



Wright & Potter, Printers, 4 Spring Lane, Boston.

Table of Portable Steam-Engines, Manufactured by John C. Hoadley, Lawrence, Mass.

No.	Power. H. P.	Cylinder.		BOILER.								Balance Wheel or Drv'g Pulley.				Weight. Pounds.	Power. H. P.	Price. Cash.	
		Diam. In.	St'ke. In.	Waist Diam. In.	FIRE-BOX.			TUBES.		Fire Surface. Sq. Ft.	Grate Surface. Sq. Ft.	Diam. In.	Width of Face. In.	Weight. Lbs.	Speed. Rev. per Min.				
					L.	W.	H.	No.	Diam. In.										L'gth. In.
4	3	4	10	24	30	20	18	14	2 1/4	48	44	4 1-6	48	7	324	150	2,700	3	\$425 00
5	4	4 1/2	10	24	33	20	18	16	2 1/4	48	50	4 1/2	48	7	224	150	2,900	4	450 00
6	5	5	10	24	36	20	18	20	2 1/4	48	60	5	48	7	324	150	3,200	5	475 00
7	6	5 1/2	10	26	30	22	28	27	2 1/4	48	90	4 1/2	42	7	431	175	3,700	6	575 00
8	7	6	10	26	33	22	28	29	2 1/4	48	97	5	42	8	460	175	3,900	7	600 00
9	8	7	10	26	36	22	28	29	2 1/4	48	100	5 1/2	42	9	500	175	4,500	8	675 00
10	12	8	12	29	39	25	33	34	2 1/4	60	139	6 3/4	42and48	12*	920	175	5,800	12	840 00
11	15	9	12	29	42	25	33	41	2 1/4	60	161	7 6-10	42and48	12*	1,000	175	6,500	15	950 00
12	20	10	18	36	42	31	41	53	2 1/4	86	286	9	72and48	14*	1,600	125	10,300	20	1,300 00
13	25	11	18	36	48	31	44	60	2 1/4	84	308	10 3-10	72and48	14*	1,600	125	11,500	25	1,400 00
14	30	12	18	36	54	31	47	65	2 1/4	90	357	11 6-10	72	14*	2,362	125	13,000	30	1,550 00
15	35	14	18	40	54	35	48	80	2 1/4	90	432	13	84	16*	2,362	125	15,000	35	2,000 00
16	40	16	18	40	60	35	48	90	2 1/4	96	510	14 6-10	96	18*	2,362	125	17,000	40	2,300 00

\* Nos: 10, 11, 12, 13, 14, 15 and 16 have two Balance Wheels each.

THESE Engines are very compact and complete, having a feed-water Heater, Force Pump, Regulator, Belt-Pulley, turned on the face, Steam-Gauge; in short, every thing necessary to set them in operation, on the introduction of water and fuel, (either wood or coal,) to the boiler, and applying the belt. No smoke-pipe is furnished with them, as it is bulky, liable to injury if sent unboxed, and expensive to box up. Eight, ten or twelve inch stove-pipe, of heavy English sheet iron, is all that is required, and that is to be had any where, in any length the location demands.

The Boilers are of best American iron, strong, well made, and supplied with fusible safety plug; and warranted to bear a cold water test pressure of 200 lbs. per square inch, and a constant working pressure of 120 lbs. They embrace the principles of the best modern locomotives, are well made, without finish for show, and are capable of working much above the power inferred in table. Extra finish at extra prices. An engine, No. 10, with some extra finish, may be seen at the varnish and paint store of STIMSON, VALENTINE & Co., No. 36 India Street, Boston.

The medium sizes, such as Nos. 5, 6, 8, 9, 10, 11 and 12 are always in progress, and can generally be finished to order in from three to six weeks.

All Engines fired up and tried before they leave the shop, and warranted tight, safe, and in all respects ready for operation. Failing to give satisfaction, they will be taken back, and the money refunded.

A good strong running gear, arranged so as to be easily attached and detached at pleasure, will be supplied at from \$125 extra—forming a useful wagon when separate.

ADDRESS,

J. C. HOADLEY, Lawrence, Mass.

For Terms, see second page.

# TABLE,

Recapitulating the DIMENSIONS OF CYLINDER, WEIGHT, and PRICE, of the fizes from three horse-power, upwards, with some of the purposes to which they are adapted.

No.	Power. Horse Power.	CYLINDER.		Weight. Pounds.	Price. Cash.	Some of the purposes to which these Engines are adapted.
		Diam. In.	Stroke In.			
4	3	4	10	2,700	\$425 00	20 inch Circular Saw, for sawing wood.
5	4	4½	10	2,900	450 00	24 inch do., or small Corn Mill.
6	5	5	10	3,200	475 00	30 inch do., small Corn Mill, or Threshing Machine.
7	6	5½	10	3,700	575 00	Corn Mill, Threshing Machine, or Saw.
8	7	6	10	3,900	600 00	Cotton Gin, Corn Mill, Threshing Machine, or Tannery.
9	8	7	10	4,500	675 00	Up and down Saw Mill, or Corn Mill.
10	12	8	12	5,800	840 00	42 inch Circular Saw Mill, or Railroad Repair Shop.
11	15	9	12	6,500	950 00	48 " " " " " Carpenter's Shop.
12	20	10	18	10,300	1,300 00	54 inch Circular Saw Mill.
13	25	11	18	11,500	1,400 00	60 " " " " " "
14	30	12	18	13,000	1,550 00	60 " " " " " and Grist Mill.
15	35	14	18	15,000	2,000 00	} Flouring Mill, large Saw Mill, Machine Shop, &c.
16	40	16	18	17,000	2,300 00	

No. 8 will grind 12 bushels of corn per hour, with ease.  
 No. 9 will saw 3,000 to 4,000 feet of hard Pine Lumber, in ten hours, with fair fuel.  
 Nos. 10 and 11 will drive 42 inch and 48 inch Saws strongly, but will require fair fuel.  
 No. 12 will drive a 54 inch Saw to cut 10,000 feet hard Pine Lumber in ten hours, with slabs and saw-dust for fuel.

### REFERENCES, BY PERMISSION.

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| CHARLES S. STORROW, Esq., President of the Bay State Bank, and Treasurer of the Essex Company, Lawrence, Mass.<br>AMOS A. LAWRENCE, Esq., Boston.<br>J. H. WOLCOTT, Esq., firm of A. & A. Lawrence & Co., Boston.<br>J. WILEY EDMANDS, Esq., Treasurer of the Pacific Mills, Boston.<br>J. H. W. PAGE, Esq., Treasurer of the Lawrence Machine Shop, Boston.<br>H. V. BUTLER, Esq., No. 13 Park Place, New York.<br>Col. RICHARD LATHERS, President of the Great Western Insurance Company, 33 Pine Street, New York.<br>Col. GEO. T. M. DAVIS, firm of Davis & Kasson, 43 Exchange Place, New York.<br>A. BRIDGES & CO., Railroad Findings, 64 Courtland Street, New York.<br>H. ABBOTT & SON, Baltimore, Md.<br>Col. WALTER GOODMAN, President of the Mississippi Central Railroad, Holly Springs, Miss. | Messrs. GUNNISON, CHAPMAN & CO., 59 St. Charles Street, New Orleans.<br>A. P. COCHRAN, Esq., firm of Ainslie & Cochran, Louisville, Ky.<br>CHARLES WELLS, Esq., Cincinnati Type Foundry, Cincinnati, Ohio.<br>JOHN LOVELL, Esq., Montreal, Canada.<br>O. H. P. PARKER, Esq., Philadelphia.<br>S. B. PAUL, Esq., Editor and Proprietor of the Democrat, Petersburg, Va.<br>JNO. ROBIN McDANIEL, Esq., Lynchburg, Va.<br>Col. SAM. TATE, President of the Memphis and Charleston Railroad, Memphis, Tenn.<br>N. B. BUFORD, Esq., Rock Island, Ill.<br>CHARLES WILLIAMS, Esq., Master of Machinery, Pacific Railroad of Missouri, St. Louis, Mo.<br>Hon. JOHN G. WINTER, President of the Rock Island Paper Company, Columbus, Ga. |
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## TERMS:

Net, cash, or half cash; half four months approved paper, payable at Bank in New York or Boston; interest added on deferred payment at 6 per cent., per annum.

Boxed and delivered free on the cars at Lawrence.

The cash payment, in Boston funds, and the paper for deferred payment, bearing date of bill of lading, to be remitted on receipt thereof.

Satisfactory reference required before shipment, and satisfactory indorsement required unless the paper offered be strictly first

# CERTIFICATES AND RECOMMENDATIONS.

From SAMUEL VEAZIE, President of the Bangor, Oldtown and Milford Railroad, Bangor, Me.

BANGOR, Me., Dec. 23, 1859.

J. C. HOADLEY, Esq.,—

Dear Sir:—In reply to yours of the 20th inst., I take pleasure in certifying that the Portable Engine, 9 inch diameter, 12 inch stroke, which I purchased of you last May to saw wood for the locomotives and drive the machinery in the machine and carpenter shops of the Bangor, Oldtown and Milford Railroad, has given entire satisfaction.

It has been at work every working day since the 16th of June, and there has not been expended on it one cent in repair or alteration.

It works up fully to the power indicated in your circular, without any extra effort of the fireman, and with very little attendance after learning the proper supply of feed-water.

I have no hesitation in recommending your Engines to those who may require a cheap steam motor.

Yours, respectfully,

SAMUEL VEAZIE,

President Bangor, Oldtown and Milford Railroad Co.

From F. H. STEARNS, Master Mechanic of the Buffalo Bayou, Brazos and Colorado Railroad, Harrisburg, Texas.

HARRISBURG, Texas, Dec. 1858.

J. C. HOADLEY, Esq.,—

Dear Sir:—We are now running at our shops one of your Portable Engines. It has been running constantly for the last two years,\* and has given entire satisfaction.

I take pleasure in recommending them to the public, as the strongest, most durable and substantial Portable Engine I ever saw.

Very respectfully,

F. H. STEARNS.

M. M., B., B., B. & C. R. R., Harrisburg, Texas.

\* This Engine still continues to give the highest satisfaction. It is No. 7 of the Table, 5½ inch cylinder, 10 inch stroke.

From Messrs. GOSS & MUNSON, Contractors for filling up the Lands in the Back Bay, Boston.

BOSTON, Dec. 22, 1859.

Mr. J. C. HOADLEY,—

Dear Sir:—The Engine we bought of you gives us perfect satisfaction, and is every thing you recommended it.

Truly yours,

GOSS & MUNSON.

This Engine is No. 11 of circular, 9 inch cylinder, 12 inch stroke, and is used to furnish power for a Railroad repair shop.

From HENRY DILLINGHAM, Carpenter and Builder, North Attleborough, Mass.

NORTH ATTLEBOROUGH, Mass., Dec. 15, 1859.

Mr. J. C. HOADLEY,—

Dear Sir:—I have been running the eight horse-power Engine that I purchased of you some four months.

I find it to be in every respect as good as you recommended it, and take pleasure in saying that I think I have got the best and largest amount of power for the money that I could have obtained.

Respectfully,

H. DILLINGHAM.

The above Engine is No. 9 of circular, 7 inch cylinder, 10 inch stroke.

From WM. B. LEONARD, Corresponding Secretary of the American Institute, New York, accompanying the LARGE GOLD MEDAL of the Institute.

AMERICAN INSTITUTE, COOPER UNION, New York, Nov. 23, 1859.

J. C. HOADLEY, Esq.,—

Dear Sir:—Your several favors received and noted. The award, as reported by the Judges, on your Steam-Engine, is as follows:—

Judicious proportions of boiler, strength of boiler, arrangement of engine, and general details; materials used in construction of engine, workmanship, provision against wear under the treatment to which engines of this class are ordinarily exposed; arrangement of pumps, valves, and feed pipe, and provision for heating feed-water; total weight and cost. The above statement refers to Portable Engines, and they "award the first rank to the Engines of J. C. Hoadley, of Lawrence, as built by him."

The above is a true copy from the Judge's report, which I trust will be satisfactory to you.

I remain very truly yours,

W. B. LEONARD.

Cor. Sec. Am. Inst.

NOTE. The Engines exhibited, were: 1st—1, No. 10 of circular, 8 inch cylinder, 12 inch stroke, with some extra finish, made expressly for exhibition, now in use in the varnish and paint store of Stinson, Valentine & Co., No. 33 India Street, Boston. 2d—1, No. 8 of circular, 6 inch cylinder, 10 inch stroke, made with a lot of the same size, for sale, and actually boxed for shipment before it was in contemplation to send it to the fair. It is now owned by Dr. James Young, near Memphis, Tenn.

This Engine drove one of B. E. Parkhurst's beautiful Circular Saw Mills, with 34 inch saw, at the fair very finely.

From the "PRACTICAL MACHINIST," New York, Oct. 26, 1859.

"There are several steam-engines of first class workmanship and thorough efficiency, at work. Among them may be noticed Mr. Hoadley's; it is so compact and complete in itself—having a feed-water heater, force-pump, regulator, belt-pulley, steam-gauge, and every thing in itself, and being fit for work as soon as it is put up and a fire is lighted."

From D. H. FEGER, Master of Machinery of the Memphis and Charleston Railroad, Western Division, Memphis, Tenn.

MEMPHIS, Nov. 8, 1859.

J. C. HOADLEY, Esq.,—

Dear Sir:—I have given your small 5 by 10 inch cylinder Engine a fair trial, and the result has exceeded expectation. They both steam very free. Their regular speed is 250 revolutions per minute, giving a 30 inch circular saw 1,500 revolutions, and cutting the wood as fast as two men can handle it. We never carry more than 60 to 80 lbs. pressure per square inch.

When I first saw them I was sceptical in regard to their steaming power,\* but I am satisfied that no Engine can be built in the same space and exceed them in power.

\* These Engines had round fire boxes—a style which I have discontinued. No. 6 of circular is the corresponding size, as I now make it, and has a much better boiler."

From the "SCIENTIFIC AMERICAN," New York, Oct. 15, 1859, p. 258.

"There is another engine of a pattern very similar to the above,\* made by J. C. Hoadley, Lawrence, Mass. In this the cylinder, as well as the supports for the crank-shaft, are bolted directly to the boiler, and there does not seem to be a pound of superfluous iron or a dollar of unnecessary expense used in its construction. By a very compact arrangement, (a pipe lying along the side of the boiler,) the exhaust-steam is used to heat the water before it enters the boiler. We have never seen a Portable Engine in which the parts were better arranged."

\* As the Engines I exhibited were No. 103 and No. 112, in the order of construction, and the one referred to "above," was the first ever built by its makers, the resemblance referred to may be accounted for.

From S. T. ZIMMERMAN, Warrensburg, Johnson Co., Missouri.

WARRENSBURG, Mo., Dec. 1, 1859.

To the Lawrence ENGINE MANUFACTURING COMPANY,—

Dear Sirs:—As I am not aware of the name of your firm, and have been running one of your 10 horse-power Portable Engines attached to a saw mill for some three years, which I purchased of M. G. Moies & Co., St. Louis, Mo., and can give it a great recommendation, and as I intended purchasing a 16 horse-power Portable Engine soon, I wish you to please give me immediately your lowest cash price at your shop, and, also, delivered in St. Louis, Mo. Also, the price, with and without truck wheels.

Yours, truly,

S. T. ZIMMERMAN.

I sent a circular, in reply, with my usual terms, offering to deliver an Engine, No. 11, in St. Louis, at the then current Railroad rates.

Mr. Zimmerman ordered the Engine, and remitted \$1,000 in advance to cover the price of Engine, freight to St. Louis, and some small additional matters.

In a subsequent letter, January 6, 1860, in reply to a question, Mr. Zimmerman says:—

"The Engine I have is applied to a Circular Saw Mill. The first two years it ran a 42 inch saw, and last season I had a 48 inch saw.

"Three hands have cut as high as 2,000 feet of 1 inch, hard, oak lumber, per day. It was represented as being a 10 horse-power, though it only fulfills the description of your 8 horse-power described as follows: 7 inch cylinder; 10 inch stroke; waist of boiler, 26 inch diameter; balance wheel, 42 inch diameter, 9 inch face, weighing 416 lbs.; speed, 200 revolutions per minute; whole weight, 4,500 lbs.; saw pulley, 18 inch diameter, 10 inch face.

\* \* \* "If I was able I would have you put on some extra finish, as there are a few here of rather indifferent quality. \* \* \* If the Engine you have for me proves as good as the one I have been running for the last three years, it will be the 'flower of the West,' without any extra finish."

From CHARLES LIBBY, Whitefield, N. H., concerning an Engine, No. 12, 20 horse-power, used for a Saw Mill, Shingle Mills, and Lath Works. Working satisfactorily at fully 40 horse-power.

WHITEFIELD, Coos Co., N. H., July 9th, 1860.

J. C. HOADLEY, Esq.,—

Dear Sir:—The Engine I purchased of you last winter, (No. 12 of your circular,) has been running about all the time since, and gives good satisfaction, driving more machinery, and doing more business than I expected when I purchased it for a twenty horse-power Engine.

I drive with it a 56 inch circular Board Saw, sawing about 5,000 feet of boards, and splitting up shingle timber for 12 to 15 M shingles per day. I also run Bolting Works to cut up my shingle timber into bolts 18 inches long; and two Shingle Machines, sawing 12 to 15 M shingles per day; and also a Lath Machine, where I work all my slabs into laths and pickets.

I run all the above machinery, with all the shafting, at one and the same time, with my twenty horse-power Engine.

I can cheerfully recommend your Engines to the public, as a good, strong motive-power, capable of doing much more work than they are rated at in circular, and that without any extra effort of fireman.

Yours truly,

CHARLES LIBBY.

From PETER HUBBELL, Esq., Boston, President of the Monument Bank, Charlestown, concerning an Engine No. 9—used for pumping in a Brick Yard.

Boston, July 11, 1860.

Mr. J. C. HOADLEY,—

Dear Sir:—It is with pleasure I announce the well-doing of the smart little Engine I purchased of you last spring. My opinion of its real merits is fully sustained by my chief engineer, Mr. George F. Blake, whose judgment in steam-power is surpassed by few. The Engine has far surpassed our expectations, in simplicity, in economy, and in power.

Very respectfully yours,

P. HUBBELL.

From J. W. SMITH, North Cambridge, Mass., concerning Engine, No. 12, 20 horse-power—used for grinding clay, pumping, &c., in a Brick Yard.

NORTH CAMBRIDGE, Mass., July 1st, 1860.

J. C. HOADLEY, Esq.,—

Dear Sir:—The Engine which I purchased of you this season, and have in use upon my Brick Yard, gives entire satisfaction; and I take pleasure in recommending them to all those in want of Portable Engines.

Yours respectfully, J. W. SMITH.

Extract from a letter from CHANDLERS, BROWN & Co., introducing G. W. Lougee, (see below)—concerning an Engine, No. 8, 7 horse-power—used to drive a Machine Shop, as auxiliary to water-power:—

“As for the Engine we had of you, it gives entire satisfaction, and is hard to beat. It does more work than our water wheel, a Tuttle & Haverald pattern, centre vent, venting 210 inches under a ten feet fall.\* We run the Engine 220 revolutions per minute, still and nice, and it never gets out of wind with a fire box full of wood; and to sum it all up, it is just what we want, and a wonder to all who see it, as to its steam generating-qualities.”

Respectfully yours, &c. CHANDLERS, BROWN & Co. FOXCROFT, Maine, July 28, 1860.

\* The full theoretical effect of 210 square inches of water, under 10 feet head, venting 25.8 cubic feet of water per second, would be 29.3 horse-power. A good wheel, utilizing 70 per cent., would exert 20.5 horse-power. A fair wheel, utilizing 50 per cent., would exert 13.9 horse-power. A very poor wheel, utilizing 30 per cent., would exert 8.8 horse-power.

From T. J. RAMSDILL, Albany, N. Y., concerning an Engine, No. 10—used to furnish power for a Sash, Blind and Door Factory.

ALBANY, N. Y., August 23d, 1860.

Mr. J. C. HOADLEY,—

Dear Sir:—The Engine that I bought of you last May, is much better than I expected, and I have no doubt but that I could run three times the amount of machinery that I have now in operation, and do it with ease. I can run with about half the fuel that it takes to run any other Engine of the same size, in the city; the fuel that I make in my shop will run me and some to spare.

I must say that I am perfectly satisfied with it in every respect. Yours very truly, THOMAS J. RAMSDILL.

From C. A. ABELL, Chesterville, S. C., concerning an Engine, No. 12, 20 horse-power—sold to John Simpson, Chester Court House, S. C.

CHESTERVILLE, S. C., July 31, 1860.

“Dear Sir:—It is my intention to put up a Mill this fall, and I want one of your Engines, like Mr. Simpson’s. \* \* \*

“I have put up some two or three Engines, but I never saw any that worked like yours. It is the completest thing of an Engine I ever saw.” \* \* \*

Yours, &c., C. A. ABELL.

Mr. J. C. HOADLEY, Lawrence, Mass.

For Terms, see second page.

From G. W. LOUGEE, Tanager, Dover, Me.—Mr. Lougee’s Engine is No. 8, “6x10,” and is used to furnish power for a Tannery.

Extract from a letter dated DOVER, Me., Sept. 10, 1860.

“As for the Engine, I will sum the whole thing up in these few words. It is all I expected, and I think it will do my business in good shape.”

(Signed,) G. W. LOUGEE.

From Messrs. STIMSON, VALENTINE & Co., No. 36 India Street, Boston, concerning an Engine, No. 10, 12 horse-power, extra finish.

Boston, July 6th, 1860.

Mr. J. C. HOADLEY,—

Dear Sir:—We take pleasure in saying that after running your Portable Engine about four months, we find it to exceed our anticipations in the apparent ease with which it performs our work. It has driven our two large Paint Mills and two Mixers,—also one small Mill and Mixer, Store Elevator, and heated Varnish Room 30x40, feet, and this with 60 lbs. of steam.

In doing the above work, the consumption of coal has been on an average about 650 lbs. per day, of ten hours. The Engine has been in the charge of one man, and has given very little trouble to manage, so well has the machinery worked. In a word, we should not hesitate to recommend it to any one for the amount of power at which it is rated, and for the satisfactory manner with which it works.

Yours truly, STIMSON, VALENTINE & Co.

Extracts from a letter from S. T. ZIMMERMAN, Warrensburg, Mo., concerning his second Engine, (referred to in previous correspondence,) No. 11, 15 horse-power.

WARRENSBURG, Johnson Co., Mo., July 15, 1860.

Mr. J. C. HOADLEY, Lawrence Mass.,—

Dear Sir:—My Engine performs exceedingly well. I have sawed, with two hands and myself, from 2,000 to 3,000 feet per day, of hard oak lumber, every day since I have had it in operation.

I am running a 54 inch saw,—and 100 lbs. pressure of steam is sufficient, with fair fuel, to cut 24 inches in hard oak lumber, and gain steam.

I visited Mr. Wampler sometime since, and am much pleased with his Engine,\* which I think cannot be surpassed in the United States. He is well pleased with its performance. \* \* \* \*

It would pay you well to come out and see us. Our country, for farming purposes, is like your Engines; it cannot be surpassed in the East or West.

S. T. ZIMMERMAN.

\* Mr. Edward Wampler, of Knobnoster, Mo., has an Engine, No. 12, 20 horse-power—also driving a circular Saw Mill; to which purpose it is better adapted than the smaller one with which Mr. Zimmerman is doing the same work.

Extract from a letter from JAMES H. ANDERSON, Holly Springs, Miss., concerning an Engine No. 12, 20 horse-power—used for a Saw Mill, and for Ginning Cotton.

HOLLY SPRINGS, Miss., Aug. 26, 1860.

“Mr. J. C. HOADLEY, Lawrence, Mass.,—

“Dear Sir:—The Engine I bought of you came safely to hand, has been started, and is operating finely.

“I am perfectly satisfied, both with its workmanship and its performance.” \* \* \*

Yours truly, JAMES H. ANDERSON.

From CHARLES LIBBY, Whitefield, N. H., concerning an Engine, No. 12, 20 horse-power—used for a Saw Mill, Shingle Mill, and Lath Works. Working satisfactorily in July, 1860.

Dear Sir:—The Engine purchased of you last winter, (No. 12 of your circular) has been running about all the time since, and gives good satisfaction, driving more machinery, and doing more business than I expected when I purchased it for a twenty horse-power Engine.

I drive with it a 54 inch circular hand saw, sawing about 3,000 feet of boards and splitting in change timber for 12 to 15 M shingles per day. I also run a Lath Machine, cutting 12 to 15 M shingles per hour, and also a Lath Machine, where I work all my time, and make pickets.

I run all the above machinery, with all the shafting, at one and the same time, with my twenty horse-power Engine.

I can cheerfully recommend your Engines to the public, as a good, strong motive-power, capable of doing much more work than they are rated at in circulars, and that without any extra cost of treatment.

Yours truly, CHARLES LIBBY.

From PATRICK HUBBARD, Esq., Boston, President of the Monument Bank, Charlestown, concerning an Engine No. 8—used for pumping in a Brick Yard.

Boston, July 11, 1860.

Dear Sir:—It is with pleasure I announce the sale of the most little Engine I purchased of you last spring. My opinion of its real merits is fully sustained by my chief engineer, Mr. George F. Blake, whose judgment in steam-power is unimpaired by law. The Engine has not surpassed our expectations in simplicity, in economy, and in power.

From Wm. B. LEONARD, Corresponding Secretary of the American Association of Mechanical Engineers, New York, July 28, 1860.

Dear Sir:—Your several favors received and noted. The award, as reported by the Judges on your Steam-Engine, is as follows:—

“In the exhibition of portable engines, the American Association of Mechanical Engineers, held in New York, Sept. 1st to 5th, 1860, the following engines were exhibited:—

1. A portable engine of 10 horse-power, built by Mr. J. C. Hoadley, of Lawrence, Mass., and exhibited by Mr. W. B. Leonard.

2. A portable engine of 10 horse-power, built by Mr. J. C. Hoadley, of Lawrence, Mass., and exhibited by Mr. W. B. Leonard.

3. A portable engine of 10 horse-power, built by Mr. J. C. Hoadley, of Lawrence, Mass., and exhibited by Mr. W. B. Leonard.

4. A portable engine of 10 horse-power, built by Mr. J. C. Hoadley, of Lawrence, Mass., and exhibited by Mr. W. B. Leonard.

5. A portable engine of 10 horse-power, built by Mr. J. C. Hoadley, of Lawrence, Mass., and exhibited by Mr. W. B. Leonard.

For Terms, see second page.



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