



At the present time the museum houses a 1908 McLaughlin (Model 8) whose original owner was D. A. Nichol, Alexander, Manitoba; a 1913 McLaughlin, formerly owned by H. Gustaphson, Erickson, Manitoba; a 1916 Overland (Model 75) which is a forerunner of the more common model 90; a 1914 Hupmobile formerly owned by Russell Doyle of the Beulah District; a 1911 McLaughlin (Model 27), originally owned by Major Bearington; a 1913 Model T Ford; a 1915 Maxwell, formerly owned by Mr. Wm. Hamilton, who bought it in the fall of 1914; a 1925 Overland; a 1914 McLaughlin (Model B36); a V-8 Oldsmobile (1921) Model 27, having varnished wooden spoked wheels; a 1913 Case, (made by the J. I. Case Threshing Machine Co.) which has been driven very little, having approximately 8,000 miles registering on the speedometer; a 1918 Gray Dart (made by Wm. Gray Co.) formerly owned by Henry Carlson of Erickson, Man.; a Model T Ford (1911) formerly owned by Mr. Thomas Love, Hartney, Man.; a 1908 REO originally owned by Mr. J. McConnel, Hamiota, Man. (This car is chain driven and has a 2-cylinder engine); a 1909 Hupmobile, originally owned by Charley Doome, Kirkella, Man.; a 1914 (Buick) McLaughlin Model B25; a Hupmobile, formerly owned by Jack Norton, has been driven only 2,400 miles and still has one of its original tires; a 1926 Overland, formerly owned by Arthur Anderson, Sask.; a 1922 or 1923 (Winnipeg) fire truck; an American Austin; a 1916 Studebaker (4 cylinder); a 1917 McLaughlin D45, originally owned by a Mr. Hicks, Kisbey, Sask. with its original licence plate; and a 1919 Dodge, formerly owned by Wm. Fletcher, Portage la Prairie. Of special importance are

the following six cars: a 1912 Flanders 20, made by the E. M. F. Co. and formerly owned by Joseph McMurchy of McConnell, Man. (Mr. McMurchy was the founder of Selkirk Wheat); a E. M. F. 30-1908 to 1913 (Everitt, Metzger and Flanders' Co.) Mr. Clarkson rebuilt most of this car, many of the parts coming from different places including the radiator which came from Ontario. This car is known by the old-timers as The Early Morning Fix; a 1918 V-8 Chevrolet Model D which is extremely rare and must be seen to be appreciated; a Russel Knight (1913) built by C. C. M. (Canadian Motor and Cycle Co.) which sold for approximately \$5,000.; a 1914 Briscoe which is also extremely rare. The only other one known to exist is located at Niagara Falls, Ont. This car has one outstanding feature, being one headlight (situated in the center of the car) instead of two. This car was formerly owned by Wm. Williams of Miniota; and a 1911 Model T Ford, formerly owned by Mr. Thomas Love of Hartney.

Many other vehicles and articles can be found sheltered inside the museum such as a horse drawn hearse which was used in Carmen during the 1880's. Mr. Alexander of Roseburn, bought it in 1912 and in 1916 he bought one that runs by a motor which is also in the museum.

Old sewing machines, all shapes and sizes; rifles; a sausage making machine, owned by Mr. Mutton, Elkhorn's first butcher; a broadcast seeder used during the 1880's; buggies; a rear cut mower from Ontario (approximately 1885); a washing machine (1893) used by the Duthie Family of Hartney, Man.; old churns; a vacuum cleaner (approximately 1912);