

# TYRONE GLEANINGS

Volume 24 Issue 103

Apr-May-June 2010



## Maynard's Ramblings:

Here it is time for another paper and not any to soon to thank all of you for your renewals and also for the many that so generously contributed extra to help our society – we sure appreciate it. Barbara Carol Seek of California wrote a nice note along with her renewal and informed me that my spelling of Richie was wrong, that the correct spelling is Ritchie. We received notes from several more of you and it was good to hear from you.

We had a nice gathering for our January and March meetings but February was a disaster due to the snow and weather. We talked about canceling but decided not to. Five people showed up - including Art Johnson who is 95 years old and in a wheelchair. It takes a good man to brave a day like that.

A year ago Mary Matthews sent me a long letter giving me the history of the many items that she has so generously donated to our museum. Mary's father, Don, was in the Second World War and served in the Army Air Corps. She included a very interesting story about one of his exploits and I'll share it here with you: *Dad was a navigator in the lead plane for 50 missions over Polesti, Romania where the German oilfields and reserves were. It was said to be the most heavily defended German army site (besides Hitler's bunker). They were stationed in Northern Italy and would fly over the Alps. The journey and raid were so dangerous and the Attrition rate so high they basically had to replace the entire squadron every six weeks. The planes had no air pressure provision so each man had his own oxygen line and tank. Sometimes it would get to 60 below. Approximately 8 hours to target, with luck and 8 hours back. No auto pilots either. My Father's plane once did it all alone as all the others turned back due to bad weather. Their gunner (under the belly of the plane) was the only crew member they lost. After that Dad would take the gunners post once they arrived at target. They once went down over the Adriatic Sea and were rescued by Yugoslavian underground. It was not the Air Force at that time but the Army Air Corp. I think this is one of those situations where it was later explained, "We survived because we didn't know we couldn't."*

This a good reminder of what our Boys went through during the Second World War.



**Please mark your 2010 calendar for the next 3 meetings at 1:00pm  
Apr. 13, May 11 and June 8**

On Saturday April 17<sup>th</sup> at 2:00pm at the Algoma Baptist Church we are jointly sponsoring with Algoma and the Sparta Historical Societies a musical tribute to the Upper Peninsula by William Jamerson, Filmmaker/Songwriter and Author. This is going to be interesting. Let's have a good turnout. There is no cost to attend.



Taken from the May 4, 1900 *Casnovia Herald*-

Dr C. C. Koon of Casnovia took a large English Imperial Eagle to Grand Rapids Monday which measured 7 ft 4 inches from tip to tip of wings. The doctor shot the rare specimen near Casnovia and intends to have it mounted. (*Can you imagine that happening today?*)

Hilla Payne and Lew Stinson had a bad mixup at the depot Monday night. Paynes team got frightened and ran away, colliding with Stinsons wagon and damaging it some. They stopped when the wagon ran into a washout a few rods south of the depot and tipped over, scattering about fifty bushels of peaches over the ground, smashing a wheel and breaking the wagon tongue. Damage about \$25.00.

Here's some good advice from the Kent City news in the *Casnovia Herald* of September 27, 1901-



Don't wait until you become chronically constipated but take DeWitts Little Early Risers now and then. They will keep your liver and bowels in good order. Easy to take. Safe pills. E.A. Webb Drug Store.

This was taken from the *Casnovia Herald*, Friday 8, 1899-

Letter from way down South. The following letter to Warren Spring of Bailey, explains itself;

Boynton Fla., Feb. 23, 1899. Mr. Warren Spring, Bailey, Mich.

Dear Friend I see in the Casnovia paper that you would like to hear from Florida in regard to cold weather here. We had about 12 hours of cold weather for Florida. It got to 25 above zero, but nobody froze. We saved most of our gardens at Boynton by covering with earth but the most of the state went under. About 100 acres of gardens at Boynton that is all right, which is about one half in the state out of 10,000 acres. I lost 1 ½ acres of potatoes that was too large to cover.

My self and family are all well and so is everybody else. We are having fine weather now, 70 to 80, nice growing weather. I wish you could see the gardens, you would not want to live on an iceberg any longer.

I hear that all the oranges are gone north of Dade Co. in the state, but do not know for sure.

I have in 5 acres of tomatoes, will commence to ship in March. We have the best outlet this year that we have ever had to make big money. We will make without a doubt \$500.00 per acre net this year. Warren, gardening in Florida is not like gardening in Michigan, you either make it or you lose everything.

I am coming to Michigan this summer for a short stay if everything goes right. Why don't you write me once in a while? I am working for N.S. Boynton yet. I get \$50.00 a month and Will Smith is working my garden with the help of one negro. I have 30 acres of tomatoes for N.S. Boynton and work 12 men, most all negroes.

With best regards to yourself and wife, Yours truly, H.B. Murray.

I thought this would be appropriate for this time of year.



## The Poppy Story

In Flanders Fields the poppies blow  
Between the crosses row on row  
That make our place, and in the sky  
The larks, still bravely singing, fly.

*Let Us Forget*

Scarce heard amid the guns below,  
We are the dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved and were loved, and now we lie  
In Flanders Fields.

Take up our quarrel with the foe;  
To you from failing hands we throw  
The torch; be yours to hold it high,  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders Fields.

*-Colonel John McCrae*

In November 1918, *The Ladies Home Journal* reprinted the poem, "We Shall Not Sleep," now known as "In Flanders Fields," by Col. John McCrae. A surgeon with Canada's First Brigade Artillery, Col. McCrae expressed his grief over "row on row" of soldier's graves that had died on Flanders' battlefields. The poem became a rallying cry to all who fought in the First World War.

Before the poem appeared in the *Journal*, Col. McCrae died. His words lived on in Moina Michael, a YMCA volunteer who worked with soldiers in New York City. To keep the message of the poem alive, Miss Michael wore a red silk poppy to honor these brave men and envisioned the poppy as a memorial to all veterans.

Her idea to mass-produce and distribute the flower throughout the country came to the attention of the newly established American Legion. The poppy was officially adopted as the national symbol of remembrance by the Legion at their Cleveland Convention on September 29, 1920. In 1921, during the first convention in Kansas City, Missouri, the Auxiliary added their support and agreed to distribute the flowers.

In 1924, the American Legion Auxiliary was given total responsibility for poppy production and distribution. The Poppy Program is now one of the oldest and most beneficial Auxiliary programs for veterans and has kept the message of Col. McCrae's little poppy alive.





## What Would a Wagon Be Without Wheels?

IT'S admittedly a foolish question. A wagon wouldn't be a wagon without wheels. It would be a sleigh or just a box. The wheels make the wagon go. They are, therefore, the most important part of a wagon. And they stand the roughest usage of any part of the wagon. They carry a double load — a load on the hub and a load between the rim of the wheel and the ground. To stand this strain they have to be stronger than any other part of the wagon. And the hub must be the strongest part of the wheel — it is the foundation of the wheel.

Weber Wagon hubs are made of the best grade "A" material, and are shaped with great care by expert workmen. The Weber hub is equipped with a collar that keeps grease from working in between the skein box and hub. This prevents loosening of spokes by the action of pressed-in grease. Weber wheels are also provided with extra large skoins and because of the wide beating surface the skein box cannot cut into the skein.

When hauling heavy loads, you can always depend on Weber wheels. Let us help you Weberize your hauling.

**J. A. SAUR,**  
KENT CITY, MICHIGAN



-Taken from the 1917 Kent City

### THE TWO GEORGES SEE THE FORD PLANT

George Bettes and George Barrett, the latter of Kent City, dealers in Ford automobiles, accompanied by Paul Johnson, Homer and Will Bouschel paid a visit to the Ford plant in Detroit a short time ago, while in Detroit for the purpose of bringing home a suitcase full of Fords. The Georges say that their jaws dropped way down on their chests and their mouths stood wide open when they began to comprehend the vastness of the Ford shops. They found the shops turning out 3,000 to 4,000 cars a day and were told that 1,000,000 cars would be made in 1918. It would take the whole town of Sparta to keep the shops clean, 1,000 being employed as sweepers and 500 as window washers. They saw the largest electric generators in the world, the power house requiring 187 tons of copper for its outfitting. The two Georges are selling Fords right along and have stopped keeping track of the number sold.

