

Buckeye Mower & Reaper,



MANUFACTURED BY
The

BUCKEYE MOWING MACHINE CO.

WEST FITCHBURG,
MASS.

Richardson

Parker, Gannett & Osgood, Agt's,
BOSTON, MASS.

DIRECTIONS

FOR

PUTTING UP AND USING THE BUCKEYE MOWER.

Keep the Knives Sharp and the Bearings well Oiled.

- 1st. Put in the Pole.
- 2d. Attach Finger-Bar to the Machine by the two bolts at Wrought Hinge Joint and Short Brace. Tighten the set screw on the long bolt, and fasten the short bolt with the spring key.
- 3d. Slide the Knife in the Guards as far as possible, and raise the outer end of Bar till you can enter the connection into the eye of the scythe.
- 4th. Bolt Track-Clearer to outer shoe; set the slide on same in the lower notch in the shoe, and screw the thumb-nut up tight.
- 5th. Put Lamp-Wicking in the Oil-Cups, and use best Sperm, Lard or Machinery Oil. *Don't use any oil that will grow gummy. Be sure that every part is well oiled, (and that it is kept so,) and you are ready to mow.*

Directions for Mowing.

- 1st. In mowing let your team walk moderately, and drive straight.
- 2d. To make good clean work, drive out at the corners before you set in to cut a new swath. Never commence a swath without having the guards clear of cut grass.
- 3d. To raise the cutter over obstacles, grasp the lever at the right hand and raise it to the required height.
- 4th. To sharpen the knives, grind them on an ordinary stone, on the bevel or upper side, keeping the longest bevel the same as when new, but paying no regard to the short bevel. They can be whetted without being taken out of the guards. After sharpening the knives, they should be whetted on the under side sufficiently to remove the feather edge.
- 5th. The bearings must be kept well oiled with good oil. The crank-bearings and pitman, connecting with the knives, should be oiled often. The Roll in leading wheel must also be kept oiled; an oil hole will be found on the inner side of the wheel. If your machine draws hard, you may be sure that it wants oiling, or that the knives are dull.
- 6th. To avoid breakage, you must see that the box nuts, especially, are secured tight.
- 7th. If, by any means, the Guard-Fingers should get bent out of line, they should be immediately brought back to their place with a hammer.
- 8th. Be sure and keep the Buttons on the Bar, down close to the scythe, as it makes better work, is easier for horses, and causes less wear to the machine.
- 9th. The height of cut is adjusted at the inner and outer shoes. The steel runner on outside shoe can be set at any required height, and secured by the bolt. The bolt which attaches leading wheel to inner shoe, works in a slot, and can be set at the height desired.

To Fold the Bar over the Frame, for Moving or Transportation.

Loosen the track-clearer side, put your foot on the connecting rod, and bring the crank-pin down to the lower side of crank-balance. Take hold of outer-shoe and lean the bar against the frame; take the lever in the right hand and the track-clearer in the left, bearing down on lever, and you will lay the bar over the frame with but little exertion. When the bar is folded, turn the track-clearer up straight, and set the slide in the notch in the bottom of the shoe. Throw the pawls out of gear and you are ready to drive off. *Remember always to throw the pawls out of gear, when you fold the bar to drive off.*

When driving on the road, oil the axle of the wheels; and it would be well to put wood plugs in the oil-holes in wheels, to prevent the dust from getting on the axle.

Buckeye Mower.

WEST FITCHBURG, MASS.,

March 1, 1869.

We tender our sincere thanks to our friends of the farming community, who, by their patronage and encouragement, have sustained us in our efforts to introduce and maintain the highest standard of excellence in the manufacture of Harvesting Machines.

It has been the reproach of many branches of American manufacture that a desire to cheapen the price has induced a depreciation of quality. The manufacturers who pursue such a course claim that it is easier to sell a *cheap* article than a *good* one. We have always conducted our business on the opposite principle, having faith in the intelligence of the farming community, and believing that their good sense would enable them to discriminate between a thoroughly good and a cheaply inferior article. Nor have we been disappointed in our calculations. While many of the competitors of the Buckeye have ceased to exist, and many imitators have attempted to appropriate some of its reputation, the ORIGINAL AND ONLY BUCKEYE is, to-day, everywhere recognized as the STANDARD of *Perfection in Principle, Excellence in Material, and Superiority in Workmanship.*

The machines we are building for the harvest of 1869 are an advance on any we have heretofore produced, and can not fail to recommend themselves to all farmers who appreciate the advantages of RELIABILITY, ADAPTABILITY, and DURABILITY.

BUCKEYE MOWING MACHINE CO.

The Introduction of the Buckeye.

This Machine was first brought prominently before the public at the Great National Field-Trial of the United States Agricultural Society, held at Syracuse in 1857. The novel principles introduced in it were so great an advance on all previous inventions that it at once commanded the attention and admiration of those interested in agricultural progress. Its success at this trial was complete. It distanced all competitors, and was awarded the **FIRST PRIZE GRAND GOLD MEDAL.**

The Success of the Buckeye.

TWENTY-FIVE Buckeye Mowers only were built in 1857, but the notoriety obtained at the Syracuse Trial encouraged the manufacturers to build **FIFTEEN HUNDRED** for the next harvest.

Despite the combined opposition of manufacturers of the old pattern, one-wheel, rigid-bar machines, who foresaw that the introduction of the Buckeye must drive them from the field, its fame spread rapidly throughout the country, and the manufacturers were able to fill but a small part of the orders which poured in upon them from all sections. Manufactories of the Buckeye were established in different parts of the country, and machines turned out in greatly increased quantities, but the demand still kept constantly in advance of the supply.

The Competitors of the Buckeye.

Rival manufacturers, finding it impossible to sell their rigid-bar machines in competition with the Buckeye, were obliged to seek a foreign market for their old stock, and to get up new machines bearing some resemblance to the Buckeye, in order to make any sales at home. A few years completely revolutionized the Mowing and Reaping Machine manufacture of the United States; the Buckeye was accepted as the **STANDARD**, and the measure of success which other machines met with was **PROPORTIONED ACCORDING TO THEIR RESEMBLANCE TO THE BUCKEYE MODEL.**

The Judges at the Great National Trial in 1866, at which fifty-nine Machines competed, state in their official report, that:

"For several years past every new mowing contrivance has gravitated more and more toward the Buckeye principle, until, as will be seen by an examination of the tables of dimensions, and the descriptions given in this report, all the machines are grouped around this central type, only differing from each other by the introduction of different mechanical equivalents for accomplishing the same purpose."

The Great Field-Trial of 1866.

Nine years having elapsed since the Great Syracuse Trial, a second Great National Field-Trial was held at Auburn, in July, 1866, where the Buckeye again triumphantly vindicated its claim to superiority. Fifty-nine machines competed; the trial occupied about three weeks; the tests were the severest

and most comprehensive, and the trial was the most thorough and important ever held in *any country*. The FIRST PRIZE GRAND GOLD MEDAL IN CLASS ONE was awarded to the Buckeye Machine for superiority in ALL THE POINTS SELECTED BY THE JUDGES AS THE ESSENTIALS OF A PERFECT HARVESTER. The Buckeye was the only machine which received the UNQUALIFIED APPROVAL of the Judges.

The Judges, in their Official Report of this trial, sum up the record of the Buckeye in the following words:

"The record of the BUCKEYE is interesting, in view of the fact that it was the pioneer in the path of the great improvements which have popularized mowing machines and made them an absolute necessity to every farmer. It took the prize at the Great National Trial of Mowers and Reapers, at Syracuse, (in 1857,) and at once sprang into great popularity.

"The result of this trial clearly shows that it still keeps the forward rank which it won at Syracuse and at many other subsequent trials, and that it is still as worthy the patronage and confidence of the public as it has been in any preceding portion of its history."

Mowers and Reapers in Europe.

The demand for the Buckeye at home has been so great that we never have sought a foreign market, and NO AMERICAN BUCKEYE HAS EVER COMPETED AT ANY FOREIGN TRIALS. American inventors who have sale at home for all that they can produce do not often seek a foreign market. For this reason exclusively, American inventions, like Mowers and Reapers, are not generally sent abroad until they are superseded by something better at home. The original Buckeye features of two driving-wheels and a jointed bar have, however, found their way across the water, and the machines which enjoy the highest reputation in Europe are those which embody these principles.

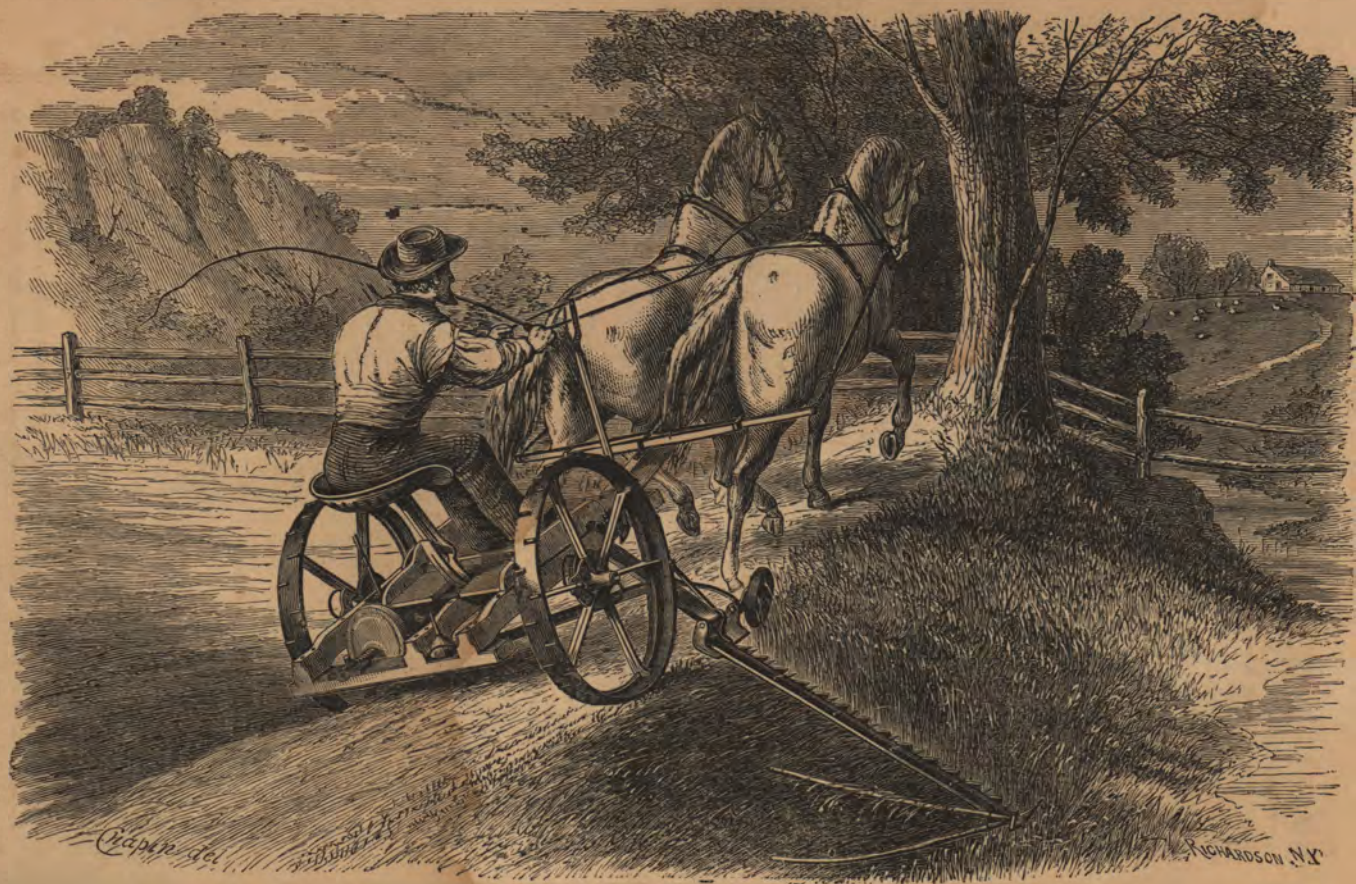
The Name "Buckeye."

The term "BUCKEYE" is the trade-mark attached by the inventors to the mowing machine which first successfully introduced two driving-wheels and a double jointed folding cutter-bar.

There is scarcely a mowing machine manufacturer in the country who has not secured the right to use some of the Buckeye features; but the NAME AND REPUTATION ATTACHED TO IT are the exclusive property of the inventors and manufacturers of the ORIGINAL BUCKEYE, which machine embodies many important features not found in any other.

Any parties who offer machines to the farmer as *the Buckeye, with their improvements, or the Buckeye combined with some other name*, merely attempt to steal our reputation, which they find easier than to make one for themselves.

Farmers are cautioned against allowing themselves to be deceived by the fraudulent misrepresentations of all such unprincipled parties.



Mowing on Rough Ground.

Price List of Extras, No. 1 Mower.

No.		No.	
00	Spring Key for Brace Bolt.....	05	Shipper Clutch..... 50
0	Spring Key for Eye of Scythe....	05	18 Main Seat Spring..... 3 50
1	Connecting Rod..... 2 50	19	Spur Pinion..... 1 50
2	Roll for Leading Wheel..... 40	20	Driving Wheel..... 8 00
3	Composition Box..... 1 25	21	Bevel Pinion..... 1 00
	Chilled Box..... 35	22	Bevel Wheel..... 5 50
4	Spring Gib..... 15	23	Spur Wheel..... 3 50
5	Ratchet Key..... 15		Ratchet Wheel, plain..... 1 50
6	Inside Shoe..... 3 00	24	Ratchet Wheel, with Sheave..... 2 00
7	Outside Shoe..... 2 50	25	Leading Wheel..... 1 75
	Outside Shoe Spring..... 1 00	26	Crank Balance and Pin..... 2 50
8	Guard Finger..... 50	27	Gag for raising Bar..... 75
9	Iron Seat..... 2 00	28	Front Hanger and Cap..... 6 00
10	Hinge Joint..... 5 00	29	Track Clearer Iron..... 1 00
11	Cross Hanger and Box..... 2 25	30	Long Brace..... 2 00
12	Crank Fender..... 80	31	Short Brace..... 2 00
13	Lever Axle..... 1 00	33	Knife Section..... 25
14	Box rear end of Crank Shaft..... 1 50	34	Complete Scythe..... 7 00
	Cap rear end of Crank Shaft..... 75	35	Pawl Spring..... 50
15	Box rear end of Short Shaft..... 1 50		Pole..... 3 00
16	Lever Ratchet..... 1 00		Section Rivets, per lb..... 40
17	Back Seat Spring..... 1 00		Finger Rivets, per lb..... 30
	Brace Hanger..... 1 00		Track Clearer Slide..... 25
	Double Washer for Connet'g Rod 10		Scythe Button..... 10
	Crank Pin..... 75		Fender for Spur Wheel..... 75
	Back Hanger..... 1 00		Fender for Bevel Pinion..... 30
	Shipper Handle..... 40		Scythe Head 1 00
	Shipper Standard with Spring..... 50		Track Clearer Sticks..... 20

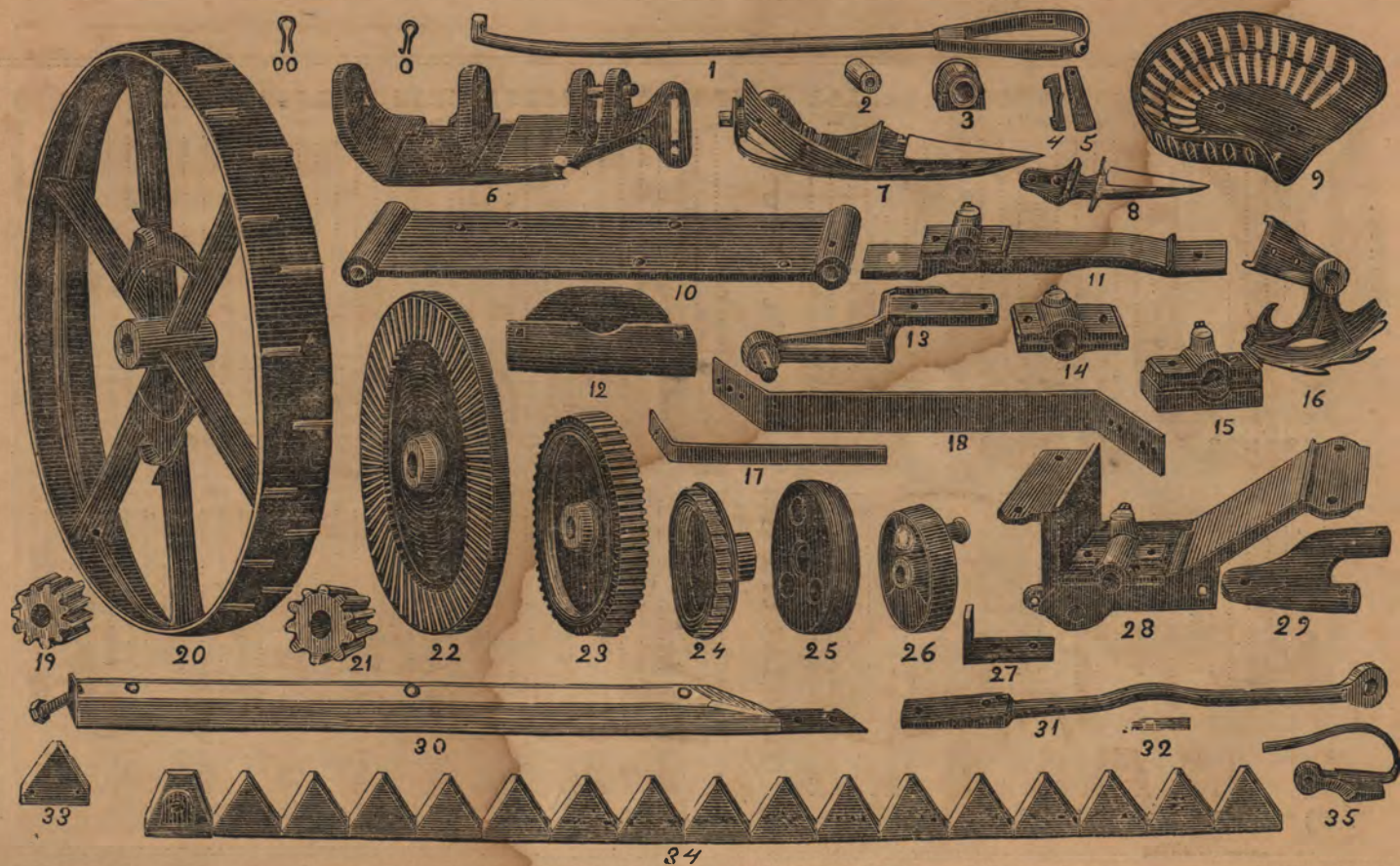
Price List of Extra Parts of No. 2 Mower.

No.	PRICE.	No.	PRICE.
50	Main Driving Wheel.....\$7 00		Front Hanger Cap..... 75
51	Spur Pinion..... 75		Lever Handle..... 50
	New Style do. with clutch..... 1 25	74	Track Clearer, Iron and Slide..... 1 25
52	Bevel Pinion..... 75	75	Track Clearer Slide..... 25
53	Bevel Wheel..... 4 50	76	Outside Shoe..... 2 25
54	Internal Gear..... 3 00	77	Lifting Chain..... 1 00
	External Gear for new Style..... 3 00	78	Gag Iron..... 50
55	Leading Wheel..... 1 50	79	Lever Axle, Old Style..... 1 00
56	Roll for Leading Wheel..... 30		do do New Style..... 1 25
57	Right Hand Ratchet..... 1 25	80	Long Brace..... 2 00
58	Left Hand Ratchet..... 1 25	81	Short Brace..... 2 00
59	Crank Balance Complete..... 2 50	82	Front Hanger and Cap..... 4 00
60	Lever Ratchet..... 1 00	83	Cross Hanger and Boxes..... 4 00
	New style, Lever Ratchet..... 1 00		Back do do do new style. 6 00
61	Composition Box..... 1 25		Caps for Boxes, each..... 75
62	Gear Shifter..... 25	84	Inside Shoe..... 2 75
	New Style do. 50		Inside Shoe for No. 3, (malleable).. 3 00
63	Gear Shifter Guide..... 15	85	Spring Key..... 05
64	Gear Shifter Handles..... 50	87	Box rear end, short shaft..... 1 50
	New Style do..... 50	88	Socket Wrench..... 35
65	Gear Shifter Clutch. 50	89	Cap for Cross Hanger..... 1 00
	New Style do..... 50	90	Pole Socket..... 50
66	Gear Shifter Button..... 10	91	Complete Scythe..... 6 50
	Gear Shifter Button, New style.... 15		Complete Scythe for No. 3..... 6 00
67	Finger Plate..... 15	92	Crank Fender..... 1 25
68	Guard Finger..... 50	93	Right hand Pawl Spring..... 50
69	Finger Bolt..... 10	94	Left hand Pawl Spring..... 50
70	Connecting Rod..... 2 50	95	Linch Pin..... 05
71	Hinge Joint..... 4 50	96	Axle Washer..... 05
72	Main Seat Spring..... 3 00	97	Blank Section..... 25
73	Back Seat Spring..... 1 00	98	Knife Section..... 25
	do do do New Style..... 1 50		Outside Shoe Spring..... 1 00
	Front Hanger, (no cap)..... 2 75		Track Clearer Bolt..... 12
	Spiral Spring..... 20		Crank Fender Bolt..... 10

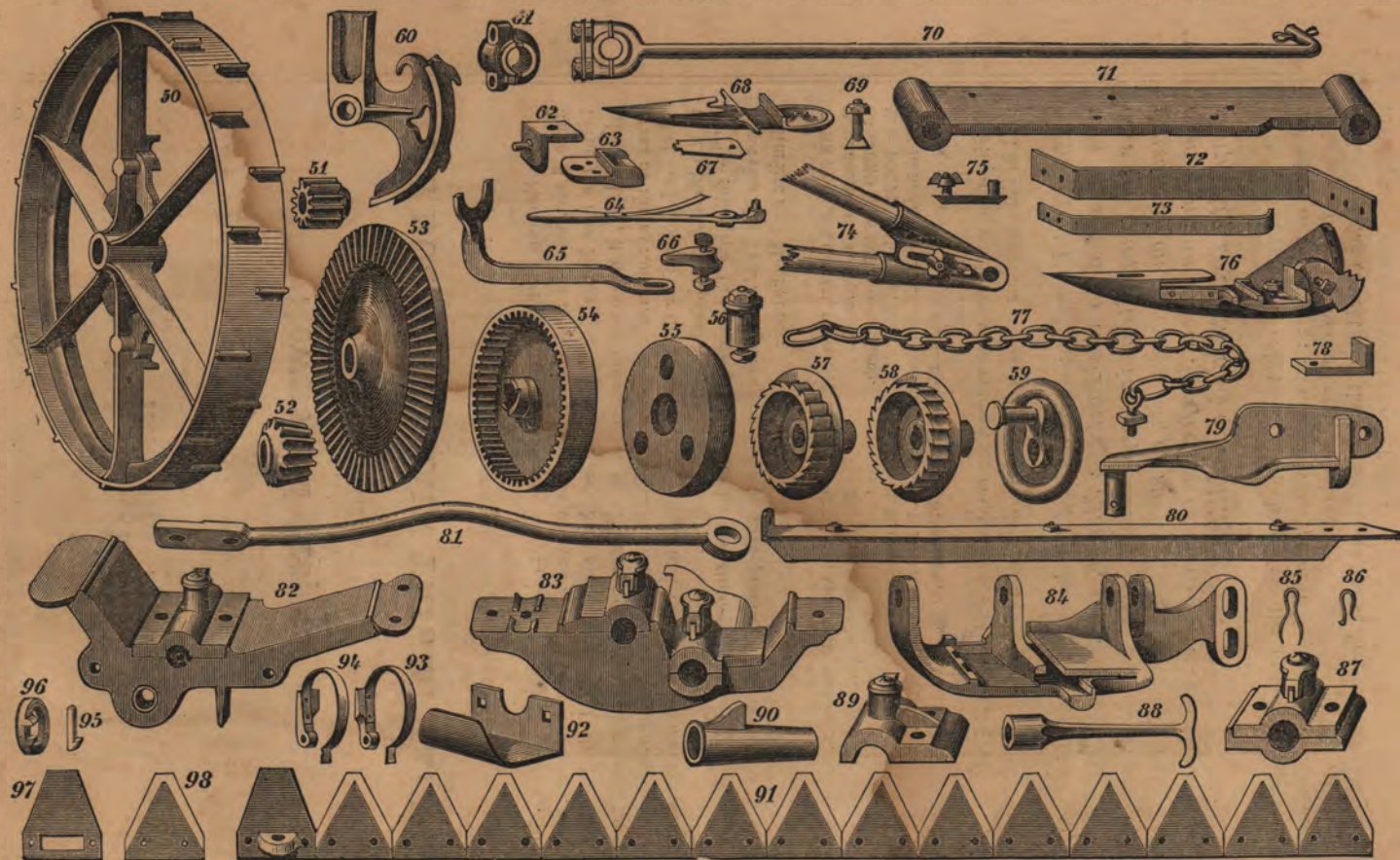
In ordering the following parts, it will be necessary to mention whether they are intended for the Right or Left Hand Side of the Machine.

No. 20, Driving Wheel. No. 24, Ratchet Wheel. No. 35, Pawl Spring.

It is necessary, in all cases, when ordering extra parts, to give the Number of the Machine, and the year of its Purchase.



Cut of Parts of No. 1 Mower.



DRAWN BY WILSON.

Cut of Parts of No. 2 Mower.

The Great National Field Trial

OF

Mowers and Reapers.

THE BUCKEYE AGAIN TRIUMPHANT!

THE SECOND GREAT NATIONAL FIELD TRIAL, held at Auburn, N. Y., in June, 1866, was the most thorough and extensive ever held in any country, and being the first National trial that has been held since the Great United States trial of 1857, it attracted the attention of all interested in the welfare and progress of the agricultural community. The State Legislature appropriated Five Thousand Dollars for the purpose of this trial, and entrusted its management to the State Agricultural Society.

The following Committee, appointed by the State Agricultural Society to supervise the Trial, comprises some of our first practical and scientific Agriculturists and Mechanics:

JOHN STANTON GOULD, Hudson, N. Y.

B. P. JOHNSON, Albany, N. Y.

SANFORD HOWARD, Lansing, Mich.

E. R. POTTER, Kingston, R. I.

Prof. BENJAMIN PIERCE, Cambridge University.

HENRY WATERMAN, Hudson, N. Y.

EZRA CORNELL, Ithaca, N. Y.

SAMUEL CAMPBELL, New-York Mills, N. Y.

A. B. CONGER, Haverstraw, N. Y.

T. L. HARRISON, Morley, N. Y.

JUDGE ELISHA FOOTE, Washington, D. C.

Fifty-nine machines were entered for competition, and over two weeks occupied in the numerous severe tests to which they were subjected.

The First Premium Grand Gold Medal, in the First Class, was awarded to the Buckeye Mower, for SUPERIORITY over all competitors in perfection of work in all kinds of grass and on every variety of surface, lightness of draught, ease of management, perfection of mechanical construction, simplicity, strength, and durability.

The BUCKEYE is the *only* machine which receives the unqualified approval and praise of the Judges; all other machines, though they may be well spoken of in some respects, are condemned in others.

The following extract from the Official Report shows how the superiority of the BUCKEYE was developed in every point:

(EXTRACT FROM OFFICIAL REPORT.)

“AWARDS OF PREMIUMS.**CLASS I.**

Starting with the swaths in the Monson Meadow, there are three which were clearly prominent—namely, Buckeye, entry No. 10; R. I. Clipper, No. 18, and Wood's Mower, No. 8.

The cutting of all these machines was nearly all that could be desired, and all were marked by the judges with the number 40, which denoted PERFECTION OF WORK, and they were the only ones thus marked. (40 represented the best work that could be done; 30 the best work that could be done by hand; and 20, work that would not be tolerated by any respectable farmer.)

Examining the records of these three mowers in the Clover lots, we find the following marks indicating quality of work:

Buckeye, entry No. 10, was marked 40.

R. I. CLIPPER, entry No. 18, was marked 32.

WOOD'S MOWER, entry No. 8, was marked 29.

The CLIPPER thus appears very inferior on the record, as a mower of clover, to the Buckeye, and Wood's was inferior to the CLIPPER, though in a less degree; and as the BUCKEYE is the only one which made perfect work in both fields, we are constrained to give the preference to the BUCKEYE, No. 10, for quality of work.

Considered with reference to ease of draught we find the following record:

	IN REED'S LOT.	IN WOOD'S LOT.
BUCKEYE, No. 10, . . .	180.56 lbs.	227.13 lbs.
R. I. CLIPPER, No. 18, . . .	199.00 “	236.22 “
WOOD'S MOWER, No. 8, . . .	186.74 “	257.62 “

Considered with reference to durability, one of the most common ways in which mowing-machines are broken, is by the sudden arrest of their motion by running against a stump or stone. It is, therefore, of importance, in determining this question, to study the different modes of resisting this shock.

On comparing these arrangements for resisting the shock of a sudden arrest of the motion of the knife, we are of opinion that those adopted by the BUCKEYE are the best, and that this machine is less liable to injury from such an accident than either of the others. We think, too, that Mr. Wood's very quick motion will cause his machine to wear out sooner than the other two.

The drive-wheels of the Clipper are made by casting a rim and hub on wrought-iron spokes. This has been frequently attempted before, but hitherto without success in insuring permanency. The proprietors claim that they have adopted new methods by which the wheel will remain firm and solid. It may be so, but in our judgment the wheels of the BUCKEYE are more reliable, and may be expected to outlast considerably those of the CLIPPER.

Although its (THE CLIPPER's) journal bearings and gearings are very carefully cased, yet it is impossible to prevent the insinuation of finegrit to the journals; and as very few farmers have enough mechanical skill to take the machine apart for the purpose of cleaning it, and accurately replace the pieces, we are afraid that in practice the journals and bearings of this machine would be found to wear more rapidly than those which, being more accessible, can be more easily cleaned. Again, it seems to us that when these bearings wear, it will be necessary to replace the WHOLE of that part of the machine with which they are connected; the spur pinion and the bevel driver being on a shaft with very short bearings, a small amount of this wear will cause a great amount of derangement of the gearing; and thus diminish its durability. Experience may demonstrate that these views are erroneous; but until the question is thus decided, the views we have expressed are the results of our best judgment.

We think that the BUCKEYE is the most desirable for another reason. It is well known that bevel gearing is not as accurately made as spur gearing; hence spur gearing is universally preferred for high speeds, as it works more smoothly, with less wear, less vibration, and less tendency to mutual displacement. The BUCKEYE takes a judicious advantage of this principle, and gets up the slow or first motion with bevel gearing, and the second, fast motion with spurs. For these reasons we award the verdict of GREATEST DURABILITY to the BUCKEYE.

BUCKEYE's record for side-draught was 2 1-2 lbs., Clipper's was 5 lbs., and Wood's 6 lbs. The BUCKEYE, therefore, has the preference in SIDE-DRAUGHT.

The BUCKEYE, when moving from place to place, folds its bar completely over on to the frame, while on the others it remains vertically on the side of the frame. This, we think, constitutes a strong claim to commendation on the score of PORTABILITY.

The horizontal folding of the finger-bar gives the BUCKEYE the preference for faculty of management.

It follows clearly from this, that the BUCKEYE excels in the greatest number of points. We may possibly err in our judgment on the question of durability; but in relation to the other points there can be no question whatever, and we therefore award the Gold Medal in the first class to the BUCKEYE MOWER.”

The Popularity of the Buckeye.

Eleven years have sufficed to extend the sale of the Buckeye from TWENTY-FIVE machines to TWENTY THOUSAND, in a single season, and the total number now in use in the United States is not less than ONE HUNDRED THOUSAND, while the demand has been so great each season that thousands of farmers who wished to obtain Buckeyes have been unable to do so. We shall, in the future as in the past, spare no effort to maintain the Buckeye in its present high position as the Standard Harvester of the United States.

Early Orders.

We would urge upon farmers the importance of handing in their orders early in the season, if they wish to make sure of securing a BUCKEYE. Our manufacturing facilities are more extensive and complete than ever before ; but the harvesting season is so short, that delays will occur in shipments when orders pour in on us from all quarters at once, and we have each season been obliged to disappoint numbers who have delayed their orders until the last minute.

The Peculiar Features

Originally introduced in the BUCKEYE MACHINE are now universally recognized as essential points of an efficient Harvester, and the only machines of any standing or reputation, at the present time, are those which have taken the BUCKEYE as their model, and copied it more or less closely.

The many advantages of the BUCKEYE are now so well known that we shall here only briefly enumerate a few of its LEADING POINTS OF EXCELLENCE.

Two Driving-Wheels support the *whole weight* of the FRAME, GEARING, and DRIVER, and thus all the weight is used directly to give motion to the knives. As these wheels operate TOGETHER OR INDEPENDENTLY, short turns can be made to the RIGHT OR LEFT, *without clogging or stopping the knives.*

The Driving-Wheels have no Cogs on them, and no cog-wheel attached to them, but the gears are all arranged at such a height from the ground as to avoid all danger of being clogged by mud or sand.

Pawls and Ratchets are used to drive the gearing, and in backing the knives cease to vibrate. The pawls are held either in or out of gear by a spring, and when out of gear the wheels turn independently on the axle, *and none of the gearing is moved.*

The Double-Jointed Cutter-Bar adapts itself to all varieties of surface, *entirely independent of the frame*, mowing as closely and evenly over knolls and ridges, or through hollows, dead furrows, and ditches, as on the most level ground.

The Cutter-Bar folds over on top of the Frame, and the operation of folding and unfolding is so simple that it can be done by a boy in less than one minute. *The Buckeye is the only machine in which the cutting apparatus can be laid firmly and securely over and on to the Frame*, which the farmer must readily see has great advantages over merely tilting the bar against one side of the machine.

The Driver's Seat is behind the Cutters, enabling the driver, at all times, to have a full view of the operation of the knives without interfering with his management of the team: and if at any time he should be thrown from his seat, the danger of falling in front of the knives is entirely avoided.

The Hussey Open-Guard Flinger is the only successful cutting apparatus ever applied to Harvesters. By the use of malleable iron, we obtain what experience has demonstrated to be the best form of finger, and by fitting a plate of steel for the knife to cut against, *we combine a perfect shear-cut with the greatest possible strength.*

A Leading-Wheel is attached to the inner shoe, which entirely prevents the loose grass, over which it must frequently pass, from being pushed along and clogging the machine. It also prevents the points of the guard-fingers catching in the ground while passing through hollows and ridges.

The Outer Shoe is of malleable iron, fitted with a steel plate for the knife to cut against, and with a steel runner. It is very light and strong, and being no wider than the guard-fingers, leaves no combing at the end of the swath.

The Track-Clearer is adjustable, and can be set at different heights in short or tall grass.

The Height of Cut is regulated by means of the adjustable spring on outer shoe and adjustable wheel on inner shoe, so that both ends of the bar can be raised or lowered to cut any required height of stubble.

To Pass Obstructions, a lever is attached to the finger bar and main frame, by which the driver can, with one hand, while on his seat, **RAISE BOTH ENDS OF THE FINGER-BAR** from the ground to the height of eighteen inches.

A **RATCHET** is connected with this lever, which sustains the finger-bar at any required height while the machine is moving, serving an excellent purpose for passing over cut grass and turning at the corners.

To Throw in or out of Gear, a lever is placed at the side of the driver, by which he can instantly stop or start the gearing.

Side-Draught and Weight on the Horses' Necks are entirely obviated in the **BUCKEYE** by the perfect manner in which the machine is balanced.

The Draught of the Buckeye is reduced to the lowest point ever attained. It is not the lightest machine in weight alone that runs the lightest for the team, but that which has the weight properly balanced on the ground or driving-wheels, the gearing most firmly secured, so that there can be no cramping of the frame, and has its cutting apparatus best adapted to the work.

The draught of the **BUCKEYE** is lighter than **ORDINARY PLOWING**, being only from one hundred and fifty to two hundred and fifty pounds, as **FAIRLY DEMONSTRATED BY NUMEROUS DYNAMOMETER TESTS.**



On the Road.

Field Trials in 1868.

At a trial of the Buckeye and Kniffen Mowing Machines, on the farm of E. P. Brown, in Willimantic, Ct., July 15, 1868, the undersigned, L. Burlingham and R. Baldwin, were requested by the local agents of the above Mowers to select some gentleman who with themselves should constitute a committee to test and report the practical working of the machines, Mr. E. Storrs was chosen. The Kniffen was operated by Messrs. Thompson and Jordan, local agents, assisted by Messrs. Simonds, of Worcester, and Smith, of North Haven, general agents. The Buckeye was shown and worked by E. P. Brown and Son, assisted by O. A. Hillman, of Fitchburg. The machines were tried in three kinds of grass, and in all places where the machines were tried, we found that the Buckeye did the best work, adapting itself better to uneven and rough ground, making a closer, cleaner, smoother cut. The trial of draft was highly favorable to the Buckeye, and was as follows, with a *close, clean* cut:

BUCKEYE No. 2, 4 ft. 6 inch bar,	- - -	125 lbs.
BUCKEYE No. 3, 3 ft. 6 inch bar, one horse,	- - -	115 lbs.
The KNIFFEN, cutting about 1 inch higher, 4 ft. 3 inch bar,		200 lbs.
" " 1 horse, " " " " 3 ft. 6 inch bar,		170 lbs.

The committee noticed a heavy side draft on the Kniffen mower, while the Buckeye had little or none at all. We had no time to examine the mechanical construction of the machines, and shall therefore say nothing as to strength and durability; but, judging from what we did see, we are forced to the conclusion that the Buckeye is decidedly the best mower.

L. BURLINGHAM,	} COMMITTEE.
R. BALDWIN,	
E. STORRS,	

WILLIMANTIC, July 15, 1868.

The Hingham Agricultural and Horticultural Society,

Instituted a field Trial of Mowers, Tedders, and Horse Rakes, to be held in *Second crop* in connection with their Annual Fair the 29th & 30th of September, and there were present the Buckeye, Clipper, Wood, Union, Kniffen and Perry Mowers.

We have not room to print the full report, but only enough to show the *result*.

The trial took place upon the land of Wm. Davis, Esq., adjoining the grounds of the Society, and was witnessed by a great number of persons.

Of the two horse machines the committee unanimously awarded the **first prize** for the **best mowing** to the **Buckeye Mower**.

The trial of mowers for one horse, took place immediately after that of the two horse machines, and at the trial on the first day a majority of the committee were of the opinion that the Wood Mower was entitled to the first prize; but after discussing the quality of the mowing, and the difference in the thickness of the grass upon the lots mowed by the Wood and Buckeye, concluded to have the two machines *work in reversed positions* on the second day of the exhibition. This was done, and the result was that in the opinion of the committee, the BUCKEYE should receive the *first* prize, and the Wood the second. On the first day the grass on the lot mowed by the Wood machine, was the *thinnest and lightest of any lot mown*, and on that of the BUCKEYE the *thickest and heaviest*. The committee are of the *unanimous opinion* that the BUCKEYE cut the *thin grass as well as the Wood*; while on the other hand, the Wood **failed** to cut the **thick** grass as well as the BUCKEYE.

The Committee submit the following list of prizes:

FOR MOWERS FOR TWO HORSES.

First prize, Buckeye, driven by A. B. Barnard, - - -	\$10.00
Second prize, Union, driven by David Burr, - - -	8.00

FOR MOWERS FOR ONE HORSE.

First prize, Buckeye, driven by A. B. Barnard, - - -	\$8.00
Second prize, Wood, driven by James Sampson. - - -	4.00

There were six different patterns of Wheel Rakes upon trial.

The Bay State, Manufactured by Buckeye Mowing Machine, Co., West Fitchburg.

The Whitcomb, Manufactured by Alzirus Brown, Worcester.

The Kniffen, Manufactured by the Kniffen Mowing Machine, Co., Worcester.

The Lock Rake, Manufactured by Whittemore, Belcher & Co., Chicopee.

The Burt Wire Tooth and Wooden Tooth, Manufactured by Ames Plow, Co.

The quality of the grass was so green and heavy (being rowen just mowed) that it seemed a very difficult task to accomplish the work of raking in a satisfactory manner, and the committee made but one award, viz: **First prize**, \$4, for the **best raking** to the **Bay State Rake**, entered by Parker, Gannett & Osgood, of Boston.

For the Committee, ISRAEL WHITCOMB.

ISRAEL WHITCOMB,	} COMMITTEE.
SEAEVER JONES,	
RUSSELL LEBARRON.	

NET CASH PRICES.

(MACHINES DELIVERED ON CARS AT WEST FITCHBURG.)

No. 1 Mower, 4 feet 8 inch Cut, - - -	\$150.00
No. 2 Mower, 4 feet 6 inch Cut, - - -	135.00
No. 2 Mower, 4 feet Cut, - - -	125.00
No. 3 One Horse Mower, 3 feet 6 inch Cut, - - -	115.00

The Bay State Horse Rake.



PRICE \$45.00, AT WEST FITCHBURG.

Combines More Good Features than any other Rake.

It is independent in its action, each tooth operating Entirely Independent of the others when passing an obstruction.

Of light draft, having high wheels.

Easy for the Driver to ride on.

Is operated entirely by the foot, and is raised by a gear on the wheel.

Requires only the pressure of a few pounds to throw it into gear, thus bringing it as completely under the control of a lad of a dozen years, as of a man that is worth three dollars a day.

The Teeth are not coiled as in all other Wire Tooth Rakes, but are hinged to the axle, (which entirely removes all danger of breaking the coil,) and held down by spiral springs, as shown in the cut.

In case of breakage of a tooth from any cause, it can be removed and another inserted, and that by simply taking off and replacing One Nut, without moving or interfering with any other tooth.

The peculiar arrangement of the teeth, by which those at each side are brought forward of those in the center, thereby preventing the hay from scattering, or roping out, when raking, and particularly when on **Side Hills**, or **RAKING AFTER THE CART**, and **GLEANING GRAIN FIELDS**, has been Patented, and is used ONLY on the **BAY STATE**.

We add a Few from the Many Testimonials Received :

From the American Agricultural Annual,

ORANGE, JUDD & Co., PUBLISHERS, 245 BROADWAY, N. Y.

THE BAY STATE RAKE.—Several of the newest Horse Rakes are contrived so as to save the driver all the labor of lifting them, and being automatic in their action, they are lowered, and begin raking again the instant the load is dropped. The best of these with which we are acquainted is the *Bay State*. It is a **STEEL TOOTHED** rake, the teeth being held to their work by springs, and each tooth works independently of all the rest, a quality of especial value in passing obstructions. The mechanism by which the rake is lifted is a simple clutch which holds upon one wheel until the winrow is cleared and then lets go. It is worked by a lever touched by the foot. The ease with which it is operated renders it an implement which may as well be driven by a smart girl of fifteen, as a man. We used one of these rakes last summer with great satisfaction. It is manufactured by the **Buckeye Mowing Machine Co., West Fitchburg, Mass.**

ELMIRA, N. Y., Sept. 14th, 1868.

BUCKEYE MOWING MACHINE Co., West Fitchburg Mass.—Yours of the 7th inst., came in my absence. I used one of your rakes through the past haying season, and it performed its work well under all circumstances. I sold one to a neighbor, who has new land, and after **SPROUTING WITH AXES AND BUSH HOOKS, RAKED THE BRUSH IN HEAPS WITH YOUR SULKY RAKE**, a novel use; *but it did the work well and fast.*

Yours,

W. A. ARMSTRONG.

COLERAINE, Oct. 11th, 1868.

BUCKEYE MOWING MACHINE Co.—*Gentlemen :* I bought a Bay State Rake of your agents in Greenfield last June, have used it the past summer, and it has done good work in fine or coarse grass. I think it the best rake made.

Yours, truly,

A. W. HINSDALE.

FOXCROFT, ME., Nov. 3d, 1868.

FRIEND BARNARD.—The rake I had of you answered my whole expectations, and more. From the good opportunity I had to examine it last season, I had set my estimate very high before I put it in the field. It will do all that any rake ought to do; will rake the heaviest grass with little or no drying; will rake cleaner than ordinary help will do by hand; will rake over all sorts of obstacles, where wheels can be driven; can be pressed down to the most uneven surface that can be mown, and will gather the hay clean, and discharge it in the best possible manner to be handled with the fork. An active boy ten years old can handle it. It has endured the most unfair treatment without a fracture or a blemish. I have seen it repeatedly turned short about when heavily loaded, subjecting the teeth to an enormous lateral twist and strain, without changing their form or place. Most men who examine the rake, **EXPRESS ASTONISHMENT THAT IT CAN BE SOLD AT SO LOW A PRICE.** Two of your rakes were bought and used by my neighbors, I had them both in my fields and worked them myself, and find them all equally satisfactory.

Your obedient servant,

C. CHAMBERLAIN.

We the undersigned, having bought and used the Bay State Horse Rakes the past season, are pleased to join in all the expressions of their commendation, employed by our neighbor Mr. Chamberlain.

CHASE PARKER,
NATHANIEL GRAY,
D. B. WHITTIER.

THORNDALE, WASHINGTON HOLLOW, N. Y.

MR. A. B. BARNARD,—*Dear Sir:* Enclosed please find draft on N. Y. to pay for the Bay State Horse Rake sent me this season. It has done its work capitally, and given entire satisfaction. I have examined most of the different styles of Horse Rakes, and have seen many of them work, and consider yours the best of them all.

Yours, truly,

SAMUEL THORNE.

October 20th, 1868.

EAST WINDSOR, Sept. 23d, 1868.

MR. A. B. BARNARD,—*Dear Sir:* The two rakes you sent me work most splendidly, I would not take **SEVENTY-FIVE DOLLARS** for mine, if I could not get another, and the one I sold my neighbor, *money would not buy.*

Respectfully, yours,

WM. N. WELLS.

East Windsor, Ct.

Atlantic Hay Tedder,

OR, CRAVEN'S LATEST,

So called for the reason that that the inventor of this Tedder did invent, patent and introduce a Hay Tedder three years since, said Tedder being now known as the American Tedder; its manufacturers having adopted the Bullard Fork, in the place of the original Craven Fork, and changed the name of the Machine.



Patented December 8th, 1868.

Patent Re-issued January 5th, 1869.

CRAVEN'S LATEST TEDDER, **THE ATLANTIC**, as shown above, is a model of simplicity and lightness; and its draft is more like that of a trotting sulky, than an agricultural implement; yet, notwithstanding its lightness, it will effectually

Take up all the Hay from the Ground and thoroughly Shake it out and Turn it.

The heaviest winrows and beds are not obstacles, the Machine will get under all the hay between its wheels, and to clog it is believed to be impossible. The Reel is *adjustable*, and can be thrown in and out of gear without the driver leaving his seat. A reference to the cut is the best description; it will be observed by noticing the system of gearing that the triangular reel revolves much faster than the wheels, and in a contrary direction, consequently the grass is swept forward from the ground and carried over the reel and thrown back and upwards; the wet grass being thrown higher because it is heavier, the dry or lighter grass falls first to the ground, and the wet on the top, thus systematically turning it as desired.

It does the work better, and with *half the power of the Horse*, required by the American or Bullard Tedders. The Reel revolving in the contrary direction from the driving wheels, the Teeth, or Forks, are not forced through the hay from the top, but pass *under* the hay, thus avoiding the liability of breakage caused by forcing them through the hay and into stones or hillocks.

Price \$70, on Cars at West Fitchburg.

Bay State Horse Rake.

Patented March 13th, 1866, and January 12th, 1869.



ATLANTIC HAY TEDDER.

Patented December 8th, 1868. Reissued January 5th, 1869.

