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Seymour TRIUMPH & NEW CLIPPER



*Don B
Brewster
Ryder*

ESTABLISHED 1845. INCORPORATED May 9, 1882.

THE OLDEST REAPER FACTORY IN THE WORLD.

D. S. MORGAN & CO.,

MANUFACTURERS OF

Reapers, Mowers and Binders

775
300
7.75-

OFFICE AND FACTORY:

BROCKPORT, N. Y., U. S. A.

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GEO. H. ALLEN,	Treasurer.
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BRANCH OFFICES:

CHICAGO, ILL, 248 Johnston Street,	L. C. BARTLEY, Manager.
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OFFICE OF

D. S. MORGAN & CO.,

BROCKPORT, N. Y., U. S. A., }
February, 1885. }

The crop of Indian corn for the year of 1884 was the largest ever produced in the United States. An average of twenty-six bushels per acre, for 70,000,000 acres gives an aggregate of 1,820,000,000 bushels.

The crop of wheat is estimated at about 500,000,000.

The corn crop of 1860 was 838,792,740 bushels, and of wheat 173,104,924 bushels.

This shows an increase of about 125 per cent. in the corn crop, and of about 200 per cent. in the wheat crop, and 1860 was a prosperous year for those times.

The population of the United States is not 100 per cent. more now than then; hence, there is an increase since 1860 in these two most important food products, per capita, or for each man, woman and child, of about 50 per cent. There is probably a corresponding increase in almost all agricultural products, and yet there has been a constant decrease in the population employed in agriculture, as compared with that engaged in other pursuits, showing that the production for each person so employed has largely increased. Should we go back 25 years from 1860, we should find a still greater diminution in the average result of each agricultural laborer.

If we should, in like manner, compare the results of industry in any other of its branches existing 25 and 50 years ago, with those now, we should probably find as great, and in many branches greater, differences in favor of the later results of human industry, per capita. Thus each person employed in making horse shoes or horse-shoe nails, in making lumber or brick, clothing, or in cultivating corn or wheat, or potatoes, accomplishes vastly more in the same time and with the same effort than he did in former times. What, then, becomes of the surplus products; for it is not likely that the average citizen was much more active or energetic 25 or 50 years ago than now? and how is the labor employed which was formerly required in the production of the necessities of life?

Evidently, had there been no outlet for this surplus labor, we should have been suffering these many years with the *evil* which is now so greatly affecting us—OVER-PRODUCTION

On the contrary, for the greater part of the time there has been a good demand for all the products of labor, and at times labor has reached prices almost unprecedented. Even now, measured by what it will buy in the shape of wheat, pork or clothing, it is nearly double what it was in 1860.

The fact is, that there is a constant and steady but imperceptible increase in our facilities for production, through new and better methods, and through new inventions. The first effect of an invention in labor-saving machinery is to increase production, as well as to throw out of employment a certain number of operatives.

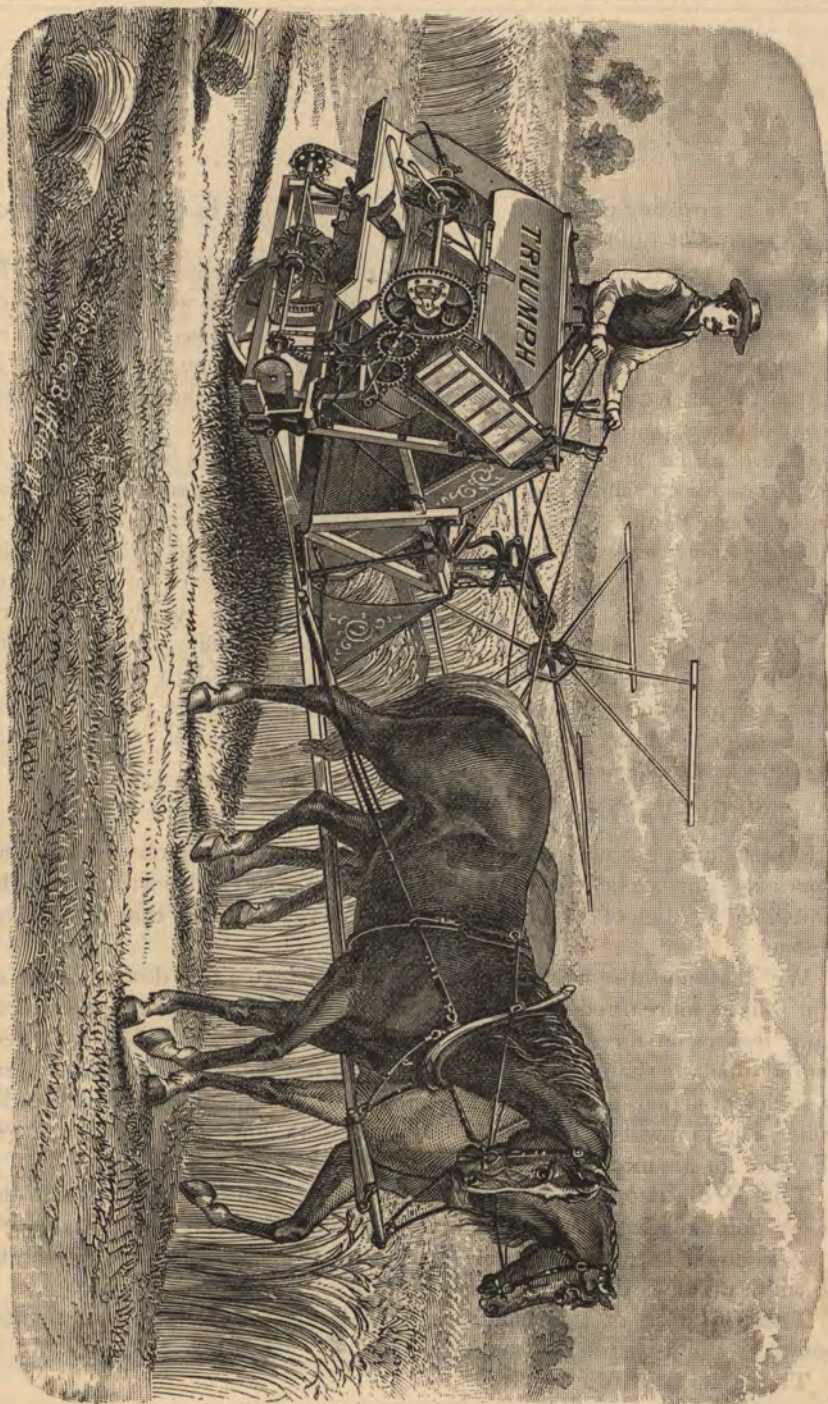
The increase of product is not felt until there comes a falling off in demand, and when this comes, the manufacturer decreases his production the farmer raises crops which require the least labor, and the laborer is unable to obtain employment; hence, the manufacturer, the farmer and the laborer all reduce their expenditures to the lowest minimum, and the result is such a stagnation as we now labor under.

If some plan could be devised to give work to the several millions of people now idle and producing nothing—a state of things tending to increase pauperism and crime—such, for instance, as improving the roads and bridges in the country, and the streets and parks, and sewerage in the cities and villages, so that they would have the wherewith to buy the produce and merchandise now glutting the markets, there would be an immediate revival of good times—debts would be paid promptly, new enterprises undertaken, and all would be life and activity. Since these people are all supported in some way now, and no one expects they will go without food and clothing, the difference would only be that between a meagre and a comfortable subsistence; and if the labor actually done would add to the wealth of the country, there would be a great gain in having all classes of community actively employed. But no plan has yet been found practicable to furnish the employment and pay for it, and so we shall have to wait till *the wants of the people come up to the standard of production*. Then we shall have good times again, and they will last till we have another surfeit of production.

Our wants increase with the means of gratification; our inventions increase our power to supply wants before unknown. The further we are removed from barbarism, the greater our wants, and the better the means for supplying them. Improvements in agricultural machinery give better food and clothing to all the people, make them more comfortable and happy, and tend in the end to reduce pauperism and crime. Were it not for our improvements in agricultural machinery, people would never taste wheat bread, and rarely indulge in the *luxury* of roast beef.

Occupying, as they do, the senior rank among reaper manufactories, the WORKS AT BROCKPORT being the first at which a really successful reaper was made for the market, we may be indulged in the pardonable pride with which we allude to the fact, and still further to draw attention to the high character the productions of this factory have always sustained. No sooner have we perfected a mower or reaper, and placed it before the public, (as equal or superior to anything in its line,) than we have set about further improvements, determined to give our customers at all times the best implements of their kind in the market. Our Hand-Raking Reaper of 1849 was far in advance of any other. That of 1852 was a great improvement on that, and the equality of the work, the cleanness of cut, and the evenness of the gavels of our Self-Raking Reaper of 1854, have never been surpassed, and yet, five years after that, one of the largest reaper factories in the West advertised that self-raking was impracticable.

The mower we made in 1854 was the best in the market at that time, and, to-day, the Triumph Reapers and the New Clipper Mowers are synonyms of all that is excellent and valuable in machinery of their class.



SELF-BINDERS.

THE TRIUMPH.

For a number of years we have been engaged in experimenting on Low-Down Self-Binders.

We succeeded, last season, in putting out a few of what we believe to be by far the *best low-down binder* yet devised. Numbers who had witnessed the performances of all the most prominent in this class of machines, so pronounced it; and setting aside any interest or prejudice we may have in its favor, if we were to build any low-down binder, we should not hesitate in our choice.

There are, in our opinion, however, some difficulties in handling grain in certain conditions, which the "elevator" plan meets more satisfactorily than can be met by any "low-down" or "platform" yet invented, and these difficulties may never be so well met as by the canvas and rollers, and the elevator system of self-binders. We have too great regard for our reputation as manufacturers (a reputation firmly established by nearly forty years' careful and conscientious labor, in developing and manufacturing the very best harvesting machinery of the day,) to offer to the public a machine which is not fully proven to equal anything in the market for the purpose it was designed for. Hence, we prefer to make, for the harvest of 1885, what has been fully tried and perfected,

AN ELEVATING BINDER OF THE APPLEBY TYPE,

with such improvements as have been suggested by our observation and experience, and we believe that the Triumph Twine Binder will receive the unqualified verdict of all who use it in the harvest of 1885, that it is second to none.

We shall not discontinue our efforts to produce a low-down binder of light weight, more fitted for work on small farms and on hilly land, and occupying less room for storage than the elevators, but the public may feel assured that we shall not offer them a low-down binder until it has been, by sufficient actual test, proved to be a good and valuable machine for the farmer, one that will wear well and do good work, and in which he will get full value for his money.

The Weight of the Triumph Elevating Binder is reduced to the lowest point consistent with strength and durability, and we guarantee it to work equal to any self-binder made, and with as little horse-power to the width of the cut.

The Balance of the Machine is so adjusted, as not to bear too heavily on the necks of the horses.

There is no Side Draft.

The Reel is under perfect control by the driver while in his seat. It can be raised or lowered; moved forward or back; in fact, placed in just that position as will secure the best results in whatever description of grain it may be working.

It is run on a simple and substantial plan, and not, like some machines, by movable bevel gears, which are so liable to break and get out of order.

The Binder is adjusted by the driver in his seat, so as to suit the grain being cut, and this, with the butter combined with the apparatus for raising and lowering the platform and the reel, and the excellent tilting apparatus, secures the best bundles possible in all kinds and conditions of grain.

One of the most important features of our Self-Binder is, that the main box is a tube or bushing nicely fitted into the bracket which forms part of the gear-frame; and should this be worn out, it can be replaced without difficulty by an inexperienced hand. *The new bushing makes as perfect a box as the old one was when new,* and there is hardly a possibility of getting it wrong. It is turned on the outside to just fit the hole in the gear-bracket, and bored to fit the shaft. There is nothing to adjust, and any careful man can make the change. In the same way, the box of the long shaft nearest the bevel-wheel is made so as to be replaced by a new bushing. This plan not only saves the expense of buying an entire bracket with all the boxes, but also the danger of a new bracket not fitting well.

Neither is it necessary to bother with babbiting boxes, or trying to adjust a new cap to an old box. You simply take out one bushing, and replace it with a new one.

The Sickle is moved by a Pitman attached to one end in a very simple, substantial and workmanlike manner. There is no *unwieldy sway-bar*, difficult to remove or replace, creating extra labor on the gearing, and greater friction; besides, the liability to have the space between the upper and lower part of the platform canvas filled with straw or weeds; but the cutting apparatus is as simple as that of a mower or reaper, and the knife or sickle as easily removed and replaced. The guards are of the best malleable iron, with steel plates, easily changed if broken or worn out, or re-plated, if the owner is willing to take the trouble rather than buy a new guard.

The platform and the frame-work of the Elevator and Binder are well braced, so as not to "get out of square," thus causing trouble in the running of the canvas. The elevators are so constructed, as to prevent the liability of choking in the heaviest and most tangled grain.

Much trouble has been caused the farmer and the agent by the displacement of the main bracket or frame by the "lift" on the main pinion, in all the leading binders heretofore used.

This lift throws the top of the bracket out, and the pinion runs crosswise of the gear in the main wheel, causing both to wear out quickly. The twist or displacement of the bracket also throws the crank-shaft out of place, and the result is a general increase of wear and friction, involving greater labor

of the team, and a rapid wearing out of the machine. *All this is remedied by trussing the upper sill or timber*, to which this bracket is attached, so that it can always be kept tight and in its place.

This is a matter of the greatest importance, and the want of attention to it by makers of other machines *is causing trouble to farmers and agents*. On this main pinion comes all the labor of reeling, cutting and binding the grain. When it gets out of its proper position, or becomes worn, the effect is felt by the team and on the whole machine at once, and is very disastrous unless a remedy is immediately provided.

If we could apply a device as simple and effective as that on the Triumph Reaper, we should raise and lower both sides of the machine at once. Rather than use a plan no better than that in vogue on many of the self-binders for so doing, we much prefer to raise or lower each side independently. We have the right to use any of several different methods, as good as any in use, but all have too many objections to be worthy of adoption. We don't want to put on any of our machines anything simply because "it is a good point for an agent to talk on."

The simple fact is, that to raise or lower the platform from the seat, requires too much machinery—too many *traps*—and by throwing too much of the weight of the machine on the frame, that was intended only for supporting the binder and elevating canvasses, it endangers getting this frame out of shape and making the elevators and binder run hard. If the driver gets down from his seat to change the height of cut, it is a small matter for him to go to the divider side of the machine to raise or lower that side, and is much better than to do it by means of a chain running across the platform over two or more pulleys, in the way and liable to break.

By raising the divider side independently, we have a simpler and more substantial hanging for the divider-wheel; and, also, the advantage of being able to set one side of the machine higher than the other—a point, by some, considered of great importance.

The devices by which we raise and lower the platform are very simple, strong and effective, and only need to be seen to be appreciated.

A variation in the stubble of about twelve inches can be made by them; and by using the *Tilting Lever*, which is operated with great ease by the driver in his seat, *an additional variation* can be made of six or seven inches, making an entire variation of eighteen to twenty inches. *With this excellent Tilting Device*, it is seldom necessary for the driver to leave his seat, except to oil the machine.

Each binding apparatus is fitted, set up and run with straw, separate from the rest of the machine, by competent mechanics, paid by the day. It is then painted and put into a machine, and the entire machine run with straw, by machinery, at a rapid rate under the eye of an inspector, whose instructions are not to let a machine pass from the shop till every part is precisely as it should be in every particular.

Back-Geared Binders, it is claimed, pass more easily through dead furrows, and with less jerk on the necks of the horses, than those with front gears. If the weight of the machines is evenly balanced on the axles, it makes no difference how this balance is effected; and whether one side is of iron and the other of wood, or both sides of the same material, the effect on the horses is all the same. As to the shape of the bundle, the adjuster on the front-geared binder is sufficient for all purposes, and better than one too long. It makes a square butt, with the heads not tangled even in the longest rye, while the long adjuster of the back-geared binders, even in the best grain, makes a round butt; and in tall rye, the heads are obstructed by the gearing so as to tangle up the heads and thresh out the grain, sometimes even clogging the gearing and stopping the whole machine. We appeal to any unprejudiced observer, who has seen the two styles of binder work in tall grain, as to the truth of this statement.

The Binder of the Triumph is well supported near the ends, so that in going over rough ground, and through ditches or dead furrows, it is held solid and firm.

Look closely into this matter, and compare the manner our Binder is hung, with that of other machines. You don't want your binder racked and twisted out of place, by being improperly supported.

The manner in which the main wheel of the Triumph Binder is hung, prevents the liability common to many machines, of having the frame lift or climb off the main wheel. What a ridiculous position for the driver to find himself being raised up towards the skies, leaving the main wheel to follow.

Both the platform and the frame for supporting the elevating canvasses and binder are provided with means for adjustment, so that if ever, by use or by standing, they get out of proper position, they can easily be made right.

To sum up, these are some of the important points of excellence in the

TRIUMPH No. 7 TWINE BINDER:

- Cold-rolled Shafting.**
- Cold-rolled Finger-Bar.**
- General Excellence of all Material.**
- Lightness of Draft.**
- Simplicity of Plan.**
- Superior Workmanship and Finish.**
- Protection against wear and getting out of order.**
- Facility of Repairing when it becomes old and worn.**
- Size of Bundle is easily regulated.**
- Adjustability to all kinds of Grain.**
- Comfort and Ease for the Horses.**
- Ease and Comfort for the Driver.**
- Perfect Separation of the Grain.**
- No Strain on the Twine.**
- Compactness, Neatness and Perfection of the Parts.**



THE TRIUMPH No. 3

This is a remarkably light-running Reaper, of five-foot cut, which has made rapid strides in the estimation of the farming public since its introduction.

It has been repeatedly drawn through good, fair grain, cutting and raking off the grain, *by one man* of not extraordinary strength.

Notwithstanding its lightness and light draft, it is, through a proper arrangement of its working parts, and a scientific selection and adjustment of material, a *model of strength and durability*. Its ground-wheels are in line, securing ease of turning at corners, and in passing through ditches.

The Main Frame, to which the Gearing is attached, is a perfect model of strength, combined with lightness. It is made of cast iron, so fashioned as to brace in every way against a possibility of breakage.

The Gearing which runs the Cutting Apparatus is enclosed; is very simple, and nearly noiseless.

Its Cutter-Bar is in front, securing safety to the driver, and enabling him to see that all parts of the machine are working properly, and so adjusted for the grain in which they are working, as to secure the best results.

Its Cutter-Bar may be tilted to reach lodged grain, or to avoid stones or other obstructions. The entire platform and bar may also be raised or depressed both sides at once, retaining the level position of the bar, and without stopping or impeding the motion of the team.

These operations are performed by the driver in his seat, by two levers in easy reach.

The Reels and Rakes of the Triumph No. 3 are run by cogs; hence, their motion is steady and reliable, and they are under perfect control of the driver while in his seat. They can be set so as to run automatically; that is, to rake at stated intervals, (yet being under complete control of the driver, so that he can suspend raking at will,) or so as to require the use of the pedal when a gavel is desired to be raked off.

The Reel Arms (which also operate as rakes) are so bent, that they enter the grain and move towards the cutter-bar in a position nearly like that of the cylindrical reel of the old New Yorker, throwing the grain straight back on to the platform, so as to be raked off in neater gavels than can be made by the ordinary sweep rakes. No rake ever made so neat gavels as the oscillating rake of the old New Yorker, made by us; and those of the No. 3 approach it nearer than those of any other machine.

Its Boxes are so arranged, as to be replaced when worn out, with very little trouble or expense.

The Main Gearing of the Driving-Wheel is well removed from the ground, and, besides this, *the gearing is protected by a shield* or guard, which effectually prevents any interference to its operation by dust, mud or gravel.

We have no hesitation in saying that the No. 3 is the most durable, substantial, and, considering its lightness of draft, strength and other good qualities, we believe it to be the best reaper made.

The entire weight of the machine is only between seven and eight hundred pounds, yet it is strong, durable and every way reliable. Whoever gets it, will be satisfied that he has the best reaper in the market.

THE TRIUMPH No. 2.

For several years we have been making both **The Triumph No. 2** and **The Triumph No. 3** Reapers of the same width of cut, about the same weight, and with so many points in common in their facility of adjustment and quality of work in the field, that the question has often been asked, why make the two kinds?

The No. 3 has latterly been without any effort on our part in its favor, except to improve it in some few points, gaining rapidly on the No. 2 in the estimation of the public, where both have been introduced. *Both machines are superior* to any other in the market, but the No. 3, in *some very important particulars*, seems to be so much the superior of the No. 2, that it will eventually supersede it entirely.

To our agents who are unacquainted with the No. 3, and who have customers who prefer the No. 2 by reason of having seen or used it, we will supply a few, but we recommend the No. 3, as now made, to be, **from its construction, by far the stronger, more durable, and reliable machine.**



THE NEW CLIPPER.

THE NEW CLIPPER No. 4.

To the hosts of Farmers who are now using Clipper Mowers of all ages up to fifteen years or more, and which they still consider in the prime of life, nothing need be said of its excellencies. It had no superior till the advent of the New Clipper,

AS IMPROVED.

We would call especial attention to the **Crank-Boxes**, parts liable to rapid wear. They are in the New Clipper, made of the best quality of brass, accurately fitted to their place in the frame, in the form of a tube or bushing, so that, when an old one is worn out, it is easily replaced by a new one, securing as perfect gearing as when the machine was new, and without going to a machinist or blacksmith.

Since the **Crank-Shaft** is not keyed to the bevel-pinion, but screws into it, the shaft can be removed, and the pinion or crank-boxes changed with the least possible difficulty.

The **Shafting** and the **Finger-Bar** are of cold-rolled iron or cold-rolled steel—the best material known for this purpose.

The **Gearing** is enclosed, preventing the dust and mud from getting into it, and rendering the machine as nearly noiseless as possible.

It has a very complete and simple **Tilting Apparatus**.

The **use of Wood** for the Pitman has been demonstrated to be so much better for the farmer than iron or steel, for the qualities of lightness, stiffness, durability, and facility and cheapness of replacement when worn out or broken, that we have adopted it in the New Clipper Mower as well as in the Triumph Reapers.

The **New Clipper Mower** is a front-cut machine, and we would make no other. It is made in two sizes, cutting, respectively, 4 ft. 3 in. and 4 ft. 6 in.

We commenced the manufacture of this machine in 1880, and in order to supply the constantly increasing demand for it, we have annually added to our facilities in every way. Special machines for the manufacture of different parts have been made at large expense. For boring the main frame, a machine of beautiful design is so arranged, that all the bearings for the shafting must be perfectly true. The importance of this in securing ease of draft and durability, cannot be over-estimated.

Like all machines made at our factory, the New Clipper will be manufactured from the best of materials, and with the greatest care, the paramount design being to produce a machine more permanently useful than any of the other mowers.

THE CLIPPER JUNIOR No. 6.

There has seemed to be an increasing demand for a one-horse mower.

Occupants of small farms near towns, who keep but one horse, and of farms in hilly and rocky sections of the country, find them very convenient. They are very useful in parks and large lawns, and are preferred by some to lawn mowers, especially when it becomes desirable to allow the grass to grow tall enough to be used for hay. To meet this demand we put into the market, last season, the **New Clipper Junior** for the first time, and it gave entire satisfaction. It is a copy, on a small scale, of the New Clipper or No. 4, with Thills, and cutting three and one-half feet wide.

Its Crank-Boxes are bushed with brass, like those of the two-horse New Clipper.

Its material is of the best that can be procured. Its weight is but little more than four hundred pounds, and it requires but a very small pony to handle it with perfect ease. It is by far the most attractive machine of this kind offered to the public, and will at once take the lead of everything in this class of machines.

THE SEYMOUR MOWER No. 5.

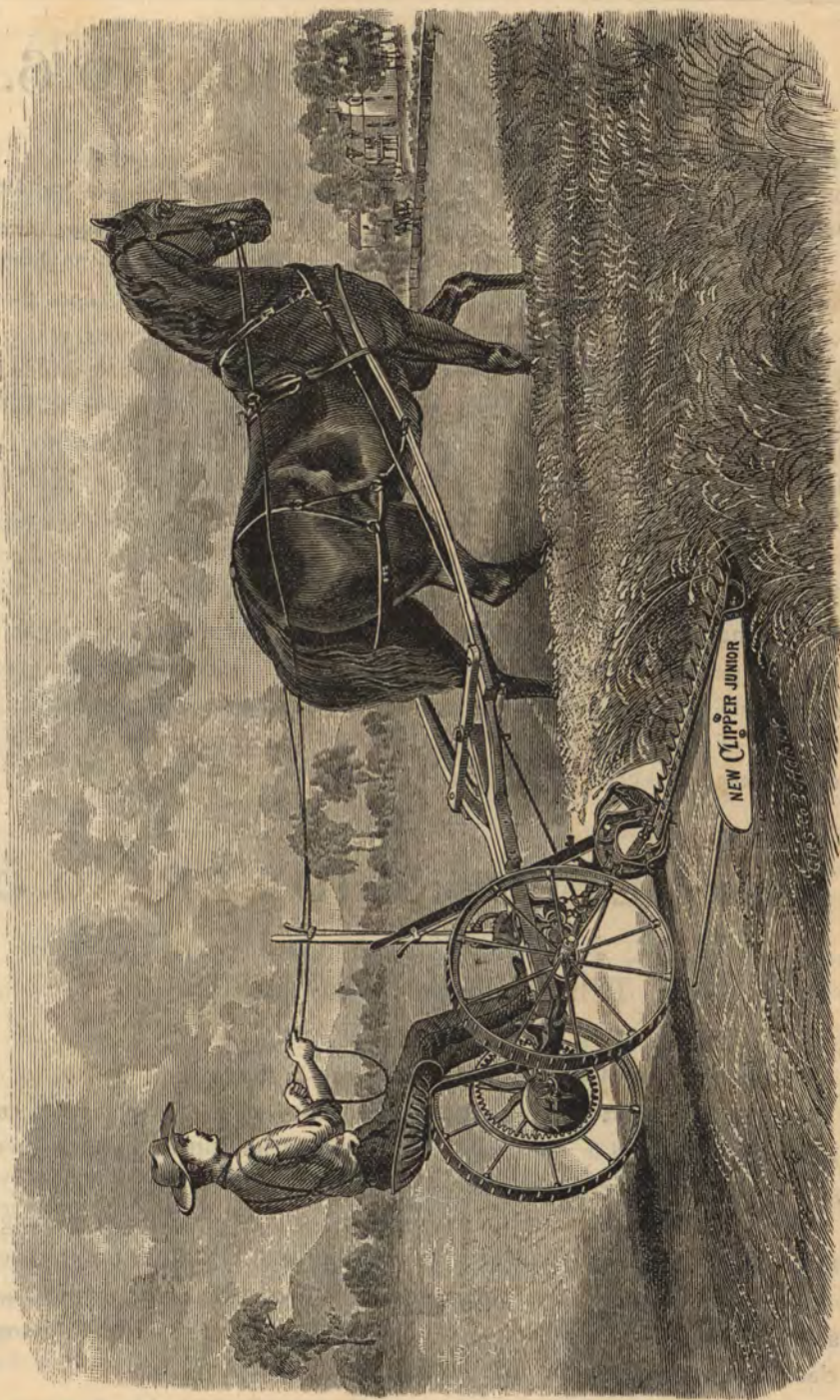
THE PRIDE OF THE PRAIRIES.

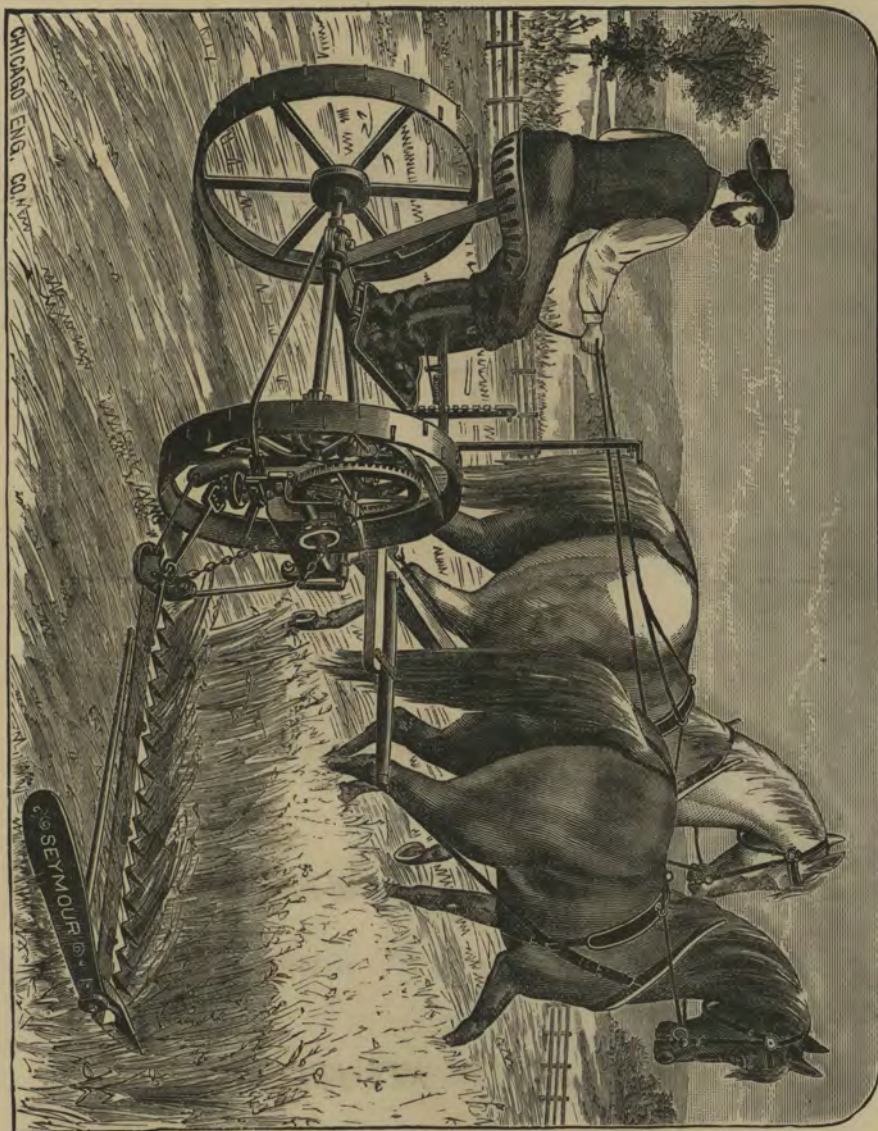
This is the only Center-Cut Mower in the market.

It has the best Tilting Apparatus of any mower, is light draft, cuts an even swath, and is remarkably well adapted for cutting lodged clover, or where a close, even stubble is desired.

For crossing ditches and for mowing among gopher hills, and on rough, uneven land, it is very popular; and for lightness of draft, it is unsurpassed.

It is made in the best manner, and almost exclusively of iron and steel. It is sold at a very low price, and is very much superior to a large class of mowers whose low price is their chief recommendation.





THE PRIDE OF THE PRAIRIES.

THE SEYMOUR MOWER continues to add to its admirers. Its peculiar construction, so different in many respects from all other mowers, enables it to leave a more even stubble than any other mower made

THE TRIUMPH REAPER

IS THE RESULT OF FORTY YEARS' EXPERIENCE.

For durability, lightness of draft, ease of handling, and adjustability to all kinds and conditions of grain, quality of material, and perfection of workmanship, it is unsurpassed.

IF YOU WANT A GOOD, RELIABLE MOWER,

with a good tilting apparatus, in which cold-rolled iron or steel and malleable iron are used where strength and durability are important, and which is made for the purpose of doing good service for a life-time, get the New Clipper.

IF YOU WANT A ONE-HORSE MOWER,

the New Clipper is the lightest and most elegant mower in the market, and its work in the field is as satisfactory as its appearance promises.

IF YOU WANT THE BEST LOW-PRICED MOWER

in the market, get the Seymour.

IF YOU WANT A STRONG, RELIABLE SELF-BINDER,

easy for the horses; pleasant for the driver to operate; with perfect power to adjust the band to the length of straw; with a reel easily placed where it will secure the best results; with a tilting apparatus that will get short grain or tall, and that easily and instantaneously adjusts the cutters to any desirable height; with a compressor, knotter and binding device that has proved perfectly reliable; in fact, if you want a self-binding harvester worthy of the name, don't fail to examine the Triumph, and if you can see it in the field at work, you cannot fail to buy.

CALENDAR.

1885.

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