

Has the Stooker Arrived?

More Experiments with this Labor-saving Device---
These Machines are being given a Thorough Tryout.

THE other day I was motoring out south of Brandon. We were going pretty fast, for the road was fairly good, and the livery man was getting so much, also too much, for the trip. Passing by a wheat field in which a binder was at work I noticed that the sheaves were not behaving in the orthodox manner. They were not tumbling off on to a sheaf carrier, later to be left in neat rows, like regiments of German soldiers after one of Foch's advances. As soon as the discharge arms had kicked out a sheaf it sprang into the air turned a half circle toward the rear and there lay with its head facing in the same direction as the horses. When a half dozen or more had done this and were reposing calmly in a trundle bed on wheels that was following the binder, a semi-circular arm bent down over them, and gave them a parting caress, after which the

riage alternately. From 7 to 11 sheaves are put in a stook, the tripping being done automatically by weight. The stook, after it is built up, is bound with binder twine. On the left side is the knottor from which the twine passes across the bottom of the carriage so that the sheaves are placed on it. The long semi-circular arm, which corresponds to the needle of the binder, swings over and carries the end of the twine back to the knottor. All the sheaves are, therefore, tied into a compact bundle. The bed of the carriage then tips backward and the stook is stood on end.



Just as the Mechanical Stooker Left It.

The adjustments are made so that the forward motion of the machine is exactly counterbalanced and there is no tendency for the stook to topple over.

Is this stooker going to work successfully? Don't ask me. The day I saw it it was not doing a perfect job. But do not condemn it too hastily. The wheat was very short, shorter than you will find most years in the west, and the men had not got it perfectly adjusted so that the twine was placed as to hold the sheaves tightly together. A sheaf or two, therefore, was pulled down somewhat on the front side of the stook as the rods were drawn out from under them. However, this may have been more or less a matter of adjustment as the men who were operating it were entirely unused to operating the machine. I was informed by the farmer who had it that on the previous day it had been used to stook rye, which was a longer crop, and that the stooks were put up in fine shape. Since all possible conditions of crop are found, this year



The Arm carries the Sheaf back to the Carriage where the Stook is Built Up.

whole bundle of them were dumped out on their butts and left there, and instead of disorderly rows of prostrate sheaves after the binder, there were orderly rows of stooks.

Later in the day I had an opportunity of inspecting this latest endeavor of the mechanician to solve the farmers' labor problem. The machine is one of the 200 which one of the big firms is trying out in the west this year. The general outlines of its construction and the manner in which it handles the sheaves are shown by the illustrations. It is mounted on castor wheels and drawn at the side and slightly at the rear of the binder. The mechanism is driven from the binder through an attachment on the pitman shaft.

When a sheaf is kicked out by the discharge arms it falls on a set of prongs attached to an arm which immediately carries it back over and in a half circle to the carriage. Here the stook is built up. The sheaves are placed to the right and left in this car-

riage should be a good one for testing the machine out.

The manufacturers claim that an extra horse on an eight-foot binder will take care of the stooker and that on a seven-foot binder four horses are all



The Stook just as it is being Dumped.

that are necessary. One quarter more of a twine than is used ordinarily is required to tie the stooks, they claim. The cost is well below \$200.—R.D.C.

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