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AXLES.

MOWRY'S TEMPERED SPRINGS.

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2d. I take extra pains in finishing the arms or spindles, finishing them as highly as a piece of cutlery, and making them to fit the boxes perfectly, which insures a perfect bearing.

3d. I case-harden, or steel-convert the arms or spindles, which process makes them much firmer and stiffer, causing less friction, less liability of heating and sticking of the arms to the box, less consumption of oil, and enabling a team to carry about twenty-five per cent. more to a load than can be carried with any common make of Axles.

4th. A smaller Axle of my make can be used with more safety to perform the same amount of business, and do it with more ease, than any common make in use.

5th. All livery men that have used them give them a decided preference. As their carriages are put to the most severe tests, and are more abused than any other class of work, they feel the importance of getting the best.

6th. I have obtained in every Fair where I have sent them (where there has been any competition) the highest premium awarded. I obtained premiums at the following places: At the United States Fair, held at Chicago; at the Illinois State Fair, held at Rockford; and at the Ohio State Fair, held at Zanesville.

7th. It is a fact, that most of the Axles furnished to carriage makers are made from a poor quality of promiscuous scrap, or the cheapest quality of rolled English iron, or an equivalent; hence the numerous breakages, causing yearly a great destruction of life and property, and the maiming of hundreds of persons for life. The majority of persons are ignorant on the subject of iron, supposing all iron to be alike. Such is not the fact, there being certainly as many varieties of iron as of wood, each having its peculiar qualities and adaptations; such being the case, it is manifest "the Axles are the most essential parts of the carriage."

Persons ordering or purchasing vehicles cannot be too particular in their selection of the same.

8th. As hundreds of Axles which are only base imitations are sold yearly for my manufacture, I stamp my name on each and every arm or spindle, so that no one need be deceived, and thus fall to get a "warranted article."

9th. The Mowry case-hardened, or steel-converted Axles, have been fully tested for upwards of eighteen years, by most of our first-class light carriage, coach, wagon, cart, dray, omnibus, and fire-engine builders throughout the United States and Canada, to whom I would refer for their utility, &c.; and for quality of material, to A. F. SMITH, Esq., Superintendent Hudson River Railroad, and to all practical Railroad men generally.

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[Apr27-20t]

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