Gentlemen:

I send you by express today a rough sample of ~~my~~ a metallic tire showing the possibility of more than superseding the pneumatic tire therewith.

I suppose I do not need to apologize for its imperfections or enlarge on its capabilities. I made it myself, except the springs, and do not need to say that my hands are not skillful.

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There are some things I should explain perhaps.

1— The bumps by which springs are attached to wheel are merely the result of utilizing what I had. If such attachment was to be frequently made it ~~shou~~ would be done in a much lighter and better manner.

2— In the wheel especially intended for this tire the ~~rim~~ ~~will stand of the rim~~ interior rim will stand edgewise — that is perpendicular to the axle, the steel & spokes fastening

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upon the outer edge and the suspensory springs upon the inner edge. This will ~~greatly~~ ~~not~~ enable considerably reduce the weight of the rim.

3.— The springs are, of course, a mere experiment as to size and strength, and somewhat as to form. I find nothing to guide me as to stiffness or number. The size should be reduced; the number increased, and the form modified. There are such which I wanted but the

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best I could get. They serve to show the action.

4— The external tire, as contemplated in my invention is only represented ~~by~~ in the wheel ~~shown~~ sent you. The rounded in-turned edges would ~~edges should~~ of course be evenly done by machinery and inside the flat part would preferably be a layer of spring steel, which would be protected from breakage by the cold-rolled strip without.

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5— It is also intended to put around the whole, a strip of rubber, cased with a strip of metal, the rubber way in this case, 1 1/2 inches wide with the external metal casing, 3/4 of an inch; these enclosing the edges of the rubber to the roadway and preventing slipping on the turn.

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6 — You will see at once that such a tire may be readily attached to an ordinary wheel by merely screwing the inner end of the side springs to the felloe.

7 — The resiliency, durability and cheapness of a flexible metallic tire of this sort, must be instantly apparent to you. As to the resiliency, we have use to suggest a great advantage over

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the pneumatic, (1) in the fact that it is controllable. By increasing or decreasing the number and strength of the springs, it may be adapted to the child's cycle or the heaviest dray and be of equal service and value on both. (2) There is no danger of puncture or explosion. (3) When skilfully made, its weight will not be more than 1/4 that of the pneumatic.

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8 — You will allow me one word as to the range of ~~range~~ application. I think the use of such a tire on almost all vehicles as a mere matter of economy of draft and added efficiency, is inevitable. This tire is easily adapted to all sorts of service.

9 — I see that I have neglected to call your attention to a fact you cannot fail to note, however,

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your wheels have served to smash some deceptive tendencies. Some ~~[illegible]~~ parties having partial knowledge of the invention, have made overtures for an interest therein, but I have refused to entertain any propositions looking to its working until I shall have heard from you. A Chicago firm, who heard of it only through a friend, has gone so far as to make me a contingent offer. Yours truly

[illegible]

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P. S. — I would like you to keep the matter out of the press as the foreign patents we ask you applied for

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