

New Advertisements.

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Commissioner of Deeds for all the States and Territories,
United States Commissioner of the Circuit and District
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- 5.—MAJOR-GENERAL WILLIAM T. SHERMAN.
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- 8.—HON. HORACE GREELEY.

We want canvassing agents in every town in the North-
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This work will contain a great variety of facts, incidents,
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Those who want the most readable, reliable, and exhaust-
ive History of the great Rebellion, will buy this

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[6-tf] Express Company's Purchasing Agent.

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lish and German Editions of the
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The best selling subscription book ever offered to the pub-
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the best selection and offer the best inducements. Send for
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AXLES.**
MOWRY'S TEMPERED SPRINGS.

Reasons why "MOWRY'S CASE-HARDENED AXLES" are as reli-
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1st. They are made from charcoal, cold-blast, hammered,
"Salisbury Iron"—the best iron made in the world suitable
for Axles; so say all practical railroad men.

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 lively 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 car-
riage 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 par-
ticular in their selection of the same.

8th. As hundreds of Axles which are only base impositions
are sold yearly for my manufacture, I stamp my name on
each and every arm or spindle, so that no one need be de-
ceived, 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., Super-
intendent Hudson River Railroad, and to all practical Rail-
road men generally.

MOWRY'S TEMPERED SPRINGS.

Manufactured from the best quality of Spring Steel, which
is made of Swedish charcoal hammered Iron, and is conceded
to be the most reliable material that can be used for that
purpose, thus enabling me, by extra pains in finishing and
tempering, to furnish a much lighter Spring to perform the
same work, with far greater ease and satisfaction to the con-
sumer, that can be obtained from any ordinary make. Nine-
teen-twentieths of the Carriage Springs manufactured are
wrought from a quality of material called Spring Steel, which
is made from cheap British Iron, the production of which
being of such poor quality that all Springs worked from it have
to be made very heavy to carry the load, and being so heavy
they have no life or elasticity—in fact, "no spring" in them.
All persons who appreciate ease and comfort in riding, and
wish to get "Springs that are Springs," will purchase live,
and not dead ones. I subject all my Springs to a severe test
before they leave the shop, and guarantee them not to cripple
or settle; also stamp my name on them.

SAMUEL MOWRY, Manufacturer, Greenville, Conn.
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This issue of notes will be dated 15th July, 1865, and bear
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my25-16t

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