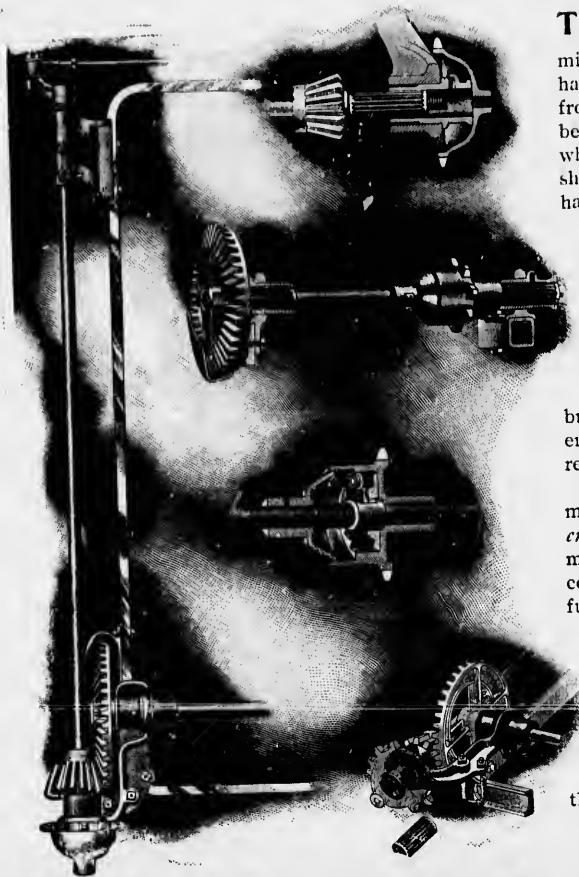




These Five Pictures show the accurate, costly gearing of the Right-Hand McCormick. The long picture shows the one-piece end sill of the harvester, to which is fixed the long steel crank-shaft. Its front box is twice the length of others. Its rear box holds the bevel wheel and pinion immovably together. This pinion and wheel *run true* all the life of the machine. The top picture shows the sprocket wheel and the removable bushing cut in halves. It shows the shaft and roller bearing partly drawn out.

This is the End of the Century construction—costly, but the "Right-Hand" has the lightest draft at all cost.

The picture at the right-hand lower corner shows (through a shadow of a sprocket wheel) the removable bushing partly withdrawn and the roller bearing below. The power for the elevators, reel, and adjuster comes from this sprocket wheel and causes wear and friction. The bushing takes the wear and saves the friction. Other harvesters have a solid box, which soon worn out costs a large sum to replace.

The central pictures are the main cross-shaft and an enlargement of the clutch cut in half. *The removable boxes of the cross-shaft keep in line.* They never bind the shaft as in cheap machines; but, not content with this, the removable boxes of the costly-built McCormick are fitted with roller bearings, so, to the fullest extent, the horses are saved.

The McCormick Patented Clutch (costing four times more to make than any other clutch) starts the moving parts of the machine as quickly as would a mower. The pawl is covered from dirt. The steel roller in its point rolls out of the ratchets, saving wear. The bell shipper will not wrap with trash, as it does not turn with the shaft.

This superb line of gearing fulfills its purpose. It gives the McCormick wings in comparison with cheap harvesters.