

Day's Superior Car Springs.

RAILROADS and car builders are respectfully invited to read the following letter from Messrs. Wharton and Petsch, of Charleston, S. C., the most extensive car builders in the south, as to the superiority of my Springs over those of Ray's. As this opinion of those gentlemen is based upon a test made of these Springs on the same road side by side, further comment is unnecessary.

All orders promptly filled with an article superior to Ray's at fifty cents a pound.

HORACE H. DAY,
23 Courtlandt Street, N. Y.

March 23, 1852.

Charleston, S. C., March 14, 1852.

HORACE H. DAY, New York:

Dear Sir—An advertisement having appeared in our papers for the purpose of assisting the New England Car Spring Co. to maintain a monopoly and injure you in the sale of your springs in our section of country, we deem it but an act of justice to ourselves, (who have been using your springs for some time past in our business), to you and to all interested, to state facts which have come under our notice as to the durability of your springs, in connection with those of the New England car spring Co. Many of the above company's springs have been in use on one of the largest railroads in our State, and have proved to be inferior to yours; in many instances they have burst open with the weight of loaded cars, and once with the weight of a car unloaded, when on the other hand we have never known yours to fail with any weight they have been pressed with.

The above railroad has a number of your springs in use, and it was through their foreman of repairs in car shop we were induced to try them; he uses no other when yours are to be had. We have never heard of any freezing in our late cold weather, nor are they affected by the heat of our southern summers. A consideration of no small magnitude is that your springs are 30 per cent cheaper in price, though the price would not govern us in our preference were not your springs superior.

Desiring that railroad companies and car manufacturers should not be imposed on by a monopoly to export from them 75 cents per lb. for an article not as good as you are selling for 50 cents.

Oblige us by filling our last order at your earliest convenience, and wishing you every success, we are, very respectfully, yours,

WHARTON & PETSCH,
Car Manufacturers, Charleston, S. C.

Notice to Contractors.

PROPOSALS will be received until the 4th of May next, at the Office of the Engineer of the Company, in Pittsburgh, for the Grading and Bridging on eight miles of the Pittsburgh and Steubenville Railroad, from Pittsburgh to Campbells run, comprising a tunnel 500 yards long, and some heavy sections; and for such other work on the line as may then be ready for contract. Information respecting the work may be obtained at this office, or from W. M. Roberts, Consulting Engineer, Marion, Ohio.

By order of the Board.

D. MITCHELL, Jr.,
Chief Engineer.

Engineer's Office, Pittsburgh, }
March 22, 1852, }

Railroad Commission Agency.

THE Subscriber offers his services to Railroad Co's and Car Makers for the purchase of equipment and furniture of roads and depots and all articles and materials required in the construction of cars, with cash or approved credit. No effort will be spared to select the best articles at the lowest market price.

He is sole Agent for the manufacture of the ENAMELED CAR LININGS, now in universal use. The best Artists are employed in designing new styles, and he will make to order pieces with appropriate designs for every part of the car, in all colors, or with silver grounds and bronzed or velvet figures.

He is also Agent for Page's Car Window Sash Fasteners, which is preferred by all who have used it to any other.

CHARLES STODDER,
75 Kilby st., Boston.

June 20, 1851.

3m.

Boiler Plates and Axles,

MADE of the celebrated Low Moor Iron, are offered for sale at the manufacturer's prices by

WM BAILEY LANG,

Jan. 22, 1852.

No. 9 Liberty Square, Boston.

Rubber Springs.

THE New England Car Spring Co. have just received the following letter from Mr. Bird, of the highly respectable firm of Bird & Weld, of Trenton, N. J., which they are induced to publish, as it somewhat exposes the very transparent affidavit of Mr. Israel Tucker, lately published by Mr. Day:

Trenton, March 10, 1852.

F. M. RAY, Esq.:

Dear Sir—My attention has lately been called to the affidavit of Israel Tucker, lately published in the Trenton papers, in which he swears that you made H. H. Day, through him, sundry large offers to compromise the law suits now pending between Mr. Day and Charles Goodyear. I must say that I think there is some mistake on the part of Mr. Tucker, for the reason that Mr. Day has several times requested me to use my influence with the rubber manufacturers to buy him out of the business, and I have as frequently tried to induce those parties to buy him out, but have always failed—not one of them being willing to pay Mr. Day one cent to relinquish the business. The last time Mr. Day applied to me for this purpose was just before the patent suit between him and Mr. Goodyear was expected to be tried in Boston. We met on board the steam boat between Newark and New York, on the day the bridge over the Hackensack river was burned. In that conversation he was very particular to ask me to see the parties and say to them that he would be very glad to sell out his whole interest in the rubber business, including all his machinery, and all his patents, and his business stand in New York; would give bonds to leave the business and not go into it again, and would allow a judgment to be taken out against him, so that an injunction could at any time be taken to stop him or any other person who should attempt to infringe upon the patents, and would also agree that all his counsel should become the counsel for the other parties. I immediately called upon yourself, Mr. Charles Ely, Mr. William Judson, Mr. John Greacen, Junior, Mr. R. Ford, and Mr. Candee, and tried very hard to bring about a settlement. I first called upon you, and afterwards upon the others, and got but one answer from all the parties, that "they would not pay Mr. Day one cent to leave the business to-morrow; if the patents were good they meant to sustain them, if not, the sooner they went down the better." Your answer was instantly given, "that you would not have anything whatever to do with any compromise with Mr. Day upon any terms whatever." It is for these reasons that I think Mr. Tucker was mistaken in his affidavit that you made him large offers to settle this matter, in order that you and your associates might have a monopoly in the business.

In haste, yours truly,

J. W. BIRD.

East Tennessee and Georgia Railroad.

TO MASONRY, BRIDGE, AND GRADING CONTRACTORS.

SEALED PROPOSALS will be received at the Railroad Office at Athens, Tennessee, until the 21st day of April next, for the Masonry and Superstructure of the Bridge across the Tennessee River at Loudon. The Bridge will be 75 feet above low water, and 1600 feet long.

The Piers and Abutments to be First Class Masonry, laid in Hydraulic Cement, and will contain about 5000 cubic yards.

At the same time and place, proposals will be received for the Grading and Masonry of thirty miles of Road from Loudon to Knoxville; a portion of the work is heavy, and the whole desirable for contractors.

Profiles, Plans and Specifications will be ready for examination at the Engineer's Office at Loudon on and after the 10th day of April.

By order of the Board of Directors.

THOS. H. CALLAWAY, Prest.

Railroad Office, Athens, Tenn., }
1st March, 1852. }

To Telegraph Companies.**TELEGRAPH WIRE.**

ORDERS taken for all numbers of best quality of English Telegraph Wire. Samples at the office of the Subscribers. JEE, CARMER & CO.,
6m*14 75 Broad st., New York.

M. B. Hewson, Civil Engineer,
(Open to a New Engagement.)
Memphis, Tenn.

India-rubber Car Springs.

THE New England Car Spring Co. are in the receipt of testimonials of the quality of their Springs from sources which can be relied on. The following is from Mr. G. W. Whistler, Jr., Supt. New York and New Haven railroad:

New York and New Haven Railroad, }
Supt's. Office, New Haven, March 12, 1852. }

To Mr. F. M. RAY, 104 Broadway, N. Y.:

In answer to your letter of yesterday, I would say, that we have used your India Rubber Springs, under our care, with great success. We have had an opportunity of trying other India Rubber Springs in large quantities, but have never found them to equal your Springs.

Very respectfully, your obedient servant,
[Signed] GEO. W. WHISTLER, Jr., Supt.

The following is from Wm. Ettinger & Co., of Richmond, Va.:

Richmond, March 13, 1852.

F. M. RAY, Esq.:

Dear Sir:—In reply to yours of the 11th inst. we take pleasure in stating that we have during the past 18 months applied your Springs both for bearing and buffer Springs, to some 65 freight and passenger cars, and have found them to give the utmost satisfaction to the companies on whose roads they have been placed, and we shall continue to use them in preference to any others which we have seen.

Yours respectfully,
WM. ETTINGER & CO.

HUDSON RIVER R.R. OFFICE, 68 WAREEN ST.

New York, March 5, 1852.

F. M. RAY, Esq.

DEAR SIR: Since my connection with this road, I have watched with much interest the matter of Rubber Springs for railroad cars. I have no hesitation in saying that your Spring is incomparably the best article which I have seen or used. I have tried others and found them to fail under pressure, or to freeze in cold weather and become worse than useless. I should prefer using yours at double their cost, to employing any other rubber spring which has fallen under my notice. Your Springs possess the rare quality of preserving their elasticity at all temperatures.

Yours, etc. OLIVER H. LEE,
Late Sup't Hudson River Railroad.

Rubber Springs.

TO RAILROAD COMPANIES, CAR BUILDERS AND OTHERS.—In an advertisement in the last Railroad Journal, Mr. Day endeavors to enlist the sympathies of the consumers of India-rubber Springs in his favor, by endeavoring to persuade them that he is their champion against monopoly, forgetting, I presume, that he has on more than one occasion offered to compromise with me, and using, as an argument, that in such case I could obtain the entire monopoly of the business, and sell the Springs at any price, which I declined to do—relying upon my rights and the superiority of my Springs.

Mr. Day has for months past been trumpeting to the world the fabricated statement that the American Institute in October last, awarded to him the first premium for the best India-rubber Car Spring. The diploma was awarded to myself. Mr. Day now turns upon the American Institute and insinuates that that body has been guilty of foul play. I call the attention of the public both to Mr. Day's attempted deception, and to the mode in which he now tries to get out of the scrape when convicted of it, by impeaching the character of the American Institute, the very umpire selected by himself.

Neither Day nor Fuller have a shadow of a right to the patent for an India-rubber Spring, nor to the composition of which it is made; and all Railroad companies and responsible parties, infringing my rights, (which are now vested in the New England Car Spring Company,) will be prosecuted.

F. M. RAY, 104 Broadway,
New York.

Railroad Iron.

1650 Tons, weighing about 61 lbs. per yard, 40 tons, weighing about 52 lbs. per yard, and 825 tons, weighing about 53½ lbs. per yard, of the latest and most approved patterns of T rail, for sale by
BOORMAN, JOHNSTON & CO.,
119 Greenwich street.

New York, Aug. 26, 1850.

N.B.—B. J. & Co are also prepared to take contracts for English rails, delivered in any of the Atlantic ports of the United States.