

history is the fact that when technology improved, it became possible to build smaller and lighter engines with nearly the same drawbar rating as the earlier, larger models. This improvement is quite obvious when the Rumely collection is on display together.

Other engineering and design improvements were soon to appear as a result of experience and necessity. A way was soon discovered to enclose all the working parts. The engine was designed so that the transmission and base provided the main frame for the tractor. All gears and moving parts were completely enclosed and the term "Oil Bath" became commonly used.

Shortly afterwards, air cleaners began to be used ahead of the carburetor. Henry Ford with his Fordson and the J.I. Case Plow Co., who made the Wallis were first in the field with these ideas.

By the time the first war ended, power farming was still considered to be an unreliable experiment. The gas tractors were accepted as being a vital part of any farm operation for belt work but it was debatable and questionable if they were economical for land work. According to Mr. Grant MacEwan, again Quoting from his book, the various Horse Breeder Associations were adamant that the horse would never be replaced as a source of power for land work. Soon many changes and improvements in tractor design became apparent.

By the early 20's the John Deere Plow Co. purchased the Waterloo Gasoline Engine Co., which built the Waterloo Boy, a very popular engine. From this, they developed the first John Deere of the type which later proved to be so successful in the field.

At the same time, I.H.C. perfected an engine that was to become very popular, the McCormick Deering 15-20 and later the 22-28. Possibly these tractors provided the turning point and heralded the new age in farming.

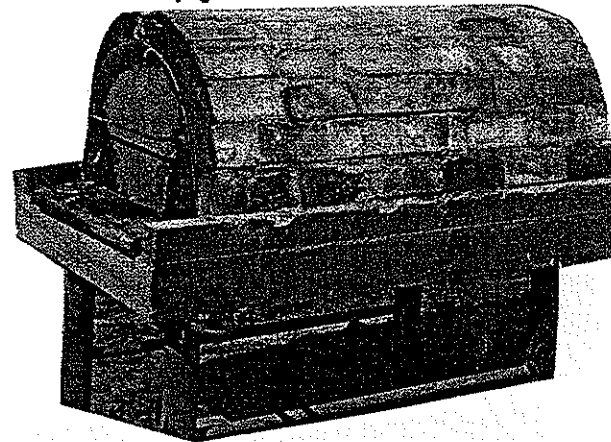
Hart Parr, Minneapolis, Twin City and others were soon in business with changes which came to be known as the conventional design. Case and others of the crossmount style soon turned the engine in line and for the first time it was agreed that power farming was here to stay.

Wm. Dennstedt

Something New

Our thanks to Len Polvi, who built this early style brick oven.

On a trial bakeoff on Museum Day, Len and Isabel turned out a very good batch of buns



Our sincere thanks go out to all those good people, volunteer helpers and the general public, who turned out on a miserable day, and together with the Museum crew, made this year's Museum Day a success.

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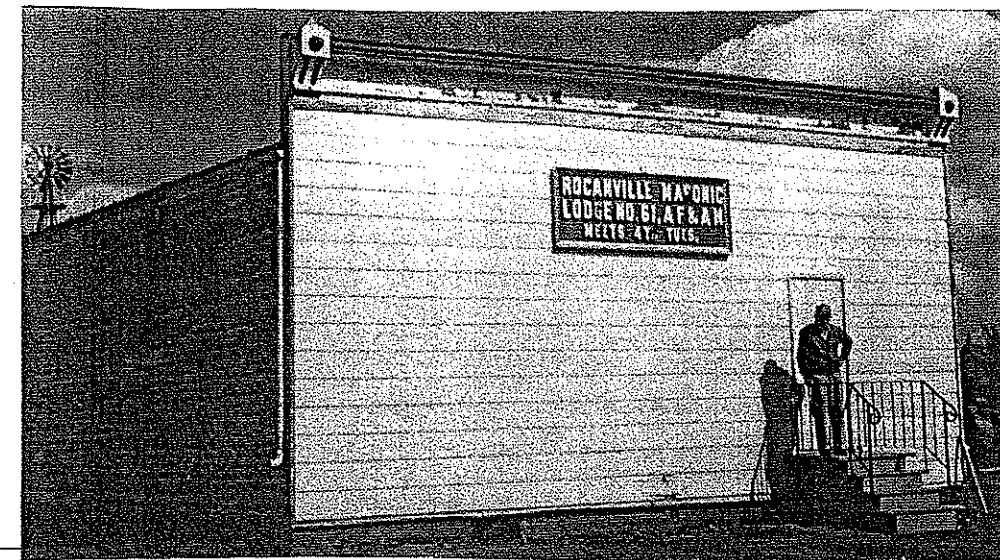
Any one wishing to submit material to be
printed in the Winter Issue should do so before

December 10th.

MUSEUM NEWS

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Masonic Hall Purchased

After the amalgamation of Rocanville Masonic Lodge with Moosomin, the Hall was offered for sale and bought by the Museum. A concrete foundation was poured and the building was finally set down on Sept. 3rd. The building, measuring 30 by 60 ft., was originally the top floor of the I.O.O.F. hall, built in 1913. Several uses have been proposed for the building but the final decision has not as yet been made.

It took a couple of tries

to put on our annual Museum Day event, but on the second try, it worked. The original date, Sept. 5th, was rained out, after some 180 people had eaten their pancakes and sausages. It was an excellent breakfast too, served by the staff of the Rocanville Credit Union.

The second try came on Sept. 12th., which turned out overcast and windy, but we went ahead with another breakfast, this time equally good, served by Rocanville Auto Body and Ross Goodman Construction.

People came, some wearing parkas or snow suits, and most stayed the day.

The parade, a feature that hasn't been tried for many years, got under way 4 minutes late, at about 10.30. It was comprised of eight antique and classic cars, and nineteen antique tractors. Most of the tractors and vehicles were local museum or privately owned, with some from Esterhazy and Moosomin. Only two tractors failed to make it, because the drivers didn't show up. The response to a call for engine drivers was very good.

Events of the day included flour and rolled oat making. Buns were baked in the brick oven. There were various engine displays,

including the fountain. Threshing was held at 1:00 PM. The sheaves were hauled by Fred Newmeier from Langenburg and his team of black Percherons. Allan and Helen Stewart brought their little horses.

Lunch during the day was provided by the Prairie Dusters radio control club. Despite the cool windy weather, the carousel was in use most of the day.

As a major event of the day, Gough brothers orchestra played in the Lodge hall, before a very vocal and appreciative audience. Their concert ran for nearly three hours.

The day ended with a well attended beef barbecue supper. The beef was cooked by Joan and Dennis Hack.

Our thanks go out to all who helped to make the day go as well as it did.

The Loonie raffle was won by:

McKenzie Eskdale -- \$200

Jack Shopland -- \$300

Phyllis McFarlane -- \$500

Congratulations

Rocanville and District Museum Society Inc.