required. The concussion of the body through the limbs is also much relieved. The body is firmly placed and the breathing is well and easily and firmly sustained. Best of all, the heart is not subject to overstrain or concussion by the exercise, when the exercise is carried out with even common regard to steadiness and freedom from violence of effort.

"These are the reasons why the motion got by the bodily work in tricycling is so much easier than that got by walking or by riding on horseback, easier, in short, than any other mode except by the bicycle.

"In learning to ride the tricycle the management of the breathing should have a first consideration. To get into a good and healthy habit of breathing, and to get that habit confirmed, is worth a great deal to riders of all ages. Learn from the first to breathe by the nostrils, not by the mouth. I do not know why it is, but certain it is, that most riders get into the way of mouth-breathing, as if they had no nose at all, the moment they get into the saddle. The result is always bad. There are two handles on the tricycle, one of which, that on the right hand, is used for steering the machine, the other, that on the left hand, for holding by. Both afford support. By seizing these handles firmly, and pulling up by them, great power may be got for propelling the machine, because by this means the hands and arms come in to assist the legs and an extra force is put on. Young riders are apt to begin by laying on this reserve power and never giving it up. The point of practice, consequently, is to use the handles as rests for the hands on all common occasions, to let them hold the hand-

les lightly, with no more force than is just necessary for steadiness and mastery, and only to bring them into full use when the necessity arises. The earliest exercises on the tricycle should be taken on a level road, and they should not be so prolonged as to produce fatigue, or embarrassment of the breathing or circulation. Gradually the time of riding should be increased and the common difficulties of the road met. It is good practice to commence by riding a mile the first day, and not to exceed two miles a day for the first three or four days; after that the exercise may extend to five miles a day, and in a week or two to the full of the rider's capacity.

"The rule not to overstrain the body in riding, by attempting too much, is applicable to persons of all ages, but it requires to be enforced on the young, who are the most liable of all to suffer from overstrain."

MISCELLANEOUS.

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