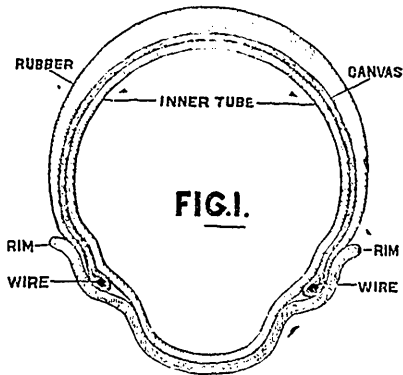


### The Comet Pneumatic Tire.

#### RESULTS OF A YEAR'S ACTUAL USE OF THE TIRE.

Our English and American exchanges lately to hand are filled with descriptions of the "Dunlop for 1893," and all wonder at its simplicity and completeness and why some inventive genius had not thought of it before. One contemporary gives the results of a few weeks' trial of the new tire. We in Canada have been more fortunate, for during the past year the "Comet" tire, which is exactly the same as the Dunlop, with the single exception of the value, has been in general use in Canada, and we, therefore, think the description and criticism which we append will be of interest not only to our Canadian readers, but also in view of the similarity of the tires, to the general wheeling public. Briefly, the tire may be described as follows: The rim, as will be observed, is of a peculiar shape, which materially adds to its strength. The tire is composed of the inner tube, or air chamber,



and an outer covering, the latter being made of a graduated rubber exterior, backed with very strong canvas. This canvas is looped at the edges, and through the loops run endless circular wires. These wires are made of the very best steel and are tested to stand an enormous strain, and when the tire is in its place and inflated they rest in slight recesses half way up the rim, and, as the wires form a smaller circumference than the outer edge of the rim, it therefore follows, that as long as the inner tube is inflated it is impossible to remove the outer covering. As soon as the tube is deflated, one of the wires can be pushed into the bed of the rim, commencing at the opposite side of the wheel from the valve; the wire will then project above the rim, just over the valve, and the

finger can be slipped under it and slid around the wheel, which releases one side of the covering. The inner tube may now be entirely removed from the wheel, repaired, and replaced, when the outer covering can be put in its place again by the same method as when removed; then, by inflating the inner tube, the edges of the outer covering containing the wires are automatically forced into the recesses in the rim, and the tire is as perfect as before.

We shall now deal with the tire under various headings.

#### EASE OF REPAIR.

During the past season a number of riders have had occasion to repair their tires, so that we have been able to get a number of experiences in that respect. Some say it can be done in as short a time as two minutes. We are informed by one rider, that he only spent seven minutes, and the puncture was so small that he was obliged to immerse the inner tube in water to locate it. This he was enabled to do without removing the tube from the wheel entirely. He simply turned it around in a basin of water until the hole was found. At all events it is only a matter of a very few minutes to repair under the most unfavorable circumstances.

#### LIABILITY TO PUNCTURE.

It is found by experience that nothing but a pin, tack, sharp piece of glass, or something of that kind, will puncture it. Stones or rough roads do not affect it in the least, from the fact that the shape of the rim is such that a small stone would be swallowed up without coming in contact with the metal; and if the stone is larger, so that it would press the tire down on the edge of the rim, the chance of a puncture is very remote, for the edge of the rim is turned outward, and between it and the stone there is the thickness of the outer covering, three thicknesses of canvas and two of the air tube, the latter being in the centre, so that it is entirely protected from puncture; in fact, we are informed by the company that, from the whole season's out-put, they have never heard of the slightest difficulty from that source.

#### WEARING QUALITIES.

This is a strong point in this tire, for there seems to be no wear out to it. The curve of the rim follows the curve of the tire, and they fit so nicely into one another that there is really no chance for wear, and it is found that there is not the least particle of creep in any of the many now in use. Upon examin-